Public Document Pack

CITY OF ADELAIDE

COUNCIL

Agenda and Reports

for the meeting on

Tuesday, 22 July 2025

at 6.00 pm

in the Council Chamber, Adelaide Town Hall

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Our Adelaide.
Bold.
Aspirational.
Innovative.

COUNCIL
Meeting Agenda, Tuesday, 22 July 2025, at 6.00 pm

Members: The Right Honourable the Lord Mayor, Dr Jane Lomax-Smith (Presiding)
Deputy Lord Mayor, Councillor Martin
Councillors Abrahimzadeh, Couros, Davis, Giles, Dr Siebentritt and Snape

Agenda

Item **Pages**

1. Acknowledgement of Country

The Lord Mayor will state:

'Council acknowledges that we are meeting on traditional Country of the Kaurna people of the Adelaide Plains and pays respect to Elders past and present. We recognise and respect their cultural heritage, beliefs and relationship with the land. We acknowledge that they are of continuing importance to the Kaurna people living today.

And we also extend that respect to other Aboriginal Language Groups and other First Nations who are present today.'

2. Acknowledgement of Colonel William Light

The Lord Mayor will state:

'The Council acknowledges the vision of Colonel William Light in determining the site for Adelaide and the design of the City with its six squares and surrounding belt of continuous Park Lands which is recognised on the National Heritage List as one of the greatest examples of Australia's planning heritage.'

3. Prayer

The Lord Mayor will state:

'We pray for wisdom, courage, empathy, understanding and guidance in the decisions that we make, whilst seeking and respecting the opinions of others.'

4. Pledge

The Lord Mayor will state:

'May we in this meeting speak honestly, listen attentively, think clearly and decide wisely for the good governance of the City of Adelaide and the wellbeing of those we serve.'

5. Memorial Silence

The Lord Mayor will ask all present to stand in silence in memory of those who gave their lives in defence of their Country, at sea, on land and in the air.

6. Apologies and Leave of Absence

Nil

7. Confirmation of Minutes - 8/7/2025

That the Minutes of the meeting of the Council held on 8 July 2025, be taken as read and be confirmed as an accurate record of proceedings.

View public 8 July 2025 Minutes.

8. Declaration of Conflict of Interest

9.	**Deputations**		
	Granted at time of Agenda Publication – 18/7/2025		
	Nil		
10.	**Petitions**		
	Nil		
	Recommendation/Advice from Committee/s		
11.	**Recommendations of the Reconvened City Finance and Governance Committee - 17 July 2025**		4 - 34
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14.	**Lord Mayor's Reports**		
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19.	**Questions without Notice**		
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	In accordance with sections 90(2),(3) and (7) of the *Local Government Act 1999 (SA)* Council will consider whether to discuss in confidence the reports contained within sections 21, 22 and 23 of this Agenda.		
	Confidential Recommendation/Advice from Committee/s		
21.	Confidential Recommendation of the Reconvened City Finance and Governance Committee - 17 July 2025 [s 90(3) (b), (d)]		598 - 601
22.	Confidential Recommendation of the Reconvened Infrastructure and Public Works Committee - 17 July 2025 [s 90(3) (j)]		602 - 603
23.	**Confidential Reports for Council (Chief Executive Officer's Reports)**		
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24.	**Closure**		

Recommendations of the Reconvened City Finance and Governance Committee – 17 July 2025

Tuesday, 22 July 2025

Council

Strategic Alignment – Our Corporation

Public

Program Contact:
Rebecca Hayes, Associate Director Governance and Strategy

Approving Officer:
Anthony Spartalis, Chief Operating Officer

EXECUTIVE SUMMARY

The City Finance and Governance Committee considered the following Items at its Reconvened meeting held on 17 July 2025 and resolved to present to Council the following recommendations for Council determination:

- Item 7.1 – Treasury Policy, Future Fund & Investment Policy Review
- Item 7.2 – Street Numbering Policy Review
- Item 7.3 - 2025/26 Q1 Forward Procurement Report

RECOMMENDATION

1. **Recommendation 1** – Item 7.1 - Treasury Policy, Future Fund & Investment Policy Review

   THAT COUNCIL:

   1. Notes that the updated Treasury Policy as contained in Attachment A and Future Fund Reserve Policy as contained in Attachment B were presented to the Audit and Risk Committee meeting held on 11 April 2025 for feedback.
   2. Adopts the updated Treasury Policy as contained in Attachment A to Item 7.1 on the Agenda for the meeting of the City Finance and Governance Committee Reconvened on 17 July 2025.
   3. Adopts the updated Future Fund Reserve Policy as contained in Attachment B to Item 7.1 on the Agenda for the meeting of the City Finance and Governance Committee Reconvened on 17 July 2025.
   4. Notes the table summarising changes made to the Treasury Policy and Future Fund Reserve Policy (formerly “Future Fund & Investment Policy”) as contained in Attachment C to Item 7.1 on the Agenda for the meeting of the City Finance and Governance Committee Reconvened on 17 July 2025.
   5. Authorises the Chief Executive Officer (or delegate) to make minor, typographical, syntactical and technical updates to the Treasury Policy as contained in Attachment A, and the Future Fund Reserve Policy (formerly “Future Fund & Investment Policy”) as contained in Attachment B to Item 7.1 on the Agenda for the meeting of the City Finance and Governance Committee Reconvened on 17 July 2025 to finalise the document.

2. **Recommendation 2** – Item 7.2 - Street Numbering Policy Review

   THAT COUNCIL:

   1. Notes the updated Street Numbering Policy with amendments shown as tracked changes, as contained in Link 2 to the Item 7.2 on the Agenda for the meeting of the City Finance and Governance Committee Reconvened on 17 July 2025.
   2. Adopts the updated Street Numbering Policy as contained in Attachment A to Item 7.2 on the Agenda for the meeting of the City Finance and Governance Committee Reconvened on 17 July 2025.

3. Authorises the Chief Executive Officer (or delegate) to make minor, typographical, syntactical and technical updates to the Street Numbering Policy as contained in Attachment A to Item 7.2 on the Agenda for the meeting of the City Finance and Governance Committee Reconvened on 17 July 2025 to finalise the document.

3. **Recommendation 3** – Item 7.3 - 2025/26 Q1 Forward Procurement Report

THAT COUNCIL:

1. Notes the procurements set out in Attachment A to Item 7.3 on the Agenda for the meeting of the City Finance and Governance Committee Reconvened on 17 July 2025, which will be released to the market during Quarter 1 of the 2025/2026 financial year.

DISCUSSION

1. The City Finance and Governance Committee Reconvened on Thursday 17 July 2025. The Agenda with public reports for the meeting can be viewed here.

2. Where the resolution of the Committee differs from the recommendation published in the Committee agenda, the Committee's recommendation to the Council is listed first, with the original recommendation provided in grey and italics.

3. The following matters were the subject of deliberation:

   3.1. Item 7.1 – Treasury Policy, Future Fund & Investment Policy Review

   THAT THE CITY FINANCE AND GOVERNANCE COMMITTEE RECOMMENDS TO COUNCIL

   THAT COUNCIL:

   1. Notes that the updated Treasury Policy as contained in Attachment A and Future Fund Reserve Policy as contained in Attachment B were presented to the Audit and Risk Committee meeting held on 11 April 2025 for feedback.

   2. Adopts the updated Treasury Policy as contained in Attachment A to Item 7.1 on the Agenda for the meeting of the City Finance and Governance Committee Reconvened on 17 July 2025.

   3. Adopts the updated Future Fund Reserve Policy as contained in Attachment B to Item 7.1 on the Agenda for the meeting of the City Finance and Governance Committee Reconvened on 17 July 2025.

   4. Notes the table summarising changes made to the Treasury Policy and Future Fund Reserve Policy (formerly "Future Fund & Investment Policy") as contained in Attachment C to Item 7.1 on the Agenda for the meeting of the City Finance and Governance Committee Reconvened on 17 July 2025.

   5. Authorises the Chief Executive Officer (or delegate) to make minor, typographical, syntactical and technical updates to the Treasury Policy as contained in Attachment A, and the Future Fund Reserve Policy (formerly "Future Fund & Investment Policy") as contained in Attachment B to Item 7.1 on the Agenda for the meeting of the City Finance and Governance Committee Reconvened on 17 July 2025 to finalise the document.

   For ease, Attachments A, B & C relating to Recommendation 1, Item 7.1, have been included at the end of this recommendation report.

   3.2. Item 7.2 – Street Numbering Policy Review

   THAT THE CITY FINANCE AND GOVERNANCE COMMITTEE RECOMMENDS TO COUNCIL

   THAT COUNCIL:

   1. Notes the updated Street Numbering Policy with amendments shown as tracked changes, as contained in Link 2 to the Item 7.2 on the Agenda for the meeting of the City Finance and Governance Committee Reconvened on 17 July 2025.

   2. Adopts the updated Street Numbering Policy as contained in Attachment A to Item 7.2 on the Agenda for the meeting of the City Finance and Governance Committee Reconvened on 17 July 2025.

   3. Authorises the Chief Executive Officer (or delegate) to make minor, typographical, syntactical and technical updates to the Street Numbering Policy as contained in Attachment A to Item 7.2 on the Agenda for the meeting of the City Finance and Governance Committee Reconvened on 17 July 2025 to finalise the document.

   For ease, Attachment A relating to Recommendation 2, Item 7.2, has been included at the end of this recommendation report.

   3.3. Item 7.3 – 2025/26 Q1 Forward Procurement Report

   THAT THE CITY FINANCE AND GOVERNANCE COMMITTEE RECOMMENDS TO COUNCIL

   THAT COUNCIL:

   1. Notes the procurements set out in Attachment A to Item 7.3 on the Agenda for the meeting of the City Finance and Governance Committee Reconvened on 17 July 2025, which will be released to the market during Quarter 1 of the 2025/2026 financial year.

For ease, Attachment A relating to Recommendation 3, Item 7.3, has been included at the end of this recommendation report.

DATA AND SUPPORTING INFORMATION

Link 1 – City Finance and Governance Committee Agenda

ATTACHMENTS

- END OF REPORT -

CITY OF ADELAIDE

TREASURY POLICY

June 2025 *legislative*

PURPOSE

The objective of the Treasury Policy is to ensure that Treasury activities are in accordance with its legislative responsibilities under the *Local Government Act 1999* (SA) and common law responsibilities and to ensure the long-term financial sustainability of Council. Treasury activities will therefore be managed to ensure the clear, prudent, cost-effective and comprehensive management of Council's financial risks while reflecting the needs of stakeholders.

Operational risk, arising from the management of financial risk, is implicitly addressed through this Policy and includes appropriate segregation of duties, maintenance of accurate records, reconciliation of key accounts, and monitoring of financial risk management activities by senior management and Council.

The key financial risks this policy seek to address are:

- Liquidity Risk
- Borrowing Risk
- Cash Investment Risk
- Interest Rate Risk
- Foreign Currency Risk
- Credit Risk.

STATEMENT

To achieve the purpose, financial risks are managed centrally to ensure alignment with Council's Strategic objectives. This enables Council to optimise access to debt capital and ensure that Treasury operates within a controlled environment.

In assessing and addressing risk the following must be considered:

- Council's 'risk appetite'
- 'User pays' and inter-generational equity principles
- The ability to service debt
- Speculative transactions are not permitted

Application of this document

This document is approved by Council and no part of the document may be amended without Council approval.

The approved document includes the body of the document and any explanatory documents.

The policy is to be reviewed and approved by Council on a biennial basis.

The policy is applicable to the whole organisation including any wholly owned subsidiaries.

Type of Borrowings

Council's net borrowing requirements will be reviewed annually as part of the Business Plan and Budget development and update of the Long-Term Financial Plan.

Borrowings may be structured as a mixture of short and long-term, fixed and floating interest rates. Borrowings for revenue-generating investments should match the business case assumptions.

For administrative efficiency, surplus cash or short-term borrowings may be utilised during the construction phase of major projects, consistent with a holistic approach to cash management.

The level of overall borrowing that Council can sustain will consider the following:

- strategic planning for the future of the Council, covering short, medium and long-term spending and investment requirements
- current and estimated future revenues and the ability to increase the revenue stream through rates growth, user charges, additional grant funds or business activities
- that borrowings can be a critical component of the funding mix to enable Council to respond to immediate, unforeseen pressures, and to leverage future opportunities, including matching external grant funding for revenue generating assets, strategic infrastructure works, and non-revenue generating projects
- that the use of borrowings to fund capital expenditure can be effective in linking the payment for an asset to the successive ratepayer base who will benefit over the life of that asset. This user pays matching concept is known as inter-generational equity
- current and future funding needs for both operating and capital expenditures
- the 'risk appetite' of Council, as defined by Council's prudential limits
- that the achievement of a low level of debt or even debt free status should not be primary goals in and of themselves, rather that long-term financial strategies should aim for a financial structure where annual operational expenditure and asset renewals are met from annual funding sources such as rates, fees and charges or operating grants.

Prudential Limit

The maximum level of debt is prescribed by Council by way of prudential limits. While Council does not place a physical monetary limit on the level of borrowings, an upper limit is determined through its financial indicators. When borrowing, Council will consider these financial indicators.

Council will **not** borrow funds when such borrowing would result in any of the following financial ratios being exceeded:

Interest Expense Ratio:	Maximum: 10% of general rates revenue
Leverage Test Ratio:	Maximum: 1.5 years of general rates revenue
Asset Test Ratio:	Maximum: 50% of saleable assets

These ratios are to be included in the Business Plan and Budget document adopted by Council.

Repayment of Borrowings

The term of borrowings should match the need for funds. Short-term borrowings (less than one year) may be used to manage seasonal cash flow fluctuations.

Longer-term borrowings are to be managed holistically and should be paid down in line with Council's Long-term Financial Plan.

As a guide, the debt term for each type of borrowing should be as follows:

- Council's capital requirements assume repayment of principle and interest over 20 years, including major infrastructure projects and land banking,
- Commercial Investment will assume repayment of principle and interest as defined in the business case.

Liquidity Risk Management

Council's bank account balance is to be kept at a level no greater than is required to meet immediate working capital requirements. Any surplus funds are to be applied to reduce debt or invested to generate interest income.

Council's net borrowing requirements will be reviewed annually as part of the Business Plan and Budget development and update of the Long-Term Financial Plan and following the quarterly re-forecasting of Budgets.

Council will hold, as a minimum, enough borrowing facilities to meet projected net debt levels for the next twelve months.

Total long-term borrowing facilities should be within the prudential limits calculated at the time facilities are sought.

Borrowing Risk Management

To manage the risk associated with Borrowings:

- Council approval is required for all new loans, as per Section 44 (3)(c) of the *Local Government Act 1999* (SA)
- Council's budget will limit borrowings and other forms of financial accommodation for a financial year up to an amount specified in the budget, as per Section 123 (7a) of the *Local Government Act 1999* (SA)
- Loans are to be provided by institutions with long term Standard & Poor's (or equivalent) credit ratings of 'A' (Authorised Borrowing Institutions) or better
- All new loans are to be tendered to at least three Authorised Borrowing Institutions.

Cash Investment Risk Management

Funds that are not immediately required for operational needs and cannot be applied to either reduce existing borrowings or avoid the raising of new borrowings, will be invested.

Cash investments must not be speculative in nature.

Without further approval from Council, cash investments are limited to 'approved investments', including:

- Deposits with the Local Government Finance Authority
- Bank accepted / endorsed bank bills
- Bank negotiable Certificate of Deposits
- Authorised Deposit Taking Institutions interest bearing deposits
- State / Commonwealth Government Bonds.

Of the cash Investments above, the investment spread must meet the following limits:

- Up to 100% of investments with A-1 rated (Standard & Poor's, or equivalent) organisations
- Up to 25% of investments with A-2 rated (Standard & Poor's, or equivalent) organisations for periods of 90 days or less, an
- No more than $20,000,000 invested with any individual rated organisation.

Subject to compliance with legislation, Treasury Policy objectives and parameters; and a competitive return, the City of Adelaide will preference investment securities and financial institutions which do not invest in the fossil fuel industry.

Interest Rate Risk Management

- Borrowings will be held and managed on a holistic basis
- Borrowings may be structured as a mix of short and long-term loans with fixed and floating interest rates
- Investments and borrowings will be actively managed to minimise net interest costs
- Investments and borrowings should have a variety of maturity dates in order to spread exposure to interest rate movements and manage cash flow requirements.

Foreign Currency Risk Management

Potential sources of Council's foreign currency exposure include:

- Purchases of goods and services in a foreign currency
- Purchases of capital equipment priced in foreign currency, or subject to price change due to relative movements in exchange rates.

Foreign currency hedges (in the form of forward exchange contracts) may be used to mitigate the risks of significant adverse currency movements but must not be speculative in nature.

Foreign exchange options and other derivative instruments will not be used.

The Procurement function should notify Treasury as soon as any potential foreign currency exposures are identified. Foreign currency exposures in excess of AUD 100,000 must be hedged.

Hedges will be taken out with institutions holding a minimum Short-Term rating of A-2 or better, (Standard & Poor's or equivalent). Treasury must obtain quotes from at least two unrelated financial institutions, to ensure best value is achieved.

Credit Risk Management

Credit risk may arise from financial institutions with whom Council has borrowings or cash deposits, customers and members of the public who have a financial liability to Council, or suppliers contracted to deliver a service or project.

To mitigate avoidable credit risks:

- Borrowings will only be held with financial institutions with long-term Standard & Poor's (or equivalent) credit ratings of A or better
- Cash deposits will only be held with financial institutions with short-term Standard & Poor's (or equivalent) credit ratings of A-2 or better
- Where required by Procurement Policy, key suppliers will be subject to independent credit assessment prior to awarding new contracts
- Payments to suppliers in advance of delivery are subject to approval by Council's Procurement Manager.
- Councils debt collection guidelines ensure effective interventions to reduce events of credit to customers.

Authorised Arrangements

The Treasury function should actively seek to minimise the number of different bank accounts operated by Council or its business entities. Opening and closure of bank accounts may only proceed with written authorisation from the Chief Executive Officer.

All new borrowing arrangements will be approved by Council, as required by Section 44 (3)(c) of the *Local Government Act 1999 (SA)*. The power to borrow money cannot be delegated from the Council itself.

Council approval of borrowing requirements for the upcoming year is included in the Business Plan and Budget adoption. Details of the effects of the new borrowings on the applicable borrowing ratios are to be provided with the budget documentation, including the trend of these ratios in the Long-Term Financial Plan.

Where the required borrowing has increased following a Council approved quarterly re-forecast, this will constitute Council approval for the additional borrowings.

Reporting Requirements

Monthly a Borrowings & Cash Investments Summary will be provided to the Executive Leadership outlining the following:

- for each borrowing and cash investment - the balance of funds, its interest rate and maturity date, and changes in the balance since the previous report
- a summary of interest income and expenditure variance from budget for the month and year to date

- Prudential limit ratios monitored weekly and reported at the end of each month
- a summary of foreign currency exposures, hedges in place at reporting date, and details of any new or executed hedges for the month and year to date.

Quarterly a report on borrowing and cash investment performance will be included as part of the quarterly budget review to Council. The report will highlight:

- for each borrowing and cash investment - the balance of funds, its interest rate and maturity date, and changes in the balance since the previous report
- the proportion of fixed interest rate and variable interest rate borrowings at the end of the reporting period
- a summary of interest income and expenditure variance from budget for the quarter and year to date
- Prudential limit ratios monitored daily and reported at the end of each quarter
- a summary of foreign currency exposures, hedges in place at reporting date, and details of any new or executed hedges for the quarter and year to date.

Prudential limit ratios are included in the Business Plan and Budget document adopted by Council.

Any breaches of the Prudential limits will be reported with remediation actions to CEO immediately and reported as part of the quarterly report on borrowing and cash investment performance.

OTHER USEFUL DOCUMENTS

related documents

- Future Fund Reserve Policy
- Debt Collection Guidelines
- Procurement Policy

relevant legislation

- *Local Government Act 1999 (*SA)
- *Local Government (Financial Management) Regulations 2011*
- *Banking Act 1959* (Cwlth)

GLOSSARY

Throughout this document, the below terms have been used and are defined as:

Asset Test Ratio: The percentage of total borrowings to Council's saleable property assets. Calculated as:

Total Borrowings/Total Saleable Property Assets

('Saleable Property Assets' = Total Real Property Assets LESS Landmark Public Buildings, Park Lands and Buildings on Park Lands)

Authorised Deposit Taking Institutions: financial institutions in Australia which are supervised by the Australian Prudential Regulation Authority (APRA) and authorised under the Banking Act 1959 (Cwlth) to accept deposits from the public**.**

Borrowing Risk: That Council is unable to secure borrowed funds when required.

Cash Investment Risk: Cash investment funds are not preserved resulting in Council suffering financial loss from investment activities.

Credit Risk: The risk of financial loss occurring from a counterparty in a transaction with Council being unable or unwilling to meet its obligations.

Foreign Currency Risk: The risk of financial loss due to variation in rates of exchange used to convert foreign currency transactions.

Interest Expense Ratio: Measures the affordability of Councils debt and articulates the proportion of Councils general rate income that is being used to service debt. Calculated as: *Interest Expense/General Rates Revenue*

Interest Rate Risk: The risk of financial loss from adverse movements in interest rates applicable to borrowings and/or cash investments.

Inter-Generational Equity: When assessing investment & borrowing decisions, the consideration given for the "generation of rate payers" who will derive the substantive benefits versus those who will ultimately pay (through Council rates and user charges).

Leverage Test Ratio: Provides a consistent basis to measure capacity to repay borrowings relative to general rates revenue.
Calculated as: *Total Borrowings/General Rates Revenue*

Liquidity Risk: That Council have a lack of available funds to meet short-term financial commitments.

Standard & Poor's rating: A Standard & Poor's issued credit rating is a forward-looking opinion about the creditworthiness of an obligor with respect to a specific financial obligation, a specific class of financial obligations, or a specific financial program. Credit ratings issued can be either long-term or short-term.

Speculative Investment: An investment that carries a high level of risk of loss or is deemed hazardous to the Council.

Long-term Obligation Ratings

AAA

An obligation rated 'AAA' has the highest rating assigned by Standard & Poor's. The obligor's capacity to meet its financial commitment on the obligation is extremely strong.

AA

An obligation rated 'AA' differs from the highest-rated obligations only to a small degree. The obligor's capacity to meet its financial commitment on the obligation is very strong.

A

An obligation rated 'A' is somewhat more susceptible to the adverse effects of changes in circumstances and economic conditions than obligations in higher-rated categories. However, the obligor's capacity to meet its financial commitment on the obligation is still strong.

Short-term Obligation Ratings

A-1

A short-term obligation rated 'A-1' is rated in the highest category by Standard & Poor's. The obligor's capacity to meet its financial commitment on the obligation is strong. Within this

category, certain obligations are designated with a plus sign (+). This indicates that the obligor's capacity to meet its financial commitment on these obligations is extremely strong.

A-2

A short-term obligation rated 'A-2' is somewhat more susceptible to the adverse effects of changes in circumstances and economic conditions than obligations in higher rating categories. However, the obligor's capacity to meet its financial commitment on the obligation is satisfactory.

ADMINISTRATIVE

As part of Council's commitment to deliver the City of Adelaide Strategic Plan, services to the community and the provision of transparent information, all policy documents are reviewed for currency at least annually as part of the review of delegations.

This Policy document will be reviewed every **4** years in line with the term of council unless legislative or operational change occurs beforehand. The next review is required in **2029.**

Review history:

Trim Reference	Authorising Body	Date/ Decision ID	Description of Edits
ACC2025/TBD	Council	24 June 2025	Minor updates
ACC2022/2800	Council	27/01/22 / 21513	Removal of Future Fund from this policy and minor edits.
ACC2020/173755	Council	10/11/20	Inclusion of Future Fund
ACC2020/89630	Council	23/6/20	Minor updates
ACC2018/163534	Council	11/12/18	Minor updates
ACC2014/30423	Council	22/10/13	Minor updates

Contact:

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CITY OF ADELAIDE

FUTURE FUND RESERVE POLICY

June 2025 *non-legislative*

PURPOSE

To provide:

- clarity on the purpose of Council's Future Fund. In particular, the source of contributions to Council's Future Fund Reserve for reinvestment;
- clarity on the type of investments Council will undertake in order to drive development of revenue streams in addition to rates income;
- guidance for evaluation of investments to be considered by Council and ensure all investments are consistently measured for their financial return to Council.

STATEMENT

Purpose of the Fund

The Future Fund Reserve is intended to quarantine monies received from the net proceeds from the sale of assets. It is to ensure that proceeds are not directed towards operating costs of the Council but are rather re-invested into income generating investments that drive additional revenues/returns to the Council.

Nature of the Fund

Financial reserves are an allocation of money set aside for specific future purposes.
These funds need not have a separate bank account but will be separately and clearly identified in the balance sheet as an equity reserve.
As a policy principle, sale proceeds will be used to reduce overall Council borrowings and interest expenses, meaning expenditure from the reserve fund may trigger necessary additional borrowing.
If Council is in a positive cash position with no debt the funds will be held in an interest-bearing account in accordance with the Treasury Policy.

In accordance with accounting standards, the fund is not permitted to disclose a negative balance.

Contribution to the Fund

Council will regularly review the performance of its assets and will dispose of identified under-performing assets in accordance with the Acquisition and Disposal of Land and Assets Policy. Net proceeds from the sale of Council assets, (for example property sales) will be transferred and quarantined to the Future Fund Reserve.

The City of Adelaide acknowledges the Kaurna people as the Traditional Owners of the Country where the city of Adelaide is situated, and pays its respect to Elders past, present and emerging.

Accessing the Fund for Investment

The Future Fund Reserve will be used to fund strategic investments which will generate income for the Council into the future.

All requests to utilise funds from the Future Fund Reserve will require a business case which clearly demonstrates the expected financial return to Council. This financial return will be assessed using clear evaluation criteria (detailed in the assessment of performing investments section of this policy).

Future Fund Reserve funds may be matched by external parties or by other funding mechanisms from Council provided the total investment expenditure meets the definition of investments. The Future Fund Reserve may partially fund an investment.

Use of the Future Fund Reserve does not override Council obligations under its Prudential Management Policy. All investment expenditure should fulfill these obligations.

Investments

Investments can be both tangible and intangible assets which generate income for the future. The income returns must be clearly defined and assessed using consistent financial evaluation criteria.

The Future Fund will **not** be used to:

- fund operational expenditure
- fund asset renewal expenditure
- fund community investment that Council would otherwise perform

Investment considerations can include but are not limited to business operations, commercial assets and other physical assets that generate an income return to Council. Investments will not include those focused on capital appreciation only, as investments must return an income to Council.

Assessment of Performing Investments

In addition to the requirements of Part 4 of the *Local Government Act 1999* (SA), Council will use financial evaluation criteria which include consideration of strategic alignment, risk and financial sensitivity and scenario analysis, utilising tools such as Net Present Value (NPV), Benefit-Cost Ratio (BCR), and Internal Rate of Return (IRR).

The evaluation will be performed by Finance and Procurement, and Strategic Property and Commercial Programs, who may seek external advice on a case-by-case basis.

Preferred solutions will be presented to Executive to provide approval or direction, and Council approval sought where relevant.

Several factors need to be considered when deciding if an investment is performing. Performance will be determined by the appropriate discount rate used for financial evaluation. This will ensure that the rate of return deemed as performing is relevant to

the particular type of investment. In addition an investment must consider the following criteria:

Strategic Alignment:

- Delivery of one or more of the strategic plan priorities
- Support for development of the City

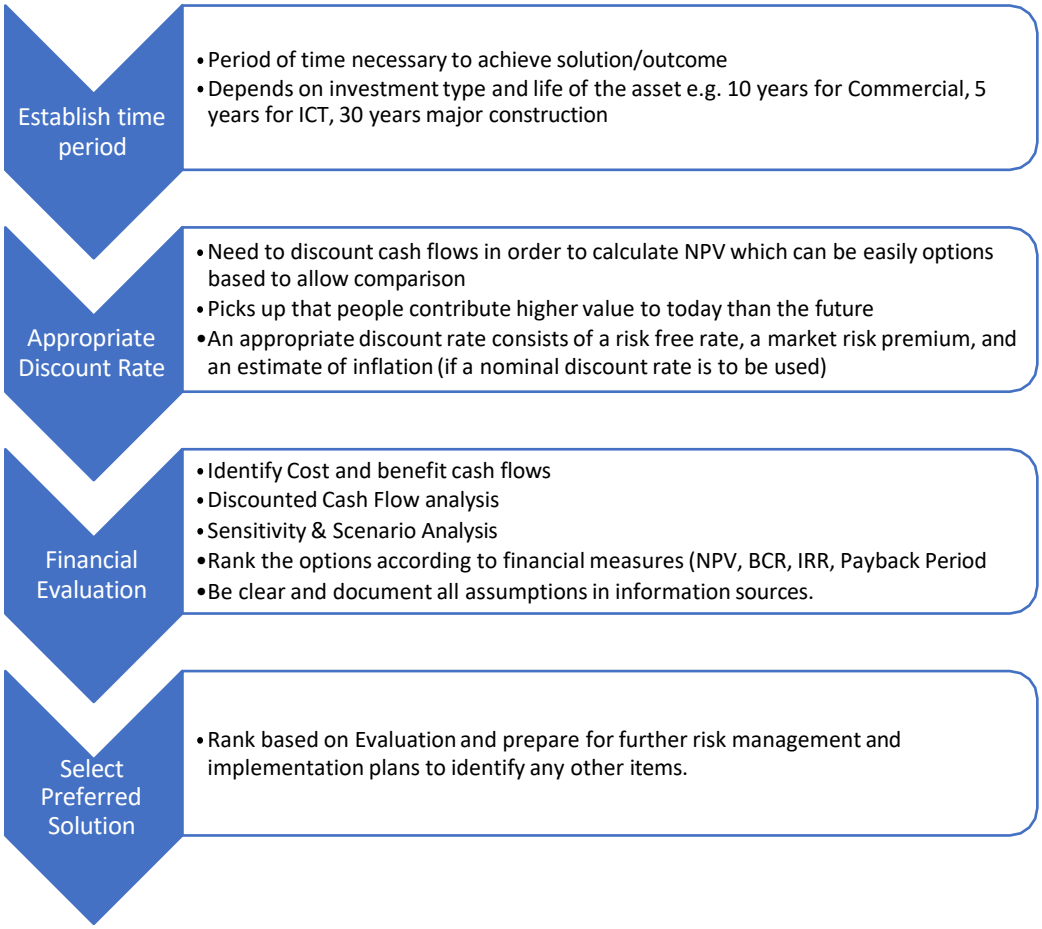
Timing:

- Time necessary for return to be generated or to achieve outcome
- Time required to hold the investment
- Period for which the investment is likely to be required

Risk assessment:

- Assessment against the Strategic Risk Register
- Stakeholder impact assessment
- Prudential review requirements

Financial Evaluation Criteria:



Ongoing Maintenance of the Fund

Given the purpose of the Fund is to quarantine monies, it is not intended to disburse income returns to the Fund to maintain it. The only source of income will be from asset sales and the only disbursements from the Fund will be for expenditure on income generating investments. The Future Fund will exist only to the extent that proceeds continue to be received from relevant asset sales (sale of under-performing assets).

Application of this document

Council will undertake to ensure:-

- Net proceeds from the disposal of underperforming assets are quarantined in the Future Fund.
- Access to the fund is granted for investments that generate future incomes to Council
- Consistent evaluation of investments to inform decisions of Council
- Returns from investments are maintained at an approved threshold.

Reporting Requirements

Due to the nature of the Future Fund, reporting on borrowings impacts will be provided in Council's Long Term Financial Plan annually. A Quarterly Future Fund report will be included with the quarterly budget review to Council. Any performance reporting on investments acquired will be provided separately to Council as a part of commercial operations updates.

OTHER USEFUL DOCUMENTS

Related documents

- Acquisition and Disposal of Land and Assets Policy
- Treasury Policy
- Prudential Management Policy

Relevant legislation

- *Local Government Act 1999* (SA)

GLOSSARY

Throughout this document, the below terms have been used and are defined as:

Investment: asset or item acquired with the goal of generating income
Under-Performing: when the performance of an investment fails to meet financial criteria as described in the evaluation criteria
NPV: Net Present Value (difference between the present value of cash inflows and the present value of cash outflows over a period of time).
BCR: Benefit Cost Ratio (the relationship between the relative costs and benefits of a proposed project/ initiative).
IRR: Internal Rate of Return (a measure of annual income from an investment expressed as a proportion of the original investment).

ADMINISTRATIVE

As part of Council's commitment to deliver the City of Adelaide Strategic Plan, services to the community and the provision of transparent information, all policy documents are reviewed as per legislative requirements or when there is no such provision a risk assessment approach is taken to guide the review timeframe.

This Policy document will be reviewed every **4** years in line with the term of council unless legislative or operational change occurs beforehand. The next review is required in **2029.**

Review history:

Trim Reference	Authorising Body	Date/ Decision ID	Description of Edits
ACC2025/TBD	Council	24 June March 2025	The review recommended no substantive amendments but has clarified and simplified wording of the current policy, and proposes changing the policy name to *Future Fund Reserve Policy* to better reflect its scope.
ACC2022/2799	Council	27/01/2022/ 21513	New Policy

Contact:

For further information contact the Finance and Procurement Program

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Attachment C - Treasury Policy and Future Fund & Investment Policy (2025) Table of Key Changes and Comments

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Treasury Policy

No	Page	Item	Change/Comment
1	3	Borrowing Risk Management	Inserted section 123 (7a) from November 2023 LG Act reform – reflect Council's budget will limit annual borrowing and other forms of financial accommodation
2	3	Cash investment Risk Management	Changed '&' symbol to 'and' for consistency
3	5	Credit Risk Management	Removed example as it is irrelevant
4	7	Relevant Legislation	Inserted *'Banking Act 1959* (Cwlth)'
5	7	Glossary	Inserted *'Banking Act 1959* (Cwlth)*'*
6	9	Administrative	Changed review of Policy document to be '…every 4 years in line with term of Council… and updated year to '…in 2029.'

Future Fund Reserve Policy (formerly Future Fund & Investment Policy)

No	Page	Item	Change/Comment
1		Global updates	• Changed the title of the policy to 'Future Fund Reserve Policy' and all references of the policy to 'Future Fund Reserve' • Grammatical and language changes updated throughout the document to support full review and greater clarity
2	1	Nature of fund	Replace word 'asset' with 'equity reserve' to clarify the recognition of the Future Fund Reserve
3	1	Contribution to the fund	Replace word 'non-performing' to 'under-performing' asset
4	2	Assessment of performing Investment	Moved acronym 'SA' from the front to the after the Act year
5	2	Assessment of performing Investment	Expanded the acronym for NPV, BCR and IRR to Net Present Value (NPV), Benefit-Cost Ratio (BCR), and Internal Rate of Return (IRR)
6	2	Assessment of performing investment	Extend the program to include 'procurement' as part of evaluation of performance group
7	5	Glossary	Inserted definitions for NVP, BCR and IRR
8	7	Administrative	Changed review of Policy document to be '…every 4 years in line with term of Council… and updated year to '…in 2029.'
9	7	Review history	Update table to document current review

CITY OF ADELAIDE

STREET NUMBERING POLICY

June 2025 *legislative*

PREAMBLE

Forming the foundation of Adelaide's urban character, our nationally heritage listed streets and grid layout were first envisioned in Colonel William Light's original 1837 plan. Designed with foresight and ambition, the plan introduced a bold grid layout of fifty-one generously wide streets, each a minimum of 66 feet (20 metres) wide, and many up to 98 feet (30 metres), forming the framework for a city surrounded by Park Lands that would prosper and grow. Reflecting both the natural topography and Light's commitment to harmony with the landscape, the city was thoughtfully divided into northern and southern sections, each framed by broad terraces and bordered by open Park Lands. Streets were laid out primarily in an east–west direction, with surrounding land divided into one-acre parcels known as Town Acres - structured spaces that would support a thriving community.

On 23 May 1837, a dedicated Street Naming Committee gave identity to these roads, naming them in honour of individuals who played pivotal roles in the colony's founding and development. This early act of place-making continues to shape the way we navigate and connect with our city today.

In the spirit of clarity and civic pride, a formal street numbering system was adopted by Council on 11 November 1884. This brought much-needed order to a growing city, replacing inconsistent and duplicated numbering with a methodical system that allocated ten numbers to every Town Acre frontage, a forward-thinking solution designed to support a connected, accessible Adelaide

Street Numbering Policy

PURPOSE

Section 220 of the *Local Government Act 1999* (SA) (the Act) requires Councils to be responsible for the allocation of street numbers. For the City of Adelaide, the determination of street numbers has been delegated to the Chief Executive Officer by virtue of a resolution of Council made on 21 December 1992. The general policy for the allocation of street numbers in the City was determined by Council on 11 November 1884 and reinforced by Council in 1919.

It is the intent of this Policy to establish a system for allocating street numbers in order to facilitate a consistent address format across the Council area, as well as providing for alterations to existing street numbers. The Policy will ensure that every address site within the boundaries of the Council area is clearly identified with a number or number range for all buildings and allotments.

STATEMENT

Principles

Each piece of land has a logical street number which:

- should be simple to manage, is logical to users, and uniform across all properties within the Council area.
- is based on the street frontage affording access to the premises thus clearly identifying the access point to a property and the location of the post box.
- provides clear and unambiguous information to emergency services recognising Council's responsibility to ensure the public safety of the community.
- facilitates the efficient delivery of goods and services.
- is compatible with adjoining Councils where roads cross council boundaries.
- is consistent with the Australian/New Zealand Standard "Rural and urban addressing" (AS/NZS 4819:2011).
- Is supportive of the heritage value of the Park Lands.

Application of this document

The policy is applicable to the whole organisation including any wholly owned subsidiaries.

General

A Council may adopt a numbering system for buildings and allotments adjoining a road.

Council assigns a number (as part of its primary street address) to all buildings or allotments adjoining a public road (excluding Park Lands) created after the commencement of any land division.

Direction of Flow of Street Numbers

South of the River Torrens

In southern Adelaide, with the exception of the Terraces, street numbers generally flow outwards from King William Street in the case of east-west streets with the lowest street number commencing at the King William Street end.

In the case of north-south streets, the numbers generally flow southwards from the River Torrens (lowest number to the north).

A general exception to the above rule relates to dead-end streets which are numbered commencing with the lowest number at the open end.

In the case of the Terraces, North and South Terraces are numbered sequentially west to east commencing at West Terrace, whilst East and West Terraces are numbered sequentially north to south commencing at North Terrace.

The exception is numbering on the Park Lands side of the Terraces, for numbering methodology refer Odd and Even Street Numbers section above.

North of the River Torrens

In North Adelaide, all street numbers flow from east to west in east-west streets (lowest number at the eastern end) and from the River Torrens northwards, in the case of north-south streets (lowest number to the south).

A general exception to the above rule relates to dead-end streets which are numbered commencing with the lowest number at the open end.

Numbering of Streets

Street numbering in the City of Adelaide is based on the allocation of ten (10) numbers per Town Acre (64.008 metres) as originally laid out by Colonel William Light. (i.e. 1 number per 6.4 metres).

However, as few Town Acres are exactly 64.008 metres the policy has been adopted whereby the first nine (9) numbers are 6.4008 metres wide with the tenth (10th) number being smaller or greater than 6.4008 metres, depending on the actual width of the Town Acre.

In accordance with the above, street numbering is measured from each new Town Acre boundary nearest the lowest street number.

Every metre of street frontage contained within a Town Acre is allocated a street number whether such number is used or not. The only general exception to this rule relates to all Park Lands and the Park Lands portion of the Council's five (5) squares. The northern side of North Terrace is permitted to be allocated street numbering under this policy.

Allocation of Numbers

All requests and allocations of numbers will be assessed according to this Street Numbering Policy.

Street numbers will be allocated following Development Approval (DA) being granted for a new development application.

Property owners must submit a written request for a change of the street number attributed to their building or allotment (if the street number is within their range).

A property owner must not adopt a building or allotment street number that is inconsistent with the numbering system adopted by Council.

Odd and Even Street Numbers

With the exception of the Terraces (*refer attachment, Figure 3*) which are the boundaries between the "built city" and "Park Lands", street numbers are allocated on the basis of odd numbers on one side of the street and even numbers on the other.

Odd numbers are allocated to land on the south side of east-west streets and the land on the west side of north-south streets. Even numbers are on the north and east sides, respectively.

On the Terraces, street numbers are allocated sequentially to the inside or 'built city' side of the Terrace. The outer or Park Lands side has no street numbers allocated.

However, in the event numbers are required, the numbers will continue from the last number of the last Town Acre on 'built city' side of that Terrace, from the first Town Acre directly opposite on the Park Lands side and then continue to the other end of that Terrace.

Increments of less than 6.4 metres

Where there are insufficient street numbers for buildings or occupancies, 'A' numbers may be allocated.

These should be avoided where possible, however where necessary will be allocated following the main street number in the order of number followed by a letter (e.g. 210, 210A).

As a general rule, levels above and below ground level will only be allocated a separate unique street number where a separate street frontage doorway exclusively services the particular area.

Allocation of Street Numbers to Buildings with no Street Frontage

Where an allotment fronting a street contains a number of buildings some of which do not themselves have a street frontage (e.g. rear), where possible, the street number most applicable to the access to such buildings will be the street number applicable to those buildings.

For units and flats in buildings having no street frontage or no separate street level access for each unit or flat, the address for such units or flats will be the unit/flat number followed by the street address of the most likely perceived access to those units or flats.

In extreme circumstances, it may be desirable to allocate a street name to the access

roadway and issue a separate set of street numbers in respect to the newly created street *(refer attachment, Figure 4)*.

Street naming is undertaken by the Strategic Property team within the Property Program.

Allocation of Street Numbers to Allotments having no Street Frontage

Where an allotment in separate ownership has no street frontage, that allotment should be allocated the street number applicable to the access roadway serving that allotment in conjunction with an identified "OFF".

Where such allotment contains multiple buildings requiring the allocation of separate numbers, application should be made to the Strategic Property team for allocation of a street name.

Park Lands Street Numbering

Given the existing development on certain areas of the Park Lands, allowance is provided by this policy to allocate street numbers to the northern side of North Terrace only. This is to facilitate the operations of the businesses occupying the existing development. This is the only area in the Park Lands where street numbers will be allocated. Any variation to this requires consultation and Council decision.

New Developments

For the majority of cases for new developments, individual street numbers will be allocated to each ground level occupancy.

Except in rare cases (refer to: Increments of less than 6.4 metres), upper and lower levels of a multi-level development will be allocated the full range of street numbers applicable.

Council will proactively assist developers in organising street numbering for the building or allotment per this policy.

Where a building or allotment is on the corner of two named streets, the owner should be offered the choice of street frontage and appropriate range of numbers they may wish to use.

The owner should be requested to respond to the Rates and Valuation team advising them of the preferred street frontage so that the valuation records can be correctly initiated.

However, as a minimum, the selected street frontage must have an entrance into the building allowing for public access and the letter box must be placed on the same street frontage and within the relevant Town Acre.

Street Numbering Amendment

Council may from time to time alter a numbering system or substitute a new numbering system.

Council reserves the right to direct owners to change the building or allotment street

numbers where the existing numbering is inappropriate or confusing.

Council must immediately notify the Valuer-General and Australia Post of a decision of the Council to adopt, alter or substitute a numbering system under this section.

Notification

Public notice must be given of the adopting, altering, or substituting of a numbering system of a public road.

Council will notify the applicant and any affected property owners in writing of any new or changed numbers.

Exceptions

Not all streets commence at a Town Acre boundary. In this case, the frontage of each address is to be as though the spacing for numbering frontages had commenced at the Town Acre boundary.

This may lead to a discrepancy in the length of a numbered frontage of the first address (*refer attachment, Figure 1*).

Where the length of the first number frontage is less than 500 millimetres, this frontage will be included with the adjacent frontage to which the first number will be allocated (*refer attachment, Figure 2*).

Where a street has a significant change of direction, the street number will increase incrementally at the point of change of direction. The same method noted in the paragraph above is used to determine the first street number in the new direction. It is acknowledged that this will have the effect of throwing out of alignment the normally regular demarcations of the street numbers for one side of the street as opposed to the other.

Previously, a number of dead-end streets were made through streets without amending the street numbering. This has resulted in the numbers in these streets running in the wrong direction.

Examples:

Adelaide – Byron Place (both sections)
North Adelaide – Marian Street

Key rule

Under no circumstances shall a street number overlap a Town Acre boundary.

Incidence of title boundaries

It will frequently be found that there is no coincidence between certificate of Title boundaries and street numbering demarcations.

Accordingly, street numbers are to be allocated in accordance with the best fit, having regard to both the unused known as numbers and relative locational co-ordinates

between street number demarcations and title boundaries.

OTHER USEFUL

Related documents

- Figure 1. Town Acre Boundary, and street number spacing.
- Figure 2. Numbering where boundary is less than 500mm.
- Figure 3. Terraces surrounding the City of Adelaide; and
- Figure 4. Numbering of buildings that do not have direct street frontage.

Relevant legislation

- *Local Government Act 1999* (SA)

GLOSSARY

Throughout this document, the below terms have been used and are defined as:

Allotment – a defined allocation of land within the City of Adelaide.

Certificate of Title – is an official record of land ownership in South Australia and defines the boundary of ownership.

Terraces – the boundaries between the built city and Park Lands. Refers to North, West, South and East Terraces within Adelaide, and Barton, Lefevre, Kingston Terraces, McKinnon and Sir Edwin Parades, Pennington, Strangways, and Mills Terraces within North Adelaide. (*Refer map in attachment, Figure 3.)*

Town Acre – Is 64.008 metres squared. Colonel William Light divided city land into 1042 town acres; 700 in South Adelaide (City) and 342 in North Adelaide.

ADMINISTRATIVE

As part of Council's commitment to deliver the City of Adelaide Strategic Plan, services to the community and the provision of transparent information, all policy documents are reviewed as per legislative requirements or when there is no such provision a risk assessment approach is taken to guide the review timeframe.

This Policy document will be reviewed every **four** years in line with the term of Council unless legislative or operational change occurs beforehand. The next review is required in **June 2029.**

Roles and Responsibilities:
It is the responsibility of the Associate Director, Finance and Procurement to perform this review.

Review history:

Trim Reference	Authorising Body	Date/ Decision ID	Description of Edits
ACC2025/TBC	Council	24 June 2025	Preamble added, re-ordering of content, minor revisions made (review dates and title of responsible officer). Images updated.
ACC2023/157611	Council	14/06/2022	North side North Tce inclusion
ACC2020/102984	Council	11/08/2020/20411	Transfer to new template.
ACC2008/178358	Council	09/05/1994	Minor revisions made.

Contact:

For further information contact the Finance & Procurement Program

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customercity@cityofadelaide.com.au

Figure 1. Town Acre Boundary, and street number spacing

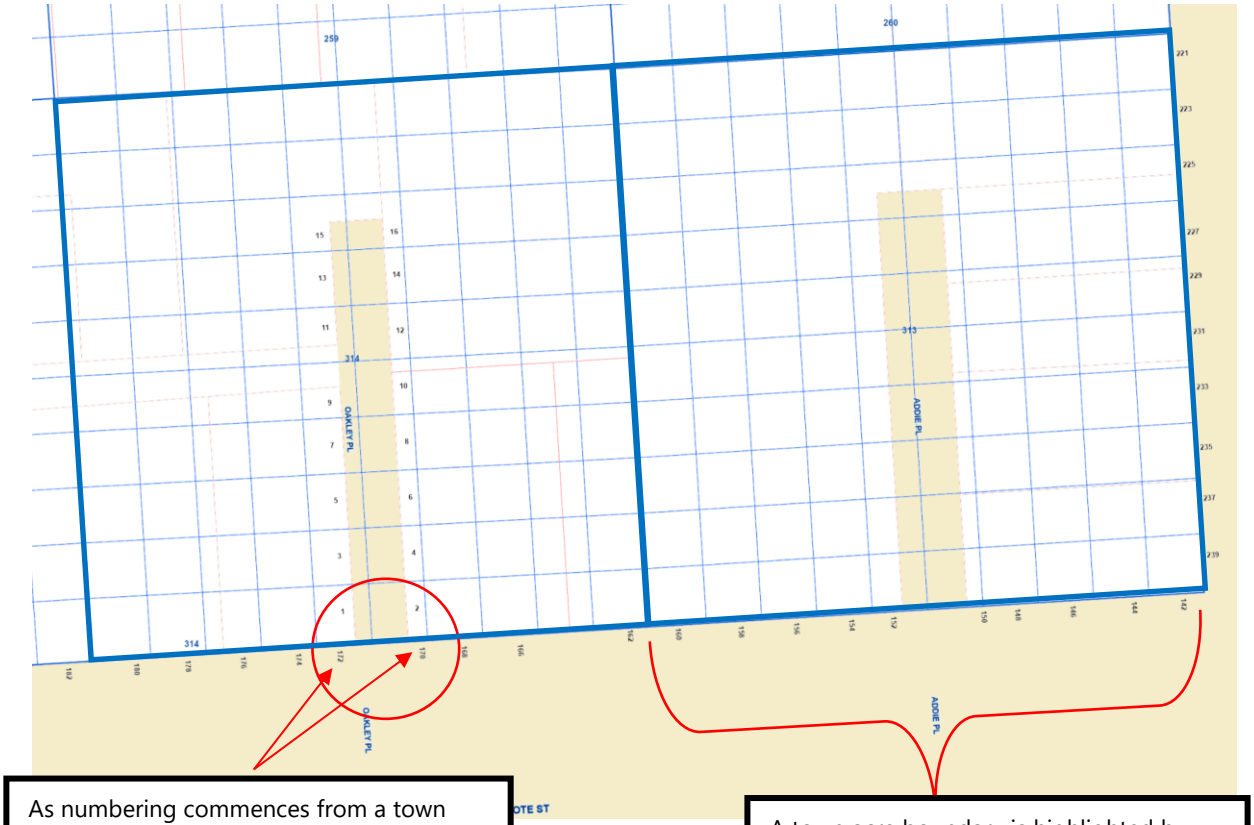


Figure 2. Numbering where boundary is less than 500mm.

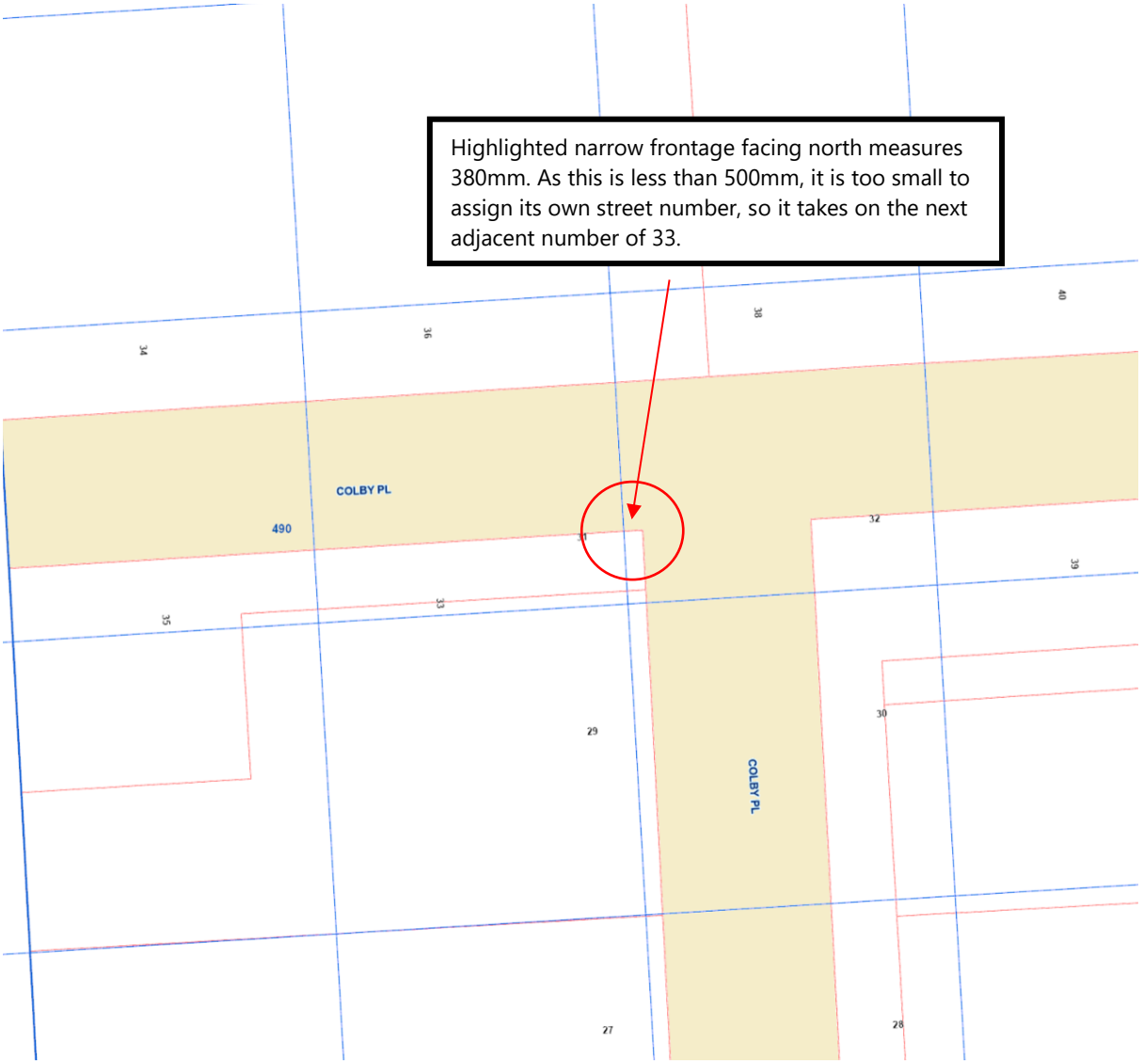


Figure 3. Terraces surrounding the City of Adelaide.



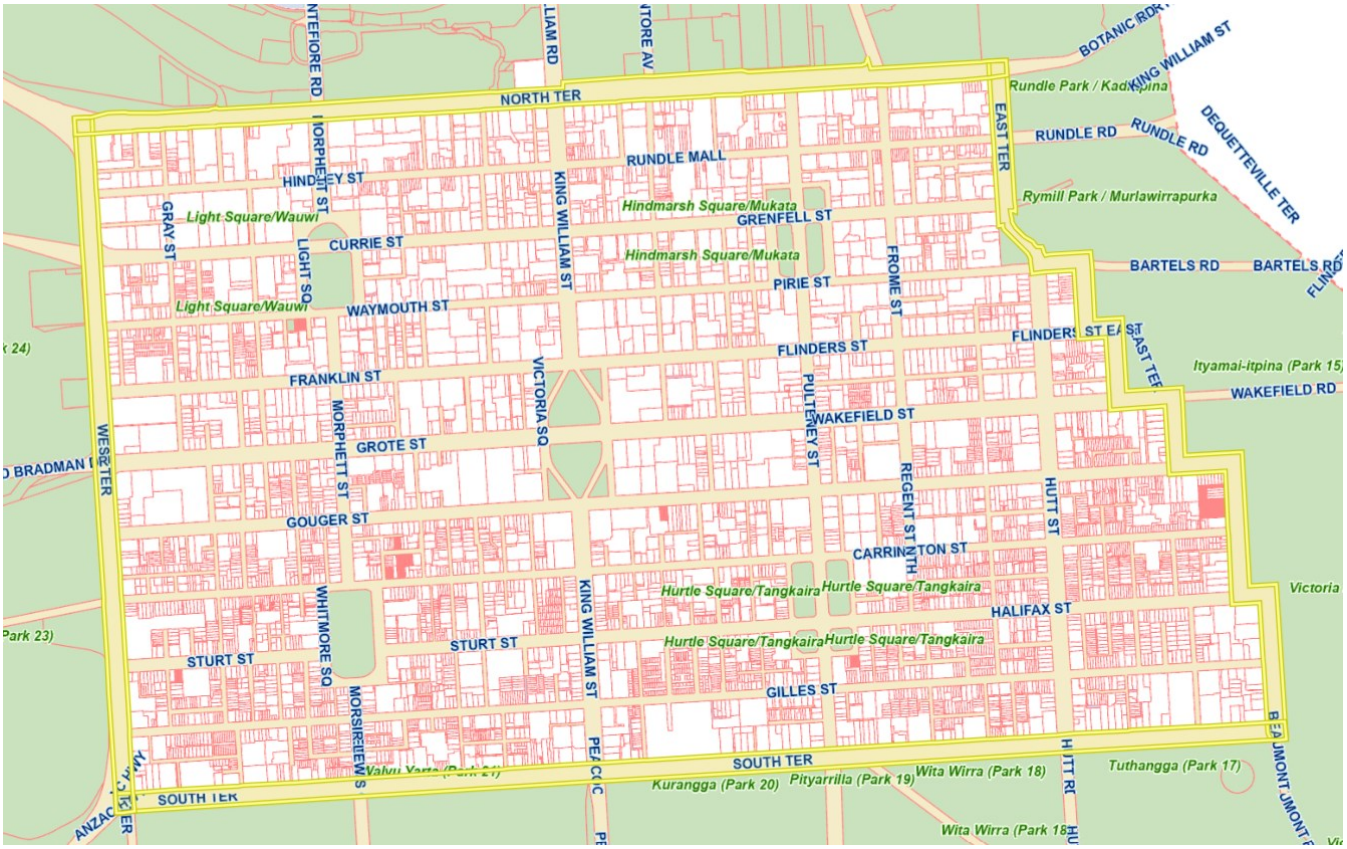


Figure 4. Numbering of buildings that do not have direct street frontage.



The main access to the units highlighted is from Hack Street via the access way.

Due to the number of premises along this access way it was appropriate to have it formally named, Barton Place.

ATTACHMENT A

Attachment A – 2025/26 Quarter 1 Forward Procurement Report

Program	Description	Proposed Procurement Approach	Allocated Budget	Expected Qtr at Market	Comments
AEDA	Adelaide Visitor Experience Centre (Construction Phase)	Open Tender	$3.828m	Q1 2025/26	Market approach for the fit-out of the Centre including interactive/immersive spaces, technology and hardware, service areas, retail, and ways to provide visitor information that engages visitors. Expected release to market is late July or early August. Budget also includes costs for the base build by DIT contractor (required as the selected site is a State Government asset) and project management and design consultancy services.
City Infrastructure	Community Sports Building Redevelopment – Golden Wattle Park / Mirnu Wirra (Park 21 West) (Z017)	Open Tender	$4.897m	Q1 2025/26	This project involves replacement of the community building in Golden Wattle Park / Mirnu Wirra (Park 21W). The existing community sports building is not fit for purpose and has come to the end of its useful life.
City Infrastructure	Adelaide Central Market - Roof renewal & level 2 car park sprinklers (Y7240)	Open Tender	$4.29m	Q1 2025/26	This project involves detailed design, cost estimation, and delivery of a full roof replacement and associated building service upgrades. Expected release to market is September.
City Infrastructure	Adelaide Central Market - Market Floor Fire Compliance Items - Escalator Shaft Compartmentalisation (Z0592)	Open Tender	$2m	Q1 2025/26	A project to rectify non-compliance issues with fire codes. The non-compliance arises due to new development applications being raised on the adjacent property, necessitating adjustments to ensure the safety and well-being of patrons, vendors, and visitors. Expected release to market is September.

Recommendations of the Reconvened Infrastructure and Public Works Committee – 17 July 2025

Strategic Alignment – Our Corporation

Public

Tuesday, 22 July 2025
Council

Program Contact:
Rebecca Hayes, Associate Director Governance and Strategy

Approving Officer:
Anthony Spartalis, Chief Operating Officer

EXECUTIVE SUMMARY

The Infrastructure and Public Works Committee considered the following Items at its Reconvened meeting held on 17 July 2025 and resolved to present to Council the following recommendations for Council determination:

- Item 7.1 – Submission to South Australia's Waste Strategy 2025-2030
- Item 7.2 – Integrated Transport Strategy
- Item 7.3 - School Travel Safety Review

RECOMMENDATION

1. **Recommendation 1 –** Item 7.1 - Submission to South Australia's Waste Strategy 2025-2030

THAT COUNCIL

1. Endorses the submission to Green Industries SA as contained in Attachment A to Item 7.1 on the Agenda for the Infrastructure and Public Works Committee Reconvened on 17 July 2025.
2. Authorises the Chief Executive Officer, or delegate, to make minor technical or typographical amendments to the submission to Green Industries SA as contained in Attachment A to Item 7.1 on the Agenda for the Infrastructure and Public Works Committee Reconvened on 17 July 2025, for the purposes of finalising and lodging the submission.

2. **Recommendation 2 –** Item 7.2 - Integrated Transport Strategy

THAT COUNCIL

1. Notes the Integrated Transport Strategy Stage Two Engagement Report as contained in Attachment A to Item 7.2 on the Agenda for the meeting of the Infrastructure and Public Works Committee Reconvened on 17 July 2025.
2. Endorses the Integrated Transport Strategy as contained within Attachment B to Item 7.2 on the Agenda for the meeting of the Infrastructure and Public Works Committee Reconvened on 17 July 2025 to supersede the Smart Move Transport and Movement Strategy 2012-2022.
3. Authorises the Chief Executive Officer, or delegate, to make minor syntactical and technical amendments, and graphic design changes to the document contained in Attachment B, for the purposes of finalising the document for publication.

3. **Recommendation 3 –** Item 7.3 - School Travel Safety Review

THAT COUNCIL

1. Receives the eleven (11) School Travel Safety Review reports prepared by Tonkin contained within Attachments A to K to Item 7.3 on the Agenda for the meeting of the Infrastructure and Public Works Committee Reconvened on 17 July 2025.

2. Notes that Administration will develop concept plans for the implementation of infrastructure improvements within the vicinity of each school that align with the recommendations of the reports and safer streets and speed outcomes and will undertake further consultation with each school and other relevant Stakeholders.

3. Notes the delivery of the infrastructure improvements will be subject to funding approvals as part of future Business Plan and Budget processes

4. Approves as a priority measure the implementation of school zone speed limits and / or speed limit changes around each school in consultation with the Department for Infrastructure and Transport.

5. Requests that Administration develop a phased implementation plan for signage and infrastructure improvements, noting the urgency regarding signage in support of speed limit changes.

6. Notes that Administration will consult with the schools to investigate additional opportunities to increase student walking and cycling levels

7. Notes that the Administration will provide further updates to Council for review and consideration.

DISCUSSION

1. The Infrastructure and Public Works Committee Reconvened on Thursday 17 July 2025. The Agenda with reports for the meeting can be viewed here.

2. Where the resolution of the Committee differs from the recommendation published in the Committee agenda, the Committee's recommendation to the Council is listed first, with the original recommendation provided in grey and italics.

3. The following matters were the subject of deliberation

   3.1. Item 7.1 – Submission to South Australia's Waste Strategy 2025-2030

   THAT THE INFRASTRUCTURE AND PUBLIC WORKS COMMITTEE RECOMMENDS TO COUNCIL:

   THAT COUNCIL:

   1. Endorses the submission to Green Industries SA as contained in Attachment A to Item 7.1 on the Agenda for the Infrastructure and Public Works Committee Reconvened on 17 July 2025.

   2. Authorises the Chief Executive Officer, or delegate, to make minor technical or typographical amendments to the submission to Green Industries SA as contained in Attachment A to Item 7.1 on the Agenda for the Infrastructure and Public Works Committee Reconvened on 17 July 2025, for the purposes of finalising and lodging the submission.

   For ease, Attachment A relating to Recommendation 1, Item 7.1, has been included at the end of this recommendation report.

   3.2. Item 7.2 – Integrated Transport Strategy

   THAT THE INFRASTRUCTURE AND PUBLIC WORKS COMMITTEE RECOMMENDS TO COUNCIL:

   THAT COUNCIL:

   1. Notes the Integrated Transport Strategy Stage Two Engagement Report as contained in Attachment A to Item 7.2 on the Agenda for the meeting of the Infrastructure and Public Works Committee Reconvened on 17 July 2025.

   2. Endorses the Integrated Transport Strategy as contained within Attachment B to Item 7.2 on the Agenda for the meeting of the Infrastructure and Public Works Committee Reconvened on 17 July 2025 to supersede Smart Move Transport and Movement Strategy 2012-2022.

   3. Authorises the Chief Executive Officer, or delegate, to make minor syntactical and technical amendments, and graphic design changes to the document contained in Attachment B, for the purposes of finalising the document for publication.

   For ease, Attachments A & B relating to Recommendation 2, Item 7.2, have been included at the end of this recommendation report.

   3.3 Item 7.3 - School Travel Safety Review

   THAT THE INFRASTRUCTURE AND PUBLIC WORKS COMMITTEE RECOMMENDS TO COUNCIL:

   THAT COUNCIL

   1. Receives the eleven (11) School Travel Safety Review reports prepared by Tonkin contained within Attachments A to K to Item 7.3 on the Agenda for the meeting of the Infrastructure and Public Works Committee Reconvened on 17 July 2025.

   2. Notes that Administration will develop concept plans for the implementation of infrastructure improvements within the vicinity of each school that align with the recommendations of the reports and safer streets and speed outcomes and will undertake further consultation with each school and other relevant Stakeholders.

   3. Notes the delivery of the infrastructure improvements will be subject to funding approvals as part of future Business Plan and Budget processes

   4. Approves as a priority measure the implementation of school zone speed limits and / or speed limit changes around each school in consultation with the Department for Infrastructure and Transport.

   5. Requests that Administration develop a phased implementation plan for signage and infrastructure improvements, noting the urgency regarding signage in support of speed limit changes.

6. Notes that Administration will consult with the schools to investigate additional opportunities to increase student walking and cycling levels.

7. Notes that the Administration will provide further updates to Council for review and consideration.

For ease, Attachments A - K relating to Recommendation 3, Item 7.3, have been included at the end of this recommendation report.

Original Recommendation as Printed in the IPW Committee Agenda

THAT THE INFRASTRUCTURE AND PUBLIC WORKS COMMITTEE:

THAT COUNCIL

1. *Receives the eleven (11) School Travel Safety Review reports prepared by Tonkin contained within Attachments A to K to Item 7.1 on the Agenda for the meeting of the Infrastructure and Public Works Committee held on 17 June 2025.*
2. *Notes that Administration will develop concept plans for the implementation of infrastructure improvements within the vicinity of each school that align with the recommendations of the reports and safer streets and speed outcomes and will undertake further consultation with each school and other relevant Stakeholders.*
3. *Notes the delivery of the infrastructure improvements will be subject to funding approvals as part of future Business Plan and Budget processes*
4. *Approves as a priority measure the implementation of school zone speed limits and / or speed limit changes around each school in consultation with the Department for Infrastructure and Transport.*
5. *Notes that Administration will consult with the schools to investigate additional opportunities to increase student walking and cycling levels.*
6. *Notes that the Administration will provide further updates to Council for review and consideration*

DATA AND SUPPORTING INFORMATION

Link 1 – Infrastructure and Public Works Committee Public Agenda

ATTACHMENTS

- END OF REPORT -

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Enquiries: David Bills
Reference: ACC2025/77825

23 July 2025

Mr. Josh Wheeler
Chief Executive
Green Industries SA
81-95 Waymouth Street
ADELAIDE SA 5000

Via: gisa.wastestrategy@sa.gov.au

Dear Mr. Wheeler,

Accelerating SA's transition to a circular economy: South Australia's Waste Strategy 2025-2030

The City of Adelaide (CoA) welcomes the opportunity to provide a submission to Green Industries SA (GISA) regarding *Accelerating SA's transition to a circular economy: South Australia's Waste Strategy 2025-2030* (SA's Waste Strategy).

The Council endorsed this submission at its meeting on 22 July 2025 based on Council policy and objectives contained in its Strategic Plan 2024-2028, Integrated Climate Strategy 2030: *Resilient, Protected, Sustainable* (ICS), and Economic Development Strategy- *A thriving economy for all*.

As part of an ambitious population growth target of 50,000 people living in the City of Adelaide by 2036, CoA is seeking to leverage and grow South Australia's green economy and green brand to prioritise economic outcomes through growth in circular economy businesses and jobs, and repurposing existing buildings for adaptive reuse.

The CoA acknowledges alignment between the strategic objectives contained in SA's Waste Strategy and the CoA's targets and strategies for economic development, adaptive reuse, waste reduction, resource recovery and a transition to a circular economy.

This submission is structured to respond to the questions raised in the GISA consultation survey, with key matters as follows:

City Growth

- CoA recognises that city environments and areas of medium and high density development may require alternative service delivery models and flexibility in the frequency of service collection to enable resource recovery.
- CoA supports proactive approaches including legislative reform, flexibility in frequency of waste collection for Council services, and precinct level solutions to enable more tailored organics collection services. Options can consider medium and higher density environments and lower-emission collection methods.
- The CoA is actively implementing a range of initiatives and interventions, some of which are supported by grant funding provided by GISA. The CoA is actively pursuing State Government support to amend waste management policies in the Planning and Design Code and seeks a strong focus by GISA on medium and higher density development in the implementation of SA's Waste Strategy.

CITY OF ADELAIDE

Circular Economic Development

- CoA supports meaningful ways to measure circularity and greater guidance for local governments to measure and contribute to State and National circular economy metrics.
- There is an opportunity to leverage Circular Adelaide, a portal connecting businesses with circular activities in the City of Adelaide with consumers, to other parts of Greater Adelaide and SA.

Systems Improvement

- CoA supports minimum standards being established for both customer reporting and anonymised reporting to the State Government and by local government area to increase the transparency of waste system performance and behavioural change programs.
- CoA supports wide-spread application of National Plastics Recycling Scheme to signal change to end-markets; and further on ground, multi-lingual engagement and education to support businesses to transition and align with changing regulations for single use and other problematic plastic products.
- There is an opportunity to standardise data tools to drive consistent and reliable reporting of targets and signal change to the market relating to performance expectations.
- CoA requests the development of guidelines and interim support for collection systems to support safe collection of batteries as well as e-waste as batteries are often embedded in these products.

Stewardship

- CoA supports a state-level textile stewardship legislative framework aligned with the objectives of the Federal Government to ensure a consistent national approach.
- CoA urges the transition from voluntary to mandatory product stewardship to drive further impact within the industry and reduce the downstream costs often borne by local governments through waste contracts.

Detailed responses, examples of the CoA's initiatives and further opportunities to accelerate the transition to a circular economy are Enclosed.

For further information please contact David Bills, Manager Low Carbon and Circular Economy on 08 8203 7889 or d.bills@cityofadelaide.com.au.

Yours sincerely

Michael Sedgman
Chief Executive Officer

Enc 1. City of Adelaide's response to *Accelerating SA's transition to a circular economy: South Australia's Waste Strategy 2025-2030*

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Enclosure 1:

City of Adelaide's response to:

Accelerating SA's transition to a circular economy: South Australia's Waste Strategy 2025-2030

Survey question:
Do you have any comments on the strategy's objectives?

The City of Adelaide (CoA) acknowledges alignment between the strategic objectives contained in the draft SA Waste Strategy and CoA's targets and strategies for economic development, waste reduction, resource recovery and a transition to a circular economy.

This includes targets in the CoA's Strategic Plan 2024-2028, Integrated Climate Strategy 2030: *Resilient, Protected, Sustainable* (ICS), and Economic Development Strategy- *A thriving economy for all*.

The CoA is seeking to leverage and grow South Australia's green economy and green brand and has an ambitious population growth target of 50,000 people living in the City of Adelaide by 2036.

The CoA encourages the State Government to prioritise economic outcomes through growth in circular economy businesses and jobs, and repurposing existing buildings for adaptive reuse.

Survey question:
Do you have any comments on the strategy's goals and targets?

SA's Waste Strategy's goals and targets	**CoA Response**
Overarching goal: Double SA's circularity rate by 2035	The CoA supports meaningful ways to measure circularity and greater guidance for local governments to measure and contribute to State and National circular economy metrics. The CoA is establishing circularity metrics for reporting against its strategies, as follows: • Growth in circular economy industries in the CoA • Demand for resources and information • Services available and accessed supporting reuse and repair • Improvement of waste and resource recovery outcomes through the CoA service provision • Increase of circular procurement at the CoA
Target 1: 10% reduction in material footprint by 2035	The CoA supports meaningful ways to collect data that supports consistent measurement of SA waste targets. The CoA's Adaptive Reuse City Housing Initiative (ARCHI) reduces material footprint through the retention and activation of vacant and under-utilised building stock for housing. This program could have wider application across SA.
Target 2: 30% increase in material productivity by 2035	The CoA supports this target.

SA's Waste Strategy's goals and targets	**CoA Response**
Target 4: Increase resource recovery and reduce contamination *75% Municipal Solid Waste* *70% Household bin system* *10% reduction in total waste generated per person by 2030*	The CoA supports consistent targets for kerbside waste and supports alignment of local, state and national approaches. The CoA notes that the National Waste Policy Action Plan's Target 3 is 80% average resource recovery rate from all waste streams. The CoA values the continued investment by the State Government in delivering state-wide targets, for example GISA's grant funding and WhichBin programs. The CoA has established several strategic targets which are outlined in its Integrated Climate Strategy. They include: • Divert 80% of residential kerbside collected material from landfill • Residential kerbside collected recycling bins contain 10% or less contamination. • Food waste in landfill is below 5% by weight • Reduce waste generation by 15% per capita
Target 5: 50% reduction in organics disposed to Municipal Solid Waste kerbside and Commerical and Industrial landfill bins by 2030	Relating to green organics diversion, the CoA has established a strategic target which is outlined in the Integrated Climate Strategy that 'Food waste in landfill is below 5% by weight'.
Target 6: Maximise material circularity	The CoA supports meaningful ways to measure circularity and greater guidance for local governments to measure and contribute to State and National circular economy metrics. The CoA is establishing circularity metrics for reporting against its strategies, as follows: • Growth in circular economy industries in the CoA • Demand for resources and information • Services available and accessed supporting reuse and repair • Improvement of waste and resource recovery outcomes through the CoA service provision. • Increase of circular procurement at the CoA
Target 7: Increase circular consumption activities	The CoA supports growth in circularity and procurement aligned with its strategic priorities outlined in the Integrated Climate Strategy: • Priority 11: Growth in circular economy industries in the city • Priority 12: Procurement decisions that localise supply, prioritise reuse and drive green industries.

Survey question:
Are there any barriers to achieving the goals and targets?

Data availability

There is an opportunity to standardise data tools to drive consistent and reliable reporting of targets and signal change to the market relating to performance expectations. It would also enable transparency to the community who are contributors to the outcomes.

Data availability, data confidence and the ability to collect and synthesise data relating to waste management, resource recovery and the circular economy is complex.

The CoA has established the Performance on Waste and Resource Recovery (PWRR) data tool to report against its strategic kerbside waste targets. A second stage of this work is establishing circularity metrics for data collection and reporting.

Kerbside collection systems and frequency

The CoA recognises that city environments and areas of medium and high-density development may require alternative service delivery models and flexibility in the frequency of service collection to enable resource recovery and landfill diversion.

The CoA's residents have access to a standardised three-bin system (recycling, green organics, and waste). Only 20% of users have adopted the green organics collection service due to several factors including frequency of collection (prioritisation of waste collected weekly), general service awareness and lack of storage space available on property.

To address storage issues, with grant funding support from Green Industries SA, the CoA is trialing service level changes for residents in higher density laneways (small 80L bins and shared bins).

Survey question:
Focus area 1: Avoid waste
Do you have any comments on this focus area?

Focus area 1	**CoA Response**
Figure 1	Figure 1 is heavily focused on consumers. Consider further development of Figure 1 to include different target groups.
Circular Design heading on page 28	While national or State-based reform may be needed, incentives and interventions can be applied at a local level to set the strategic direction.
Actions to Avoid Waste *1.3 Collect data and conduct market research to help inform behavioural change activities that promote waste avoidance.*	Consider establishing reporting requirements to build the capacity and evidence base for behavioural change programs across SA.
Actions to Avoid Waste *1.8 Advocate for measures that overcome barriers to the repair economy, such as addressing the interplay between product warranties and product repair, and taxation policy relief measures.*	Include the 'ownership' of products which can impact on repairability.
Actions to Avoid Waste *1.9 Explore options to support the growth of the South Australian reuse and repair sector, for example through developing a directory and map of repair and reuse services.*	The CoA developed Circular Adelaide, a portal connecting businesses with circular activities in the CoA with consumers. This portal provides information on where to recycle, reuse products, or find cafes implementing circular practices. There is opportunity to leverage Circular Adelaide to other parts of Greater Adelaide and SA.
Actions to Avoid Waste *1.16 Advocate for the adoption of standardised waste reporting by waste collection contractors to customers that at a minimum includes:* • *the classification of the material stream* • *the weight of the waste or recyclables collected (if known)*	The CoA supports minimum standards being established for both customer reporting and anonymised reporting to the State Government and by local government area to increase the transparency of waste system performance and behavioural change programs.

Focus area 1	**CoA Response**
• *where each material stream will be taken (disposal facility) and the method of disposal/ processing. (such as recycling, landfill, energy recovery)* *This will simplify data collection and enable customers to make informed decisions.*	
Actions to Avoid Waste *1.17 Support the adoption of bin weighing systems for Commercial and Industrial collected waste and recyclables, to enable waste collection contractors to provide this data to customers.*	The CoA supports minimum standards being established for both customer reporting and anonymised reporting to the State Government and by local government area to increase the transparency of waste system performance and behavioural change programs.

Survey question:
Focus area 2: Reduce food waste
Do you have any comments on this focus area?

Focus area 2	**CoA Response**
Actions to reduce food waste *2.2 Expand messaging on food waste avoidance actions in households, including through enabling technology and tools to help households use up foods they already have.* *2.6 Support the rollout of area-wide, high-performing food waste collection systems, including within suitable multi-unit and higher density developments.*	The CoA recognises that city environments and areas of medium and high-density development may require alternative service delivery models and flexibility in the frequency of service collection to enable resource recovery. The CoA is actively pursuing State Government support to amend waste management policies in the Planning and Design Code. This will enable design-led resource recovery outcomes for multi-unit dwellings.
Actions to reduce food waste *2.3 Develop resources to support and encourage businesses to take action to avoid and reduce food waste along the supply chain.* *2.7 Provide resources to support precincts to procure segregated organics collections from businesses within significant food retail areas.*	The CoA supports proactive approaches including legislative reform, flexibility in frequency of waste collection for Council services, and precinct level solutions to enable more tailored organics collection services. Options can consider medium and higher density environments and lower-emission collection methods.

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Survey question:

Focus area 3: Reduce material loss and preserve value

Do you have any comments on this focus area?

The CoA's seeks a reduction in food waste and increased diversion from landfill. Food donation aligns well with these objectives and the CoA supports food waste generating businesses being required to donate unsold edible food to food rescue charities or recipient agencies.

Focus area 3	**CoA Response**
Under Municipal solid waste – page 3	Consider adding 'other public places where people gather' before 'large regional centres' to support consistency in messaging for public place resource recovery systems.
Actions to reduce material loss and preserve value *3.2 To increase the recovery of organics, food waste, and recyclables in household kerbside bins, consider legislative reform to support staged implementation of 3-bin kerbside collection systems for households, aligned with the SA Better Practice Guide: Sustainable Kerbside Services, initially for metropolitan Adelaide then consider extending to large regional centres and townships where current or planned local processing capacity exists.* *3.7 Work with councils to:* • *implement the SA Better Practice Guide: Sustainable Kerbside Services* • *apply best practice segregated 3-bin waste management systems for medium and high density dwellings and be the preferred service provider for all residential dwellings, if the building can meet the service parameters as defined by each council.*	To support a diversity of premises, consider including alternative methods for the provision of service. For example, the CoA is trialing two different services provisions for high density residential city laneways with limited storage spaces for waste collection. Trial 1: Green organic 'mini bins' which are serviced weekly have been deployed to residents in 5 laneways to increase service adoption and food organics recovery. The residents have received engagement and education to support recovery and the outcomes are currently being monitored. Trial 2: A 3-stream shared bin system (including green organics) with a surround to support amenity was designed, fabricated, and installed and is now operationalised in a laneway. Residents in the laneway share the use of these bins in place of standard individual MGBs. The shared bins are serviced weekly rather than at the standard collection frequency for MGBs. The residents have received engagement and education to support recovery and the outcomes are currently being monitored. The CoA welcomes ongoing collaboration with GISA and other key stakeholders to support the CoA's proposal for a waste code amendment to amend State Government planning policies and enable design-led resource recovery outcomes for multi-unit dwellings.

Focus area 3	**CoA Response**
Actions to reduce material loss and preserve value *3.10 Adopt Australian Standard AS 4123.5-2008 Mobile waste containers for all new and replacement kerbside mobile waste containers.*	Consider legislating the Australian Standard AS 4123.5-2008 to standardise receptacle colours supporting consistency in messaging across all user areas (e.g. including businesses).

Survey question:
Focus area 4: Address emerging and problematic wastes
Do you have any comments on this focus area?

Focus area 4	**CoA Response**
Actions to address emerging and problematic wastes *4.1 Advocate for and support national solutions to problematic wastes, or consider state-based solutions if required, including product stewardship approaches that restrict hazardous materials, address end-of-life and eliminate problematic waste.*	The CoA supports advocacy efforts at the national level for problematic wastes.
Actions to address emerging and problematic wastes *4.3 Continue to phase out single-use and other problematic and unnecessary plastic products in South Australia and consider other measures to address plastic use.*	The CoA has been actively participating in the National Plastics Recycling Scheme (NPRS) soft plastics kerbside collection pilots since December 2022. The outcomes of these pilots and developing stewardship program indicate that this is an effective mechanism to recover problematic plastic products. Materials such as soft plastics are easily recoverable and recyclable if the industries and end markets are in place. The CoA supports wide-spread application of a National Plastics Recycling Scheme to signal change to end-markets. Further refinement of the definition of waste to clarify materials with established processes for recovery could enable better recovery. The CoA supports further on ground, multi-lingual engagement and education to support businesses transition and align with changing regulations for single use and other problematic plastic products.
Actions to address emerging and problematic wastes *4.9 Until a product stewardship scheme is in place, as an interim measure, establish a safe and effective collection system for Li-ion batteries supported by a public awareness raising campaign.*	The CoA has established Reuse and Recycle Hubs to support the community in diverting valuable resources and reducing risk with collection from waste vehicles. Batteries, soft plastics and blister packs are of immediate concern to CoA. Council-led collection services are offered to our community for batteries and blister packs as these items as they are prevalent, have systems in place to recover, yet remain problematic.

Focus area 4	**CoA Response**
4.10 Educate and raise community awareness of responsible and safe management of end-of-life batteries.	Concerns about the safety of community battery collection points have been discussed with the MFS however further guidance is required. The CoA requests the development of guidelines and interim support for collection systems to support safe collection of batteries as well as e-waste as batteries are often embedded in these products.
Actions to address emerging and problematic wastes *4.16 Support textile stewardship schemes, such as Clothing Stewardship Australia's Seamless, through policy, programs and infrastructure investment in circular systems for textiles*	The CoA supported GISA in the Give a Sheet Day, to recycle bed linen and textiles. Collection days for the community are helpful in diverting resources. Local governments can host drop-off points and support education efforts with adequate funding support and clear safety protocols. Public awareness campaigns should be co-designed with local government to support and reinforce consistent messaging. The CoA recognises the impacts of fast fashion and seeks innovation in the textile/fashion industries leading to high quality resources remaining in circulation through its Integrated Climate Strategy and Economic Development Strategy. Product stewardship is consistent with these aims and Councils priority for zero avoidable waste to landfill. A state level textile stewardship legislative framework could enable innovation, increase adoption/reduce waste generation and demonstrate leadership, provided it also supports Federal frameworks to support consistency in systems. Any product stewardship legislative framework should align with objectives of the Federal Government to ensure a consistent national approach. A state level stewardship legislative framework could: • require all manufacturers to take responsibility for the environmental impact of their products, including disposal and recycling. • encourage manufacturers to design products that are easier to recycle and more durable, supporting a circular economy and reducing the need for virgin materials. • facilitate systems development for proper collection and recycling, particularly for hazardous items and or difficult items like electronics, batteries, mattresses and plastics.

Focus area 4	**CoA Response**
	Benefits of introducing a state level stewardship legislative framework include: • reducing waste generation, illegal dumping, pollution. • promoting resource recovery. • ensuring hazardous waste is handled properly, reducing the risk of harmful substances entering the environment and improving public health. • creation of economic opportunities and jobs in waste management, recycling, and repair industries positioning South Australia as a leader in environmental responsibility and resource conservation The CoA urges the transition from voluntary to mandatory product stewardship to drive further impact within the industry and reduce the downstream costs often born by local governments through waste contracts.

Survey question:

Focus area 5: Develop and support circular markets and businesses

Do you have any comments on this focus area?

Focus area 5	**CoA Response**
Procurement & Increasing use of recycled content *Regardless of the organisation seeking to implement sustainable procurement, support will be needed for procurement officers. This includes specific training, procurement resources such as sample evaluation questions and contract clauses, and ongoing support.*	*Traceability* as identified in this section is important as is the collection of data to measure transition to circular materials. The CoA is amending its engineering drawings to enable the purchase of novel materials supporting circular economy through procurement. Supporting methodologies, baselines and reporting requirements could assist with the transition to circular practices. To ensure reliability and accountability, consistent and mandatory Environmental Product Declarations (EPDs) and Product Carbon Footprints (PCFs) / Climate Declarations would facilitate the comparison of different materials and improve understanding of their environmental impacts. The CoA supports ongoing advocacy for consistent Environmental Product Declarations (EPDs) and Product Carbon Footprints (PCFs) / Climate Declarations.

Survey question:

Focus area 6: Build a circular built environment

Do you have any comments on this focus area?

The CoA recognises the potential to transform the built environment using circular economy as demonstrated through the Adaptive Reuse City Housing Initiative (ARCHI), which aims to create new homes in underused buildings in the City of Adelaide. By repurposing existing structures, the CoA is seeking to diversify housing options, unlock revenue potential, improve building performance and revitalise Adelaide's streetscapes. Building categories now include:

- Shop-tops: Buildings up to four storeys in height.
- Commercial to residential: Buildings five storeys and above.
- Heritage: Adaptive reuse of heritage listed buildings to residential.
- Major Projects: Projects delivering 20+ dwellings.

The CoA supports the proposed actions in Focus Area 6, acknowledging the importance of retention and reuse first. Government pilot programs are leading the way and establishing benchmarks for circular economy outcomes.

Relating to resource recovery in multi-unit dwellings developments: Efficacy of a three-bin system is contingent on the systems which support it. For example, purpose-designed waste rooms that prioritise green organics diversion, and are accessible by contractors, reduce contamination and increase diversion.

To ensure the success of the three-bin (or alternative multi-stream) waste systems, planning codes should require that building designs incorporate dedicated space for all waste streams. If chutes are to be used, the installation of separate chute systems with handles (one for each waste stream) should be mandatory, or alternatively, waste rooms must be large enough to accommodate the necessary bins for all waste types.

Many apartment buildings are mixed-use with commercial properties (often at ground floor) and residents occupying the building. Mandating a multi-stream waste service for all occupants will result in better diversion outcomes and may enable shared bin rooms.

Survey question:
Focus area 7: Develop circular economy knowledge and skills
Do you have any comments on this focus area?

Focus area 7	**CoA Response**
Actions to develop circular economy knowledge and skills *7.2 Deliver information to council-serviced premises on reducing waste and the correct use of kerbside recycling and organics bins, as well as other collection systems* *7.3 Develop and deliver community education and awareness programs to encourage reuse and repair to support the growth of the South Australian reuse and repair sector.* *7.4 Advocate for national product labelling standards and systems that retain information throughout the product life cycle (such as product traceability) and disclose materials used, including but not limited to, recycled content, and information to enable repair, reuse, disassembly and recycling of products.*	Ongoing messaging and education such as the Which Bin campaign and Plastic Free SA have been effective methods to communicate resource recovery approaches. Consistency in 'home, work, and play', labelling standards and extending the Green Industries SA Which Bin Campaign to businesses would support consistent education and messaging. The CoA's experience in working with small businesses is that educational and financial support will increase circular economy outcomes.

Survey question:
Focus area 8: Measure SA's transition to a circular economy
Do you have any comments on this focus area?

The CoA supports the actions listed within Focus Area 8 and welcomes collaboration on outcomes.

The CoA supports meaningful ways to measure circularity and greater guidance for local governments to measure and contribute to State and National circular economy metrics. There is an opportunity to standardise data tools to drive consistent and reliable reporting of targets and signal change to the market relating to performance expectations.

The CoA has established the Performance on Waste and Resource Recovery (PWRR) data tool to report against its strategic kerbside waste targets. A second stage of this work is establishing circularity metrics for data collection and reporting. Such approaches drive transparency and accountability.

Survey question:
Focus area 9: Contribute to net zero emissions
Do you have any comments on this focus area?

The CoA is committed to reducing carbon emissions and keeping materials in circulation for longer. CoA welcomes *Action 9.3 'Encourage the development of embodied carbon metrics for the built environment to measure progress towards circularity and decarbonisation.'*

The CoA has identified that consistent and mandatory Environmental Product Declarations (EPDs) would support circularity and decarbonisation by enabling more informed decisions about the environmental outcomes of procurement choices, particularly in the built environment, which carries significant greenhouse gas impacts.

Survey question:
Other areas - Illegal dumping and litter

CoA supports *Action 11.3 'Provide community education to support the reduction of litter'* and suggest this is delivered in collaboration with Councils.

City of Adelaide
23ADL-0670
26 June 2025

Phase 2 Engagement Summary

Integrated Transport Strategy

SHAPING GREAT COMMUNITIES

URPS

Phase 2 Engagement Summary

26 June 2025

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We acknowledge the Kaurna People as the Traditional Custodians of the land on which we work and pay respect to their Elders past, present and emerging.

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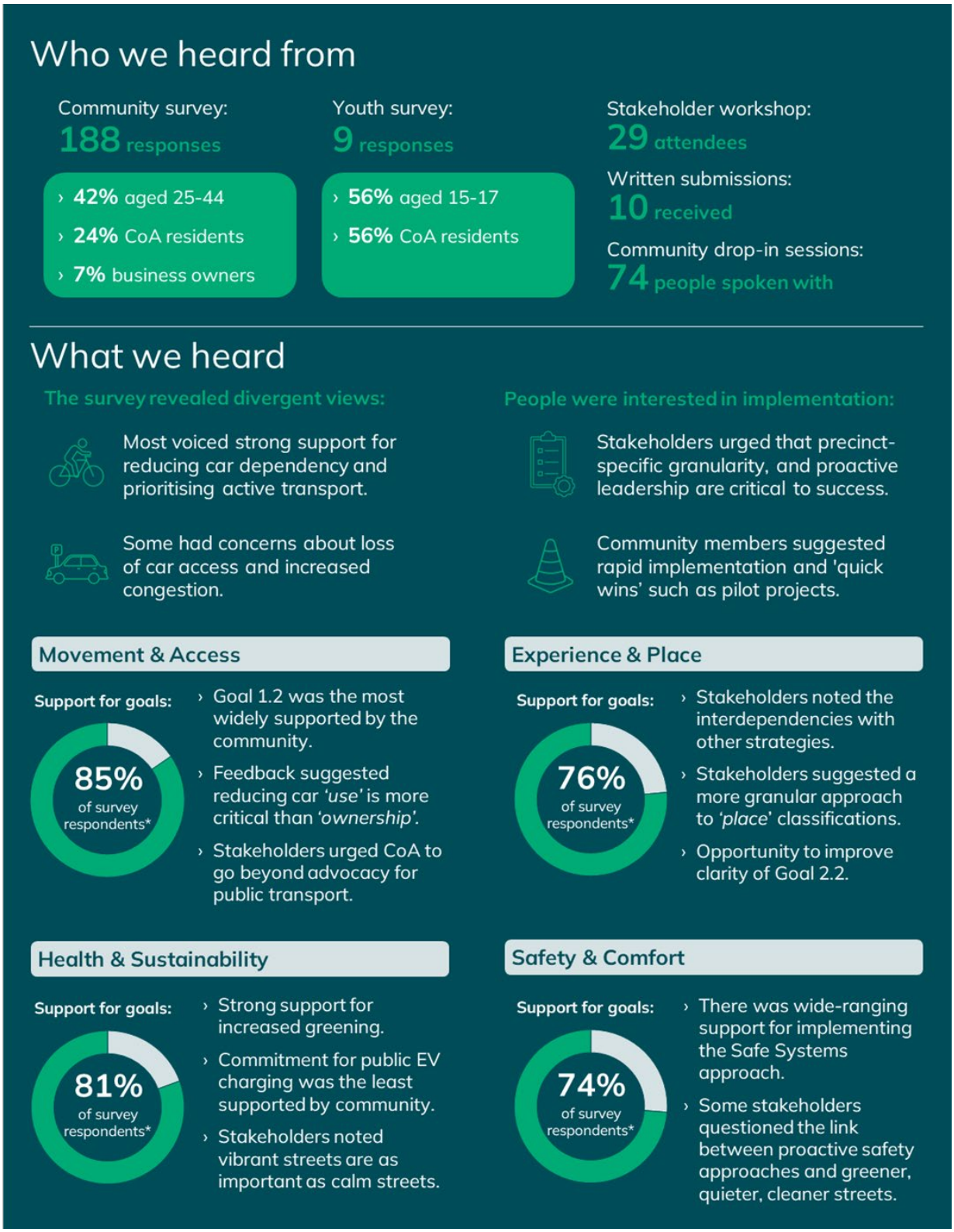
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Phase 2 Engagement Snapshot



*Average rate of survey respondent support across goals

1. Background

1.1 Project Context

The City of Adelaide have engaged AECOM to prepare a series of technical reports to inform an Integrated Transport Strategy. Engagement services on this project are being provided by URPS.

The Strategy will set the strategic direction for streets, spaces and movement networks within the City of Adelaide. It will reflect contemporary transport thinking and assessment frameworks, provide a clear policy position for transport and movement within the City, and outline strategic directions and policies to facilitate effective decision-making and ongoing action and evaluation. It will replace the Smart Move Transport and Movement Strategy 2012-2022.

1.2 Previous Engagement

The City of Adelaide engage regularly with their diverse community. In the 2022/2023 financial year alone, the City of Adelaide delivered more than 65 online engagement programs – many supported by face-to-face engagement activities. One of these engagement programs was on the *City Plan*. The *City Plan* was one of the City of Adelaide's most ambitious engagement programs and showed how well planned and executed engagement that is designed to be convenient, interesting, and meet the needs of community, can lead to successful outcomes.

The Engagement Plan developed for this phase of engagement acknowledged much of the engagement that was pioneered or refined through the *City Plan* process, borrowing key tactics that were effective in sharing information and gathering feedback. As well as this, the Plan acknowledged that the recent and comprehensive engagement program did include a range of discussions and lines of enquiry relating to how people move to, from and within the City of Adelaide. This feedback has been carefully analysed by the AECOM team to avoid repetition in the engagement process, and that we don't start engagement from a 'blank slate'.

1.2.1 Phase 1 Engagement

Phase 1 engagement on the Integrated Transport Strategy took place over four weeks from 4 November 2024 to 2 December 2024, with the aim of informing development of the Draft Strategy. Engagement was focused on generating feedback on eight technical discussion papers and seeking input on the issues, opportunities and gaps identified.

The engagement program reached a diverse range of industry stakeholders and community members. Engagement activities included online participation, in-person discussions, and targeted workshops to ensure broad and inclusive input. The outcomes of this engagement are reported in detail in a separate Phase 1 Engagement Summary. This was presented to the City of Adelaide Council on 18 March 2025.

2. How We Engaged

2.1 Purpose of Engagement

The objectives of engagement for this project are to:

- Deliver well-planned, fit for purpose engagement activities that encourage participation from a broad range of transport experiences.
- Ensure engagement is designed to elicit feedback that is targeted to and useful for the development of the Transport Strategy.
- Accurately and faithfully report feedback to the project team and to the public to close the loop.

Engagement on this project has been delivered in two phases. Phase 2 of this engagement program focused on generating feedback on the Draft Integrated Transport Strategy. The purpose of this phase was to verify and ground truth the content of the strategy and seek feedback on the Themes, Goals and Commitments identified. The intention was to check 'have we got it right, have we missed anything, what is important to you and have we captured it'.

2.2 Engagement Undertaken

The engagement was open for a period of 25 days, commencing Thursday, 1 May 2025 and concluding on Sunday, 25 May 2025.The following table outlines the engagement activities undertaken. How the engagement was promoted is outlined in Table 2. The outcomes of each engagement activity are provided in section 3.

Table 1: Engagement undertaken

Details	Target audience
Community Survey	
An online survey was developed to capture feedback on the goals and commitments set out in the Draft Strategy. Acknowledging that the community may not have read the Draft Strategy, the survey was designed to obtain meaningful input without prerequisite understanding.	All audiences who move, or would like to move in the City of Adelaide – residents, businesses, workers, visitors, commuters.
Youth Survey	
A specific youth survey was developed to capture views of the students and younger residents of/visitors to City of Adelaide. As with the general survey, this survey was available to complete on the Our Adelaide page.	Young people aged 5-17 years.

Details	Target audience
Stakeholder Workshop	
A stakeholder workshop was held to review the Draft Strategy. The workshop included structured activities and discussions to gather feedback and perspectives on the vision, themes, goals and network maps included in the Draft Strategy. The workshop brought together the wide range of stakeholders engaged during Phase 1, including representative groups and subject matter experts.	Key stakeholders mapped and identified with the City of Adelaide in alignment to the discussion paper themes.
Community Drop-in Sessions and Pop-ups	
Two open community drop-in sessions and three pop-ups were held, with key information about the Draft Strategy presented on poster boards. The sessions provided interactive ways for the community to speak to a project team member and provide feedback. The sessions were delivered at different times and locations to increase accessibility and participation (attendees only needed to attend one session).	All audiences who move, or would like to move in the City of Adelaide – residents, businesses, workers, visitors, commuters.
Other Ways to Provide Feedback	
The Our Adelaide page set out how people could provide feedback via email, written submission or by speaking with a staff member.	All audiences who move, or would like to move in the City of Adelaide – residents, businesses, workers, visitors, commuters.

Table 2: Promotion and engagement tools

Details	Target audience
Our Adelaide webpage	
A link to the project page was provided on Council's Our Adelaide page.	Range of stakeholders visiting City of Adelaide website.

Details	Target audience
Promotion through Council social media channels	
Posts across Council's social media channels (Facebook, Instagram and LinkedIn) to promote the engagement.	Range of stakeholders following City of Adelaide on social media.
Electronic Direct Mail (EDM) to Our Adelaide database and other City of Adelaide mailing lists	
Engagement highlighted in EDM, linking to Our Adelaide page.	All stakeholders subscribed to Our Adelaide eNews.
Digital display advertising	
Promotion of engagement on Our Adelaide.	All audiences who move, or would like to move in the City of Adelaide – residents, businesses, workers, visitors, commuters.

3. What We Heard

This section summarises the feedback received across the different engagement techniques.

3.1 Community Survey

A total of 188 responses to the online community survey were received (youth survey is presented in Section 3.2). The response rate for this phase of engagement was lower than in Phase 1.

The survey presented the goals of the Draft Strategy under each theme, followed by the commitments, with a requirement to indicate levels of support for each individual goal and commitment. Respondents were able to provide a comment to explain their answers, however this was not compulsory.

3.1.1 Who we heard from

Respondents were asked what their relationship is to City of Adelaide and could choose more than one option. The most common responses were visiting the city for shopping, leisure or employment. Just under a quarter of responses (24%) were made by city residents, with an additional 7% from those who own a business in the City.

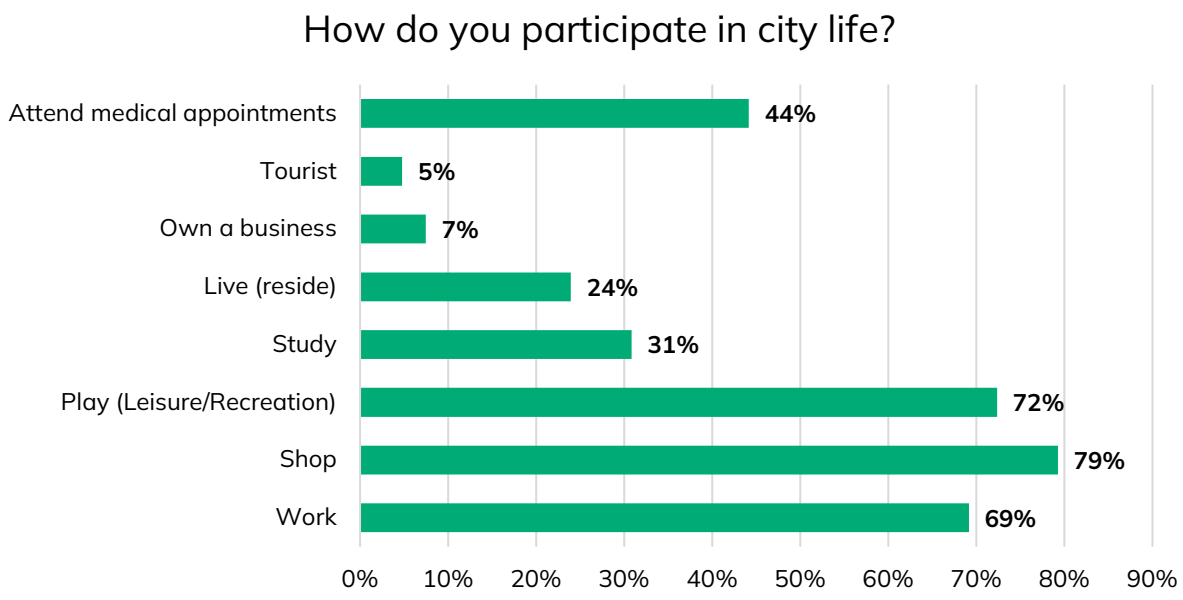


Figure 1: Community Survey - How do you participate in City life?

Over half of all respondents were between 35-54 years of age (51%), with 20-34 being the next most common age cohort representing a quarter (25%) of respondents. This suggests good representation from a working age cohort, who are typically a hard to reach demographic. 10% of respondents were from people over 65 years of age, while just 1% were under 20, which is likely a result of prompts to fill out the youth survey designed for respondents under 18 years of age. Overall, the age profile of respondents was slightly older than in Phase 1.

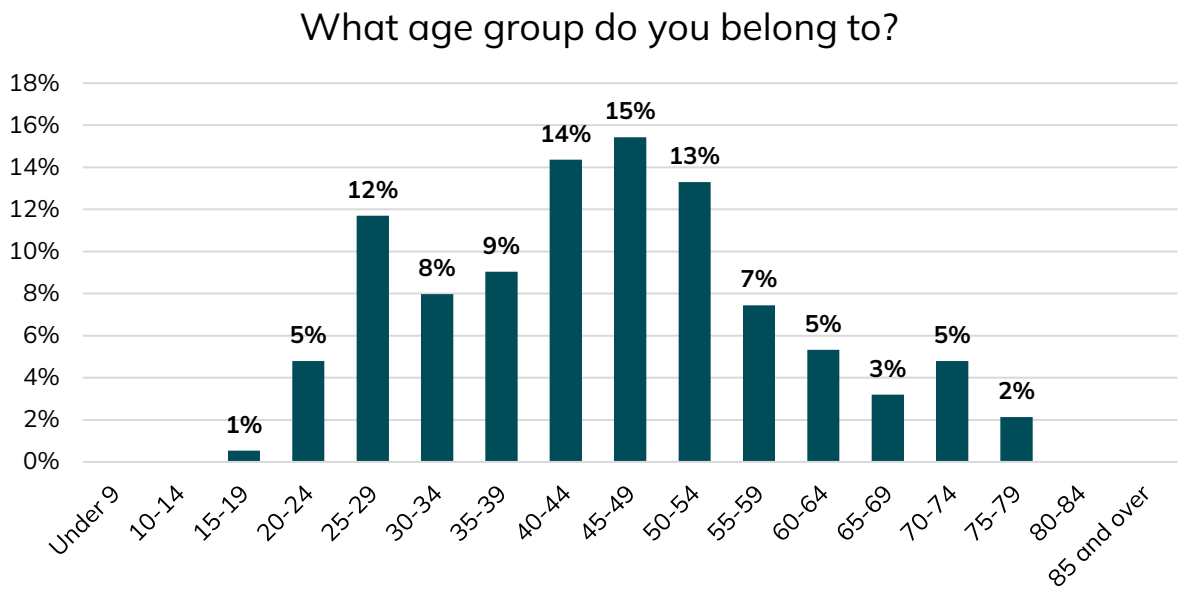


Figure 2: Community Survey - What age group do you belong to?

There were more responses from people who did not pay rates in the City of Adelaide (76%) than those who do (24%). This is in line with the proportion of respondents who indicated they reside or own a business in the city.

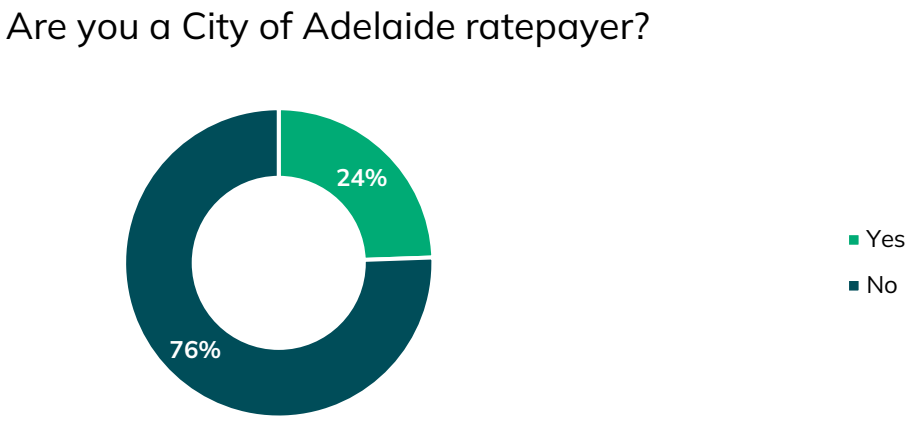


Figure 3: Community Survey – Are you a City of Adelaide ratepayer

Overall, responses were received across a broad area of the Greater Adelaide region as shown in Figure 4. The highest number of respondents who provided postcode information were from Adelaide (postcode 5000), at 16%. Responses from North Adelaide (postcode 5006) accounted for 6.4%. The inner to middle ring suburbs together accounted for over 27% (postcodes 5082, 5007, 5037, 5038, 5066, 5035, 5043 and 5069). It should be noted that there was a relatively high response rate from those in Prospect (postcode

5082), at 7%. There was one response from outside of the Greater Adelaide area, not pictured in Figure 4, from the Yorke Peninsular (postcode 5580).

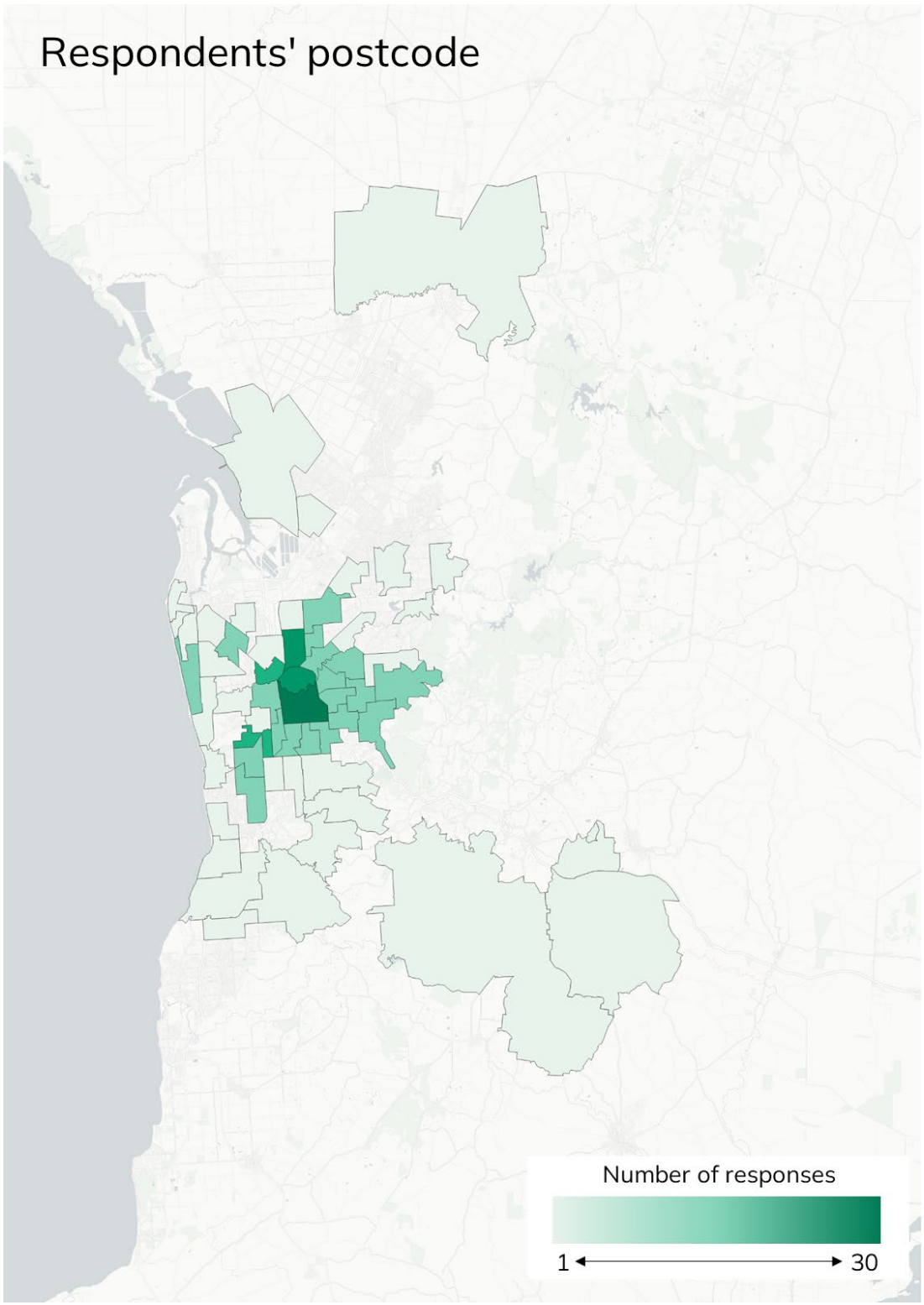


Figure 4: Community Survey – Respondents postcode

Respondents were asked to indicate whether they had read the Draft Integrated Transport Strategy prior to providing feedback. A majority of respondents (77%) indicated that they had read the Draft Strategy.

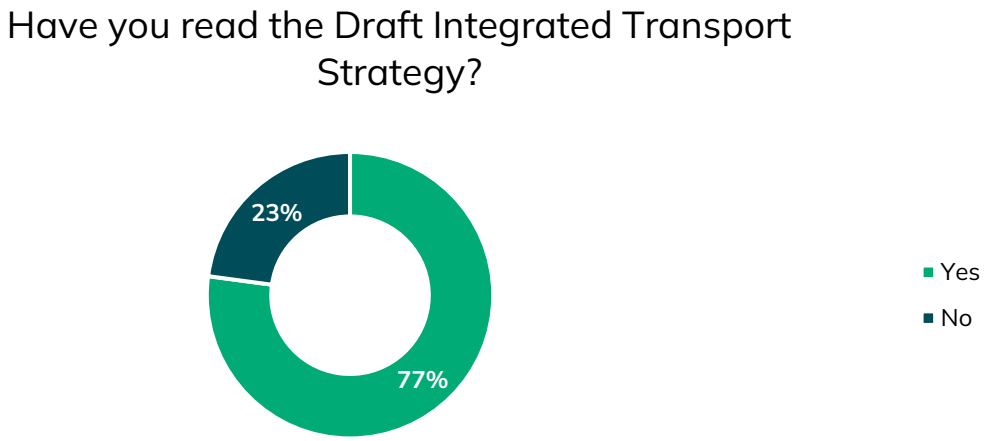


Figure 5: Community Survey – Have you read the Draft Integrated Transport Strategy

3.1.2 Movement and Access responses

Respondents were asked to indicate whether they agree with the Draft Strategy's Movement and Access goals (refer Figure 6). There were high levels of support across all four goals, with between 80% and 88% of respondents indicating they agree or strongly agree. *Goal 1.2: Efficient mass movement of people* had the highest level of respondents strongly agreeing across all Draft Strategy goals, at 71%. *Goal 1.4: Better travel choices for a more liveable city*, had the highest levels of respondents that did not agree or were neutral, at 20%.

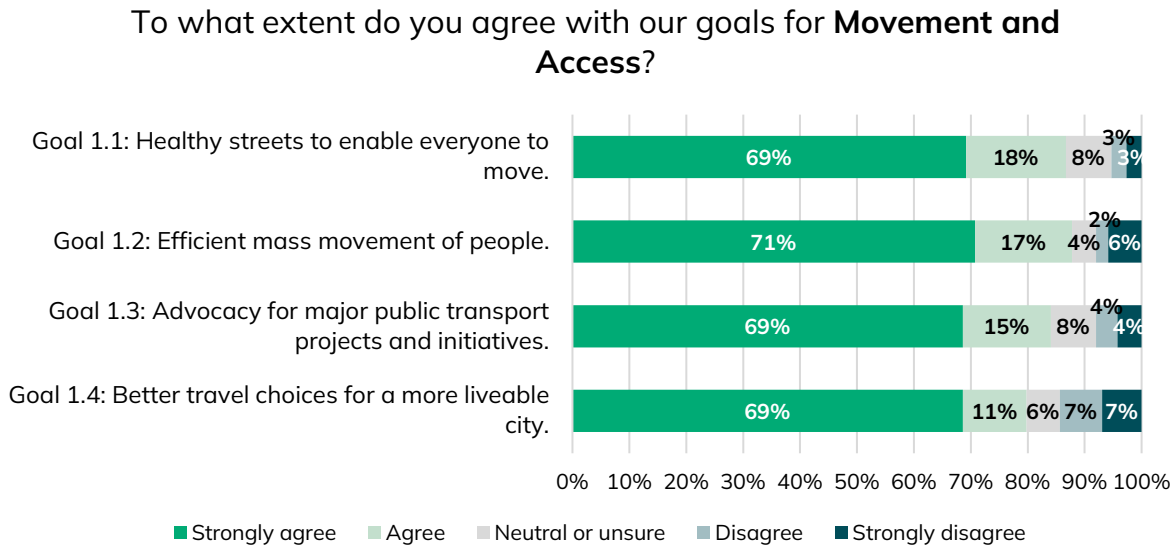


Figure 6: Community Survey – Movement and Access goals

Respondents were also asked to indicate how well the Draft Strategy's **commitments** for Movement and Access reflect their priorities (refer Figure 7). There was greater variance in levels of support for the five commitments compared to the goals, with the proportion of respondents indicating they felt completely to very aligned ranging from 50% to 82%.

Overall, the highest levels of support were related to commitments specifically referencing pedestrian infrastructure and public transport services. *'Reduce the proportion of city households that own a car'* had the lowest levels of support across Movement and Access commitments with 29% suggesting this does not reflect their priorities. This was followed by '*Improve gender parity in cycling participation'* with 17% indicating a lack of alignment.

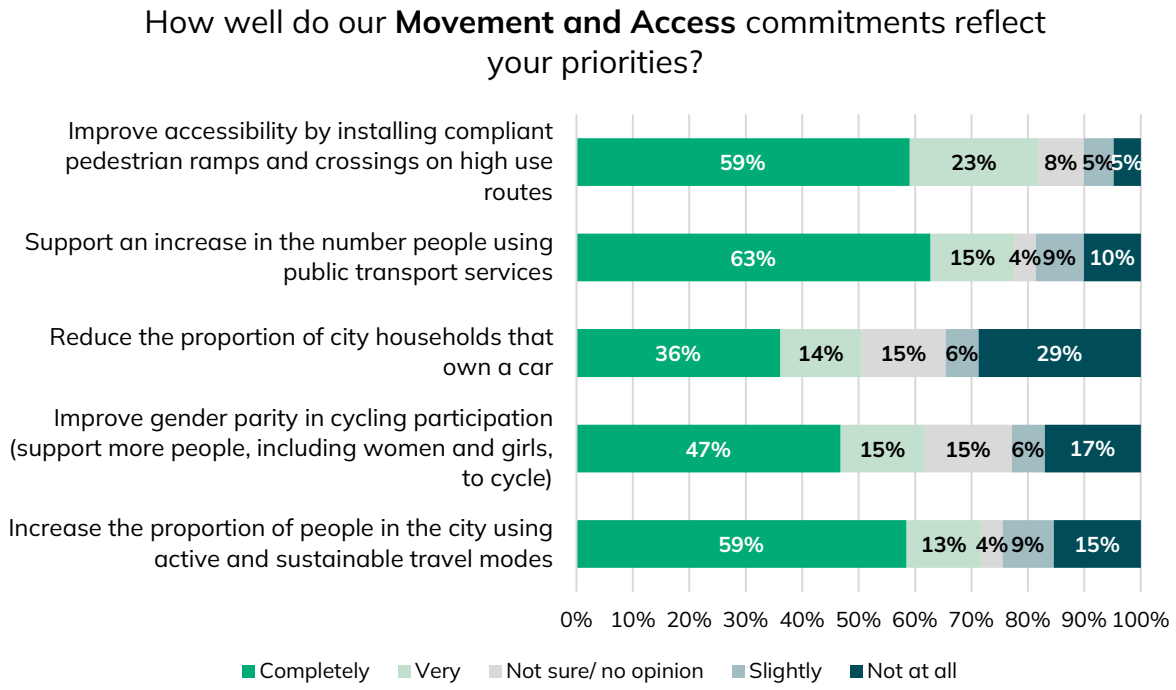


Figure 7: Community Survey – Movement and Access commitments

When asked to provide a comment, 127 respondents (or 68%) explained their levels of support for the Movement and Access goals and commitments. A significant amount of feedback was received relating to general issues and opportunities for various modes of transport. The following summary focuses on comments provided that directly relate to the Draft Strategy.

- Many respondents expressed strong support for the overarching goals, especially those promoting active and public transport, reducing car dependency and enhancing equity and accessibility for all users, including children, people with disabilities, and the elderly. Comments included:
  - *"These are fantastic goals and commitments. If walking can be made attractive, cycling made safe, and the tram extended up O'Connell Street and out to Prospect Rd we'll be seriously considering getting rid of our car"*

  - *"I think the movement and access goals and commitments are likely the most important area of goals outlined in this report. As a young person with no chance of regularly parking in the city for work and uni, it is crucial alternative methods of transport are prioritised."*

- Some respondents agreed with the goals in principle but emphasised the need for balanced implementation. These respondents suggested acknowledging that not everyone can switch to active or public transport (e.g. parents, people with disabilities, outer suburb residents) and ensuring car access and parking remain available for those who need it. Comments included:
  - *"A healthy city finds balance."*
  - *"These commitments are good, but not at the cost of reducing access for families and businesses."*
  - *"While I think less car use is good, I think the goal should be 'Reduce amount of cars owned in city households'. Most households are still going to need 1 car for various reasons..."*
- A smaller number of responses were critical of the goals, viewing them as unrealistic for Adelaide's context, and too focused on reducing car use, neglecting the needs of motorists and businesses. Comments included:
  - *"This plan is completely wrong and seeks to destroy Adelaide as an effective city."*
  - *"Stop trying to get people out of cars. It's their choice."*
- Respondents also offered ideas to strengthen the commitments, such as setting clear project priorities and timelines, including freight and delivery needs in planning, and consulting with diverse user groups, especially those with lived experience of disability. Other feedback related to:
  - Reducing car dominance, particularly through-traffic.
  - Supporting inclusive outcomes for all ages and abilities.
  - Safety, including for parents and older adults.
  - Desire for vehicle access and parking for travel to and from schools.
  - Supporting change and desire to see Council take action
  - How transport can contribute to liveability
  - Impacts of and opportunities for transport on physical and mental health

Additional verbatim comments related to the above feedback points can be found in Appendix A.

3.1.3 Experience and Place responses

When asked to indicate levels of agreement with the Draft Strategy's Experience and Place goals (refer Figure 8) there was broad levels of support across all four, with between 71% and 85% of respondents indicating they agree or strongly agree.

Goal 2.1: City growth with increased liveability and safe, creative and joyful spaces for people of all ages had the highest level of support, with 88% of respondents agreeing or strongly agreeing. *Goal 2.2:*

Integrated transport and land use planning had the highest levels of respondents that did not agree or were neutral, at 30%, this was the least supported goal across all goals in the Draft Strategy.

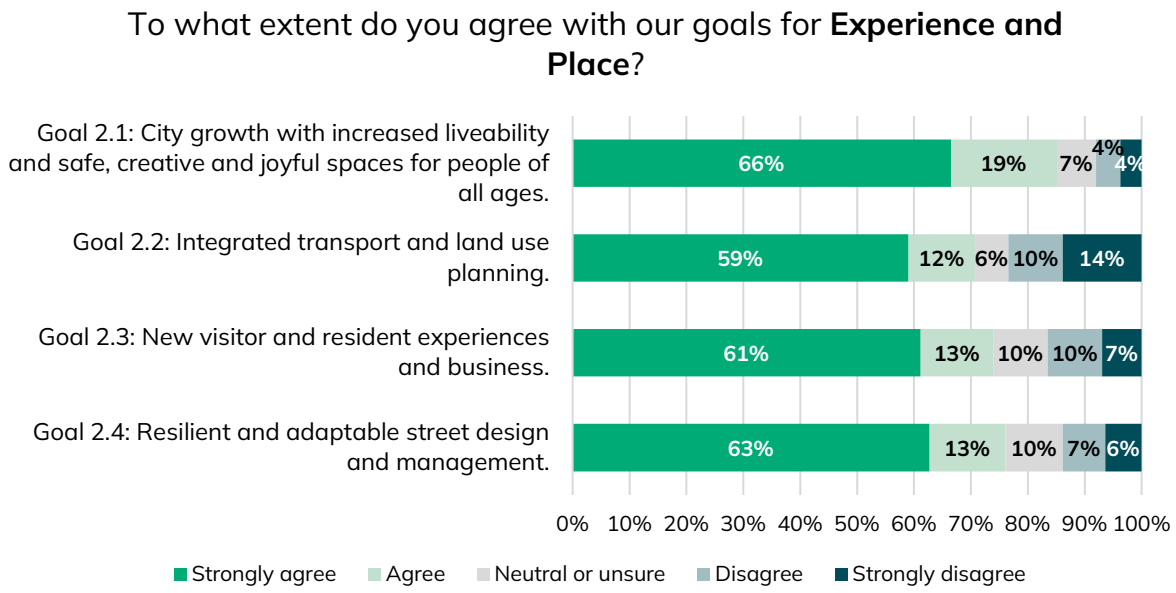


Figure 8: Community Survey – Experience and Place Goals

Respondents were also asked to indicate how well the Draft Strategy's commitments (refer Figure 9) for Experience and Place reflect their priorities. There were varying levels of alignment across the five commitments, with the proportion of respondents indicating they felt completely to very aligned ranging from 57% to 74%.

'Provide more accessible on-street car parking spaces across the city' had the lowest level of respondents indicating this commitment completely reflects their priorities, at 29%. It should be noted that this commitment also has a high level of neutral responses, with comments indicating some levels of support but noting this may not apply to them. *'Reduce car through traffic'* had the highest level of opposition across Experience and Place commitments with 23% suggesting this does not reflect their priorities.

While *'Reduce car through traffic'* had the most respondents (23%) stating that the commitment does not reflect their priorities, there were 63% stating alignment with their priorities. It is noted that respondents who did not agree with this commitment raised concerns not about trips to and from the city, rather than through, suggesting there may be some misunderstanding about the intention of the commitment.

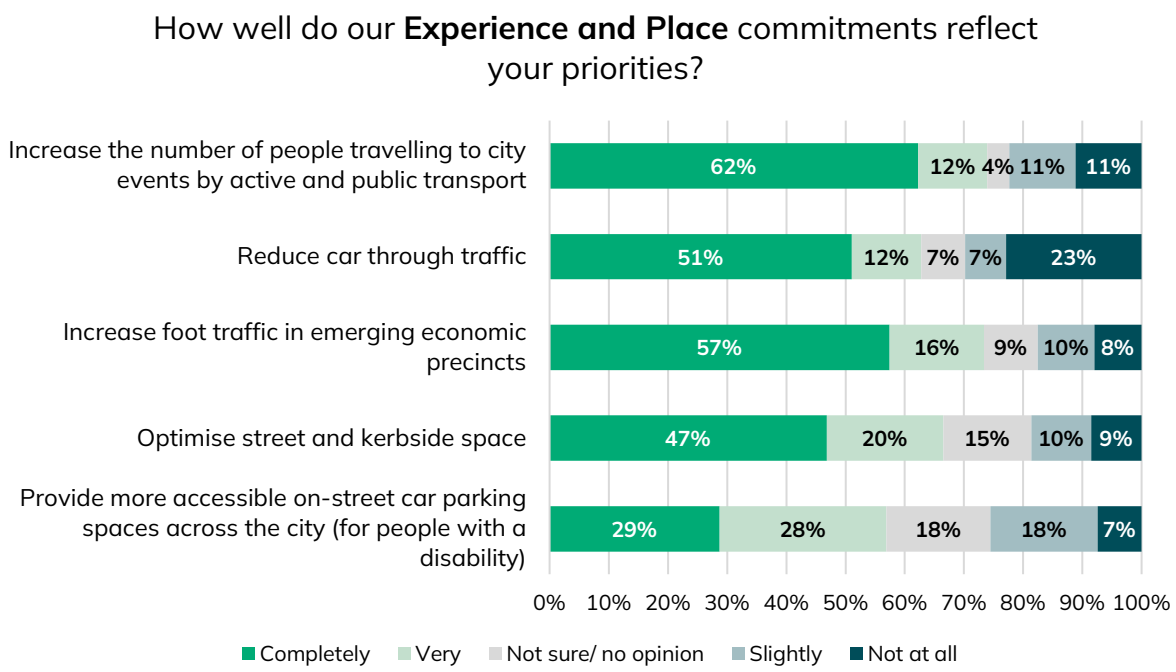


Figure 9: Community Survey – Experience and Place commitments

When asked to provide a comment, 101 respondents (or 54%) explained their levels of support for the Experience and Place goals and commitments. A significant amount of feedback was received relating to general issues and opportunities for various modes of transport. The following summary focuses on comments provided that directly relate to the Draft Strategy.

- Most respondents expressed strong support for goals that aim to create a more vibrant, inclusive, and people-focused city. Respondents expressed enthusiasm for reclaiming street space for people, enhancing green, walkable, and vibrant public spaces and improving liveability for residents, workers, and visitors. Comments included
  - *"Green, walkable spaces are so much more attractive, inviting and useable, than hard, unfriendly, paved road-curb-footpath-building settings."*
  - *"Our city will be thriving when the streets are active like Copenhagen or Amsterdam, you have to weave through outdoor dining not car traffic."*
  - *"Encouraging foot traffic provides a safer and more comfortable city."*
- While many supported the goals and commitments, others stressed the need to balance place-making goals with practical realities, especially for those who rely on cars for access. Some felt that the strategy underestimates the importance of car access for certain groups, while others noted that without better public transport, reducing car access could harm the city's accessibility functionality. There were calls to ensure that changes to kerbside space and parking do not undermine accessibility or economic activity. Comments included:
  - *"Reducing car traffic is an excellent goal, but this must be replaced with accessible alternatives."*

  - *"I absolutely see the importance of more accessible carparks and loading zones as required. These should come out of existing car parking or road space, not from footpath or bike lane area."*
  - *"The city can't just be for walking/cycling when it is multi-use."*
- Some respondents were critical of the goals and commitments, particularly where they felt the strategy overemphasised car reduction without viable alternatives, risking making the city less accessible or attractive to visitors and businesses. Some also suggested the Draft Strategy lacked clarity or practical implementation pathways. Comments included:
  - *"It sounds like there is a strong push to make visiting the city more difficult."*
  - *"I used to exclusively shop in the city, now it's harder to get a quick park, I don't."*
  - *"Goal 2.2 is not presented very well, it's confusing, and difficult to understand what it means."*
- Respondents offered a range of suggestions to improve the Experience and Place goals and commitments. This included more visible recognition and celebration of Kaurna heritage, providing better wayfinding and tourist information and ensuring that changes to kerbside use to support greenery and vibrancy. Other feedback related to:
  - Space for wider footpaths and cycle lanes/paths for safety and place outcomes.
  - Public transport improvements, as public transport reliability.
  - Reducing car dominance to make the city safer, more comfortable and attractive.
  - Economic benefits and disbenefits of active transport infrastructure on businesses.
  - Accessible car parks and alternative modes for people living with a disability.
  - Travel to/from school and environment around schools.

Additional verbatim comments related to the above feedback points can be found in Appendix A.

3.1.4 Health and Sustainability responses

When asked to indicate levels of agreement with the Draft Strategy's Health and Sustainability goals (refer Figure 10), there were high levels of support across both, with 80-81% of respondents indicating they agree or strongly agree. There were higher levels of respondents who did not agree with *Goal 3.1: Cool calm and connected streets and paths,* at 16%, however the reception of the Health and Sustainability goals were broadly aligned.

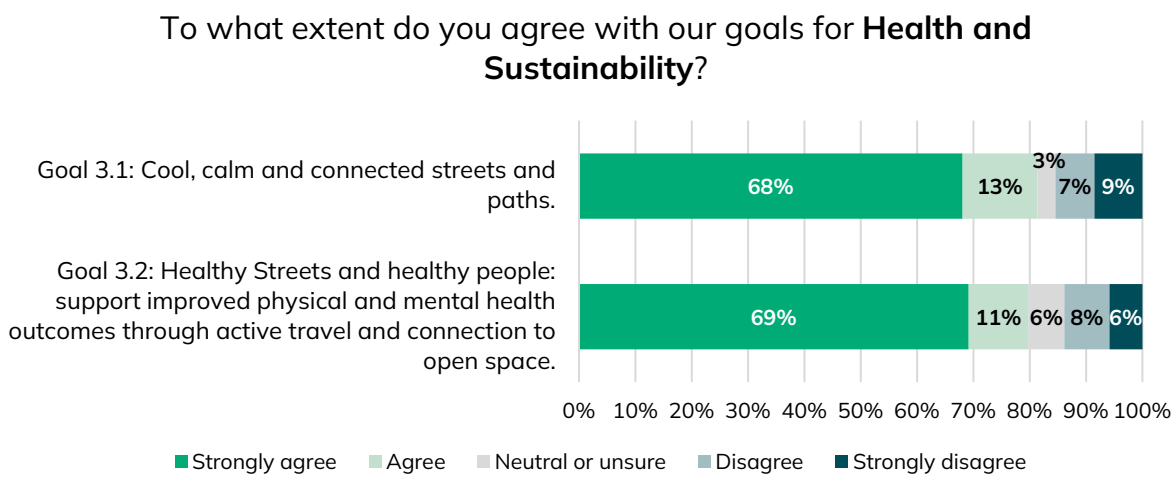


Figure 10: Community Survey – Health and Sustainability goals

Respondents were also asked to indicate how well the Draft Strategy's **commitments** (refer Figure 11) for Health and Sustainability reflect their priorities. There were varying levels of support for the four commitments, with the proportion of respondents indicating they felt these reflected their priorities ranging from 44% to 76%.

'Increase availability of public EV charging stations' had the lowest level of respondents indicating this commitment completely reflects their priorities, at 20%, the lowest across all of the Draft Strategy's commitments. Respondents showed strong levels of alignment for *'Improve access to nature'*, with 76% suggesting this reflects their priorities.

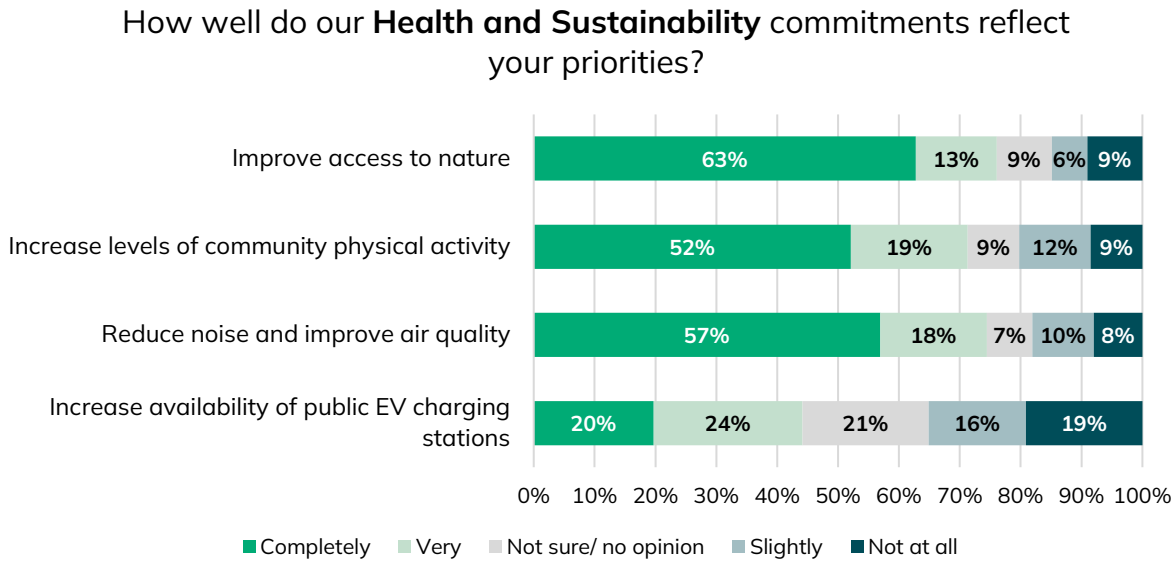


Figure 11: Community Survey – Health and Sustainability commitments

When asked to provide a comment, 84 respondents (or 45%) explained their levels of support for the Health and Sustainability goals and commitments. A significant amount of feedback was received relating to general issues and opportunities for various modes of transport. The following summary focuses on comments provided that directly relate to the Draft Strategy.

- Many respondents expressed strong support for the City's goals to create a healthier, greener, and more sustainable urban environment. There was support for reducing car dependency and subsequent improvements to air quality, safety, and public health. Expanding green infrastructure, promoting active transport and public transport over private vehicle use, and designing streets that support physical activity and mental wellbeing were all highly valued. Comments included:
  - *"Healthy streets makes (sic) for a healthy city, which makes for healthy residents and visitors alike."*
  - *"Health and sustainability are huge priorities. Encouraging healthy lifestyles, reducing car traffic, and increasing greening are key next steps."*
  - *"These are all important goals. More green space and integration of nature supports mental and physical health."*
  - *"The fastest way to make city streets safer, healthier, and improve sustainability more generally is to get cars off them."*
- Some respondents supported the goals but emphasised the need for practical, inclusive implementation. They highlighted the importance of accommodating people with disabilities, including the need for rest stops, toilets, and accessible infrastructure. Some raised concerns that electric vehicle charging infrastructure may conflict with broader sustainability goals by encouraging car use. Comments included:
  - *"Pls don't assume that everyone is already fit and healthy when moving around the city."*
  - *"Don't prioritise fit active people at the expense of people with low mobility."*
  - *"EV charging stations are useful but not paramount. An EV is after all just another car."*
- Some respondents were critical of aspects of the strategy, particularly the emphasis on electric vehicles, which many saw as insufficient or contradictory to sustainability goals. Some respondents also raised the potential for increased congestion, safety risks, or loss of access due to reduced car infrastructure. Comments included:
  - *"EVs are not the answer."*
  - *"This plan does not ensure businesses thrive by prioritising convenience."*
- Respondents offered a wide range of ideas to strengthen the health and sustainability commitments, including prioritising native tree planting, improving lighting and safety in Park Lands and green spaces and at night. There were also suggestions for innovative ideas like community garden streets, solar lighting, and underground car parks outside the CBD. Comments included:
  - *"Please plant native trees. Gum trees are iconic to South Australia."*

  - *"Activate the parklands and inner city squares. Can we replicate the success of the Victoria Park wetlands elsewhere?"*
  - *"Designated community streets where single lane, wide footpath, restricted speed limit to create community boxed garden spaces."*
  - *"All the busses (sic) in the city should be electric and get the smelly trucks off the city streets."*
- Other feedback related to:
  - EV charging and use of public space
  - Supporting physical and mental health, and community cohesion
  - Less noise and cleaner air

Additional verbatim comments related to the above feedback points can be found in Appendix A.

3.1.5 Safety and Comfort responses

When asked to indicate levels of agreement with the Draft Strategy's Safety and Comfort **goals** (refer Figure 12), there was broad support across all three, with 68-77% of respondents indicating they agree or strongly agree. 21% of respondents did not agree with *Goal 4.2 Reduce risks and negative impacts from motor vehicles*.

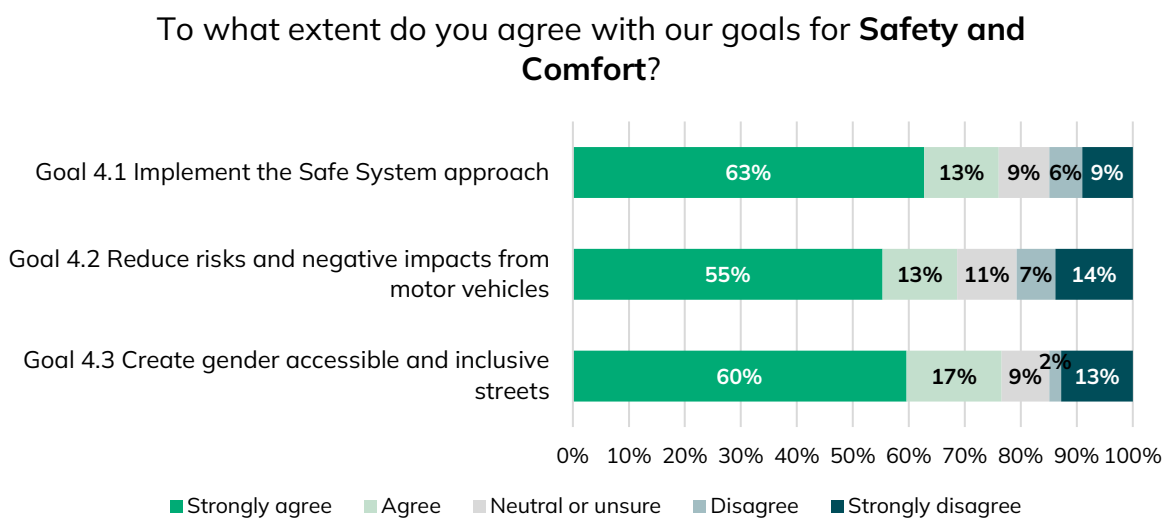


Figure 12: Community Survey – Safety and Comfort goals

Respondents were asked to indicate how well the Draft Strategy's **commitments** (refer Figure 13) for Safety and Comfort reflect their priorities. There was broad support for the four commitments, with the proportion of respondents indicating they felt complete to very aligned ranging from 73% to 78%.

'Reduce lives lost and serious injuries on city streets' had the highest level of respondents indicating this commitment completely reflects their priorities, at 66%, the highest across all of the Draft Strategy's commitments.



Figure 13: Community Survey – Safety and Comfort commitments

When asked to provide a comment, 95 respondents (or 51%) explained their levels of support for the Safety and Comfort goals and commitments, raising the following:

- Most respondents expressed support for the City's goals to improve safety and comfort for all users, especially pedestrians and cyclists. There was enthusiasm for lower speed limits and traffic calming, wider, well-maintained footpaths, separated bike lanes and safer intersections, and a "Safe Systems" approach that prioritises people over cars. Comments included:
  - *"Fully support: lower speeds, protected bike + walk infrastructure, wider footpaths, and safe crossings to eliminate deaths and serious injuries."*
  - *"Safe streets encourage residents, workers and visitors to come to and move around the City."*
  - *"Healthy streets make healthy people. Widen the walking and cycling paths and narrow the vehicle path."*
  - *"I completely support safe streets approach."*
- Some respondents supported the goals but highlighted the importance of accommodating people with disabilities, families, and those who rely on cars, with concerns about removing parking or reducing access near schools and workplaces. Some noted the need for actual safety improvements, not just actions to improve perceptions of safety. Comments included:
  - *"As a person with a disability, safety and accessibility mean a great deal to me and my carers."*
  - *"All good things. Just don't limit our ability to drive our kids to school or for parents and teachers to drive to work."*
  - *"I don't care about the perception of safety, I want actual and demonstrable safety."*
- Some respondents were critical of aspects of the strategy, particularly the use of terms like "gender inclusive streets," which some found confusing. There was some concern about ongoing convenience

of access for motorists , with the potential for congestion or inconvenience from reduced speed limits and road space. Comments included:

  - *"Gender inclusive street???? What part of the streets we currently have are not gender inclusive? What a joke."*
  - *"Do not reduce the speed limit in the city any further. It worsens congestion."*
  - *"Less cars does not equal safer city!!!"*
- Respondents offered a wide range of ideas to strengthen the safety and comfort commitments, including improved lighting, especially in dimly lit areas, maintaining footpaths to reduce trip hazards, providing safe drop-off zones near schools, and expanding car-free zones and shared streets where appropriate. Comments included:
  - *"Levelling footpaths please!! So many dangers for people using wheels on those!"*
  - *"Make pedestrians feel safer when crossing streets and waiting to cross streets."*
  - *"Improve quality of paving!"*
  - *"Adopt speed limits in line with UN resolution of 30 km/h speed limits anywhere where pedestrians, cyclists, and cars mix."*
- Other feedback related to:
  - Reduction in motor vehicle volumes
  - Prioritising active and sustainable modes
  - Data collection and vulnerable road users
  - Concern about safety as a person walking/wheeling or cycling

Additional verbatim comments related to the above feedback points can be found in Appendix A.

3.1.6 Phase 1 integration and other feedback

Respondents were asked to indicate whether they participated in the Phase 1 Engagement for the Integrated Transport Strategy. Just under 30% of respondents indicated that they did provide feedback in Phase 1, while 44% did not. The remainder were unsure.

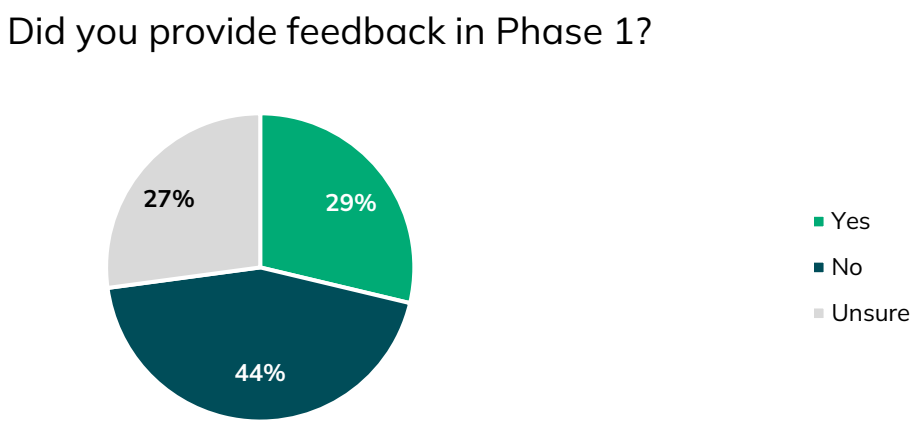


Figure 14: Community Survey – Phase 1 participation

Respondents were also asked to indicate whether they felt the feedback provided during Phase 1 Engagement has been captured in the Draft Strategy. Overall 87% of respondents who participated in Phase 1 felt that the Draft Strategy responds to the issues and opportunities raised, while 13% did not.

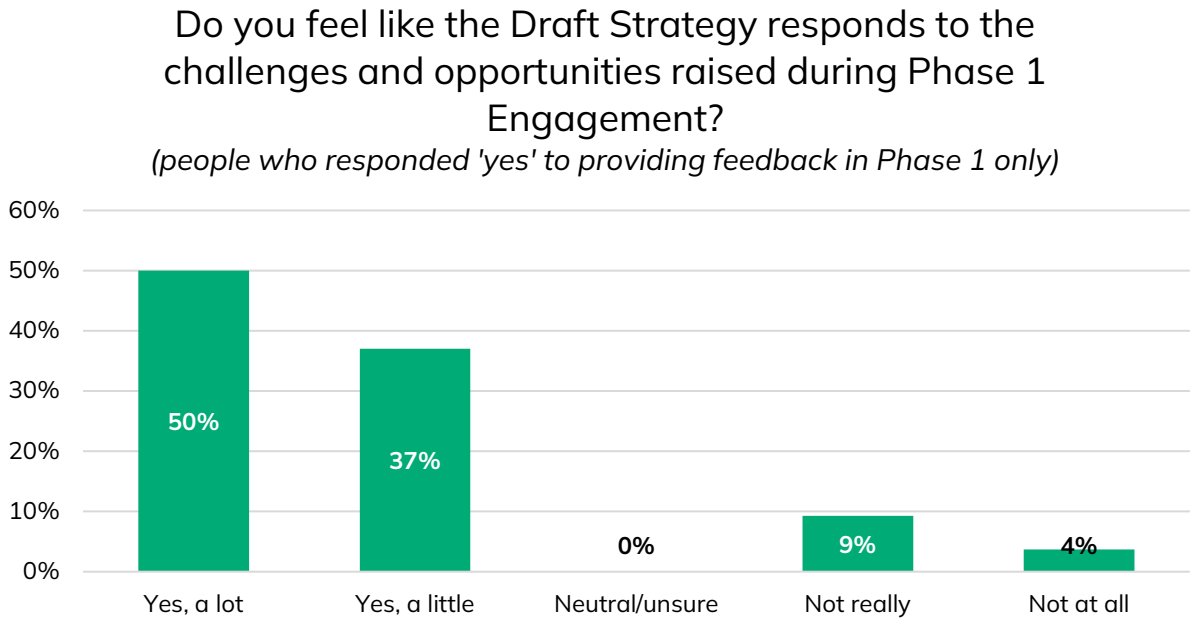


Figure 15: Community Survey – Phase 1 feedback integration

There was an opportunity for respondents to provide any other feedback they may have on the Draft Strategy. Many people reiterated issues raised under the four themes. Numerous people requested further detail in the Strategy's implementation, with desires for a project pipeline, timeframe, and budget. Many would like to see commitment and Council leadership to implement the Strategy.

3.2 Youth Survey

A total of 9 responses to the online youth survey were received. The response rate for this phase of engagement was lower than in Phase 1.

The Youth Survey was designed to present the ideas within the Draft Strategy more simply and use more straightforward language. Respondents were asked to indicate their level of support for the 'ideas' identified under each theme. The 'ideas' presented are the goals of the Draft Strategy paraphrased and simplified for a younger audience.

3.2.1 Who we heard from

Responses were received in small numbers across all age groups from 5-17, with over half of respondents between 15 and 17 years of age (56%).

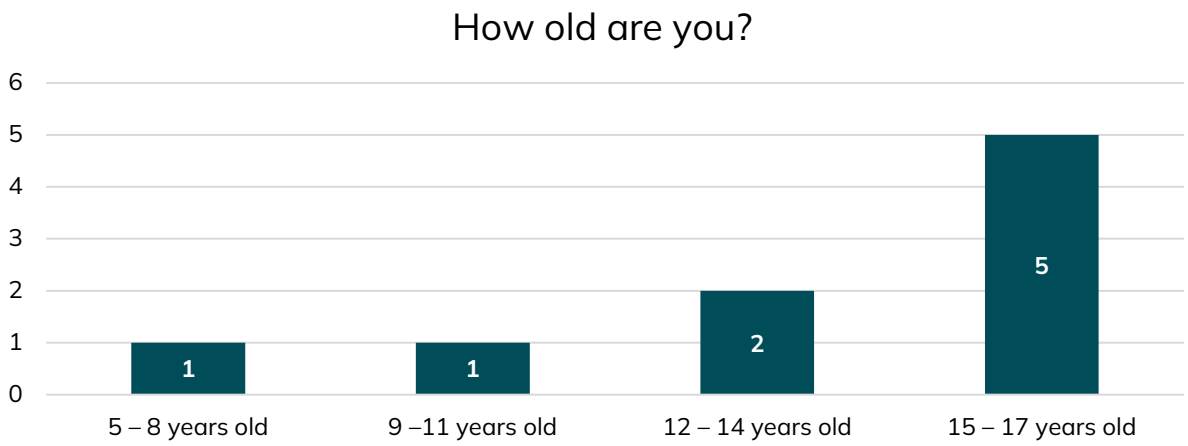


Figure 16: Youth Survey – How old are you?

Five of the nine respondents indicated that they live in the City of Adelaide (56%), while the other four did not. No respondents indicated that they were unsure if they lived within the Council area.

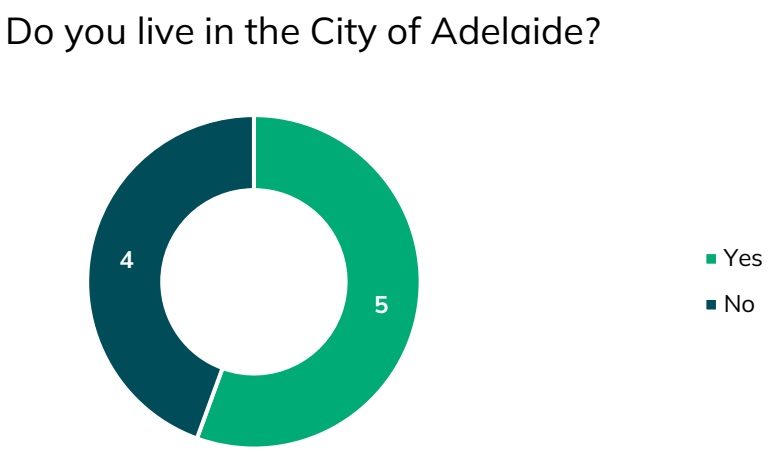


Figure 17: Youth Survey – Do you live in the City of Adelaide

3.2.2 Movement and Access responses

Most respondents liked the 'ideas' presented for Movement and Access, with eight out of nine supporting the ideas for *'The city should make it easier for people to be able to walk, cycle or use public transport instead of being driven or driving'* and *'Streets should be designed so that people of all ages can get around easily'*. Two respondents were unsure about the idea of improving public transport for higher usage. One respondent indicated they did not like the idea of '*The city should make it easier for people to be able to walk, cycle or use public transport instead of being driven or driving'*, with comments indicating that they do not feel safe on public transport.

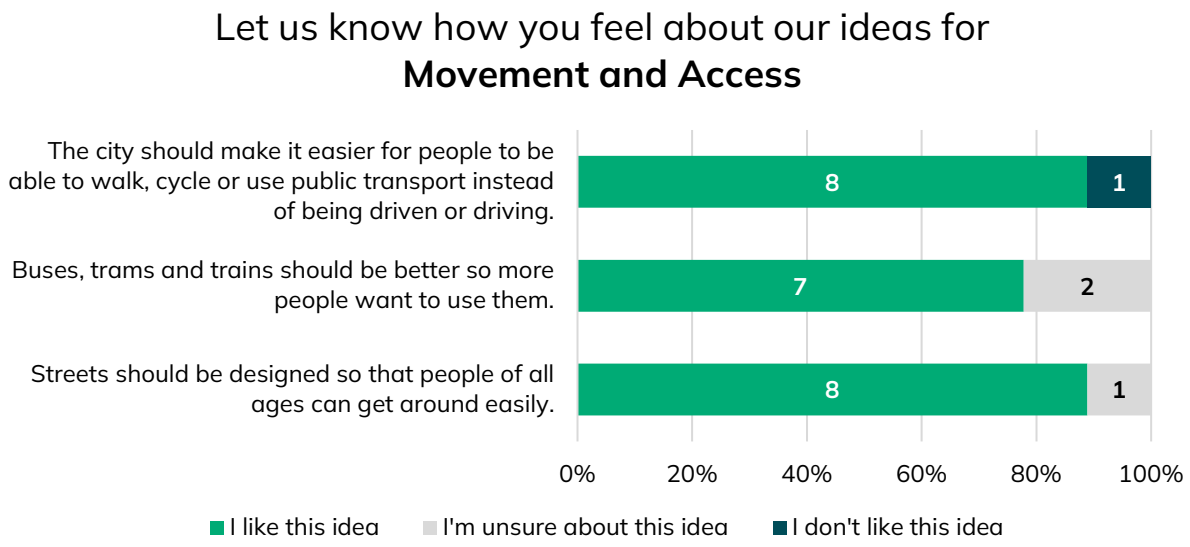


Figure 18: Youth Survey – Movement and Access goals

Respondents were asked to share why they selected the options. Overall, comments highlighted the importance of safety, accessibility, and environmentally sustainable transport. Some expressed a desire for more frequent and reliable public transport, safer road crossings, and alternatives to car transport. Comments included:

- *"Buses and walking are much better options than driving for the environment. I also take the bus to school, and it takes quite a while would like more buses than accidentally missing one and having to wait 15-30 minutes. This deters people from taking the bus as it isn't very convenient."*
- *"I feel unsafe when big trucks move around the city. Sometimes it's hard to cross the road at certain places because there's no traffic stop sign."*
- *"Because everything should be easy and accessible"*
- *"I want more safe crossing areas and mirrors on corners so we can see crossing where visual of car is hard. My brother is deaf and cannot hear street noise."*
- *"need more alternate transport options."*
- *"I don't feel safe on public transport so having cars in the city so I can safely get dropped and picked up is really important"*
- *"Cars are expensive, loud, and bad for the environment, plus, many people cannot drive. better public Transport would be good for the disabled or anyone without a car."*

3.2.3 Experience and Place responses

Most respondents liked the 'ideas' presented for Experience and Place, with eight out of nine supporting the ideas for *'It should be easy to get to places like parks, schools and shops without needing a car'*. Two respondents were unsure about the idea of *'Streets should feel safe, fun and welcoming for everyone'*.

One respondent indicated they did not like the idea of '*Streets and paths in the Park Lands should be more interesting for visitors and people who live here, with more art, planting and information signs'.*

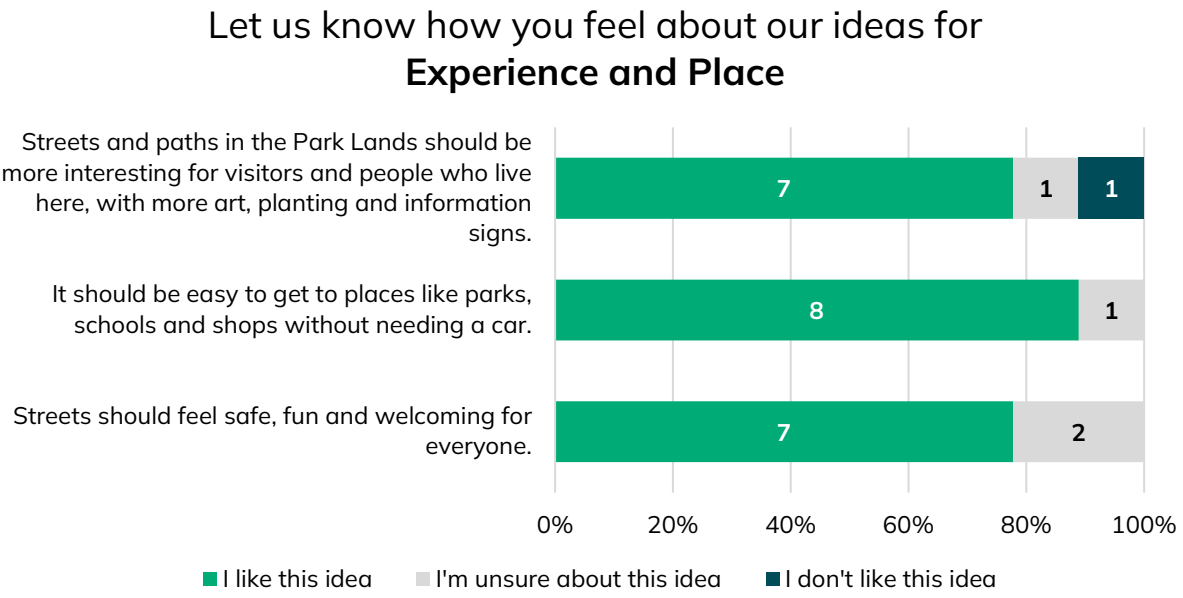


Figure 19: Youth Survey – Experience and Place goals

Respondents were asked to share why they selected the options. The feedback received expressed a desire to walk safely to destinations like playgrounds, learn more about the Park Lands, and see their schools involved in public art projects. Comments included:

- *"I like it very much if I could walk to wherever I need to get to in the city easily especially to the playgrounds. There's a lot of traffic in after school which makes me afraid to walk to the playground."*
- *"I would like to know more about the parklands"*
- *"Because everything and everyone should be safe"*
- *"I want local schools to be involved with the art projects and tell the story of our schools from when they started to now"*
- *"It's great if things look nice but they need to work!"*
- *"walking is good"*

3.2.4 Health and Sustainability responses

Most respondents liked the 'ideas' presented for Health and Sustainability, with eight out of nine supporting both ideas, and one unsure.

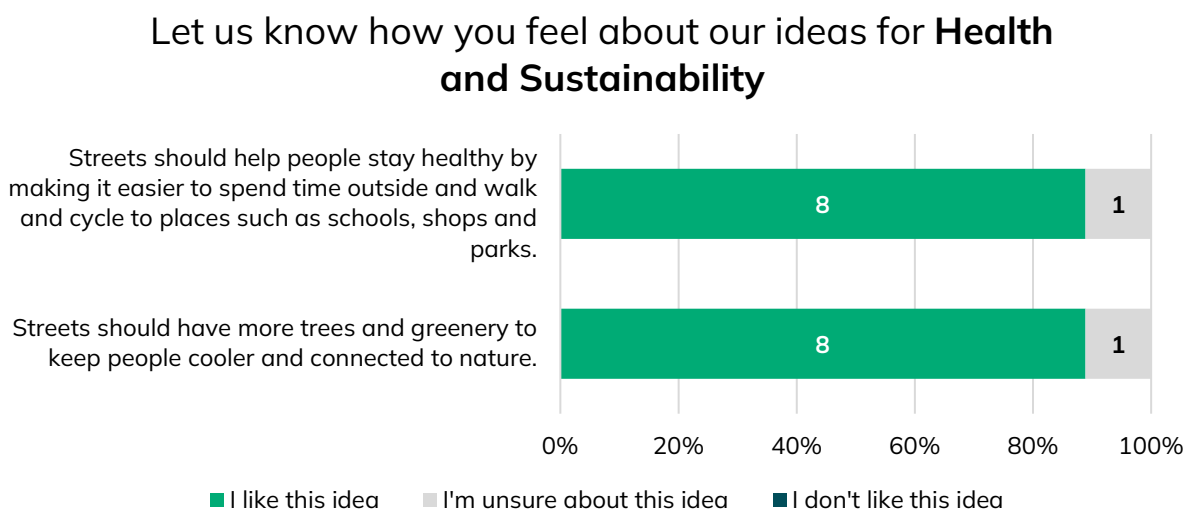


Figure 20: Youth Survey – Health and Sustainability goals

Respondents were asked to share why they selected the options. Feedback highlighted the importance of trees and green spaces for both environmental and personal wellbeing. Comments included:

- *"I like to have more trees. They give a lot of shade which is very nice in summer. They also give birds a home to live in. More trees are better for everyone - not just people."*
- *"We need more trees to consume the carbon dioxide and the city is feeling bare"*
- *"Because everyone should stay healthy"*
- *"I love koalas and want to see more green spaces in all parts of the city. Trees give me shade when waiting to cross at traffic lights"*
- *"tree roots can damage concrete which can make it hard for someone with limited mobility to travel, also lack of light makes walking dangerous"*

3.2.5 Safety and Comfort responses

Most respondents liked the 'ideas' presented for Safety and Comfort, however these had the least support across all of the ideas presented, with six out of nine supporting the ideas *'Speed limits should be lower, so it is safer, more comfortable and easier to walk and cycle along and cross streets'* and *'City streets should have fewer cars, so streets are safer, cleaner and quieter'*. There was one response indicating they did not like these ideas.

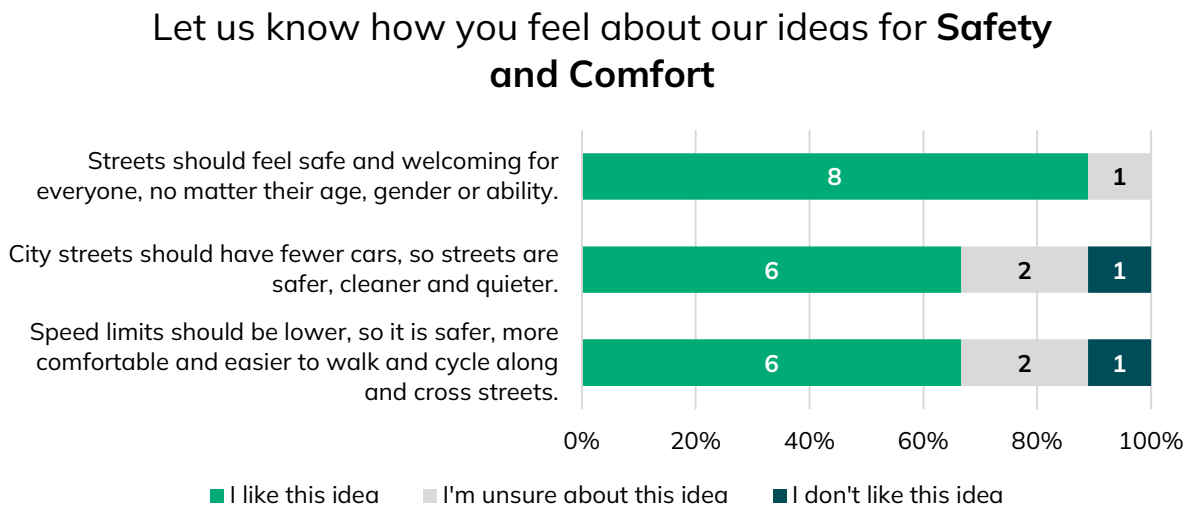


Figure 21: Youth Survey – Safety and Comfort goals

Respondents were asked to share why they selected the options. Feedback shared mixed views about reducing car use in the city. Some supported car-free zones near schools to improve safety and encourage walking, while others expressed concerns about practicality, especially for families who live far away or are in a rush. Comments included:

- *"If there are more places that cars are not allowed to go, that would be very nice. I think areas near my school, St Aloysius College should be a car free zone like Rundle Mall. It's scary at pick up and drop off when there are a lot of cars. My mother picks me up and we walk home which I like. I don't like the traffic. Maybe parents can park further away from school and walk to pick their kids up like my mom. It's good exercise for everyone."*
- *"Slowing down cars in the city will cause even more traffic issues"*
- *"Not sure about less cars, we are always in a rush to school and I live a long way from School"*
- *"Having less cars and more art doesn't mean that streets will be safer."*
- *"And I don't feel safe on public transport"*
- *"I like people"*

3.3 Stakeholder Workshop

A three-hour workshop was held on Tuesday 6 May to review refine the Draft Strategy. The workshop included structured activities and discussions to gather feedback and perspectives on the vision, themes, goals and network maps included in the Draft Strategy. The workshop was attended by 29 stakeholders, bringing together the wide range of stakeholders engaged during Phase 1, including representative groups and subject matter experts. Organisations represented included:

- State Government agencies: Department for Infrastructure and Transport, Renewal SA, Preventative Health SA, Office for Women, SA Tourism Commission, and Green Adelaide.
- All neighbouring Councils invited, with attendance from: City of Burnside, City of Charles Sturt, City of Unley and City of Port Adelaide Enfield.
- Industry associations: Taxi Council, RAA, Council of the Aging SA, Engineers Australia, and Australian Institute of Landscape Architects.
- Advocacy groups: Active Living Coalition, Adelaide Economic Development Agency, Bike Adelaide, Walking SA, Transport Action Network and the Heart Foundation.
- User groups: The North Adelaide Society Inc., Guide Dogs, Hutt Street Centre, City South Association.



Figure 22: Photos of stakeholder workshop

3.3.1 Strategy vision

Stakeholders were asked to comment on what the Draft Strategy's vision 'Our Streets: Full of Life' means to them. Participants were able to provide up to three key words via interactive survey platform, Mentimeter. Results are displayed in a word cloud in Figure 23. Larger words indicate that they were suggested by participants more frequently.

Overall stakeholders were supportive of the vision, with comments suggesting participants appreciated the Draft Strategy's focus on topics such as people and community, vibrancy and activation, inclusivity and diversity.



Figure 23: Stakeholder Workshop - Vision

3.3.2 Movement and Access

Stakeholders were asked to indicate their level of support for the Movement and Access theme and accompanying theme statement included in the Draft Strategy. Participants voted via interactive survey platform, Mentimeter. Results are displayed in the graph below.

Overall, 89% of stakeholders support or strongly support the Movement and Access theme and statement. Comments from discussion highlighted the need to consider changes to commuting patterns and traffic forecasts over the next 20-years, and additional consideration of how this will work in practice.

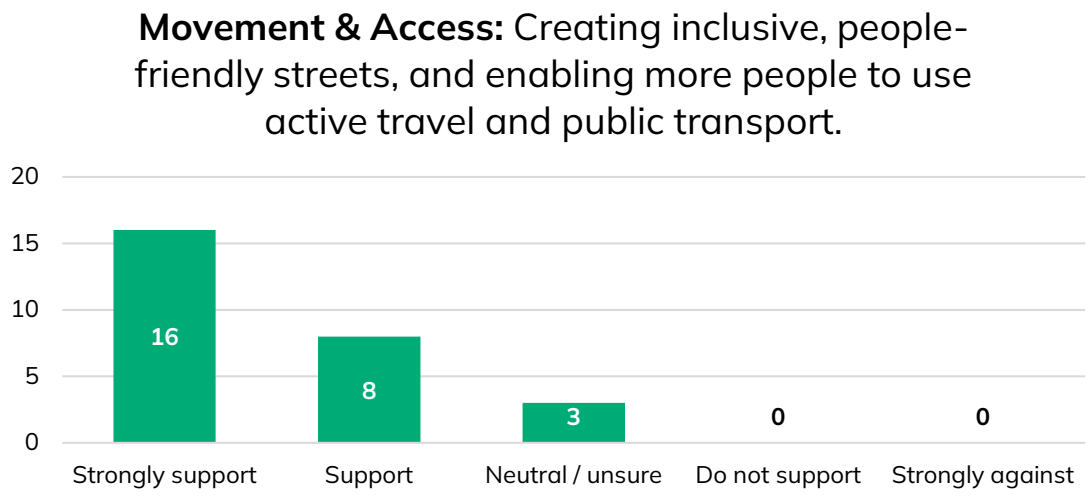


Figure 24: Stakeholder Workshop – Movement and Access theme

In small groups, stakeholders reviewed and provided comments on the goals for Movement and Access using large sheets with prompts to record their feedback, as shown in Figure 25.

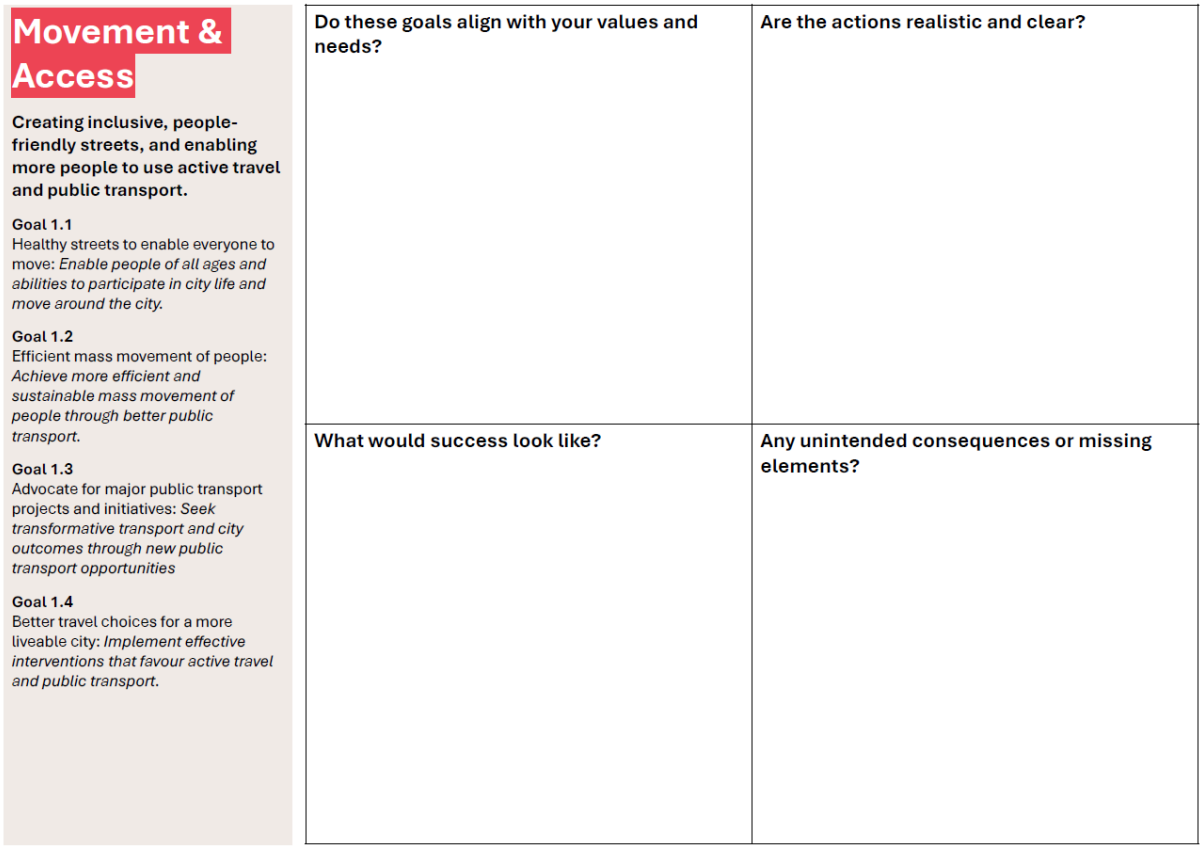


Figure 25: Stakeholder Workshop – Movement and Access goals review sheet

Alignment

Overall, stakeholders indicated that the goals generally align with their values and needs, with many expressing broad support for inclusivity, access, and sustainable movement.

There was support for Goal 1.1, noting that the City should not only enable but also encourage people of all abilities to participate in city life. It was also mentioned that goals should be inclusive of vulnerable road users and people with limited income or mobility.

There was strong recognition of the CBD's wider regional role and agreement that public transport is essential for efficiently moving people, as mentioned in Goal 1.2.

In response to Goal 1.3, some participants raised that the City should also integrate its efforts within the broader public transport network, rather than acting in isolation or as a passive advocate. Some participants noted that "advocacy" is not a goal in itself and suggested reframing it to better reflect the City's influence and put the onus on action.

Participants also called for clearer wording of Goal 1.4, suggesting it should more directly address reducing car reliance and offer broader, appropriate travel choices. It was urged that implementation

reflect the differing functions of city streets, recognising that not every street can meet all goals equally and some will have more specialised roles (e.g. public transport corridors).

Clarity

Stakeholders felt that while the intentions behind the goals are strong, the actions may not be realistic or achievable for every street across the City. Some participants also questioned whether the goals are focused enough to create change, suggesting that a more targeted approach would be better suited to deliver meaningful outcomes.

There was also a clear view that the City cannot deliver major movement and access outcomes on its own. As such, participants raised that the City will need to form strong partnerships with other agencies and stakeholders to achieve the big picture goals.

Measures of success

Stakeholders described success as streets that feel safe and vibrant, where people are comfortable being out at night. They highlighted the presence of people using strollers and walkers as an indicator that footpaths are accessible, inclusive, and welcoming for all ages and abilities.

It was emphasised that the City consistently acting as an advocate and good citizen for the State would be a key feature of success.

Convenient and reliable public transport services was also raised as key indicator of success, with many participants highlighting the need for 'park and ride' facilities that allow for seamless transitions between different transport modes, with preference for these to be located on the outskirts of the City. Participants envisioned that greater investment into public transport would help create a mindset change, with fewer people relying on cars to move around the City as public transport becomes more appealing. It was noted that success will look different between key areas of the City, depending on the different needs and uses.

Some participants would also like to see the use of short-term interventions to reclaim space for pedestrians, alongside a long-term strategy for managing the City's responsibilities around footpaths, including issues like tree placement and maintenance. It was raised that investment in the public realm is essential for creating interesting public spaces that people want to spend time in.

Unintended consequences or missing elements

Stakeholders raised concerns about potential opportunity costs, noting that under-investment in public transport could lead to an overemphasis on road upgrades, potentially undermining efforts to shift towards more sustainable and inclusive transport modes. They also questioned the practicality of applying every goal to every street, pointing to streets like Grenfell Street, which play a vital role in the transport network. Some flagged terminology as an issue, noting that different stakeholders interpret concepts like "efficiency" or "better" in different ways.

Political feasibility was another concern, with multiple participants questioning whether elements of the strategy would be politically palatable strategy, especially given the influence of niche or fringe opposition groups. Many felt that too much attention was given to vocal opponents rather than those who could be persuaded, potentially hindering progress. Additionally, the absence of a clear implementation plan was

widely seen as a major risk, as well as the implications of large-scale infrastructure projects on traffic congestion.

Participants also emphasised the need to foreground independent mobility rather than relying solely on public transport, ensuring that trips across local government areas are adequately serviced. Several raised concerns about the movement of goods and cargo, noting that industry-specific transport needs must be better integrated. Cycling infrastructure was also frequently mentioned, with calls for improved end-of-trip facilities.

3.3.3 Experience and Place

Stakeholders were asked to indicate their level of support for the Experience and Place theme and accompanying theme statement included in the Draft Strategy. Participants voted via interactive survey platform, Mentimeter. Results are displayed in the graph below.

Overall, 93% of stakeholders support or strongly support the Experience and Place theme and statement. Comments from discussion noted that transport is only one aspect informing experience and place. There were also suggestions to consider this theme at a more granular level, due to differences between various precincts and localities.

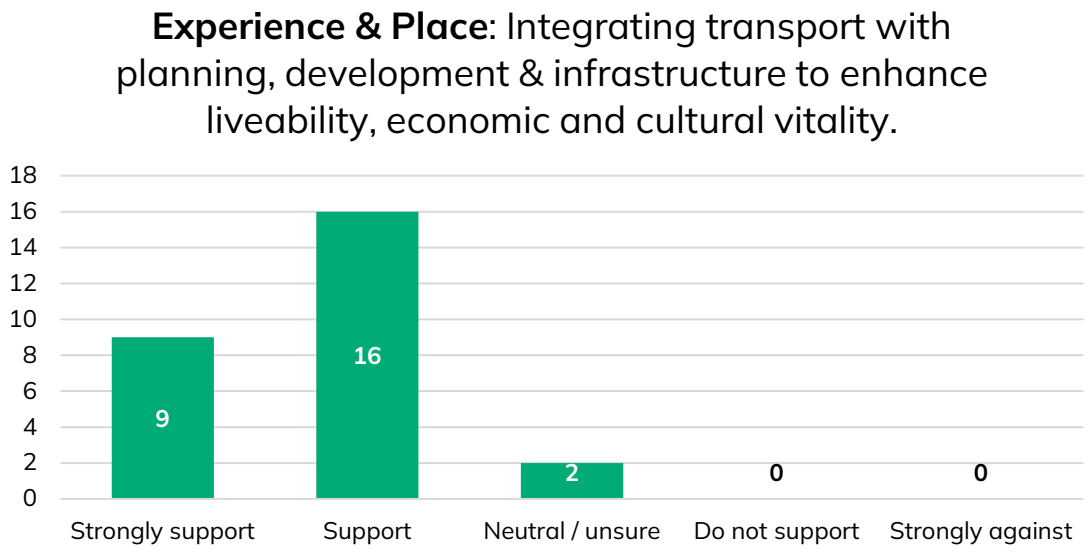


Figure 26: Stakeholder Workshop - Experience and Place theme

In small groups, stakeholders reviewed and provided comments on the goals for Experience and Place using large sheets with prompts to record their feedback, as shown in Figure 27.

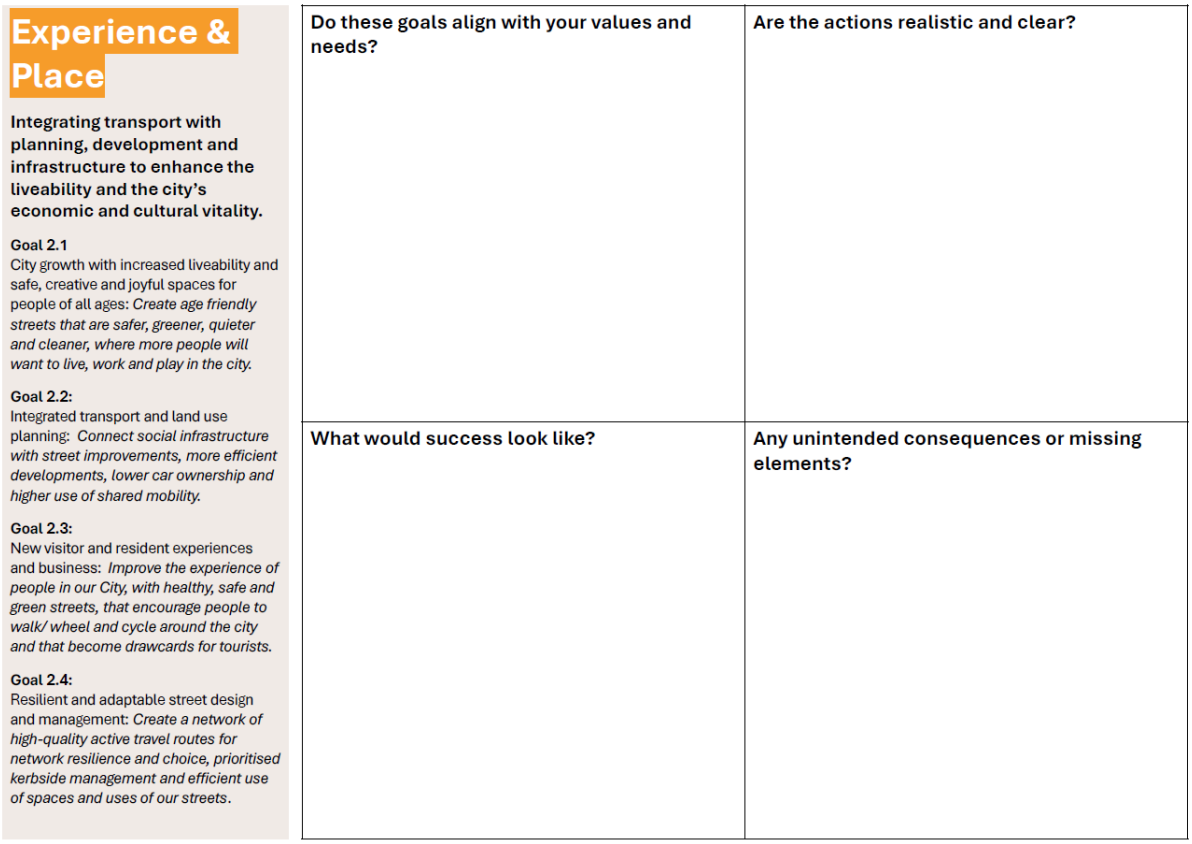


Figure 27: Stakeholder Workshop – Experience and Place goal review sheet

Alignment

Many participants felt that the goals aligned with their values and needs, citing the need for transport to connect people to places they actually want to go and create vibrant, well-connected spaces. However, some were uncertain about the overall purpose of the goals and suggested making them clearer and more concise, with one participant questioning whether there was a specific demographic the goals were targeted towards. It was also proposed that the goals should better differentiate between different land uses in the CBD, as different areas will require varying approaches.

Clarity

Participants generally supported the goals but sought greater clarity and practicality. There were calls to use clearer wording and explain concepts such as "efficient development". Some participants questioned whether the City has the ability to action the goals.

It was raised that the emphasis on infrastructure within the goals may overshadow attempts to support experience and place. Additionally, some participants questioned whether the strategy sufficiently differentiates between land uses, particularly between high-volume commercial streets and residential areas.

The cultural shift required to support these goals was another point of discussion, with participants emphasising the importance of making the strategy more engaging from a human-interest perspective.

Some stressed that macro-level planning must not overshadow micro-neighbourhood considerations, ensuring that the strategy remains relevant to distinct communities within the CBD.

There were concerns about whether data collection and analysis would effectively support implementation, with some participants suggesting that further studies on travel patterns within the CBD would be beneficial. Many also highlighted the need to address secure bike and e-scooter parking and unbundle car parking requirements from housing to encourage sustainable transport choices.

Measures of success

Participants emphasised that success would mean the City is both easy to travel within and a vibrant place to experience, with some questioning whether the focus should be solely on transport or more on place activation. Many participants supported free public transport, seeing it as essential for accessibility and sustainable travel.

Many participants linked success to longer opening hours, a stronger evening economy, and increased dwell time that encourages people to engage with the City. A number of participants advocated for the reallocation of road space to create areas for community connection, play, and interaction. Some called for more creative and artistic footpath designs, using high-quality materials to reinforce heritage and place identity. Increasing tree canopy coverage was frequently mentioned as an important environmental and aesthetic improvement.

Participants emphasised the need for micromobility parking and bike racks to align with cycling routes, ensuring on-road cycle networks are supported by nearby on-street bike parking. Many also supported the development of park-and-ride facilities outside the CBD to improve accessibility while reducing congestion within the city centre. Additionally, participants highlighted the importance of measuring footpath and road space allocation over time to assess how well public spaces accommodate pedestrians, cyclists, and other transport modes.

Unintended consequences or missing elements

Event traffic management was flagged as an area needing more attention, particularly how major events might restrict active transport access or push cyclists and pedestrians into inappropriate shared spaces, such as the Torrens near stadium crowds. Many participants noted that hosting festivals and attracting international students requires a variety of transport modes, ensuring visitors can move around efficiently. There was also debate about mobility hubs, with some questioning whether a concentrated model would reduce accessibility compared to a more dispersed approach.

Several participants emphasised the need for greater clarity on the practical implementation of the goals, expressing concern that the Draft Strategy lacks specific details on how intended outcomes will be achieved. There were calls to conduct a review of existing infrastructure to determine whether current conditions can support the proposed changes. Participants pointed out that some transport systems, roads, and active mobility networks may already be under strain, and without an assessment, there is a risk of unrealistic expectations about their capacity to accommodate new initiatives.

Participants questioned the extent of the City of Adelaide's ability to implement Goals 2.2 and 2.3, seeking clearer details on what actions the city can realistically take. There was also concern that the goals do not

apply uniformly across all streets, with Grenfell Street cited as an example, as its primary function is as a transport corridor rather than a space designed for tourism or pedestrian activation.

Participants also stressed the importance of integrating greenery and public space enhancements more explicitly, with calls to track tree canopy coverage over time and explore reallocating road reserve space for greening efforts. Some felt that the balance between transport infrastructure and place-making was not fully addressed, cautioning against a strategy that focuses too much on movement without adequately considering footpaths, crossings, and adjacent land uses such as residential areas, businesses, and Park Lands.

3.3.4 Health and Sustainability

Stakeholders were asked to indicate their level of support for the Health and Sustainability theme and accompanying theme statement included in the Draft Strategy. Participants voted via interactive survey platform, Mentimeter. Results are displayed in the graph below.

Overall, 83% of stakeholders support or strongly support the Health and Sustainability theme and statement, with the remaining 17% neutral or unsure. Comments from discussion questioned whether 'calm' streets are feasible and noted that this terminology goes against desires to enhance street activity and vibrancy.

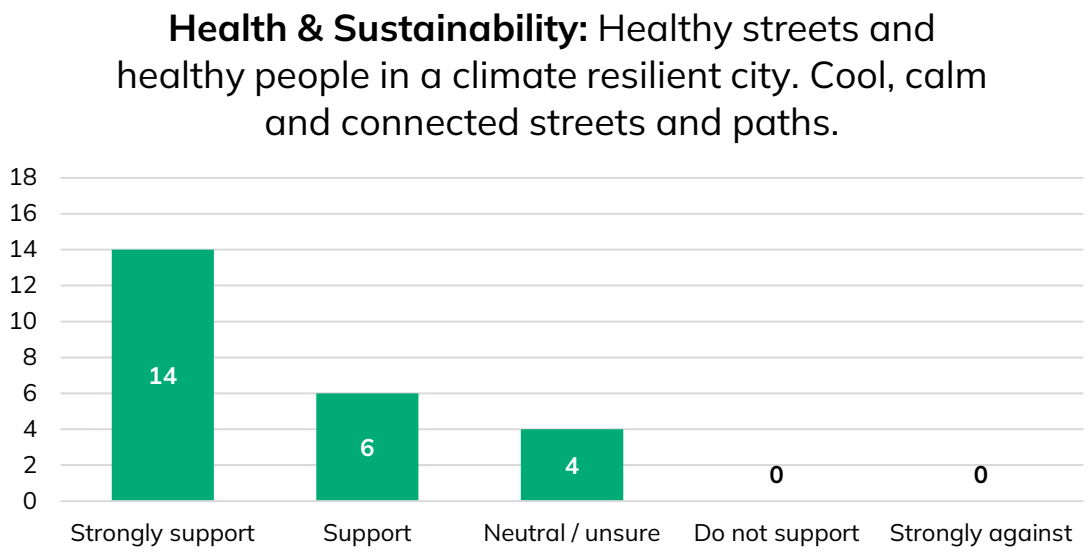
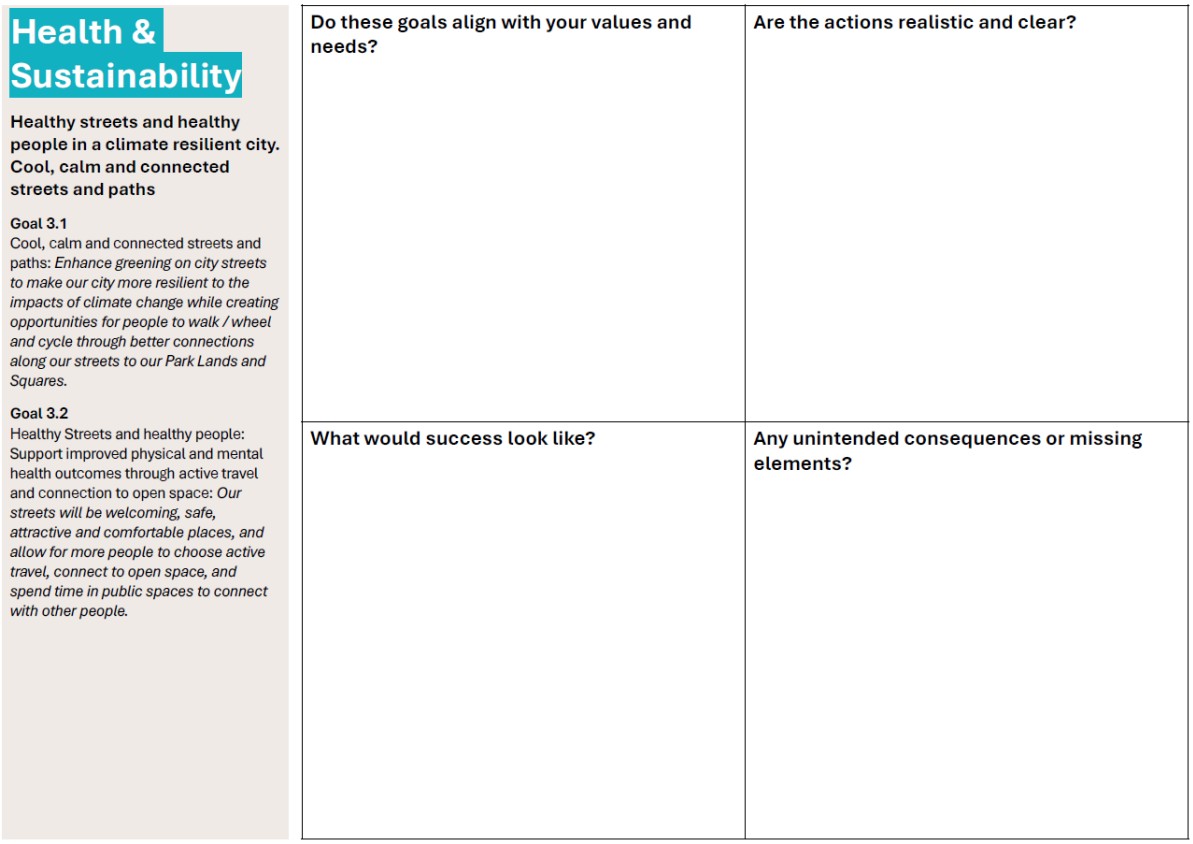


Figure 28: Stakeholder Workshop – Health and Sustainability theme

In small groups, stakeholders reviewed and provided comments on the goals for Health and Sustainability using large sheets with prompts to record their feedback, as shown in Figure 29.



Health & Sustainability

Healthy streets and healthy people in a climate resilient city. Cool, calm and connected streets and paths

Goal 3.1
Cool, calm and connected streets and paths: *Enhance greening on city streets to make our city more resilient to the impacts of climate change while creating opportunities for people to walk / wheel and cycle through better connections along our streets to our Park Lands and Squares.*

Goal 3.2
Healthy Streets and healthy people: Support improved physical and mental health outcomes through active travel and connection to open space: *Our streets will be welcoming, safe, attractive and comfortable places, and allow for more people to choose active travel, connect to open space, and spend time in public spaces to connect with other people.*

Do these goals align with your values and needs?	**Are the actions realistic and clear?**
What would success look like?	**Any unintended consequences or missing elements?**

Figure 29: Stakeholder Workshop – Health and Sustainability goal review sheet

Alignment

Participants generally supported the goals, with a particularly focus on greening and low-cost transport options, agreeing that they align with community values. However, some suggested using "health-promoting streets" as an alternative term to better capture the broader benefits of the strategy. Several participants emphasised that not all streets should be "calm", advocating for vibrancy and liveliness. They highlighted that traffic calming can coexist with pedestrian vibrancy, pointing to examples like scatter crossings, which facilitate smooth movement without noise or chaos.

Regarding urban greenery, participants agreed that "cool streets" should focus primarily on trees and greenery, but some pointed out that the goals do not capture opportunities to green buildings, such as lobbies, arcades, and plazas. Additionally, participants raised that Goal 3.2 should place greater emphasis on access to squares and Park Lands, ensuring active travel routes connect effectively to these spaces.

Clarity

There was some scepticism about the use of "health" in relation to street design, with participants questioning whether the term accurately conveys the intended outcomes. Additionally, some highlighted the need to address the twin priority of greening and active transport, ensuring both are effectively integrated rather than treated separately. There were also calls for clearer goals for sustainability and responding to the impacts of climate change.

Measures of success

Participants emphasised that success would mean streets with genuine shared spaces, ensuring different transport modes can connect seamlessly. Many stressed the need for calmer streets with lower speed limits, making public spaces more pedestrian and family-friendly, particularly in squares, which several participants suggested need redesigning to improve walkability.

Improved environmental sustainability was also seen as successful outcome, with participants calling for tracking green space and tree canopy coverage across City precincts, ensuring ongoing increases. Many also advocated for greater encouragement for private investment in urban greening, particularly within overlooked locations such as lobbies, arcades, and plazas. Air quality emerged as a priority, with strong calls to prioritise electric buses to the CBD to reduce diesel particulate pollution, which participants identified as a significant environmental concern. Some supported exploring a low-emissions zone for maximum impact. Several participants also called for monitoring and reporting on air and noise quality, ensuring measurable progress over time.

Unintended consequences or missing elements

Many participants pointed out potential issues with increased street-greening, such as pollen-heavy street trees, tree roots damaging pavements, and the need to consider sight lines and wildlife when designing green spaces. They also emphasised the importance of integrating these efforts with other Council strategies, particularly around water management. Some felt that Park Land paths should play a stronger role in transport, debating whether cycling should rely more on these trails or if city streets should be better designed to support riders. The push for urban development also raised concerns, with participants warning that green spaces and tree canopy could be lost in the process.

3.3.5 Safety and Comfort

Stakeholders were asked to indicate their level of support for the Safety and Comfort theme and accompanying theme statement included in the Draft Strategy. Participants voted via interactive survey platform, Mentimeter. Results are displayed in the graph below.

Overall, 81% of stakeholders support or strongly support the Safety and Comfort theme and statement. Comments from discussion suggested that the theme statement could be clearer and is not well understood in its current format. This included questions around the meaning of ‘a proactive safety approach’.

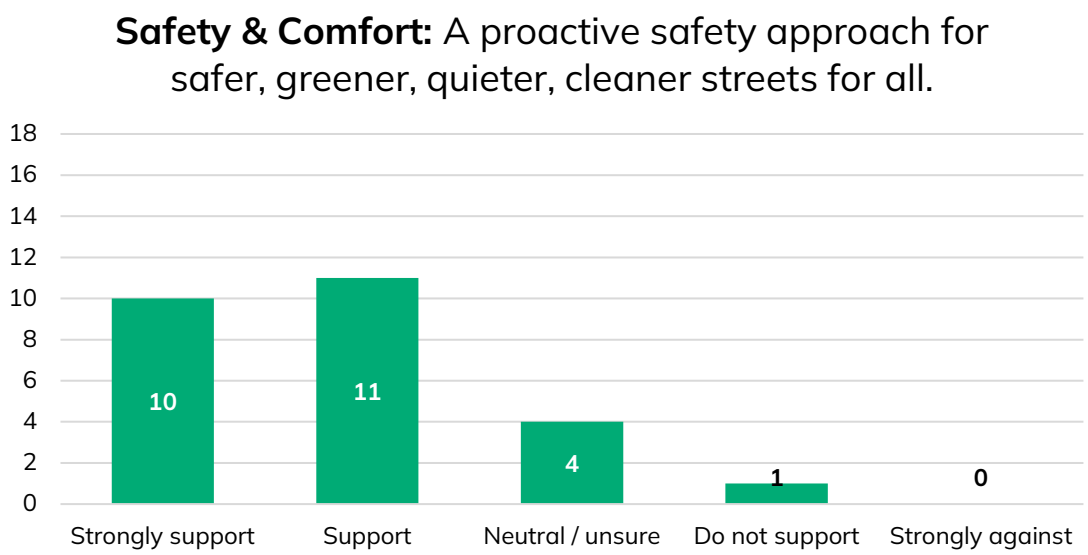


Figure 30: Stakeholder Workshop - Safety and Comfort theme

In small groups, stakeholders reviewed and provided comments on the goals for Safety and Comfort using large sheets with prompts to record their feedback, as shown in Figure 31

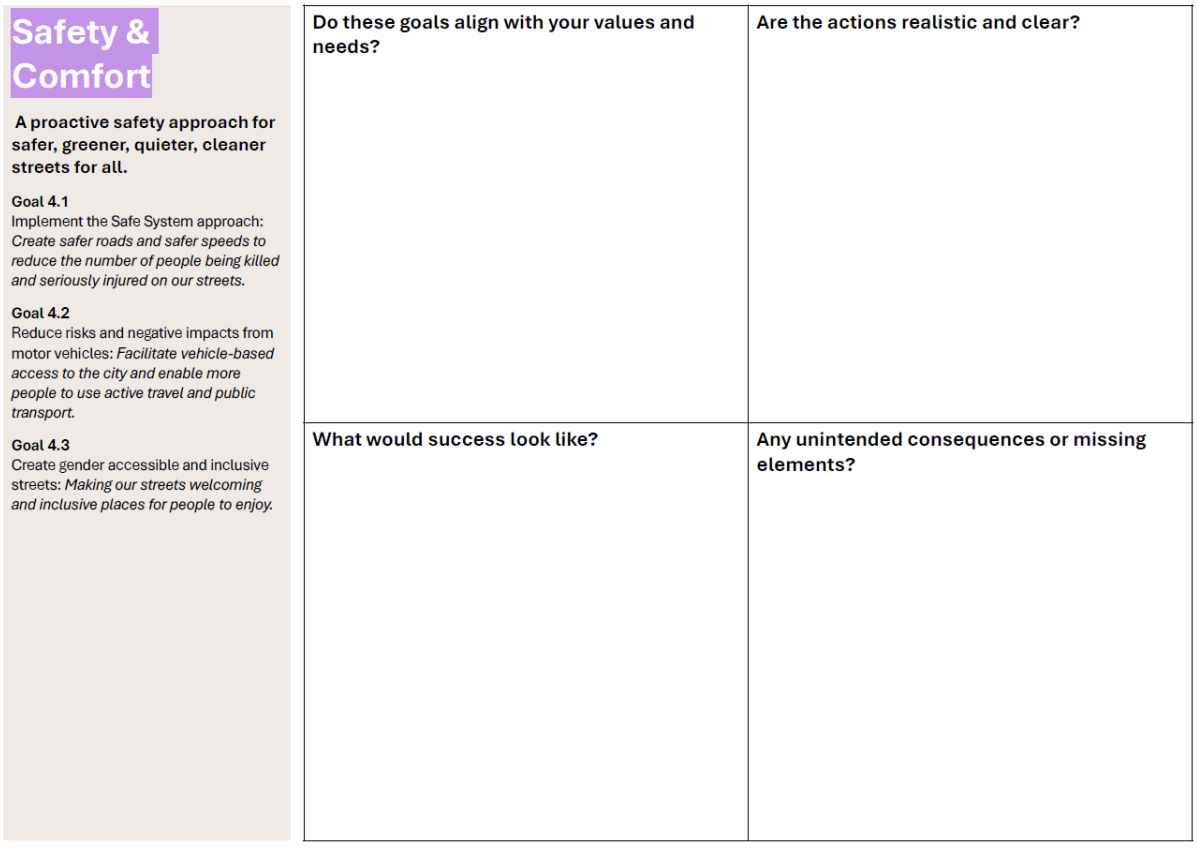


Figure 31: Stakeholder Workshop – Safety and Comfort goal review sheet

Alignment

Stakeholders generally supported the goals, however noted that micromobility was absent, calling to better integrate e-scooters into speed-limited roads and single-lane streets. Speed limits were widely supported, particularly lower limits on minor streets (40 km/h), though some debated how far reductions should go and what exclusions should apply.

Several participants suggested combining Goals 4.1 and 4.2, emphasising that vehicle travel should be made safer, but also that public and active transport should be prioritized. Some felt Goal 4.2 contradicted other themes, particularly in its facilitation of vehicle access, questioning whether a stronger focus on reducing cars would be more aligned with sustainability efforts.

Clarity

Participants raised concerns about the clarity and realism of actions, particularly in Goal 4.2, questioning what "facilitate vehicle-based access to the city" means and how it aligns with reducing car dependency. Goal 4.3 was also identified as needing clearer wording, with participants unsure of the term "gender accessible". Many suggested refocusing on safety, minimising emphasis on comfort and cleanliness, and instead establishing a rational set of pedestrian safety criteria. They emphasised the importance of measuring pedestrian movement alongside vehicle traffic, citing examples like New Zealand's approach to "people flows".

Additionally, some noted that the square mile is not the CBD, requesting better geographic clarification. There was also concern that the strategy does not clearly describe vehicle movement, needing refinement to ensure it accurately captures how motor vehicles travel within and through key areas.

Measures of success

Participants saw success as creating safer, pedestrian-friendly streets through lower speed limits, better street design, and more pedestrian-priority crossings like scatter crossings. They emphasised innovative lighting solutions, including movement-activated LED lighting at crossings and light-activated routes through Park Lands.

Reduced kiss-and-drop zones was flagged as marker of achieving success for improved safety, alongside a consistent approach to event traffic management. Some called for lower speeds for higher-risk modes, ensuring trams, cars, and other vehicles are managed appropriately. The need for clearer strategies on fauna protection, greening initiatives, and harmonised safety standards across the city was also highlighted.

Unintended consequences or missing elements

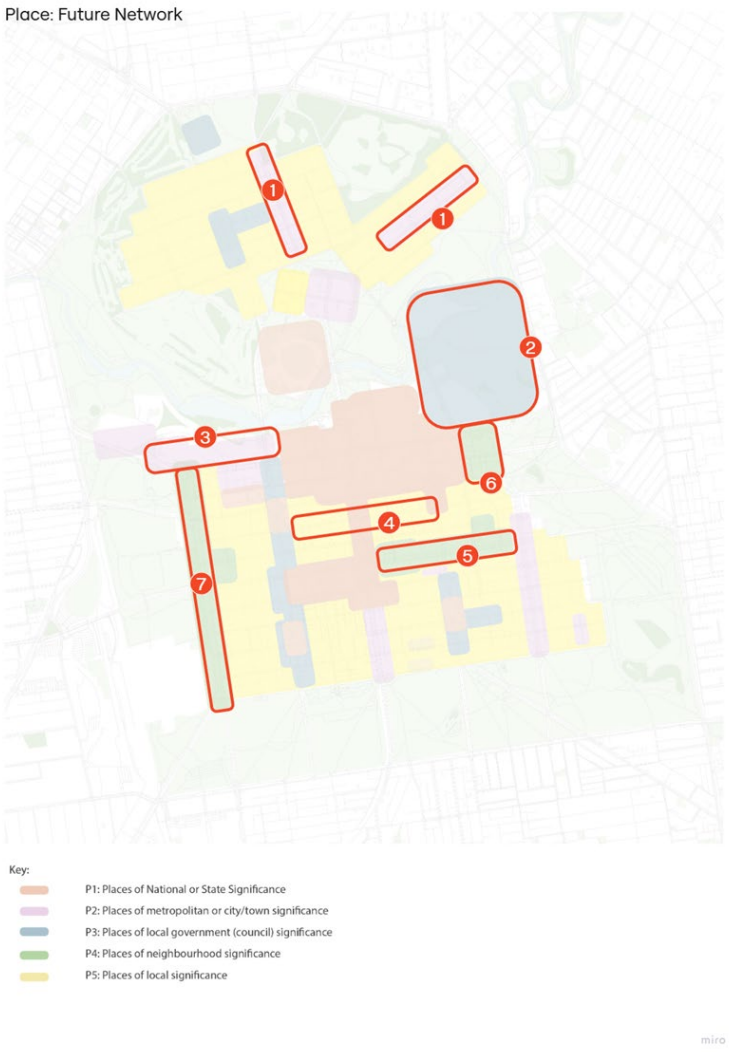
Participants pointed out gaps in nighttime mobility, with limited public transport after midnight leaving many reliant on parking stations and private vehicles. Pedestrian presence helps passive surveillance, but clearer safety measures are needed, especially for micromobility users, children, and older people. Concerns were raised about Park Land connectivity, particularly after dark, where safe and frequent links are challenging in winter and summer evenings. Safety in construction, events, and business activities was also flagged as needing more attention to keep public spaces accessible.

3.3.6 Review of Network Maps

Stakeholders were invited to provide comments on the six network maps included in the Draft Strategy. The network maps were displayed around the room, allowing participants to spend time reviewing the proposed networks and provide feedback via mark-up and sticky notes.

The feedback received on each network map is displayed over the following pages.

Future Place Network Map



Mapped suggestions

- North Adelaide main streets should be considered local government (P3) rather than Metropolitan (P2).
- North Terrace precinct containing the Botanic Gardens, Lot 14, Adelaide Zoo and the National Wine Centre should all be of National Significance (P1).
- West end of North Terrace, including hospital and university precinct should be of National Significance (P1).
- Pirie and Waymouth Streets should be at least P3, with more activity than Wakefield Street.
- Wakefield Street considered to not be active in this location.
- Rundle Street east should be of metropolitan significance (P2) or higher due to large scale events including the Adelaide Fringe.
- West Terrace is unlikely to ever be of neighbourhood significance (P4), particularly as it is one side only.

Other suggestions and comments

- All of the Park Lands should be considered of national significance (P1).
- Map should be more granular.
- Addition of icons and names of landmarks would improve usability.

Figure 32: Stakeholder Workshop – Network Map Review - Walking

Future Walking Network Map

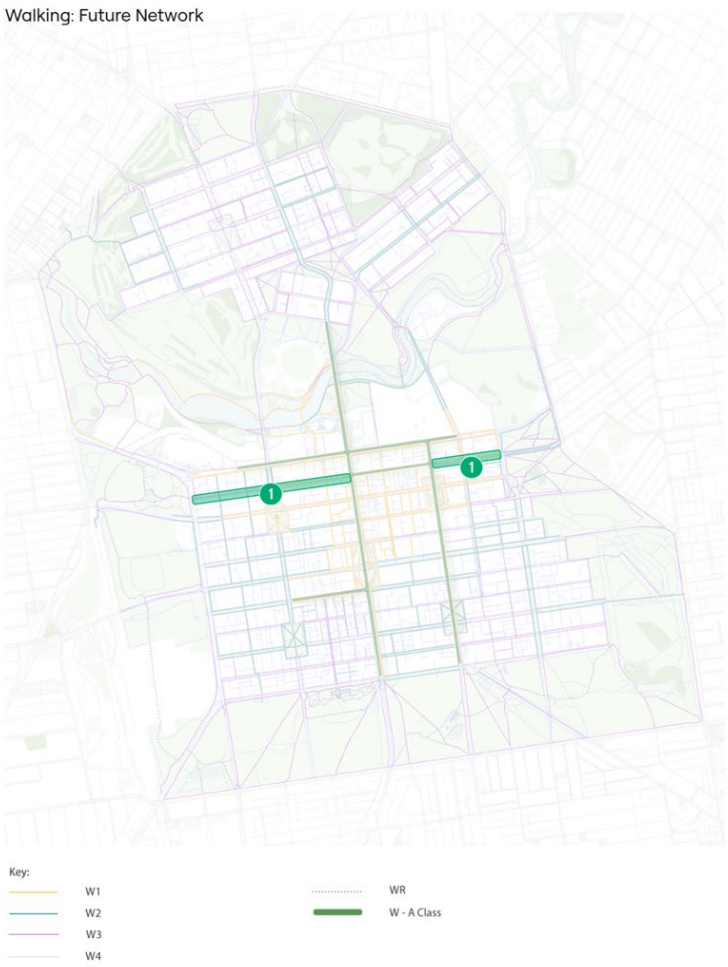


Figure 33: Stakeholder Workshop – Network Map Review - Walking

Mapped suggestions

1. Potential to pedestrianise Rundle and Hindley Streets, as such these should be considered 'W – A Class'.

Other suggestions and comments

- Street clutter on footpaths a particular concern for people with visual impairment.
- Even footpaths to prevent tripping hazards.
- More informal and priority mid-block pedestrian crossings required (e.g. not just at signals).
- Trees and greening are competing for space.
- Primary pedestrian routes across Park Lands should be well lit.
- Need to strengthen the number of priority, well-lit pedestrian routes to eastern and southern suburbs to improve safety.
- Line up primary pedestrian routes with key pedestrian corridors in adjacent councils.
- Crossings need to prioritise pedestrian movements and drivers need to be discouraged from queuing over crossings.
- Adjust signals to match pedestrian walking speeds (i.e. green wave for pedestrians).
- Confusion about hierarchy use of blended alpha numeric codes.

Future Cycling Network Map

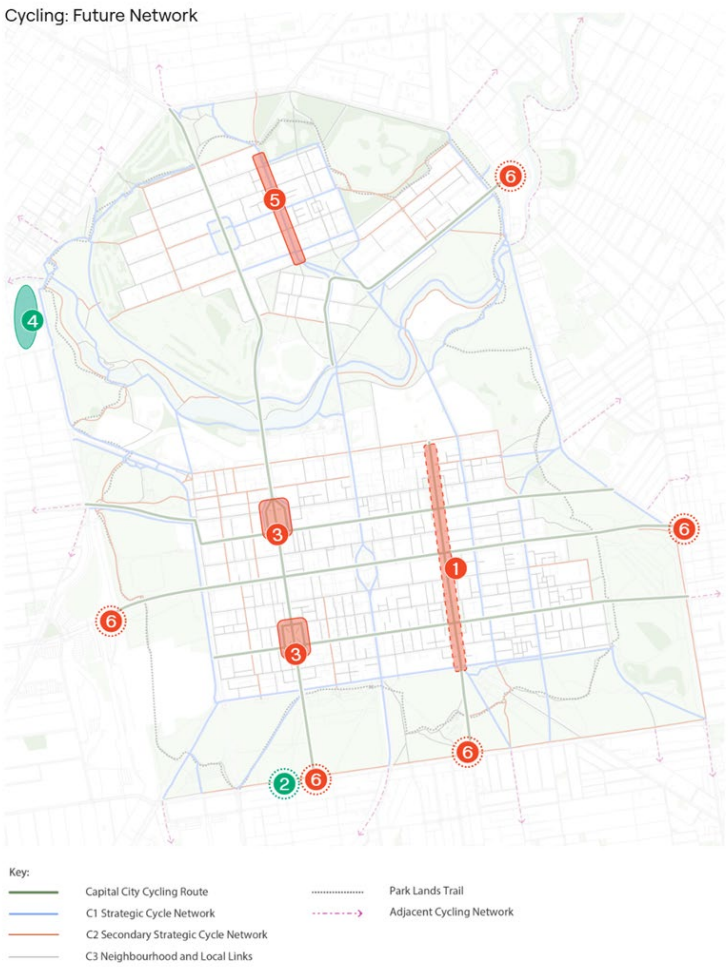


Figure 34: Stakeholder Workshop – Network Map Review - Cycling

Mapped suggestions

1. Bus lanes and bike lanes do not mix well on Pulteney Street.
2. Potential to fill the missing link between Park Lands routes and signals at Joslin Street.
3. Squares are highly complex spaces to navigate and are not considered ideal for cycling.
4. Support Southwark population growth.
5. There is too much vehicle traffic to include bike lanes on O'Connell Street, routes are available on LeFerve Street, Jeffcott Street and in Park Lands.
6. High priority routes should not end at low priority routes.

Other suggestions

- Support great links between cycling paths, even if not gold standard infrastructure.
- Confusion about classifications and hierarchy definition.
- Collaborative approach with neighbouring councils is required to enhance or establish dedicated facilities.
- Wayfinding improvements required.
- Explore possible opportunities for hybrid / part-time bus lanes to better use space.
- Strategy focus should be iterated in all future project concepts.

Future Public Transport Network Map



Mapped suggestions

1. Opportunity to advocate for trams to Adelaide Airport, Prospect, Norwood and potentially Glenside (via Park Lands).
2. Consider alternate, more compact, tram loop 1-2 streets in from West Terrace as it is more achievable and has a larger population catchment.
3. Advocate for underground rail link.
4. More intentional approach to Currie / Grenfell bus corridor is required.
5. Hutt Street has very limited public transport services.
6. Extension of opening hours for Adelaide Railway Station in event times – there is currently a problem with post-event egress from the CBD.

Other suggestions

- Provision for off-street shared parking facilities to promote public transport use.
- Use mass transit investigation zones to advocate for tram options.

Figure 35: Stakeholder Workshop – Network Map Review – Public transport

Future Circulation Plan Network Map



Mapped suggestions

- Designation in Lower North Adelaide is incorrect.
- Restricting access on parallel streets may push more traffic to Currie / Grenfell Bus Corridor.
- Gouger Street is a good candidate for traffic calming – it is already a key destination with slow traffic.

Other suggestions

- Correction to 'Adelaide inner ring route', not 'road'.
- Questions about how the proposed measures impact the inner ring route and interact with tram lines.

Figure 36: Stakeholder Workshop – Network Map Review – Circulation plan

Future General Traffic Network Map



Mapped suggestions

1. Remove O-Bahn Tunnel as this is not used for general traffic.
2. Square access is inconsistent with circulation plan and should reflect the master plans for these squares.

Other suggestions

- Correction to 'Adelaide inner ring route', not 'road'.

Figure 37: Stakeholder Workshop – Network Map Review – General traffic

3.4 Community Drop-in Sessions

A total of 8 people attended two library community drop-in sessions and 66 people were spoken with across three pop-ups. Feedback received is presented thematically based on the four Draft Strategy themes, with the addition of strategy implementation.



Figure 38: Photos of community drop-in sessions. City Library (left), Meander Market (right).

Table 3: Community drop-in and pop-up summary

Location	Date and time	Number of people spoken with
Central Market pop-up	Friday 9 May, 2:30 – 4:30pm	9
Meander Market pop-up	Saturday 10 May 10:00am – 3:00pm	46
Rundle Mall pop-up	Thursday 15 May, 11:00am – 1:00pm	11
City Library drop-in	Friday 16 May, 12:00-2:00pm	3
North Adelaide Community Centre and Library drop-in	Wednesday 21 Map, 4:00-6:30pm	5

Movement and Access

Feedback highlighted a strong interest in improving transport options across the city.

Many participants expressed appreciation for the Free City Loop but suggested it should run more frequently and later into the evening. There were calls for better integration of public transport with surrounding suburbs and improved signage at bus stops.

Cycling infrastructure received mixed feedback, with some praising the Frome Bikeway and others noting confusion and safety concerns. Walking was generally seen as a positive experience, though narrow footpaths and limited crossings were noted as barriers.

Parking availability, especially during events, was a recurring concern.

Experience and Place

People shared a range of views about the character and function of key city streets. O'Connell Street was seen by some as a potential destination precinct, while others emphasised its role as a traffic corridor. Melbourne Street was described as needing revitalisation, with suggestions to emulate the success of Prospect Road.

Events such as the Meander Market and Play in May were praised for activating public spaces and drawing families into the city. There was also interest in collaborating with neighbouring councils to create more cohesive precincts and experiences.

Health and Sustainability

There was strong support for preserving and enhancing green spaces, particularly the Park Lands, in light of population growth. Participants advocated for more trees and greenery in wide streets and expressed interest in environmental initiatives such as food waste reduction.

Active transport was also linked to health benefits, with walking and cycling seen as ways to promote physical activity and reduce emissions.

Safety and Comfort

Safety concerns were raised in relation to pedestrian infrastructure, including tripping hazards near hospitals and poor visibility at intersections. Cyclists reported feeling unsafe due to unclear signage and driver behaviour. There were also comments about the need for better lighting, shaded footpaths, and accessible crossings.

Overall, participants emphasised the importance of designing a city that is comfortable and safe for all users, including older adults and people with disabilities.

Strategy implementation

There were a number of comments provided regarding the need for proactive implementation of the strategy, with suggestions for tactical urbanism responses to the commitments and network maps. Some people referenced actions taken in Sydney to work towards their future transport network.

3.5 Written Submissions

An opportunity was provided for the community and stakeholders to write in (email or post). Three individuals and seven organisations provided submissions. A summary of these submissions which focusses on feedback relevant to the draft Strategy is provided below. Full original submissions are provided in Appendix B.

Table 4: Summary of Written Submissions

Organisation / individual	Submission Summary
City of Adelaide Access and Advisory Inclusion Panel	• Focused on reducing car usage in the city, with reducing through-traffic supported. • Notes the importance of universal accessibility in all city infrastructure. • Recommends consultation with people with lived experience of disability and a review of language that reflects a range of movement abilities. • Highlights issues like rounded curbs, lack of tactile indicators, and regulation of E-scooters. • Provides a range of suggestions for improvements to public transport including frequency, and both financial and physical accessibility. • Notes the need for awareness of non-visible disabilities (e.g., anxiety).
Bike Adelaide	• Supportive of the Draft ITS goals, but concerned about the lack of specific actions, especially for walking and cycling improvements. • Suggests greater nuance is considered in implementation to meet the varying needs of city activity and uses, rather than broad 'city-wide' approaches. • Notes a number of active transport gaps and suggests including urgent improvements to crossing wait times, identifying cycling infrastructure upgrades and including bike lanes, buffers, and signals in road renewals. • Recommendations looking at projects suitable for different areas of the City and immediately implementing measures. • Suggests a clear strategy is needed for tourist and visitor mobility. • Notes gaps in connectivity across transport infrastructure resulting in inequity for users. • Suggests that the impact of micromobility hubs is unclear and may reduce convenience and usage. Recommends that hubs be placed in on-street parking rather than footpaths.

Organisation / individual	Submission Summary
	• Advocates for a connected, protected bike and micromobility grid. • Suggests a 30 km/h speed limit in the CBD, freight hubs for cargo bikes, and zero-emission public transport.
City of Unley	• Supports the strategies commitment to expanding transport choices, in particular walking, cycling and public transport. • Supports improved public transport connections between the City of Unley and the City of AdelaideCoA. • Notes that an active transport corridor along Greenhill Road is a priority for City of Unley and suggests that the ITS provides an opportunity to assure alignment. • Supports efforts to lower speed limits. • Suggests consideration of the broader metropolitan context and coordinated planning across council areas, including tram infrastructure.
Kidical Mass	• Supports safer (30km/h) speed limits and prioritising active transport. • Asks that cycling be enabled through comfortable, convenient and connected routes. • Seeks support for children's wellbeing and health, through cycling (and walking/wheeling) to school. • Seeks support for people to use e-bikes (e.g. through subsidies). • Raises concerns about decision making through budget commitments and statements made during project deliberations that are considered to run contrary to strategy commitments. • Evidence-based decision making is sought.
People for Public Transport	• Strongly supports public transport commitments, suggesting they reflect the feedback provided in Stage 1. • Provides recommendations to strengthen the strategy, including: – Specific implementation of city connector improvements – Transforming Currie and Grenfell Streets into a dedicated Bus Mall – Commitment to tram network expansions and increase of connector services.

Organisation / individual	Submission Summary
	– More detail on public transport outcomes including metrics and targets. – Promoting high-frequency bus corridors within the City.
South East City Residents Association (SECRA)	• Commends Phase 1 engagement efforts, suggesting that if these views were acted upon, the City's streets correspond with best practice streets. • Recommends council staff use their professional experience to engage and share knowledge with communities, rather than just listening. • Suggests in-depth early engagement with stakeholders in streetscape projects to identify impacts early. • Notes a lack of outcomes related to the previous Smart Move transport strategy.
Walking SA	• Strongly supports pedestrian-first planning. • Recommends healthy streets and prioritised walking infrastructure including wider and shaded footpaths, priority at intersections. • Suggests ensuring that walking connections to and from public transport are imbedded into planning and delivery. • Supports future tram extensions and other initiatives that reduce car use. • Supportive of the Safe Systems approach and that lower speed limits are a key part of this.Supportive of the Safe Systems approach. • Supports City-wide initiatives that promote walking culture and participation. • Would like to see regular data collection and public reporting against the Strategy to ensure it is meeting needs. • Notes that the Draft Strategy is text heavy and suggests improving accessibility. • Suggests clarification and definitions of network mapping and route classifications to improve legibility, as well as recognising the Park Lands throughout documentation.
Ratepayer/resident - North Adelaide	• Advocates for more protected bike lanes, especially east–west routes and key roads. • Supports tram extensions and improved city connector bus services.

Organisation / individual	Submission Summary
	• Recommends collaboration with disability organisations to improve infrastructure inclusivity. • Proposes pedestrian-only zones on key streets and better integration of e-scooters. • Calls for electric buses and shaded, tree-lined paths to reduce pollution and improve comfort. • Seeks improvement to cycling safety and infrastructure, as well as improved pedestrian experiences (such as reduced wait times). • Urges the council to be bolder and more visionary in its goals and implementation.
Resident - Adelaide	• Acknowledges the comprehensive nature of the strategy and its inclusive engagement. • Highlights issues like lack of shade, poor lighting, long pedestrian wait times, and inadequate infrastructure for people with disabilities. • Notes that E-Scooter storage and integration are addressed, however safety and footpath conflicts are not and that kerbside demands are reprioritised or other solutions considered. • Argues that many community-raised issues are not fully reflected in the ITS goals. • Requests that the ITS goals be updated to better reflect community feedback, especially for vulnerable users. • Would like to see greater focus on implementation and delivery.
Resident - Adelaide	• Recommends clear, measurable goals (e.g. 60% of trips by active/public transport by 2030). • Urges a connected, protected bike network by 2028, citing personal experience with unsafe conditions. • Proposes converting parking lanes to bus/bike lanes and introducing congestion-free zones. • Supports frequent, reliable services and tram extensions. • Emphasises shade, seating, and universal design in all projects. • Suggests micro-consolidation hubs and zero-emission freight by 2032.

Organisation / individual	Submission Summary
	• Calls for transparent planning, quick-build trials, and annual progress reporting.

4. Next Steps

The information gathered from this Phase of engagement will inform further revisions of the Draft Integrated Transport Strategy.

A timeline for the project is shown below, demonstrating the next steps for development and finalisation of the Integrated Transport Strategy.



Figure 39: CoA ITS Project Timeline

Appendix A: Verbatim community survey comments

When asked to provide a comment to help us understand responses to the Movement & Access goals and commitments. Example comments included:

Reprioritising and reducing car dominance, particularly through motor vehicle traffic

- *"Walkable streets and safer cycling routes create a more comfortable and healthier lifestyle. Encouraging public transport creates a cleaner and safer city. Adelaide is a noisy and pedestrian un-friendly city. Intersections prioritise cars and only go green for pedestrians if a button is pushed."*
- *"No capital city is prioritising cars except for Adelaide, and it's embarrassing. CoA residents walk everywhere, and yet our safety is not a priority."*
- *"Currently, transport through the city favours private motor vehicles above all other modes. This is clearly evident in everything from the design of infrastructure, through to the timing of traffic light cycles that impede the tram, and those who walk or cycle, and prioritise motorists."*

Supporting inclusive outcomes

- *"As a person with a disability (blind), I support the City's plan to improve accessibillity and safety of all city streets and pathways for all pedestrians."*
- *"Rundle Mall is Adelaide's only major pedestrian zone. Expand this to areas like Hindley St for safety and accessibility. Ensure wheelchair-friendly design and review green light timings to suit elderly and disabled pedestrians. A walkable city benefits everyone."*

Safety, including for parents and older adults

- *"I feel like my family and I don't have the freedom to freely move around the city centre by bicycle. There needs to be a big focus on making this an comfortable, convenient and connected option. Should be aiming to install compliant pedestrian ramps and crossings on all routes."*
- *"As an ageing commuter bicycle rider, an impact or fall could have grave consequences for my health. The biggest deterrent for me to access city shops and activities by bicycle continues to be the danger posed by car drivers who are not aware, or even openly hostile, towards cyclists."*
- *"As a parent who cycles into the city every day with their child on a cargo bike from a inner suburb much more must be done to make cycling safer. The current cycling infrastructure is abhorant. Painted lines do not equal safety. Mulitple times a day while riding my bike I am nearly hit by drivers."*

Desire for driving and car parking for school travel or with children

- *"Travel to and through the city by car is important. Parents dropping off students to school while on the way to work cannot be impacted."*
- *"My daughter goes to St Aloysius school in the city and I drive to work - we need better and more parking options. Catching public transport will not work for us"*
- *"The ability to be able to use the car in the city is imperative. 60 second drop off spots should be available. Drop should be available at all School sites. It is not safe to ride into the city."*

Supporting change and desire to see CoA do more, provide choice and freedom

- *"Adelaide has all the ingredients of a world class city except for a proper consideration of transport. For too long citizens have been forced into cars, when the flat green nature of our city is better suited to walking and cycling."*
- *"Picking up commuter cycling since moving to North Adelaide has had a hugely positive impact on my mood, social life, health and hip pocket. Friends and co-workers have expressed interest in cycling, but the the city's poor bike infrastructure and prioritisation of car traffic is a barrier for them."*
- *"Adelaide is the dream city for forward thinking urban planners — small enough, flat enough, good weather, no excuses! Let's make this city as good as it could be with increased consideration for accessible active and public transport."*
- *"I completely support the movement and access goals. Everyone should have a right to choose how they get around and with the cost of living a hot topic on most people's mind - it seems unfair to keep pushing an expensive private car ownership agenda."*

Liveability

- *"I completely agree with all of these strategies as they will make Adelaide a far more attractive place to live. I am so pleased to see the council moving away from its previous abomination of 'car week' and to (finally) see some long term vision in Adelaide City Council's transport planning policy."*
- *""The CBD is an awful place to be as a pedestrian. It is almost completely dominated by private vehicles, pedestrians have to wait at intersections for too long, speeds are too high and footpaths are generally narrow. We need to totally reimagine how people move in and to the city."*

Physical and mental health

- *"As a long term health worker I believe there is both evidence for and a need to promote active transport for health benefits."*
- *"These commitments align exactly with what is needed to support and encourage the active and public transport behaviour changes that are vital to making a healthier society and addressing climate change"*
- *""Save our tax dollars in the long run, on health and infrastructure - get cars off the roads. Safe, active transport, has an immediate beneficial effect on mental health and contributes to better physical health. So many women have said they don't ride because they feel unsafe."*

When asked to provide a comment to help us understand responses to the Experience & Place goals and commitments. Example comments included:

Space for wider footpaths and cycle lanes/paths for safety and place outcomes

- *"Having more streets that include protected bike lanes and are quieter and greener actually makes for better places to spend time together, work, shop and eat."*
- *"Green, walkable spaces are so much more attractive, inviting and useable, than hard, unfriendly, paved road-curb-footpath-building settings"*

Public transport improvements, as public transport reliability and other issues limit potential for reduced driving.

- *"Getting to the CBD by car should be discouraged as much as possible with improved pt across all of Adelaide. Priority needs to be provided to pt once in the city. The longest part of my commute is between Adelaide Oval and North Terrace because the bus gets stuck in single occupancy car traffic."*
- *"Better connected and increased services of public transport would encourage more people to use this to get around the city rather than drive, and help move more people efficiently around the city"*
- *"I agree with all this but again we need much more and much better CHEAPER FREQUENT public transport."*
- *"Increase buses to inner city suburbs so commuters don't have to drive. Eg 222 route is infrequent and it's easier for me to drive most days."*
- *"Public transport is unreliable & people who live outside of the city will still tend to drive in for years to come. Keeping cars away while not improving the public transport system is a bad policy."*

Reducing car dominance to make the city safer, more comfortable and attractive.

- *"There is no doubt a vibrant city is one without cars as the only transport mode supported. Healthy vibrant folk enhance their lives with active transport. Its bettor for your health and your pocket as well as the environment."*
- *"Accessibility is so important for the cities health. The city is burdened by the number of cars entering the city and I don't believe the city has the opportunity to grow as cars take up so much space, are loud, polluting and dangerous."*
- *"Visitor/tourist experience is difficult because of car dominance."*

Economic (dis)benefits

- *"All these points would be achieved by creating separated bike lanes. Children would be able to ride bikes more freely. The lanes allow for the inclusion of greater greenery. Pedestrians and cyclists are more likely to stop and buy than cars driving through."*
- *"...too much priority is given to cars travelling to the city not to it. Far more economic activity comes from Public Transport and foot traffic."*
- *"Our city will be thriving when the streets are active like Copenhagen or Amsterdam, you have to weave through outdoor dining not car traffic, able to safely ride a bike with the whole family to a show or the footy & can walk anywhere under a tree lined boulevard."*
- *"Your plans are not practical in many cases, are a waste of ratepayer money, kills small business, drives people away from the city instead of into the city and you are actually creating more traffic congestion with things you have already implemented instead of making things better."*

Accessible car parks

- *"Mass and active transport is more accessible for persons with disabilities and gives them more freedom of movement."*
- *"increase accessible transit options so that people with disabilities are supported to move around independantly without necessarily requiring a car, and supporting them with the supports required to do so."*

- *"I am concerned that Council will not take into account sufficently the needs of people who are elderly, sick or disabled and find catching public transport difficult and need to travel by car and park conveniently."*

Schools: travel to/from school and environment around schools

- *"We desperately need places designed for people and to remove through traffic and dangerous driving from around local schools."*
- *"Need more unpaid carpark spaces around school grounds during drop-off and pick-up times"*

Respondents were asked to provide a comment to help us understand responses to the Health & Sustainability goals and commitments. Example comments included:

EV charging and use of EVs in the city

- *"While EVs are less polluting than ICE cars, I don't think the council needs to actively promote their entry into the city because they can be just as dangerous for vulnerable road users and promoting their use is somewhat contradictory to a public and active transport agenda."*
- *"People should be able to get to work and home on a charge. Leave charging to the private sector and petrol station upgrades. Don't want to encourage cars into the city."*
- *"EV charging stations are useful but not paramount. An EV is after all just another car."*
- *"EV are a stopgap measure - better than ICE vehicles but still cars."*

EV charging: use of public space

- *"EVs aren't that sustainable, they use batteries (mainly lithium) & wld still produce waste & other environmental/social problems. Not the best idea to introduce more charging stations - it's still clutter & waste & ugly & still promote indiv car consumption - focus on public transport + walkable city"*
- *"EV charging stations are unsightly, with distracting flashing ads, and remove space from other uses."*
- *"The problem with public EV charging points is that you cannot count on one always being available, either because of high demand or faulty equipment. The solution is to have a vast number of them all over the place, so that it becomes the same as the chance of finding a parking spot."*

Supporting physical and mental health, and community cohesion

- *"Health and sustainability are huge priorities. Encouraging healthy lifestyles, reducing car traffic, and increasing greening are key next steps for a healthier population and environment."*
- *"The fastest way to make city streets safer, healthier, and improve sustainability more generally is to get cars off them. These commitments should all link to supporting active and public transport"*
- *"Designated community Streets where single lane, wide footpath, restricted speed limit to create community boxed garden spaces that people can use themselves along with city plantings."*
- *"These are all important goals. More green space and integration of nature supports mental and physical health, while reducing heat and climate impact. Highly supportive of initiatives which focus on sustainability and health. Adelaide can really lead the way here with renewable energy & green foci."*

Less noise and cleaner air

- *"Fresher air results from increased tree and plant coverage which also cools high temperatures and provides spaces for people to stop and relax"*
- *"Strongly support: rapid EV charger rollout; strict noise/emission limits; design streets and buildings to embed green corridors, shade, and play; widen footpaths/bike links to make active trips the easy, healthy choice; tie all works to measurable air-quality and activity targets."*
- *"Parklands are 'lungs' of Adelaide… Tourists come to see the 'City in a Park'"*

Respondents were asked to provide a comment to help us understand responses to the Safety & Comfort goals and commitments. Example comments included:

Reduction in motor vehicle volumes

- *"More great goals, can be achieved by reducing private vehicle usage and increasing foot traffic."*
- *Maximum speed limit through all roads in the cbd should be 30kmph. Remove lanes and employ modal filters to discourage driving.*
- *"Reduce private vehicular access with single, one-way lanes and no on-road parking in the CBD parking on one side only for the rest of Adelaide (require permits)"*

Prioritise/support active/sustainable modes

- *"Reducing traffic is clearly the best way to achieve this [safety and comfort]. For the remaining traffic, speeds should be dropped and priority should be given to more sustainable modes at intersections."*
- *"No inner city streets and roads need to be more than 4 total car lanes wide, and most don't need to be greater than one lane in either direction. More priority to busses, trams, cyclists, and pedestrians"*
- *"Bins off footpaths and wider footpaths by narrowing roads and restricting car direction to one way"*

Data/ speed not an issue

- *"How many pedestrian lives have been lost in the cbd and north Adelaide? Is this attributed to speed, or pedestrians? Is there statistical significance which suggests slowing cars will reduce however many deaths have occurred?"*
- *"The speeds in the city are not the problem, people are. Have better policing."*
- *"Streets are not always unsafe because of the streets but drunk people who walk onto them or fear of being pushed onto a road by someone with a mental health issue"*

Concern about safety as a person walking/wheeling/cycling

- *"As a mum who rides to school with their child, this is a priority. We need to ensure our bike paths meet the required standards, traffic lights prioritise riders and pedestrians."*
- *"I also regularly feel unsafe crossing intersections even on green (cars often take turns at speed regardless of pedestrians)…I love Adelaide but worry for my safety."*
- *"Urgent action is needed to protect active transport users. I have been hit by a car in the CBD. . I feel so unsafe simply walking in the CBD because cars are given priority."*

- *"It's exhausting only avoiding being killed by motorists who fail to be aware of cyclists and pedestrians because I am constantly aware."*

Respondents were asked to provide any additional feedback on the ITS. Example comments included:

Council leadership/ commitment to (faster) implementation

- *"The strategy is all well and good but how well it is executed will be key."*
- *"I think a key element of the strategy should be streamlining the process for constructing cycling infrastructure. The delays on the Frome road bike lane are unacceptable and if repeated will make it impossible to meet the active transport targets."*
- *"There are few concrete commitments to active transport projects, or changes that facilitate greater active transport participation. There are no stated project priorities or timelines for implementation aligned to the strategy's goals."*
- *"I'm concerned that, while the strategy proposes some serious wellbeing improvements for the city that it will be ignored and no action will be taken. We have seen this over and over again in Adelaide, interstate and overseas and a lot of money is wasted as councillors and politicians do not follow through with expert advice. While change can be hard and may disgruntle certain members of the public, we have to persevere following best practice advice. Majority of city residents want safer, greener streets and we shouldn't pander to people who drive in occasionally."*
- *Delivering this will require commitment and a willingness of council leaders to back the plans in the face of a noisy but generally small minority of regressive and uninformed "advocates". The vision needs to be sold and advocated for so people can understand why change is needed and how it will be better. It also doesn't all need to be expensive, over engineered bike paths - more emphasis needs to be placed on policy and planning e.g. a clear network of bike corridors, reduced traffic speeds, pricing incentives, a more legible city bus network, development controls so there is reduced car parking in new buildings and funding contributions from developers towards sustainable modes.*
- *"As a ratepayer, I whole heartedly support this strategy and am so pleased to see Council following evidence in preparing this strategy. I travel frequently, and every pedestrianised, safe and inclusive environment I have ever visited has been filled with thriving businesses. While I expect you will be receiving plenty of arguments about car parking, I would encourage Council to be bold and show leadership in helping transform Adelaide. Every other city that has followed this path has never looked back."*
- *"I appreciate that the draft strategy properly addresses the feedback given in stage 1. I would like to see more in the strategy that ensures that councillors and traffic engineers will be required to follow the guidelines agreed on here in future projects."*
- *"The plan is good, but please, once it is approved, actually adhere to it in day to day decisions and don't let NIMBYs shout down positive change"*

Appendix B: Written Submissions Summary

INTEGRATED TRANSPORT STRATEGY STAGE 2 ENGAGEMENT

Written Submissions

5 June 2025

CITY OF ADELAIDE

ACKNOWLEDGEMENT OF COUNTRY

The City of Adelaide acknowledges that we are located on the traditional Country of the Kaurna people of the Adelaide Plains and pays respect to Elders past, present and emerging.

We recognise and respect their cultural heritage, beliefs and relationship with the land. We also extend that respect to visitors of other Aboriginal Language Groups and other First Nations.

DOCUMENT PROPERTIES

Contact for enquiries and proposed changes

If you have any questions regarding this document or if you have a suggestion for improvements, please contact:

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Record Details

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HPRM Container: VS2024/14692

Version History

Version	Revision Date	Revised By	Revision Description

1. WRITTEN SUBMISSIONS

In addition to the opportunity to complete either a general survey of child survey, the Integrated Transport Strategy Stage 2 public engagement provided the opportunity for individuals and groups to make written submissions.

Ten written submissions were made, with seven from groups: the Access and Inclusion Advisory Panel, Bike Adelaide, City of Unley, Kidical Mass Adelaide, People for Public Transport, SECRA, Walking SA and three being from individuals.

2. KEY TOPICS OF FEEDBACK

2.1 General Support – Goals and Commitments

All submissions highlighted **support** for the Draft Integrated Strategy Goals and Commitments.

> "*We strongly support the Draft ITS's commitment to expanding transport choices, including enhanced infrastructure for walking, cycling, and public transport. Providing a diverse range of safe, convenient, and accessible travel options is essential to encouraging mode shift, reducing congestion, and supporting community health and wellbeing."* [City of Unley submission]

Some submissions noted that commitments and measures of success need to be refined and/or made more specific. It is suggested that Council needs to be bold and show leadership to deliver to meet our strategic objectives. This is detailed under the Evaluation and Monitoring section.

> *"Thank you for the opportunity to comment.. Adelaide's grid, generous rights of way and flat topography give us a once in a generation chance to move beyond car dependence; the Draft ITS points in the right direction but needs stronger commitments, firmer timelines and a bolder reallocation of street space." [Individual Adelaide resident submission]*

2.2 Modes of Travel and Place

2.2.1 Driving: Reducing Car Usage

Submissions focused on walking/wheeling and micromobility (especially cycling). plus public transport. No written submissions expressed concern about driving experience in the city, including stated goals and commitments about reducing motor vehicle traffic or reviewing on-street parking. This includes feedback from the Access and Inclusion Panel, which focused on reducing car usage in the city, recommending efforts to deter through vehicle traffic and redistribution of street space to support cycle lanes and wider footpaths. Comments provided about safer speed limits were supportive, including for consideration of 30km/h within the ring route.

Submissions provided feedback about the strengthening of measures and particular actions, such as addressing pedestrian wait times at signals, footpath widths and obstructions from and use of e-scooters on footpaths.

2.2.2 Active Travel

Feedback included the following suggestions:

- Require greening and universal design as default, not just high use routes.
- Consider micromobility parking, including hubs, carefully to not discourage use, and to use existing on-street car parking spaces, to declutter footpaths.
- Increase the number of 'quick build' cycle lanes.
- Increase levels of annual installation of cycle parking (above that suggested).

- Encourage cargo cycle freight for last mile deliveries.
- Implement cycle routes and cycle parking to cater for events.

Feedback was given on maps/routes in relation to walking/wheeling and cycling:

- In general, need to make it easy for readers to understand what different classifications mean in terms of physical outcomes such as footpath width, shade or crossing priority.
- Need to better capture the Park Lands place values.
- Questions about equity outcomes for walking/wheeling based on limited coverage of W1 routes.
- Need to include cycle measures commensurate with classifications.
- Need for multiple east-west and north-south protected cycle lanes routes.
- Importance of King William Road/Street as a key cycling route (with the spacing of parallel routes and need for direct routes, linking to businesses and other destinations).
- Support for Montefiore-Morphett cycle route.
- Support for Greenhill Road east-west path around the Park Lands perimeter.
- Potential to pedestrianise Gouger St, George St, Rundle St, Hindley St, Pirie St. Waymouth St

2.2.3 Public Transport

Respondents support the focus on public transport.

> *"The draft strategy demonstrates a commendable shift toward public transport, and we particularly welcome its framing of mass transit as essential to reducing congestion, improving air quality, and achieving equity." [People for Public Transport]*

Respondents highlight the importance of improving walking/wheeling and cycling integration and street outcomes for public transport, and advocating for improved and new services.

> *"We urge the City to ensure that walking connections to and from existing and future public transport corridors and nodes are embedded into planning and delivery processes. This includes:*
> *• Safe and accessible access to stops and stations*
> *• Improved public realm and placemaking around transit hubs*
> *• Prioritisation of pedestrian movement over private vehicle access near high-frequency corridors." [Walking SA submission]*

Improvements in submissions include:

- Converting the Currie-Grenfell corridor to a dedicated bus mall with full-time bus only lanes between West Terrace and East Terrace, expanded footpaths and stop improvements, signal priority and restriction of car access.
- Tram expansion (numerous submitters, including City of Unley, expressed the desire to see additional tram routes and/or a CBD loop).
- Integrating city growth with high quality public transport.
- Clarity about objectives of the City Connector route review.
- Increased legibility of and signage for public transport, including the City Connector, especially with city visitors in mind.
- Public transport for connectivity between the city and Adelaide Airport and Keswick Parklands Terminal.

2.3 Implementation

2.3.1 Delivery and Engagement

While offering support for the goals of the Draft ITS, there is a notable view from key stakeholders and the community members that the City of Adelaide has not delivered on transport strategy objectives, goals and actions. They highlight the need for clearer projects and services to deliver the intended outcomes of the new Strategy. Respondents are concerned about slow delivery of active travel infrastructure and better streets in the City of Adelaide and have asked about delivery outcomes of Smart Move compared to delivery of strategies in other Australian cities.

There is also concern about costs and delays associated with lengthy community engagement, sometimes with minimal or no resultant street changes. Echoing some Stage 1 feedback, there are calls to commit to network plans (especially for cycling) and engage more efficiently and with clarity about negotiables and non-negotiables. Respondents appeal to Elected Members to make informed decision-making based on the data and evidence, for example, "…elected representatives do best when they take account of citizens' opinion but in addition, they understand the content put before them…"

> *"we state our SUPPORT for the Draft Strategy but indicate that we feel it falls notably short of actions or initiatives to meaningfully walking and cycling conditions in the city. We feel this puts at risk the Council's ability to deliver on relevant outcomes sought in the Council's Strategic Plan."* [Bike Adelaide submission]

> "*Progress has historically been glacial; Stage 1 feedback echoes this frustration. Publish a three-year rolling capital program, transparent benefit–cost criteria and annual Healthy Streets scorecards. Where State approvals lag, use trial Traffic Regulation Orders to test quick-build treatments (paint, posts, planters) within 12 months.*
>
> *Adelaide can—and must—lead Australia in delivering cool, calm, connected streets. The draft sets the narrative; now let's match it with decisive targets, quick wins and courageous reallocation of space. I look forward to seeing a final Strategy that turns community consensus into concrete, climate-aligned action*." [Individual submission: Adelaide resident]

> *"Overall I think the council should be more bold with their vision for ultimate pedestrian and cyclist planning and infrastructure delivery. If the council is able to deliver the projects and goals outlined in the strategy, that would be amazing, but I'm not sure it's ambitious enough to achieve our desired future in the next 10 years. "* [Individual submission: North Adelaide resident and ratepayer]

2.3.2 Implementation Plan - Projects and Services

Feedback is that we need to be clearer about where measures such as speed limit changes, modal filters, traffic calming and cycle or walking/wheeling routes intend to be delivered and over what timeframes. It has been suggested that we incorporate location specific actions and plans to better reflect the different nature of neighbourhoods within the City of Adelaide.

> *"We urge the final ITS include clearer timelines for implementation of initiatives for active transport, and that they be implemented with the urgency commensurate to their lack of implementation over the last 13 years."* [Individual submission: Adelaide resident]

2.3.3 Monitoring and Evaluation

Feedback notes the need to have specific and ambitious targets, including defined measures and timeframes. One resident submission suggested publishing annual Healthy Streets scorecards.

Submissions recommend developing a robust monitoring and evaluation framework, to improve accountability and track delivery.

"We recommend that the strategy includes clear commitments to:
• Regular pedestrian counts across key routes and precincts
• Community satisfaction surveys focused on walkability, safety, and accessibility
• The development and use of walkability indicators to benchmark performance over time
• Public reporting on progress toward active travel and mode shift goals including journeys to school." [Walking SA submission]

3 FINAL ITS PREPARATION

Some respondents provided feedback about report layout and language:

- Incorporation of localised action plans, consistent with the community's understanding that the City has distinct areas with distinct functions.
- Reduce text (or do a shorter summary document) with infographics and visual tools to improve understanding and engagement.
- Improve map presentation with more information about what classifications mean in terms of street outcomes.

We will respond to the above points about report layout and language, as well as content about implementation to help revise the ITS.

WRITTEN SUBMISSIONS

Groups:

Access and Advisory Inclusion Panel

Bike Adelaide

City of Unley

Kidical Mass

People for Public Transport

South East City Residents Association (SECRA)

Walking SA

Individuals:

North Adelaide ratepayer and resident

Adelaide resident

Adelaide resident and daily multimodal commuter

Notes from Access and Inclusion Advisory Panel – Meeting Wednesday 21 May 2025

The Panel's commentary focused on reducing car usage in the city. Panel Members discussed:

· Deterring people from using the city as a through road.

· Acknowledging that some people need cars due to family or work commitments but encouraging carpooling initiatives.

· Park-and-ride options with increased cycle tracks, walking tracks and public transport.

· Need for redistribution of road space to support bike lanes and footpaths.

· A Panel Member gave a personal account of reverting to car use from micromobility in the city, as E-scooters are unregulated in SA.

· Panel Members raised concerns about buses as a safe alternative, as overcrowding has caused injury and can be unsafe for mobility aid users.

Suggested improvements to public transport included:

· Free or more affordable public transport within city limits.

· Improved frequency and coverage, especially outside the city.

· Ring-route buses or city loop services to connect key areas. Some areas of the city are well serviced, while others are harder to reach on public transport.

· Better fare structures, especially for short trips.

The Panel acknowledged the advocacy role of Council as public transport is a State Government responsibility, and the network extends beyond council boundaries.

The Panel requested a review of targets and language used in the draft Integrated Transport Strategy with specific feedback on the implications of using language that emphasises "health" and "movement," for people who do not have the same options for being physically active.

Bike Adelaide

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"May sustainable transport systems be at the heart of Adelaide's success as a people-friendly and environmentally responsible city."

Penelope Bennett
Senior Transport Planner
City of Adelaide
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25 May 2025

Draft Integrated Transport Strategy (ITS)

Please accept this feedback in relation to the City of Adelaide Draft ITS on behalf of members of Bike Adelaide. From the outset, we state our SUPPORT for the Draft Strategy but indicate that we feel it falls notably short of actions or initiatives to meaningfully walking and cycling conditions in the city. We feel this puts at risk the Council's ability to deliver on relevant outcomes sought in the Council's Strategic Plan.

In general terms, our interpretation of the Draft ITS means we support the goals stipulated in each section but there is a distinct lack of actions attributed to improving active transport circumstances beyond value statements. We consequently question how much the Draft ITS can lead to real change and instead actually preserve the status quo by centralising car-first initiatives.

There is an overarching sense in the Draft ITS that many initiatives are intended to be implemented on conceived 'city-wide'. This implies that every street will be subject to the same treatments and interventions, where the document lacks useful nuance in its orthodoxy. We strongly suggest that the Draft ITS incorporate localised action plans, consistent with public understandings that the City has distinct areas with distinct functions.

For example; the largely residential areas of North Adelaide, the southwest and southeast could be defined and singled out as areas to introduce more appropriate speed limits, modal filters and traffic calming, with indications of a staged action plan to implement the required changes. This would be more consistent with approaches taken by suburban councils who have made significant changes on an LATM basis instead of council-areawide.

We feel this also better accommodates the needs of event organisers, public transport operators and commercial deliverers where vehicular access and efficiency are of greater importance to city operations.

Of particular concern for promoting active transport are the timeframe for improving crossing wait times, and the evident removal of policy to improve cycling lanes during road renewals. Both were initiatives in the *SmartMove 2012-2022* strategy but saw little implementation. The goal that wait times (which in some cases are more than two minutes long to cross a street) would be improved "within ten years" seems completely at odds with any strategic intent to accommodate pedestrians. This is additionally frustrating considering that the wait times were also not addressed in the 13 years since the adoption of *SmartMove*. This goal gives us no confidence in the realistic achievement of that initiative. We strongly urge that this be considered an immediate priority in the ITS for implementation within 12 months of its adoption as a crucial short-term improvement.

Noting that the Council's Strategic Plan aims to triple cycling journeys in the city, we are further perplexed as to why bike lane upgrades have not been considered a key initiative in the Draft ITS. The *1995 Bicycle Plan for Adelaide* stated a large network of city streets should be accommodating of bicycles with painted bike lanes.

Thirty years since that plan, and 25 years since many of those bike lanes were first installed, the fundamental complexity or connectedness of the city's bicycle lane network has changed little. We strongly urge that the ITS include this initiative of ensuring road renewal works include installation of bike lanes, bike advance boxes, bicycle advance signals (where possible), buffers on existing bike lanes, and separation devices or buffers where possible (especially at intersections). This is an especially important initiative for encouraging more cycling journeys, using renewals as opportunities to ensure cycling infrastructure can be brought into line with AustRoad standards and the DIT *Active Transport Design Guide* without altering the overall function of the street.
Where roads are scheduled for renewal but cycling improvements mentioned here do incur changes to the street warranting a street upgrade instead, we strongly encourage the inclusion in the ITS of the principle to seek funding support for that upgrade from the State Bicycle Fund.

Relating to the City's role as host to many visitors for events and hospitality, we are concerned the Draft ITS falls short on the City's obligation to cater to these visitors. We feel it is an unreasonable assumption that most city visitors (ie tourists) are happy or willing to hire cars and expect to drive everywhere within, to and from the City of Adelaide. Consequently, Adelaide's visitors are generally poorly served by infrequent public bus options, a limited city loop bus service (which is still difficult to visually identify stops for) and significant wait times at road crossings. The Draft ITS fails to recognise the value offering to city visitors of active transport options in enhancing their time in the city, and subsequently does not indicate approaches for improving visitor access to those options.

Additionally, the Draft ITS does not mention the gaps in connectivity between the City and other major transport infrastructure, such as the Adelaide Airport or Keswick Parklands Terminal. While one accommodates far more visitors than the other, the former has an infrequent bus service with very limited visibility or promotion of the service (and no access to non-Metrocard holding visitors until validators are expected to be transitioned through 2026!) while the latter has only a taxi rank. The Draft ITS then does nothing to address the car-centered and car-dominated experience of city visitors, while also leaving them unserved for their local transport needs during their time in the City. We strongly encourage the ITS include initiatives to work with relevant stakeholders to resolve and improve the gaps in the transport needs of visitors to (and *across*) the City through improving access to the airport and Keswick via public transport, improving that connections integration with other public transport services.

We also encourage the development of event active transport policy that ensures walking and cycling *routes* (not just detours) are considered in the planning of road closures for events, and all events held in Council property plan the provision of active transport access ie bicycle parking.

We note the Draft ITS mentions the establishment of micromobility hubs and we are unclear as to what this will mean for network performance. Specifically, we are concerned that concentrating micromobility services into specific areas of un/locking with reduced use of those services, thereby discouraging their use in favour of a car journey. The potential loss of amenity and accessibility, we anticipate, will diminish further the transport opinions available to city visitors and also contribute to more car journeys, running in contradiction to Council's intent to reduce congestion. We suggest that where hubs should be considered useful are near existing public transport services and precincts, with consideration to dynamic time-based restrictions on use and parking in certain areas when events are occurring.

We also encourage the inclusion of principles for micromobility parking to reflect the intended riding environment, in anticipation of the State Government allowing micromobility devices to be used on the road surface. We suggest that if the intent of the hubs is to declutter the footpath, then these hubs may be better placed in on-street parking spaces to ensure safe and easy access to the hub by users without the need to mount a busy or unsuitable footpath.

Overall we support the goals of the Draft ITS. But we do so expressing our concern that this iteration of the City's transport strategy is not only far less ambitious than the *SmartMove* strategy of more than a decade prior, but also contains significantly fewer initiatives to improve active transport or transport integration than that

strategy. We urge the final ITS include clearer timelines for implementation of initiatives for active transport, and that they be implemented with the urgency commensurate to their lack of implementation over the last 13 years.

We hope this feedback will be taken in good faith, noting the demonstrable work gone into the Draft ITS and the extensive engagement to develop it. We urge the final ITS reflects this level of engagement and the richness of the feedback provided in the prior consultation rounds which is currently missing.

Regards,

David Elliott, Chair

23 May 2025

Community Consultation
Integrated Transport Strategy
GPO Box 2252
Adelaide SA 5001
Email: ouradelaide@cityofadelaide.com.au

To whom it may concern

Re: Submission on the City of Adelaide's Draft Integrated Transport Strategy

The City of Unley welcomes the opportunity to provide feedback on the City of Adelaide's Draft Integrated Transport Strategy (ITS). We are committed to enhancing the liveability and sustainability of our community and acknowledge the critical importance of a well-connected, accessible, and future-ready transport network that supports the needs of residents, businesses, and visitors alike.

Please find attached a response from our Transport team outlining our comments on the draft Strategy. Kindly note that these views reflect the position of Council administration and not the formal position of the Council.

We look forward to continued collaboration with the City of Adelaide as the ITS is finalised and implemented.

Yours sincerely,

Tanya Bacic

Tanya Bacic

Transport Lead
Assets & Sustainability
City of Unley

Encl. City of Unley Council Administration Response to CoA's Draft ITS

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CITY OF UNLEY SUBMISSION on the

City of Adelaide's Draft Integrated Transport Strategy

The City of Unley appreciates the opportunity to provide feedback on the City of Adelaide's Draft Integrated Transport Strategy (ITS). We commend the City of Adelaide for its thoughtful and forward-looking approach to developing a strategy that promotes safe, efficient, and sustainable transport networks. The strong emphasis on accessibility, environmental outcomes, and quality of life, underpinned by the principles of Healthy Streets and the Safe System approach is particularly welcomed.

Support for Transport Choice and Active Travel

We strongly support the Draft ITS's commitment to expanding transport choices, including enhanced infrastructure for walking, cycling, and public transport. Providing a diverse range of safe, convenient, and accessible travel options is essential to encouraging mode shift, reducing congestion, and supporting community health and wellbeing. Initiatives like the North-South Bikeway, which strengthens connectivity between our councils, reflects the positive outcomes of collaborative, regionally focused planning. A recent count on Porter Street (north of Young Street) recorded between 800 and 9,00 daily bike riders, making it one of the most heavily used bikeway routes in the Unley area.

Support for Public Transport Vision

Council supports the City of Adelaide's vision for a more efficient, integrated, and accessible public transport network. Reliable and attractive public transport is a critical component of a sustainable transport future. Unley is particularly keen to see improved public transport connections between the Unley community and the City, whether through enhanced rail links, more frequent and rapid bus services, or future tram connections. These improvements would strengthen regional mobility, reduce car dependency, and support a more connected and inclusive metropolitan area.

From the Public Transport Network map (page 31), it is unclear whether improved public transport connections to the City of Unley are considered within the scope of the Draft ITS. All identified public transport corridors within the Unley area are classified as P2 - Frequent Public Transport Corridors, with the exception of the existing Glenelg to City tram line, which is designated as a PT1 - Priority Public Transport Corridor.

Council also notes with interest the reference under Goal 1.3 to a potential tram extension to North Adelaide and Prospect. However, there is no mention of other tram connections to inner metropolitan areas, including those proposed in the previous AdeLINK tram corridor study. Council would welcome further clarification on whether broader tram extensions remain under consideration, particularly those that could improve access between the City of Unley and the Adelaide CBD.

Council's Vision for Greenhill Road Active Transport Corridor

The City of Unley's vision for a shared use path along the northern edge of Greenhill Road remains a strong and ongoing priority. This strategic corridor has the potential to significantly enhance east-west active transport connectivity and significantly improve access between the Park Lands, the Adelaide CBD and key destinations within Unley.

We view this project as a valuable opportunity to align with the City of Adelaide's active transport objectives and to strengthen regional connectivity through coordinated planning and investment. Notably, the Draft ITS (page 33) identifies the Greenhill Road edge as part of the C2 Secondary Strategic Cycling Network. We are encouraged by this designation and trust it reflects a shared commitment to delivering a high-quality, accessible active transport corridor along Greenhill Road and the Park Lands edge, complemented by upgraded crossing points that improve safe and seamless access into the Unley area.

Support for Lower Speed Limits

The City of Unley supports the City of Adelaide's efforts to implement lower speed limits as a key measure to improve safety and encourage active travel. This aligns with Unley Council's own recent decision to apply to the Department for Infrastructure and Transport (DIT) to reduce the speed limit on all Council collector roads to 40 km/h. Lower speed environments create safer conditions for people walking and cycling, particularly in areas of high pedestrian activity, and are essential for creating more liveable, people-focused streets.

Integrated Planning and Collaboration

As a neighbouring council, the City of Unley encourages the City of Adelaide to consider the broader metropolitan context in implementing the ITS. Aligning strategies regarding transport across council boundaries is essential to delivering consistent, connected, and regionally beneficial outcomes. Our communities face shared challenges and opportunities, such as promoting active travel, managing traffic volumes, and improving access to key destinations, which are best addressed through coordinated planning.

We value the strong and constructive relationship we currently share with the City of Adelaide and look forward to continuing this collaboration to support integrated, people-focused transport solutions across the region.

Conclusion

The City of Unley supports the City of Adelaide's vision for a connected, sustainable, and inclusive transport system, one that fosters streets that are *full of life* and provide genuine transport choices for all users. We wish the City of Adelaide every success in finalising the strategy and look forward to ongoing discussions on enhancing connectivity between Unley and the City of Adelaide, particularly along Greenhill Road and the Park Lands.

A coordinated approach, exemplified by the recent grant funding announcement by the State Government for the upgrade of King William Road, linking to Peacock Road, to improve safety and access for people walking and bike riding between the Mike Turtur Bikeway and South Terrace, serves as a great example of how connections between councils can be strengthened and improved. We are excited to continue to see such projects unfold and contribute to a more integrated metropolitan transport network. The City of Unley looks forward to seeing the bikeway design proposal for Peacock Road when available.

Kidical Mass Adelaide

Safer streets for families who ride bikes.



Our asks

(1) Enable and activate bike riding joy.

(2) Create comfortable, convenient and connected bike riding routes.

(3) Support children's wellbeing and health, through bike riding (and walking/wheeling) to school.

Our top three priorities

#30Please
A safer speed on our streets is 30 km/h.

#SaferStreetstoSchool
Prioritise active transport.

#EBikeSubsidies
Make it cheaper to choose electric bikes.

Feedback for the draft Integrated Transport Strategy and draft 2025/26 Business Plan and Budget.

Re: Sturt Street/West Terrace Safety Measures

Kidical Mass Adelaide was established in 2022 as a grassroots movement advocating for safer streets for families who ride bikes. Our volunteer organisers are passionate parents, grandparents, and avid bike riders who want to see active transport become safer and more accessible to children and families in Adelaide. Our asks and priorities reflect our demand for action from decision makers to realise our vision.

Kidical Mass Adelaide has been working with the Sturt Street Community School and local stakeholders to highlight the safety issues at the West Terrace/Sturt Street intersection.

At its meeting on 14 May 2024, Council received our 'Petition – Upgrades to the Intersection of West Terrace and Sturt Street' signed by 233 signatories. The Council subsequently requested that the Administration prepare a report to investigate upgrading the intersection. At the 17 September 2024, the Infrastructure and Public Works Committee heard the Administration's response, which included a commitment to presenting options to Council for further consideration and endorsement through the 2025/2026 Business Plan and Budget process, to enable further design development, detailed traffic modelling, detailed cost estimation and further consultation with DIT and other key stakeholders.

We have reviewed the recently released City of Adelaide Draft 2025/26 Business Plan and Budget and note that no commitments have been made to address the issues identified in our petition.

Over 400 people attended our 2024 Demonstration Ride, which included Sturt Street and West Terrace to highlight support for actions to address safety. We have held annual demonstration rides for four years to call on decision makers to commit to creating better streets.

We note that many strategies commit our decision makers to outcomes such as increasing the number of people commuting by bike, reducing carbon emissions, and creating places for people.

However, the action required to achieve these outcomes is hamstrung by inadequate budget commitments and an indulgence of harmful and inaccurate narratives, including the idea that a commitment to safe infrastructure and slower speeds will harm economic outcomes.

Evidence clearly demonstrates that pedestrians, cyclists and public transport users spend 40% more than motorists in local shops, and that investing in better walking and cycling infrastructure on a street decreases rental vacancies by up to 17%. (Source: Transport for London 2022).

There is less than a 10 percent risk that somebody walking will be killed at an impact speed of 30km/h but a 90 percent risk at 50km/h. (Source: 30 Please Campaign).

We urge our decision makers to commit to evidence-based decision making.



SUBMISSION TO ADELAIDE CITY COUNCIL

INTEGRATED TRANSPORT STRATEGY – STAGE 2



From: People for Public Transport (PPT)

Date: May 2025

Introduction

People for Public Transport SA (PPT) welcomes the draft Integrated Transport Strategy and strongly supports its overarching goal to prioritise sustainable and space-efficient modes of transport. The draft strategy demonstrates a commendable shift toward public transport, and we particularly welcome its framing of mass transit as essential to reducing congestion, improving air quality, and achieving equity.

This submission focuses on how the strategy's commitments on public transport can be strengthened to ensure they are implemented with ambition, urgency, and clarity.

1. Strong Support for Public Transport Commitments

PPT endorses the draft strategy's explicit goals to:

- Improve the **efficiency of mass movement** of people through better public transport (Goal 1.2)
- Advocate for **major public transport projects**, including a tram extension to North Adelaide and an underground city rail link (Goal 1.3)
- Deliver **bus priority measures**, including signal priority and dedicated lanes (Goal 1.2)
- Increase services on the **City Connector**, particularly during evenings and off-peak times (Goal 1.2)
- Support long-term planning for a **City Loop tram/bus and rail connection** (Goal 1.3)

These initiatives directly reflect the feedback in Stage 1 and echo our own proposals for a strengthened City Connector, tram network expansion, and dedicated bus corridors.

2. Recommendations to Strengthen the Final Strategy

To ensure the goals outlined translate into transformative outcomes, we recommend the following refinements:

a) City Connector – From Pilot to Priority

The strategy includes a review of the City Connector (Goal 1.2), but this should be accompanied by an implementation commitment. We urge Council to:

- Commit to **10-minute frequency** during core hours
- Extend operating hours to **11:30 pm on weekdays and 12:30 am on weekends**
- Simplify and clearly promote the service, including updated stop infrastructure and signage
- Electrify the fleet to align with climate and amenity goals

This would align the City Connector with the strategy's emphasis on high-capacity, low-emissions mobility and would help establish a true circulator service for residents, workers, and visitors.

b) Grenfell and Currie Streets – Deliver a Dedicated Bus Mall

Grenfell and Currie Streets are the state's busiest bus corridors. While existing bus lanes provide some priority, they are compromised by general traffic, inconsistent hours, and inadequate stop infrastructure.

PPT recommends the City of Adelaide commit to transforming this corridor into a **dedicated bus mall**, with the following features:

- **Full-time bus-only lanes** between East Terrace and West Terrace
- **Traffic signal priority** for all services along the corridor
- **Expanded footpaths, upgraded shelters, seating, and real-time information** at key stops
- **Restricted private vehicle access**, with loading and access windows managed by permit

A bus mall on this corridor would significantly improve service reliability, speed, and passenger experience — and signal that Adelaide is serious about prioritising mass transit in the city centre.

c) Tram Expansion – Maintain and Expand Commitments

We support the draft strategy's commitments to advocate for:

- A tram extension to **North Adelaide**
- A **City Loop** tram/bus network
- An **underground rail link** through the CBD
- **Traffic signal priority for trams** at selected intersections to improve travel times and reliability

These initiatives must remain core components of the final strategy. We also recommend that Council consider a **CBD tram loop** connecting North Terrace, East Terrace, Grote Street, and West Terrace, as proposed in our Stage 1 submission.

d) Metrics and Targets – Be Specific on Public Transport Outcomes

Currently, the strategy commits to "developing a measure" for public transport. PPT recommends the inclusion of **explicit metrics** such as:

- Percentage increase in public transport mode share for journeys to work and study
- Patronage increases on the City Connector
- Reduction in average travel times along bus and tram corridors

Without clear indicators, it will be difficult to track success or build confidence in the strategy's delivery.

e) Promote High-Frequency Bus Corridors Within the City

In addition to infrastructure improvements, the City of Adelaide should work with Adelaide Metro to identify and promote key **high-frequency bus corridors** operating within the Park Lands. Many streets, such as **O'Connell Street and Melbourne Street**, are served by multiple routes with combined frequencies of fewer than 10 minutes during core hours. However, these services currently lack coherent branding or coordinated timetables.

We recommend that the final strategy include a commitment to:

- Identify and promote **"turn-up-and-go" bus corridors** within the CBD and North Adelaide.
- Introduce **branded corridor signage and mapping** to make high-frequency

routes legible to the public.

- Collaborate with Adelaide Metro to harmonise timetables and implement **clockface scheduling** where feasible.
- Focus on corridors such as **Melbourne Street**, where uneven bus intervals undermine the potential for spontaneous use.

A corridor-based approach would increase the visibility and usability of Adelaide's strongest-performing bus routes, without requiring major new infrastructure or fleet investment.

3. Summary

The draft Integrated Transport Strategy reflects a strong understanding of the challenges facing Adelaide's transport network and the necessary shift away from car-dependency. It contains the right goals and many promising commitments.

To ensure these commitments translate into change on the ground, the final strategy must:

- Move from review to implementation on key projects
- Set clear targets for public transport performance and patronage
- Treat high-frequency, visible, reliable public transport as **the backbone** of the city's transport future

People for Public Transport SA welcomes the direction of this strategy and urges Council to finalise a bold plan that delivers real alternatives to driving and ensures the city's streets are truly full of life.

SECRA
SOUTH EAST CITY RESIDENTS ASSOCIATION

Penelope Bennett MIEAust CPEng NER BSc BE (Hons) MUP
Senior Transport Planner
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SECRA submission to the City of Adelaide Integrated Transport Strategy 2025: working together to create a safe, efficient, and environmentally friendly travel system for everyone.
BOLD ASPIRATIONAL INNOVATIVE

SECRA remains positive about the eight CofA/AECOM *Discussion Papers* forming part of Stage 1. They are:

1. Motor Vehicles and Parking
2. Public Transport
3. Shared Micromobility
4. Events and Disruptions
5. Cycling and Cycle Parking
6. Events and Disruptions
7. Walking and Wheeling
8. Street Space

All eight *Discussion Papers* are well presented with infographics, engaging evidence, informed statements and include recognisable case studies. We found these papers readable and persuasive. SECRA also notes the wide variety of engaging activities listed in the *Phase 1 Report* (pages 3-4). These included on-line surveys, activity sheets, drop-in sessions, an expert panel session with Q&A plus the Our Adelaide website information.

In SECRA's view the commitment to providing information as well as opportunities for people to engage with staff and attend sessions was generous, well-attended by a wide

cross-section of people and respectfully managed. The *Phase 1 Report* has processed an enormous amount of data from 800 participants.

Of interest SECRA is the fact that the overwhelming volume of response data appears to be congruent with, or informed by, the content of the eight CofA AECOM *Discussion Papers*. The bulk of the response data, if acted upon, would lead Adelaide to have streets and transport options which would correspond to best practice streets in Sydney, Melbourne, Brisbane and Perth and with many cities overseas. If acted upon, Adelaide would begin a significant catch up to these cities.

It is SECRA's hope that the ITS will be accepted by the elected representatives and that it will then provide a framework for all street and mobility projects subsequently pursued by Council.

SECRA accepts that it is part of our mission to now ensure that the elected representatives confidently adopt this fine statement of strategic intent and then shape the city around it.

So far so good for the City of Adelaide Integrated Transport Strategy. SECRA is positive.

The exemplary processes pursued in the development of the ITS have given SECRA cause to reflect on other consultation/engagement processes used by the City of Adelaide over many years in relation to streets and mobility. The most recent consultation process we have in mind is the Hutt Street Revitalisation. It serves as one example.

SECRA analysis leads us to conclude

- The CofA consults generously
- CofA staff and expert consultants are well-credentialed, experienced and capable
- Written materials and meeting processes are appreciated, and people are treated with respect
- People provide a lot of feedback much of which is well-informed.

During the ITS processes the professional staff ***engaged*** with people who came forward to be involved. In other consultation processes for example Hutt Street Revitalization, staff have actively and respectfully listened. This listening focus we are calling ***consultation*** rather than **engaging.**

SECRA suggests that the City of Adelaide develop an **Engagement Strategy** (rather than a consultation strategy)

ABOUT STAFF

SECRA believes staff need to represent the knowledge and experience of their professions and engage with citizens rather than simply listen to them. In future, staff will be able to draw from the content of the eight *Discussion Papers* and the Integrated Transport Strategy.

Rather than meet with all comers who show interest in streets and transport through them, City of Adelaide staff and consultants should engage early in the Concept Planning processes with those who will feel they have most at stake in changes to

'their' streets. Time after time a business owner will quite understandably feel threatened by car park loss near their business. Some business owners understandably are afraid that they have a lot to lose. They then take the lead in active resistance to changes to streets and transport. This then mobilizes a population of people who respond to consultations by referring to their own habitual use of cars without reference to a broader strategic frame of knowledge which includes social and environmental planning issues.

Community engagement staff very early in projects need to identify those who will be most threatened by change and engage with them directly when change is announced, in depth and as a priority. SECRA believes the wider population with interests in change are a lesser priority.

ELECTED REPRESENTATIVES

SECRA's view is that elected representatives do best when they take account of citizens' opinion but in addition, they understand the content put before them in committee, in *Discussion Papers* and in concept plans. Elected representatives may engage with professional content and with electors and back in as much of the professionally informed evidence and experience as possible. SECRA values representatives who take the issues into the community. Sensibly and sustainably housing a growing city population at a time of global warming depends on professional knowledge, informed representatives and engaged residents and city visitors.

SECRA, having participated in the **engagement processes** of the Integrated Transport Strategy, and having contrasted these processes with previous **consultation** processes, has found other issues of concern: value for money, best practice, and efficient and effective use of staff time and expertise.

- What have the on-road outcomes been in relation to the *Smart Move Strategy* since 2012?
- By way of comparison, what have been the outcomes of transport strategies and associated projects in Brisbane, Sydney, Melbourne or Perth 2012-2025?
- What has been the financial cost of design work and consultation processes which have resulted in no on-street project outcomes or minimal and compromised outcomes?

SECRA is concerned that consultation processes have been relatively ineffective, and too little has been delivered. SECRA aspires to have the investment in excellent engagement processes yield a better return to our streets.

Heather Nimmo Chairperson SECRA on behalf of the SECRA committee

Date: 230525

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Level 1, The Joinery, 111 Franklin Street, Adelaide SA 5000
Walking SA Inc. ABN 78 019 005 437

25.05.2025

Dear Sir/Madam,

Walking SA commends the City of Adelaide for its commitment to a forward-thinking Integrated Transport Strategy (ITS) that prioritises sustainability, accessibility, and inclusion in the city's future transport network. We particularly welcome the strategy's alignment with key state and city plan priorities, including the Greater Adelaide Regional Plan, the State Transport Strategy, City Plan 2036, and the Integrated Climate Strategy 2030. This integrated approach provides a strong foundation for shaping a more connected, equitable, and resilient Adelaide.

About Walking SA

Our vision is for a world-class, walkable South Australia, where cities and communities are designed to encourage more people to walk more often. This vision is supported by the four pillars outlined in our Walking SA Strategic Plan (2023–2025): walkability, walk experiences, socially responsive and sustainable growth.

As an advocacy organisation dedicated to promoting walking as a primary mode of transport and a cornerstone of healthy, sustainable, and accessible communities, Walking SA is committed to ensuring that walking remains central to the state's future transport planning.

Walking SA therefore welcomes the strong focus on active travel and provides the following feedback to enhance the impact, accessibility, and implementation of the strategy.

Our Feedback

1. Healthy Streets and Prioritised Walking Infrastructure

Walking SA strongly supports the theme Movement and Access, and in particular the Goal 1.1: Healthy Streets to Enable Everyone to Move.

The Healthy Streets approach appropriately recognises that streets are not just transport corridors but essential public spaces for community life, wellbeing, and movement. Creating pedestrian-friendly environments contributes to public health, social-cohesion, economic activity, and climate resilience.

To achieve this, the City must ensure sustained investment in high-quality, universally accessible walking infrastructure. This includes:

- Wide, continuous, and well-maintained footpaths
- Safe and frequent pedestrian crossings, with reduced crossing times
- Ample shade, lighting, and seating
- Green infrastructure that improves comfort and amenity.

Healthy Streets and well-connected walking infrastructure are fundamental to delivering a walkable Adelaide for people of all ages and abilities.

2. Integration with Public Transport

Walking is a key part of every public transport journey. We support measures that improve pedestrian access to bus and tram stops, including wayfinding, seating, shelter, and lighting. Better integration of active travel and public transport will reduce car dependency and expand transport choices for all.

In support of Goal 1.3, "Advocate for major public transport projects," Walking SA recognises the importance of mass-movement, reliable, safe and convenient public transport as a critical enabler of walking and wheeling.

We urge the City to ensure that walking connections to and from existing and future public transport corridors and nodes are embedded into planning and delivery processes. This includes:

- Safe and accessible access to stops and stations
- Improved public realm and placemaking around transit hubs

- Prioritisation of pedestrian movement over private vehicle access near high-frequency corridors.

Walking SA does, however, encourage the City to be bolder in its transport vision. We would welcome a stronger commitment to the re-emergence of the AdeLink concept, a high-frequency, connected tram network enabling car-free movement within and across the city and inner suburbs.

We support future tram network extensions, not just in the form of a City Loop and North Adelaide and Prospect link, but also to Norwood and Unley, servicing high-density, walkable communities, and the western suburbs, including a direct connection to Adelaide Airport.

These investments would enhance active transport connections and provide real transport outcomes that would support reduced private car use.

3. Support for the Safe System Approach

Walking SA fully supports the City's commitment to applying a Safe System approach that prioritises human life and reduces road trauma. This approach is essential for protecting vulnerable road users, particularly pedestrians.

A foundation of this approach must be lower speed limits in areas with high pedestrian activity, including residential streets, school zones, retail precincts, and the city centre. Evidence shows that reducing speed limits significantly decreases the likelihood and severity of crashes involving pedestrians.

Lower speed limits are among the most effective and low-cost interventions to improve pedestrian safety and walkability.

4. Promotion of Walking Culture

Walking SA supports the City's commitment to the Healthy Streets Approach which aligns with our vision. Building a walking-friendly city involves more than infrastructure, it requires cultural change. Walking SA supports city-wide initiatives that promote walking, such as walking school buses, walk-to-work campaigns, and community-led walking groups. These programs not only increase walking participation but also build social connection and resilience.

5. Monitoring and Evaluation

A robust monitoring and evaluation framework is essential to track progress, assess outcomes, and guide continuous improvement in walking infrastructure and policy (as well as cycling, public transport etc). Walking SA notes that this element appears to be missing from the current Draft ITS.

We recommend that the strategy includes clear commitments to:

- Regular pedestrian counts across key routes and precincts
- Community satisfaction surveys focused on walkability, safety, and accessibility
- The development and use of walkability indicators to benchmark performance over time
- Public reporting on progress toward active travel and mode shift goals including journeys to school.

Without consistent data collection and transparent evaluation, it will be difficult to measure the impact of the strategy or to adapt actions in response to changing needs. Embedding monitoring into the ITS will strengthen accountability and ensure the strategy delivers tangible benefits for people walking in Adelaide.

6. Improving Accessibility of the Document

While the Draft ITS is comprehensive and well-researched, it is heavily text-based, which may pose challenges for broader community engagement. Walking SA recommends developing a short executive summary document, supported by infographics and visual tools, to better communicate the strategy's vision, key goals, priorities, and proposed actions. A more accessible format would improve understanding and engagement, especially for community members who are time-constrained or less familiar with planning documents.

7. Clarify Network Mapping and Route Classifications

Walking SA welcomes the inclusion of network maps in the Draft ITS as a valuable tool for visualising strategic intent. However, we note that the network classifications, particularly for walking and cycling routes are somewhat difficult to interpret in terms of their on-the-ground implications for infrastructure quality, user experience, and safety.

For instance, it is unclear how the classification of a "W1 or W2 walking routes" or "C1 or C2 Strategic Cycling Network routes" translates into physical outcomes such as footpath width, surface quality, protection from traffic, shade, or crossing priority. Clearer definitions and some visual examples of each route type would assist greatly in setting expectations and building public understanding and support.

It is also unclear why the classifications used differ from those in the South Australian Active Travel Guide. Aligning these classifications would promote consistency in approach and language and support our earlier comment without imposing specific design or infrastructure expectations.

8. Acknowledging the value of the Adelaide Park Lands in Mapping

The Adelaide Park Lands have largely been omitted from the Place Classification Map. Greater consideration of the place value of the Park Lands for active recreation including walking to ensure that this value is protected and enhanced.

Conclusion

Walking SA appreciates the opportunity to provide feedback and hopes the points outlined above constructively contribute to the refinement and finalisation of the Draft Integrated Transport Strategy for the City of Adelaide.

Yours sincerely



Rod Quintrell
Executive Director

North Adelaide Ratepayer and Resident

I'm a rate-paying resident of North Adelaide, and I filled out the survey for the Integrated Transport Strategy Community Consultation. The character limit on the feedback was 300 for each section and 1000 for the last part, I prepared much more feedback than what was allowed while reading through the strategy. I'm emailing you to make sure you are able to incorporate my additional comments below as part of my feedback to the Council?

An additional comment I've got is that I feel as though engagement for this strategy could have been much more interactive. I saw no posters or signage around the city for this consultation. I live very close to and am always riding around main thoroughfares and going to council buildings, and actively looking for ways to get involved in engagement activities, but didn't come across any, which I'm sad about.

I've tried my best to write out measures of success numbers, goal numbers, and page numbers to refer to each part of the strategy my comments are with respect to. Please see my feedback below:

Movement and access measures of success

More protected bikelanes, just one east-west isn't good enough. Create protected and dedicated routes along montifiore, light square, through to Goodwood rd

At least two east-west protected lanes

1.3Curious to know what the target %of people cycling to work is based off of? Can we aim higher? What are the things preventing people from riding into the city? Can COA turn one of the UPark levels into a FREE bike storage with security? With a cute coffee shop below.

There should also be a metric for resident riders, could we get car driving to work down to 20% by 2035.

1.7 only high use routes by 2036, that is not going to improve access for all. In addition to this, Could COA do an engagement by collaborating with disability representative organisations and care providers, with an ongoing engagement with the public to enable people to tag issues on a map, to support council to incorperate accessibility upgrades as part of regular asset maintenance and upgrade programs.

Goal 1.1 Agree that a targeted program around schools is a great idea.

Goal 1.2 it's unclear what a review of city connector routes is. It would be better if a clear objective was stated, for example, to review city connector routes and frequency to improve patronage. I believe the connector bus should be more frequent, and also, there should be more routes to support access to all key areas across the city.

Goal 1.3 Agree that the city should prioritise the tram to prospect. The council should also set in motion bus rapid transit, tram, or most suitable mode of frequent and reliable, car-independent transit to the Norwood parade, and to the airport.

Agree with advocacy for city loop underground railway to alleviate the constraints of the terminus Adelaide railway station on the regional network

Goal 1.4 I'd like to see, along with Infrastructure Australia submission for city routes, other enabling infrastructure to drastically increase city ridership and safety

Way more cycle loops than 40 per year needed, make it 60 at least.

Is there a plan for more 'quick build cycle lanes' beyond the two projects listed. It would be better to either see the vision to 2035, or to have a listed action to develop a specific cycling strategy for the city of Adelaide, is this possible? I'd love to see a quick build cycle lane along Montifiore Road and Morphett Street, as I am dodging getting hit by cars at this location on a daily basis. Same goes with King William Road.

Experience and place

Include specific goals around pedestrianising key roads, for example, Rundle Street, Hindley Street, Pirie Street and Waymouth Street. It would have been great to pedestrianise Gouger and George Street, is it too late now a Masterplan has been undertaken?

There are many restrictions on the use of escooters around the convention centre and festival plaza, which make travelling from north Adelaide, to events in those areas challenging via that mode. Is there a way escooters could be permitted to park on the south side of the river, in the hard stand areas in front of the train station, festival plaza and convention centre

Goal 2.3

Can there be a project where the road of key cycling corridors are painted entirely green? If the council is choosing to dedicate quiete roads for cycling, this needs to be obvious to cyclists. I know council are working towards a pedestrian route from the train station to the markets, but the interface between pedestrians and cyclists isn't ideal. Are there alternate routes that could be selected in addition to having separated cycle lanes on main roads, to get across the city on bike? Perhaps this could be figured out in a cycling strategy.

Goal 2.4

WOMAD is a great example of how cycling can be embraced for events, how can the council replicate the scale of facilities and space for cyclists on roads to approach events and safetly park?

Measure of success 3.3 please make sure that the green grid that is developed, include shade and trees for pedestrians and cyclists. Perhaps this looks like tree lined footpaths as well as tree lined cycle lanes.

Measure of success 3.4

Can the city of Adelaide advocate to make all buses that move through the city. E electric? Or at least just those that use King William and Grenfell be electric buses by 2035?

I ride my bike every day down montifiore hill and across Jeffcott bridge. There are often cars banked up from Hindley Street to Adelaide Oval, and I have no choice but to inhale their exhaust fumes as they idle in traffic.

Measure of success 4.3

There should be an additional measure for cycle lane level of service

Measure of success 4.4

Can the council please just decrease average peak hour wait times for pedestrians to 30 seconds by 2030?

Page 32

There are some key gaps in the map when it comes to areas services by W1, this does not seem equitable.

Page 33

King William Road must be designated as a capital city cycling route. The council should embrace this as a route and employ safety features for cyclists along this road, such as a separated cycling lane. The other north-south routes are 500m east and west of this, meaning that there is a 1km gap in the middle of the city. Cyclists prefer direct routes, and according to the City Plan, many commercial and retail businesses are on this road, so there would be a significant benefit in making it easier for people to cycle to their jobs. Same goes with OConnell Street. I am regularly riding my bike in these places and battling with cars and buses for my own space on the road.

Overall I think the council should be more bold with their vision for ultimate pedestrian and cyclist planning and infrastructure delivery. If the council is able to deliver the projects and goals outlined in the strategy, that would be amazing, but I'm not sure it's ambitious enough to achieve our desired future in the next 10 years.

Adelaide resident

Thank you for the opportunity to comment upon the Integrated Transport Strategy currently for community consultation through Our Adelaide. I realize that the City of Adelaide has invested considerable time, effort, and money in preparing the eight documents that provide the foundation for this strategy. I personally found them comprehensive and informative. I note that additional work was undertaken with groups that often don't have their views heard, such as children and young people. These documents cover a range of matters, such as

1. Motor Vehicles and Parking
2. Public Transport
3. Shared Micromobility
4. Events and Disruptions
5. Cycling and Cycle Parking
6. Events and Disruptions
7. Walking and Wheeling
8. Street Space

ENGAGEMENT SUMMARY

The paper shows that Walking and Wheeling were addressed by over half of the survey respondents, both from outside and inside the City of Adelaide.

When asked which of the identified challenges aligned with their experience, lack of shade and amenities such as seating was the most common (66%), followed by busy roads that are difficult to cross (63%) and motor vehicle speeds and safety (61%).1

1 Phase 1 Engagement Summary | What We Heard, page 10.

. **E-scooter usage and storage on footpaths,** which impacts access particularly for those with mobility restrictions.

. Obstructions on narrow footpaths, such as bins, poles and outdoor dining in some locations.

. **Inadequate infrastructure** for wheelchair users, including a lack of ramps, narrow and uneven footpaths, and inaccessible crossings.

. **Long waits at pedestrian crossings due to poor signal coordination for people walking**.

. High vehicle speeds in pedestrian-heavy areas.

. **Unsafe driver behaviour**, particularly at crossings where vehicles (particularly left-turning vehicles at intersections) fail to give way to pedestrians.

. **Lack of shade at intersections and bus stops making these areas uncomfortable, especially in hot weather.**

The issues of this topic identified by the respondents were

Limited seating and insufficient access to drinking fountains.

Poor lighting on pedestrian paths (particularly in the Park Lands) causing safety concerns at night.2

2 Ibid, 11.

They also offered some solutions to the issues they raised, such as (but not exclusively) improvements to crossings, including enhancing pedestrian cycles at intersections and crossings to prioritize walking over cars, increasing the number of zebra crossings, and raising footpaths across side streets. Some suggestions also called for pedestrian over and underpasses.3

3 Ibid, 12.

INTEGRATED TRANSPORT STRATEGY

The Integrated Transport Strategy (ITS) suggests that these concerns will be a priority as its subtitle is ‘Our Streets: Full of Life’. Further, the vision of the ITS is to

deliver a bold, innovative and aspirational future transport network that ensures sustainable, equitable and efficient movement of people and prioritization of place. 4

4 ITS, unnumbered but could be page 7.

The ITS also acknowledges the importance of Walking and Wheeling, as it

Creat(es) Great Places for People: Encouraging active travel improves physical and mental health. Streets that are designed for people foster social connections, community engagement and boost economic vitality. With healthier streets, which are safer, greener, quieter and cleaner, more people will want to live, visit, and work in the city – helping to realize our growth aspirations. 5

5 ITS, page 9.

ANALYSIS

Given this emphasis, the comments gained during the Engagement Strategy from respondents on the Walking and Wheeling theme are compared to the goals outlined in the ITS. A quick comparison has been undertaken. This comparison shows that the fine-grained information provided by participants is often overlooked compared to the big-ticket items such as transformative city transport. It is also noted that, on occasion, a single Goal can address more than one issue, as in the case of Goal 2.2, which references both street furniture and e-scooter use.

Table One shows that in this analysis of just one element (out of 8 emerging from the Engagement Strategy), only three are likely to be met. A further three depend upon the implementation of wider strategies, such as the Healthy Street Assessment and the Traffic Signal Review, and one matter dealing with e-scooters is only partly met. Finally, the Adelaide ParkLands requires a separate consideration under the ITS, given its unique position and the challenges of a large open area within an increasingly urban environment.

My opinion and reasoning behind this analysis are seen in Table One.

Two examples demonstrate these outcomes. The Goals of the ITS show that E-scooters usage on footpaths is only partly addressed in Goals 1.2, 2.1, 2.2 and 2.3 with the installation of mobility hubs at selected locations, audits, safer travel to community facilities and better microtransport options. While the matter of E-scooter storage and integration with other forms of vehicle transport is addressed comprehensively, the current conflict and more controversial issue of the relationship with other users of footpaths (and roads) and serving staff at outdoor cafes and restaurants is not addressed.

Another example focussed upon the needs of those with mobility challenges. These matters are not recognized or addressed and consist of the lack of ramps, narrow and uneven footpaths, and inaccessible crossings.

CONCLUSION

In comparing just one element raised in the Engagement Strategy, this brief analysis shows that the matters raised in the community consultation have not been fully realized in the Goals of the ITS.

I bring this to your attention, seeking changes to the Goals and implementation of the ITS.

Yours sincerely

[*name redacted]*

Table one

ISSUES RAISED IN THE CONSULTATION	ADDRESSED IN ITS GOALS	COMMENT
E-scooter usage and storage on footpaths, which impacts access, particularly for those with mobility restrictions	**Goal 1.2: Efficient mass movement of People** - Undertake bus stop audits ..to access the need for waiting space and stop access (e.g. crossing) improvements, and opportunities for better public transport and active travel and shared micromobility interchange. [partner] **Goal 2.1: City growth with increased liveability** Implement mobility hubs (with shared vehicles, cycle share and shared e-scooters) at railway stations, on or near the Currie-Grenfell public transport corridor, and at selected locations across our neighbourhoods to support reduced car ownership and driving in the city. [partner] **Goal 2.2: Integrated transport and land use planning** Develop a prioritized program to create safer, more comfortable walking/wheeling and cycling to libraries, childcare and community centres, play spaces, grocery shops and main streets: crossing upgrades, more water fountains, seating and cycle parking. [lead] **Goal 2.3: New visitor and resident experiences and business growth** Permit, manage and promote cycle share and shared	**Goal 1.4: Better travel choices for a more liveable city.** Key projects and services **does not include** micromobility issues. **Partly met.**

	e-scooter schemes. Incorporate micromobility corrals on key routes, and mobility hubs (with car share, cycle share and shared e-scooters) at railway stations on or near the Currie / Grenfell public transport corridor, and at selected locations across our neighbourhoods. [partner]	
Obstructions on narrow footpaths, such as bins, poles and outdoor dining in some locations.	**Goal 4.3: Create gender accessible and inclusive streets** Audit footpath widths (clear walking/wheeling space) to identify performance gaps and prioritize footpath upgrades. [lead]	**Likely to be met.**
Inadequate infrastructure for wheelchair users, including a lack of ramps, narrow and uneven footpaths, and inaccessible crossings	**Not specifically mentioned** As above	**Not explicitly mentioned and therefore not met**
Long waits at pedestrian crossings due to poor signal coordination for people walking.	**Goal 4.3: Create gender accessible and inclusive streets** Implement the recommendations of the Traffic Signal Review, including auto-green and reduced signal phase lengths, to reduce delays for people walking/wheeling at intersections.[lead]	**Dependant upon the implementation of the Traffic Signal Review.**
High vehicle speeds in pedestrian-heavy areas	**Goal 4.1: Implement the Safe System approach** Implement reduced speeds on main streets and streets with a single traffic lane in each direction. [lead] Ensure that appropriate speeds are considered for all infrastructure street projects. [lead]	**Likely to be met**

Unsafe driver behaviour, particularly at crossings where vehicles (particularly left-turning vehicles at intersections) fail to give way to pedestrians.	**Goal 4.2: Reduce risks and negative impacts from motor vehicles** Trial one-way streets on key routes to achieve outcomes identified in City Plan 2036 and the traffic circulation plan [lead]	**Likely to be met**
Lack of shade at intersections and bus stops makes these areas uncomfortable, especially in hot weather.	**Goal 3.1: Cool, calm and connected streets and paths** Delivery of the green grid (on high and medium priority streets) by 2036, with Healthy Street assessments used to inform street designs and greening outcomes. [lead]	**Dependant upon the implementation of Healthy Streets assessment and implementation**
Limited seating and insufficient access to drinking fountains	**Goal 3.2: Healthy Streets and healthy People** Use of Healthy Streets Design Checks (Healthy Streets, 2025) on all our street renewal/upgrade and new projects. Output will be a key consideration in project options assessment and project prioritization. [lead] **See also Goal 2.2.**	
Poor lighting on pedestrian paths (particularly in the Park Lands) causing safety concerns at night		**The specific ITS goals for the Adelaide Park Lands are required.**

Adelaide resident and daily multimodal commuter

Dear City of Adelaide Integrated Transport Strategy Team,

Thank you for the opportunity to comment. As a graduate architectural & structural engineer, I work daily at the intersection of built form, transport and climate resilience. Adelaide's grid, generous rights-of-way and flat topography give us a once-in-a-generation chance to move beyond car dependence; the Draft ITS points in the right direction but needs stronger commitments, firmer timelines and a bolder reallocation of street space.

1. Codify clear mode-shift targets and deadlines
Community engagement shows overwhelming appetite for change:

- 93 % of survey respondents back safer cycling infrastructure; 91 % cite the disconnected bike network as the No. 1 barrier.
- 90 % want new light-rail/tram links; 70 % say infrequent off-peak PT is a major obstacle.
- 87 % agree kerb space can be better used than all-day parking.
  Yet the draft leaves targets "to be determined". The strategy should adopt measurable goals such as:
- ≥60 % of city trips by walk/ wheel/ bike/ PT by 2030 (currently ≈32 %).
- ≤25 % of road space for general traffic/parking by 2030, releasing the balance to trees, dining, freight hubs, bus and bike lanes.
- Vision Zero by 2035 with interim 50 % KSI reduction by 2030.

2. Deliver a connected, protected active-travel grid by 2028
Only 25 % of residents currently feel safe to cycle. Paint is not protection - I've experienced this personally as the victim of a vehicle collision in Victoria Square, and countless close calls that would have resulted in casualty. Fast-track a full east–west + north–south network of continuous, kerb-separated lanes (à la Frome Bikeway) and greenway links through the Park Lands. Couple this with 30 km/h default speeds inside the ring route, as signalled in the Safe System commitments.

3. Re-prioritise kerbside and carriageway space
Allocate street hierarchy in line with Healthy Streets:

- Replace at least one parking lane on all boulevard streets (e.g. Grote/Grenfell/Currie/O'Connell) with bus-priority + separated bike lanes.
- Convert short-stay kerb space to accessible, EV, micromobility and freight loading—priced dynamically; embed parklets where demand for "sticky" foot traffic is high (63 % want more vibrant walking precincts).
- Trial a congestion-free zone (Low Emission/Access Charging) within the CBD by 2027—it will dovetail with the 45 % transport-emissions share identified in the draft and reinforce State zero-emission goals.

4. Anchor growth with high-quality public transport
Council must advocate—loudly—for:

- Frequent ('turn-up-and-go') bus corridors every 7 min all day on ring routes and main radial streets.
- Tram extensions to North Adelaide and the East End + a direct east-west busway.
- Seamless fare-capping and mobility-as-a-service integration so the first mode a visitor sees is not a car park but a one-tap trip planner.

5. Invest in people-first streetscapes
70 % listed lack of shade/seating as a walking deterrent; embed urban greening,

water-sensitive paving and gender-safe lighting in every capital or renewal project. Require green cover and universal-design footpaths as default, not ‘nice to have’.

6. Move freight sustainably
Support the 85 % of respondents who favour shared delivery hubs: pilot micro-consolidation centres at city fringes tied to cargo-bike last-mile. Mandate off-peak servicing windows for large trucks and phase-in zero-emission freight by 2032.

7. Governance and pacing
Progress has historically been glacial; Stage 1 feedback echoes this frustration. Publish a three-year rolling capital program, transparent benefit–cost criteria and annual Healthy Streets scorecards. Where State approvals lag, use trial Traffic Regulation Orders to test quick-build treatments (paint, posts, planters) within 12 months.

Adelaide can—and must—lead Australia in delivering cool, calm, connected streets. The draft sets the narrative; now let’s match it with decisive targets, quick wins and courageous reallocation of space. I look forward to seeing a final Strategy that turns community consensus into concrete, climate-aligned action.

Warmly,

[*name redacted]*

B.Eng (Architectural & Structural) | Adelaide resident and daily multimodal commuter

SHAPING
GREAT
COMMUNITIES

URPS

Integrated Transport Strategy

Our Streets: Full of Life

OUR ADELAIDE.
BOLD.
ASPIRATIONAL.
INNOVATIVE.



CITY OF ADELAIDE

Kaurna Acknowledgement

City of Adelaide tampendi, ngadlu Kaurna yertangga banbabanbalyarnendi (inbarendi). Kaurna meyunna yaitya mattanya Womma Tarndanyako.

Parnako yailtya, parnuko tappa purruna, parnuko yerta ngadlu tampendi. Yellaka Kaurna meyunna itto yailtya, tappa purruna, yerta kuma burro martendi, burro warriappendi, burro tangka martulyaiendi.

Kumarta yaitya miyurna iyangka yalaka ngadlu tampinthi.

City of Adelaide acknowledges the traditional Country of the Kaurna people of the Adelaide Plains and pays respect to Elders past and present.

We recognise and respect their cultural heritage, beliefs and relationship with the land. We acknowledge that they are of continuing importance to the Kaurna people living today.

And we also extend that respect to other Aboriginal Language Groups and other First Nations

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Front image: A better: safe, healthy street by Clarisse, aged 11, St Aloysius College

Integrated Transport Strategy Summary | Our Streets: Full of life

Our guiding principles that underpin this Strategy:

Social justice **Efficiency of asset use and maintenance** **Partnerships and advocacy**

Adaptability and resilience **Governance and accountability**

Movement & Access

Creating inclusive, people-friendly streets, and enabling more people to use active and public transport.

Goal 1.1
Healthy streets to enable everyone to move.

Goal 1.2
Efficient mass movement of people.

Goal 1.3
Advocate for major public transport projects and initiatives.

Goal 1.4
Better travel choices for a more liveable city.

Experience & Place

Integrating transport with planning, development and infrastructure to enhance the city's economic and cultural vitality and liveability.

Goal 2.1
City growth with increased liveability and safe, creative and joyful spaces for people of all ages.

Goal 2.2
Integrated transport and land use planning.

Goal 2.3
New visitor and resident experiences and business growth.

Goal 2.4
Resilient and adaptable street design and management.

Health & Sustainability

Healthy streets and healthy, connected people in a climate resilient city.

Goal 3.1
Cool, calm and connected streets and paths.

Goal 3.2
Healthy Streets and healthy people.

Safety & Comfort

A proactive safety approach for safer, greener, quieter, cleaner streets for all.

Goal 4.1
Implement the Safe System approach.

Goal 4.2
Reduce risks and negative impacts from motor vehicles.

Goal 4.3
Create gender accessible and inclusive streets.

Our Street Network

Implementation and Delivery

Our Vision

Our streets: full of life.

Transport is central to achieving the City of Adelaide's bold ambitions. Whether it is growing our resident population to 50,000 by 2036, achieving net zero by 2035, or increasing visitor numbers to 2.5 million by 2028, this Integrated Transport Strategy plays a key role in shaping every aspect of the form and function of the city.

The City's transport future is one where streets are vibrant, healthy and accessible spaces that enhance community life, support economic vitality and contribute to environmental sustainability. Our vision, "Our streets: full of life", reflects our ongoing commitment to creating a transport network that prioritises people, safety and sustainability, and ensures the city is accessible for all. Extensive community feedback has told us this is what people who participate in city life want.

We recognise that motor vehicle ownership and use will continue to be part of daily life for some. Our strategy accommodates this reality while recognising that a transport plan designed primarily for cars leads to increased congestion, reduced liveability and less freedom of choice, especially for children. Instead, we are joining the State Government and other great cities around the world in committing to enhancing transport choices, making it easier, safer and more attractive for people to move through the city in ways that are sustainable, efficient and enjoyable.





'Walking/wheeling' is an inclusive term to describe people moving by, walking or wheeling unaided or using an aid to mobility, including walking aids, wheeled aids, personal assistants or support animals.

People walking/wheeling across O'Connell Street, North Adelaide (previous page) and people walking/wheeling across King William Street at Rundle Mall (bottom).

At the heart of this strategy is the creation of Healthy Streets[1]—streets that prioritise people's wellbeing by reducing pollution, encouraging active travel, and fostering social interaction



.

Healthy Streets Approach

Our streets play a big role in our health and wellbeing. Too many cars lead to pollution, noise, safety risks, and barriers that make it harder for people to move around. Walking/wheeling, cycling and using public transport help people stay active and connected, improving both individual health and community life.

The Healthy Streets approach makes streets safer, more welcoming, and easier for everyone to use. By reducing congestion and supporting active travel, it helps create cleaner, greener and more inclusive places. It focuses on what people need to move around easily—especially those who are most vulnerable—so that everyone can access services, visit friends and enjoy their city.

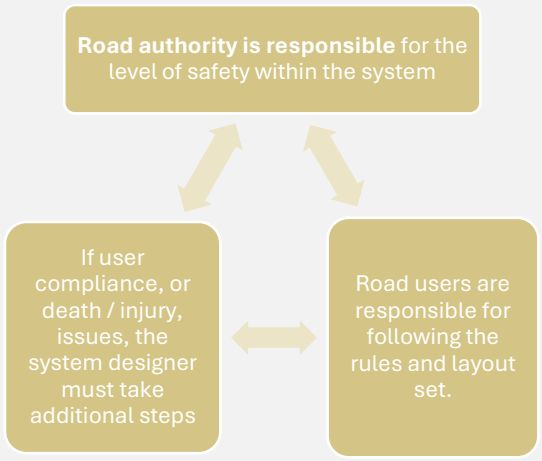
We will implement the Safe System Approach, so our transport network protects all road users, particularly the most vulnerable. This means designing streets that minimise harm through lower speeds, better infrastructure and safer crossings.

Safe System Approach

Creating safe streets for everyone is a priority. The Safe System approach recognises that people make mistakes, and roads should be designed to prevent these mistakes from causing serious harm.

This means setting safer speed limits, improving crossings, and designing streets that protect people, especially those walking/wheeling and cycling.

Road safety is a shared responsibility, but governments and road designers have the biggest role in making roads and speeds safer. When roads are built with safety in mind and have Safe System speeds, crashes are less likely—and when they do happen, they cause less harm.



Our strategy also tackles the urgent need to reduce carbon emissions by improving infrastructure for walking/wheeling and cycling, incorporating more urban greening in our street design, and promoting the use of public transport. An active and cleaner transport network will help address climate change, improve air quality and contribute to a healthier population.

Tackling the city's growing traffic congestion problem is a key priority. We will achieve this by shifting travel demand towards more space-efficient modes, such as public transport, cycling and walking/wheeling, and by managing road space more effectively. Improved public transport will be vital to moving more people to and from the city. Better streets and support for active travel will be key for shorter journeys and to make the city an appealing place to live. Smart planning, better use of technology and optimising street space will mean people can move around the city conveniently and efficiently.

Our strategy is about providing better transport choices—ensuring that people travelling to, from and across the city have reliable, safe and accessible options. The growing City of Adelaide residential population will support local businesses and mean more people avoid a car commute by both living and working in the city. Better public transport and safe, comfortable and connected cycle routes between the city and suburbs will also give people better options.

By embracing bold, transformative policies, we will shape a future where our streets are full of life -places where people can connect, businesses can thrive, and movement is safe, sustainable and equitable for all.

About the Integrated Transport Strategy

This Integrated Transport Strategy has been developed to guide decisions about how better transport will help achieve the vision set out in our Strategic Plan.

The Integrated Transport Strategy works alongside other key City of Adelaide documents such as our City Plan 2036, Integrated Climate Strategy 2030 and Economic Development Strategy to form an integrated approach to the planning, funding, delivery, and evaluation of Council infrastructure and services.

Reflecting our role as a Capital City, the Integrated Transport Strategy is also purposefully aligned to the Government of South Australia's vision for a transformative transport system that enables South Australia's prosperity, sustainability and connectivity. There is a shared aspiration with the State Government to address the city's congestion challenges, improve transport options, and prioritise healthy transport.

This Strategy outlines the vision, goals and actions required to deliver a bold, innovative and aspirational future transport network that ensures sustainable, equitable and efficient movement of people and prioritisation of place.

This Strategy will:

- Provide a unified, long-term vision for transport planning and development within the City of Adelaide.
- Address critical challenges in accessibility, equity, and sustainability across various modes of transport.
- Promote a shift towards healthier, more active transport modes, including public transport, while reducing reliance on private vehicles.
- Ensure that transport infrastructure supports increasing population growth and development within the city.
- Foster stronger connections between transport, place-making and community wellbeing.
- Establish clear priorities and actions for transforming Adelaide's transport network, with measurable targets and evaluation frameworks.
- Guide Council and stakeholders in making informed decisions about transport investments, improvements and policy adjustments.
- Ensure alignment with broader state and national climate action and sustainability goals.

The Strategy is also informed by extensive research, community and stakeholder engagement, and five Guiding Principles, which align with City of Adelaide's broader values to guide actions and decision-making, as detailed in the "Our Plan" section of this document

.

Our City

The City of Adelaide is the heart of the state's civic, cultural and commercial life. First shaped by the Kaurna People of the Adelaide Plains, then by Colonel William Light, Adelaide is known for being progressive, resilient, bold, trailblazing and enterprising.

As a Capital City, we recognise that we must plan for our growing residential and daytime population. Currently there are 26,000 residents and 390,000 people who come into the city everyday – to work, study and visit.

The Adelaide Park Lands and the grid of streets – including many wide streets - mean Adelaide is in a unique and advantageous position, with space on many streets for active travel and public transport, greening, outdoor dining and other elements that bring life to the city.

Colonel William Light planned Adelaide as a city grid with wide streets for principal routes and terraces, and Park Lands to reflect and maximise appreciation of the natural landscape. Light incorporated the ring of Park Lands and city squares as open spaces to improve public health. The Adelaide Park Lands are now Nationally Heritage listed and contribute significantly to city liveability and community wellbeing.

The city has culturally diverse neighbourhoods and unique precincts, with year-round events and activations, a vibrant outdoor dining scene, and international recognition as a UNESCO City of Music. The city has a growing resident, business, and visitor population.

The city is a unique mix of places to explore and spend time: from vibrant main streets to heritage neighbourhoods and biodiverse open spaces. The many streets already with established trees and public art, show the potential for the city to be a positive experience to move through and spend time in.

Our thinking has been shaped by our city's unique profile:

- Over 130,000 people work in the city and almost 30,000 people live in the city – and City of Adelaide's strategies seek significant employment and residential growth.
- Approximately 350,000 people live within a 7km radius of the amenities, services and experiences available in the city. Currently almost 400,000 people come into the city daily from the wider metropolitan area and this daytime population is growing.
- More than 95% of the city's workforce reside outside the City of Adelaide
- Of the 12,600 city residents who are employed, more than half (55%) work in the city.
- The metropolitan public transport network is city centric – with all trains, trams and most buses starting/ending in the city
- Our city is home to 12,717 businesses, two public hospitals, four universities, and 16 schools
- 43% of our city residents are aged 20 – 34, compared to 20% in the rest of Metropolitan Adelaide
- While couples without children are as likely to live in the city as the rest of the metropolitan Adelaide (25% of the population), the city has a greater share of lone person households (41% compared to 27%).
- Almost 90% of dwellings in the city are medium or high density
- Around 9,000 children attend city-based schools
- We are an event centric city, drawing millions of visitors every year – from the Adelaide 500, Adelaide Festival, Adelaide Fringe, WOMADelaide, Dream Big, Feast, Cabaret Festival, OzAsia, Tour Down Under and more.
- We are the sporting and culture capital of South Australia – with major venues such as the Adelaide Central Market, Adelaide Oval, Festival Centre, Botanic Gardens, City Skate Park, Aquatic Centre, Art Gallery and more.
- On-road transport emissions are increasing and accounted for 45% of the community greenhouse gas emissions in 2022.
- Just over 2,400 crashes were recorded in the City of Adelaide between 2019-2023, with four deaths and 211 serious injuries and 658 minor injuries.

Our Opportunity

Adelaide's urban form has been fundamentally shaped by transport planning decisions of the past. Early horse drawn trams and later electric trams shaped the busy Main Streets and lower density early suburbs, while the railway enabled urban settlement further out. In the mid to late twentieth century, Adelaide's urban form evolved to complement the trend to increasing car ownership with relatively easy driving and parking.

This Integrated Transport Strategy creates the opportunity to shape Adelaide's evolving urban form and take advantage of Adelaide's wide city streets and planned grid network and relatively flat topography to provide twenty-first century transport solutions to changes in our population, climate, technology and lifestyles.

Reducing Congestion: Increasing city congestion is impacting productivity, liveability, human health and climate. Unless we make changes, these impacts will increase as Greater Adelaide grows in size and population. As highlighted in the State Transport Strategy and the State Infrastructure Strategy, congestion is an increasing challenge but "we cannot continue to build our way out of congestion". A key part of the solution is reducing through motor vehicle traffic (people driving through the city without stopping at a city destination). By giving people improved mobility choices, and integrating public transport with active travel options, the city can efficiently accommodate more people and increase freedom of movement.

Increased Benefits of City Living: A key advantage of city living is easy access to jobs, shops, services and amenities. Connecting city neighbourhoods through infrastructure and streetscapes that make it safe, convenient and enjoyable to walk/wheel, cycle or use public transport means that daily needs can be met without a car trip. City businesses will benefit from this increased foot traffic and better accessibility. Our ambition to achieve a city population of 50,000 people by 2036, along with our focus on growing the city economy, will reduce daily commuter car trips and enable more people to enjoy the benefits of city living.

Managing Climate Risks: Transport emissions account for around 45% of community's carbon footprint and are growing (City of Adelaide, 2024). Sustainable transport solutions will help mitigate climate change and achieve the City of Adelaide's carbon reduction targets. Adaptive planning will also help our transport network remain resilient to more extreme weather events, reducing disruptions and safeguarding essential mobility services.

Improving Safety and Access: Enhancing road and streetscape design, implementing safer speed limits, and investing in better active travel infrastructure reduce traffic crashes, injuries and fatalities. For many people, a trip to or from the city is a distance that could be cycled, and more people would cycle if they felt safe to do so. Safer streets with more transport options are better for everyone, and particularly more inclusive for children, older adults, and people with a disability.

Creating Great Places for People: Encouraging active travel improves physical and mental health. Streets that are designed for people foster social connections, community engagement and boost economic vitality. With healthier streets, which are safer, greener, quieter and cleaner, more people will want to live, visit and work in the city – helping to realise our growth aspirations.

Our Commitments

Our commitment to achieving our transport vision - **Our streets: full of life** - is embedded across our strategic planning framework. The City of Adelaide is progressively developing a series of integrated plans that ensure the whole of Council, and our partners, are working together to achieve shared goals. The commitments we have made in our long-term planning underpin how we will implement, measure and evaluate the goals set out in this strategy.

Movement & Access

We will:

- Increase the proportion of people in the city using active and sustainable travel modes
- Improve gender parity in cycling participation
- Reduce levels of city household car ownership
- Support an increase in the number people using public transport services
- Improve accessibility by installing compliant pedestrian ramps and crossings

Experience & Place

We will:

- Provide more accessible on-street car parking spaces (for people with a disability) across the city
- Optimise street and kerbside space
- Increase foot traffic in emerging economic precincts
- Reduce vehicle through traffic to support improved place outcomes and access to, from and within the city
- Increase the number of people travelling to city events by active and public transport

Health & Sustainability

We will:

- Reduce noise and improve air quality
- Increase levels of community physical activity and community connection
- Improve access to nature
- Increase availability of public Electric Vehicle (EV) charging stations

Safety & Comfort

We will:

- Reduce lives lost and serious injuries on city streets
- Increase perceptions of safety on our streets
- Improve footpath service levels, including space for walking/wheeling

These commitments are aligned to the goals or success measures of City of Adelaide Plans:

- Strategic Plan 2024 - 2028
- City Plan 2036
- Economic Development Strategy
- Integrated Climate Strategy 2030
- Adelaide Park Lands Management Strategy
- Disability Access and Inclusion Plan 2024-2028
- Asset Management Plans

They align with our partner's plans:

- State Planning Policies
- Greater Adelaide Regional Plan
- South Australia's Transport Strategy
- State Infrastructure Strategy 2025
- South Australia's Road Safety Strategy to 2031
- Urban Greening Strategy for Metro Adelaide

Our Plan

For Councillors	For Stakeholders and Community	For Administration and Councillors
▪ Guides decision making ▪ Provides direction about the change and level of investment needed	▪ Provides clear information about transport strategy and desired outcomes ▪ Sets expectations about how Council will address issues and deliver projects	▪ Informs the new project and renewal / upgrade pipeline, with clarity about facilities to meet different people's needs and achieve our strategic objectives

The City of Adelaide Smart Move Transport and Movement Strategy was developed over a decade ago. A new Integrated Transport Strategy is needed to incorporate new approaches and directions in transport planning such as Healthy Streets and the Safe System approach.

This Strategy has a stronger focus on accessibility, including gender and child-friendly city considerations. It provides greater clarity about transport networks and the associated infrastructure requirements on the different routes that will meet people's needs.

To achieve the required mode shift and make it easier for people to choose active and sustainable transport we need to know where and how to deliver better streets and transport systems. The Strategy is key to planning and achieving the objectives and targets set by Council, such as for liveable city growth, street greening and transport decarbonisation.

This Strategy articulates how we will focus our efforts into bringing these opportunities to life. It is where we articulate our commitments, our goals and the key projects and services that will keep us moving in the right direction.

Guiding Principles

Our Plan has been underpinned by five Guiding Principles:

Social Justice:	Social justice covers issues of rights, participation, access and equity. The City of Adelaide will consider how our transport systems and streets can increase accessibility: enable more people to reach places (including services, employment, education, leisure) and people as they wish. Increased accessibility means increased participation. We need to consider 'trips not made' when people face barriers that prevent them from moving to/from or within the city. When planning and making project decisions, we need to consider the rights and voices of groups such as people with disability, older adults and children. Equity includes considering how investment improves access for, and external costs (such as crash risk and pollution exposure) on groups such as children, older adults and people in lower socioeconomic groups.
Efficient asset use and maintenance	Space in the city is valuable and finite. Street space is public space and needs to be used and maintained efficiently. The City of Adelaide will consider 'highest and best use' of our street space and how we move more people, more safely and efficiently, using less space.
Adaptability and Resilience	With a changing climate and with planned and unplanned events and disruptions on the transport network and streets, it is important that the system can adapt and recover, so the City of Adelaide can maintain suitable levels of accessibility.
Partnerships and Advocacy	The City of Adelaide will work with state government agencies, businesses, and key stakeholders to deliver transport initiatives that require shared responsibility. These actions often rely on external funding, cross-agency coordination, or collaboration with industry groups. The City of Adelaide will advocate for policies and funding from higher levels of government and industry to align with its transport objectives. Advocacy is essential for transport initiatives that fall outside the City of Adelaide's direct control but impact its transport system.
Governance and Accountability	The City of Adelaide will make decisions based on the policy directions in a consistent, evidence-based way through use of the Healthy Streets and Safe Systems approaches. The City of Adelaide will be accountable and report on the measures of success annually, which will be tied to management KPIs.

Community Engagement Summary – Stage One

To understand the transport needs and aspirations of our diverse city stakeholders, anyone with an interest was invited to provide their input on what was important to them. This engagement centred around eight evidence-based discussion papers on important transport themes:

- Street Space and Kerbside Management
- Cycling and Cycle Parking
- Public Transport
- Motor Vehicles and Parking
- Walking and Wheeling
- Shared Micromobility
- Events, Works and Transport Disruptions
- Urban Freight, City Servicing, Waste Transport and Deliveries

While some participants are seeking actions to make commuting to/from and through the city by car more convenient (such as more and cheaper parking and increased road capacity), the overwhelming sentiment from city stakeholders is one of change towards prioritising other transport modes and redesigning streets to improve accessibility, safety, comfort and experience for all users.

What we heard is:

- Improved public transport with greater reliability, efficiency, connectivity and user comfort is needed.
- The need for improved cycling infrastructure, including separated east-west cycle lanes.
- Negative impacts of vehicle traffic, particularly through traffic.
- The management and balance of street space (including car parking) for different uses and users.
- Making streets safe, healthy and connected for all users.

A comprehensive overview of how this engagement was undertaken and the contributions received has been published in a separate Engagement Summary Report.

"RAA supports further investment in public transport, including integration with active transport modes, to reduce the reliance on private vehicle journeys to and within the City of Adelaide."

- RAA written submission

We received 797 contributions to this engagement including:

429 community
survey responses

84 youth
survey responses

133 child 'Better Street'
activity submissions

30 attendees
at a panel session

63 conversations
at community drop in sessions

42 stakeholders at
collaborative planning workshops

16 written submissions

Community Engagement Summary – Stage Two

Stage Two Engagement was focused on generating feedback on the draft Integrated Transport Strategy. Feedback was sought on the goals and commitments identified from Stage One.

Contributions to this engagement included:

188 community survey responses
Nine youth survey responses
74 conversations at community drop in sessions
29 attendees at stakeholder workshop
Ten written submissions

We heard:

- There are strong levels of support for goals across the four themes.
- Majority survey respondent and complete written submissions support for reducing car reliance and dominance on our streets, and re-prioritisation of street space for active travel and public transport
- Concerns from some respondents about impacts on congestion and loss of car access, particularly to some city schools.
- Precinct specific granularity is important, to reflect the differing nature of the CBD and neighbourhoods
- A strong interest in implementation, with a clear pipeline of projects, and precinct-specific outcomes, proactive leadership and ongoing monitoring and evaluation being critical to success.

Further details are in the Stage Two Engagement Summary Report.

Sample of Youth Comments:

"I like it very much if I could walk to wherever I need to get to in the city easily especially to the playgrounds. There's a lot of traffic in after school which makes me afraid to walk to the playground."

"I want local schools to be involved with the art projects and tell the story of our schools from then they started to now."

"If there are more places that cars are not allowed to go, that would be very nice…It's scary at pick up and drop off when there are a lot of cars. My mother picks me up and we walk home which I like. I don't like the traffic. Maybe parents can park further from school and walk to pick their kids up like my mom."

"I don't feel safe on public transport so having cars in the city so I can safely get dropped and picked up is really important."

"Cars are expensive, loud and bad for the environment, plus, many people cannot drive. Better public transport would be good for the disabled or anyone without a car."

"Adelaide's grid, generous rights of way and flat topography give us a once in a generation chance to move beyond car dependence; the Draft ITS points in the right direction but needs stronger commitments, firmer timelines and a bolder reallocation of street space."
-Adelaide resident submission

"…we state our SUPPORT for the Draft Strategy but indicate that we feel it falls notably short of actions or initiatives to meaningfully walking and cycling conditions in the city. We feel this puts at risk the Council's ability to deliver on relevant outcomes sought in the Council's Strategic Plan."
-Bike Adelaide submission

"We strongly support the Draft ITS's commitment to expanding transport choices, including enhanced infrastructure for walking, cycling, and public transport. Providing a diverse range of safe, convenient, and accessible travel options is essential to encouraging mode shift, reducing congestion, and supporting community health and wellbeing."
-City of Unley submission

"The draft sets the narrative; now let's match it with decisive targets, quick wins and courageous reallocation of space. I look forward to seeing a final Strategy that turns community consensus into concrete, climate-aligned action."
- Adelaide resident submission

"The draft strategy demonstrates a commendable shift toward public transport, and we particularly welcome its framing of mass transit as essential to reducing congestion, improving air quality, and achieving equity."
-People for Public Transport submission


STAMFORD

Movement & Access

Creating inclusive, people-friendly streets, and enabling more people to use active travel and public transport.

Measures of Success

1.1. 30% of children using active travel to school by 2030 (baseline 8% 2024 School Travel Safety Review Surveys) and 40% using public transport to school (baseline 36% 2024 School Travel Safety Review Surveys).

1.2. Double the number of local residents walking / wheeling to work to 48% by 2030 (from a baseline of 24%). (Source: Integrated Climate Strategy 2030)

1.3. Triple the number of people cycling to the City of Adelaide area by 2030 with 10% of city workers choosing to cycle or use micromobility to work (from a baseline of 2.6%) and 20% by 2035 (Source: Integrated Climate Strategy 2030)

1.4. Improve gender parity in cycling participation from 30% (2021 baseline) to 40% by 2036.

1.5. Reduce the proportion of city households that own a car, from a baseline of 64% of city households with one or more cars in 2021, to 55% in 2031 and 40% in 2036.

1.6. Implement priority/dedicated public transport corridors (PT1) by 2030 and supporting infrastructure such as bus lanes and signal priority on major public transport corridors by 2035. Increase City Connector February/March daily average patronage by 10% by 2030 and 15% by 2035 (from March 2025 March patronage).

1.7. Improve accessibility by installing compliant pedestrian ramps across the City of Adelaide, and installing new/improved crossings on high use routes through pedestrian and cyclist priority crossings or actuated crossings on access points to the Adelaide Park Lands and the City Squares by 2036 (Source: City Plan 2036).

Accessibility is the ease with which different people can reach other people and places at their chosen time. Accessibility can be assessed spatially based on distance; however, it also depends on what modes (e.g. bus, car, cycle) are available, personal circumstances, quality of the infrastructure or time of the day or week. For example, a trip may be cycleable based on distance, but a person must be able to cycle, have access to a cycle, and have a route they feel safe using – for actual accessibility.

The City of Adelaide needs to create transport systems and streets so people are encouraged to make active travel and public transport choices rather than drive. Maintaining streets dominated by vehicles or expanding roads and intersections in an effort to meet future demands is unsustainable and conflicts with Council and State Government strategic directions. Car dependence comes with high costs while walking/wheeling and cycling bring economic benefits including to local businesses, health, reduced congestion, sustainability, and place activation[1].

Improved public transport to, from and within the City of Adelaide is a key opportunity, as public transport provides for sustainable, efficient, mass movement of people, including children and other people who cannot or choose not to drive. A good public transport network, integrated with active travel, is vital for liveability.

As the population of Greater Adelaide grows, it is important that new housing is near public transport (existing or new). Adelaide will need more railway lines but there are capacity restrictions with the configuration of Adelaide Railway Station.

Improvements including an underground railway loop or link through the City of Adelaide must be considered for expansion of the rail network linking to and from the city. The City of Adelaide supports the State Government undertaking a planning study to identify possible solutions.

Concerns are often expressed about reducing car parking because public transport and cycle networks are seen to be inadequate. Improving public transport coverage, frequency, reliability and experience will build business and community confidence in changing our streets, with more people choosing to use public transport rather than driving from the suburbs. The increasing City of Adelaide residential population will also help support local businesses and provide a resident worker population without so many people driving (if there are network improvements to support active travel and public transport).

South Australia's 20-Year State Infrastructure Strategy notes the challenge to get more people to use public transport rather than drive, when – although having good spatial coverage – public transport is often uncompetitive compared with driving for convenience and travel time. Increasing high capacity on-road public transport to connect with neighbouring suburbs is important, as is frequency and reliability of existing services and the accessibility of public transport interchanges. The City of Adelaide will advocate to the State Government on these issues.

When too many people seek to drive and park in cities, it causes congestion and impacts people using active travel and public transport, and place outcomes. Many trips to/from and within the City of Adelaide are distances that could be undertaken by active travel, if people felt safe to do so. The average commute to the Adelaide CBD is about 13km, compared to more than 18km for Sydney and Melbourne, 17km for Brisbane and 16km for Perth[2]. Research[3] and the community have highlighted that more people will cycle with safe, connected, convenient, comfortable and attractive cycling routes but also the need for more cycle parking which is secure and caters for different types of cycles, including cargo cycles. If more people use active travel and public transport, it means it is easier for people who really need to drive or be driven to move around and find car parking.

Method of travel to work (resident workers)

Mode (%)	2016 census	2021 census
Car	38.3	35
Public Transport	11.9	12.6
Cycling	3.7	2.8
Walking	26.9	24

Census resident worker data indicates many people are driving short distances within City of Adelaide.



Safe Cycle Routes Enable More People to Cycle

Goal 1.1: Healthy streets to enable everyone to move

Enable people of all ages and abilities to participate in city life and move around the city.

Key Projects and Services:

Create healthy, child-friendly streets, with a focus around schools and residential areas to enable active travel to school and local walkability / wheelability:
Develop a prioritised program for schools across City of Adelaide, and for intersections and crossings in 2025 [lead]:

- Implement Safe System aligned speeds around schools and in residential areas, with traffic calming as needed.
- Implement Safe System compliant crossings and intersections, focussing on active travel routes.

Trial an open street (school street) and implement modal filters on residential streets (reflecting the traffic circulation plan). [lead]

Implement behaviour change programs for schools and residents. [lead]



Modal filter adjacent to Fitzroy Primary School, Melbourne.

Goal 1.2: Efficient mass movement of people

Achieve more efficient and sustainable mass movement of people through better public transport.

Key Projects and Services:

Bus priority measures, such as bus lanes and traffic signals priority implemented on public transport routes by 2036, to improve service quality (achieve or exceed target minimum performance levels). [partner]

Advocate for more public transport services during off-peak times and for the City Connector, more services earlier in the day and later into the evening [advocate]

Work with the Department for Infrastructure and Transport to review the City Connector routes (2025). [partner]

Feasibility study for rapid transit corridor along Grenfell and Currie Street, considering public transport priority, wider footpaths, cycle facilities and better shelters, seating and information. [lead/ partner]

Undertake bus stop audits in conjunction with Goal 4.3 and build on existing Department for Infrastructure and Transport stop audits, to assess need for waiting space and stop access (e.g. crossing) improvements, and opportunities for better public transport and active travel and shared micromobility interchange. [partner]

Goal 1.3: Advocate for major public transport projects and initiatives

Seek transformative transport and city outcomes through new public transport opportunities

Key Projects and Services

Prepare an Infrastructure Australia submission for Delivery of tram extension to North Adelaide and Prospect, [partner]

Advocate for delivery of rail extensions through the City of Adelaide and beyond. [advocate]

Advocate for the State Government to review public transport fares, to promote use and equity of access. [advocate]

Work with the Department for Infrastructure and Transport to develop the City Loop tram/bus and underground city railway loop/link to reflect City Plan 2036 growth potential. [advocate]

Improve connection between Adelaide Airport to the Adelaide CBD through a main public transport route along the Grote Gateway in accordance with the City Plan's Local Area Framework. [advocate]

Goal 1.4: Better travel choices for a more liveable city

Implement effective interventions that favour active travel and public transport.

Key Projects and Services:

Intersection upgrades, and other traffic calming measures on active travel routes. [lead]

A network of cycle lanes and safe cycle routes (which cater for people cycling and using other micromobility* devices) and cycle/micromobility* parking:

- Prepare an Infrastructure Australia submission for a package of inner Adelaide cycle routes. [partner]
- Install additional and secure cycle parking: at least 40 new cycle hoops and three secure cycle parking facilities per year. [lead]
- Implement quick build cycle lanes including on Peacock Road in 2025/26 and Morphett Road-Montefiore Road in 2026/27. [lead]

*Based on e-scooters and other personal mobility devices being legal from July 2025.

Implement Healthy Streets upgrade options on key street renewal projects. [lead]

Experience & Place

Integrated transport and urban development to enhance the liveability and the city's economic and cultural vitality.

Measures of Success

2.1 At least one (1) accessible on-street Parking Space per 50 on-street parking spaces across the City of Adelaide by 2036.

2.2 Preparation of a Kerbside and Parking Management Policy in 2025/26, and implementation of its targets for street and kerbside space optimisation in line with strategic outcomes.

2.3 Increase foot traffic in key and emerging precinct year on year by 1.5% Source: Economic Development Strategy.

2.4 Reduction of through car travel on key CBD routes West Terrace, Grote/Wakefield, North Terrace, O'Connell/King William Street, Le Fevre Terrace, Melbourne Street, Morphett/Jeffcott, Hutt Street, Pulteney Street: -10% by 2030 and -20% by 2035 based on 2025 levels.

2.5 Increase the number of people attending events by active and public transport, with baseline to be determined from 2026 event surveys (in line with the CoA Sustainable Event Guidelines).

As Jan Gehl said, "...today the best cities in the world offer their citizens something more than traffic capacity" and that in a globalised, highly mobilised society, "it is only the cities that are the most attractive, healthy, safe, vibrant and liveable that will compete in the global market."

Integrated transport and land use planning, and higher levels of active travel and public transport contribute to the economic health of communities and cities[4]. Walking/wheeling and cycling improvements to main streets and town centres increase retail spend. Walkable/wheelable streets encourage people to linger for longer, adding vibrancy to our places and boosting productivity throughout our city. Walkability/wheelability is valued by visitors to our city and is good for businesses. High levels of 'foot traffic' are key to successful main streets and creating walkable/wheelable neighbourhoods, and as outlined in City Plan 2036, will help achieve successful growth.

Our strategic outcomes include to lead as a low carbon emissions city and to create safe, inclusive and healthy places for our community.

Space on our streets and kerbside (often where cars are parked) is valuable and finite, and we need to allocate it for users and uses to achieve socially just, adaptable, resilient and efficient outcomes. It is important to have wider and clearer footpaths, especially for the safety and comfort of people with disability, children and older adults. People recognise that more space for elements such as greening, kerbside dining and for public seating will enhance the city's liveability and create streets that people want to walk/wheel and spend time on, supporting greater economic activity.

We need to allocate space fairly and consistently, and to support our strategic objectives and outcomes.

We need to implement parking management approaches that discourage non-essential car ownership and driving, while providing convenient parking for people who need it.

"RAA supports City of Adelaide investigating opportunities to optimise footpath/lane space allocation for effective movement and place purposes (e.g. outdoor dining) noting the longer-term community benefits this may provide"

- RAA written submission



A Modal Filter in Unley.

Modal filters manage through motor vehicle traffic while improving conditions for walking/wheeling and cycling, with opportunities for greening. They have been identified as one of the most cost-effective measures to increase active travel.



Bicycle Pedestrian Actuated Crossing (BPAC) with a raised safety platform on Hutt Road. This is an example of a primary Safe System aligned crossing outcome.

Goal 2.1: City growth with increased liveability and safe, creative and joyful spaces for people of all ages.	Goal 2.2: Integrated transport and land use planning
Create age friendly streets that are safer, greener, quieter and cleaner where more people will want to live, work and play in the city.	**Enable more people to live closer – and be able to walk/wheel or cycle - to jobs, schools, public transport and social infrastructure such as libraries, kindergartens and open spaces. Support higher density development with, lower car ownership and shared mobility.**
Key Projects and Services:	**Key Projects and Services:**
Design and implement priority Green Streets and Active Transport Network. [lead] Implement mobility hubs (with shared vehicles, cycle share and shared e-scooters) at railway stations, on or near the Currie-Grenfell public transport corridor, and at selected locations across our neighbourhoods, to support reduced car ownership and driving in the city. [partner] Develop key Healthy Street masterplan projects to support city growth, including West Terrace, Sturt Street and Halifax Street. [lead] Implement modal filters to create community public spaces and support people to make more active and sustainable travel choices. [lead] Advocate to the Department for Infrastructure and Transport to promote use of the ring road rather than driving through the City, and to investigate enhancements such as grade separated crossings. [advocate]	Develop a prioritised program to create safer, more comfortable walking/wheeling and cycling to libraries, childcare and community centres, play spaces, grocery shops and main streets: crossing upgrades, more water fountains, seating and cycle parking. [lead] Undertake amendments to the Planning and Design Code to implement land use and transport integration, including for positive changes to car ownership, active/ public transport use, active frontages on higher classification walking/wheeling routes, and contributions to street outcomes. [lead] Undertake a strategic review of the existing and future locations and numbers of public off-street carparks within the City of Adelaide so public off-street car parking facilities complement active and public transport improvements, support visitor trips to existing and future development, and off-set changes to on-street carparking. [lead] Incorporate the City Loop tram/bus and underground city railway loop/link into the planning framework to reflect City Plan 2036 development potential. [advocate]

Goal 2.3: New visitor and resident experiences and business growth

Improve the experience of people in our City, with healthy, safe and green streets, that encourage people to walk/ wheel and cycle around the city and that become drawcards for tourists.

Key Projects and Services:

Implement green grid and Park Lands Trail crossings (with Safe System outcomes) to improve access to and use of the Park Lands, including the squares. [lead]

Delivery of wayfinding, interpretative boards (incorporating Kaurna history and voices) and public art along key routes, including routes to visitor destinations, schools, libraries and to open spaces. [lead]

Permit, manage and promote cycle share and shared e-scooter schemes. Incorporate micromobility corrals on key routes, and mobility hubs (with car share, cycle share and shared e-scooters) at railway stations, on or near the Currie / Grenfell public transport corridor, and at selected locations across our neighbourhoods. [partner]

Optimise City of Adelaide public off-street car parking facilities to support visitor trips and changes to nearby street space to facilitate improved precinct experiences [lead]

Goal 2.4: Resilient and adaptable street design and management

Create a network of high-quality active travel routes for network resilience and choice, prioritised kerbside management and efficient use of spaces and uses of our streets.

Key Projects and Services:

Develop a Kerbside and Parking Management Policy in 2025/2026. [lead]

Seek active travel routes to provide network resilience during events: Bartels Road cycle route [lead], Botanic Road footpath [lead], Dequetteville Terrace crossing to Kensington cycle route [advocate], Fullarton Road-Dequetteville Terrace route [advocate].

Health & Sustainability

Healthy streets and healthy people in a climate resilient city.

Measures of Success

3.1 Transitioning our corporate fleet to zero emissions by 2030 in accordance with our targets. (Source: Integrated Climate Strategy 2030)

3.2 Delivering a green grid (making it safe, easy and comfortable to walk/wheel and cycle to the Park Lands and Squares via shaded routes) by 2036. (Source: City Plan 2036)

3.3 Reduction in noise (baseline: 2017 Adelaide CBD strategic noise monitoring project) and improved air quality within City of Adelaide Streets (baseline: to be established).

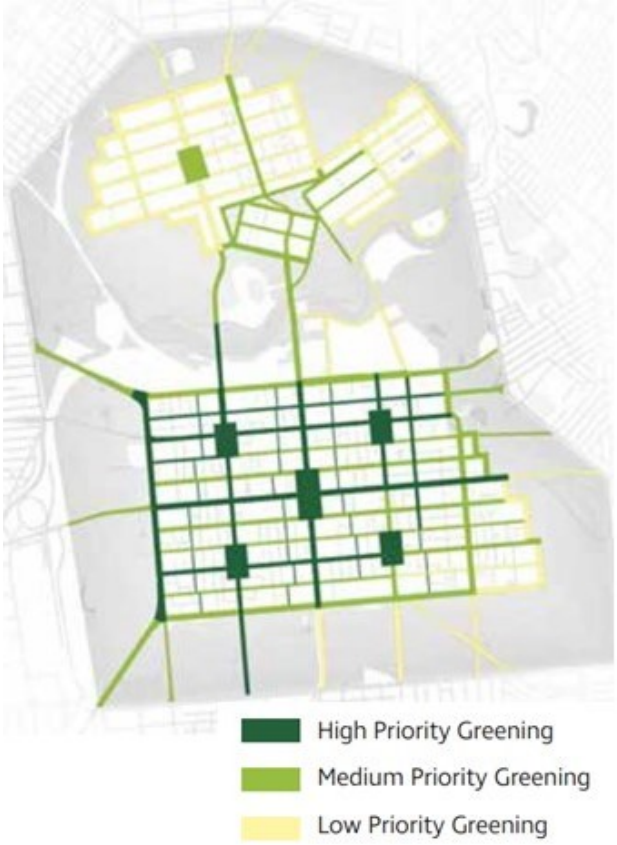
3.4 Increase in levels of physical activity and community connection:
-on average residents are physically active for at least 30 minutes on 4 days per week by 2030 and 4.3 days by 2035, from a 2024 baseline average of 3.7 days.
-58% of residents 'feel part of the local community' by 2030 and 63% by 2035, from a baseline of 53% in 2025. (Community Wellbeing Plan and Dashboard).

3.5 Develop Public EV charging infrastructure that is available for all users, including micromobility, catalysing the update of EVs in Adelaide. (Source: Integrated Climate Strategy 2030 / EV Charging Infrastructure Transition Roadmap)

As set out in the Strategic Plan, Integrated Climate Strategy 2030 and City Plan 2036, the City of Adelaide will lead as a sustainable, low emissions city. Currently, transport emissions are a significant proportion of carbon emissions and without significant measures to increase mode share of active travel and public transport use to, from and within the city, they will continue to grow.

Transport also plays a significant role in people's health and wellbeing. We need healthy streets to address the health impacts of transport: air quality, noise, air pollution, road safety and severance. Through application of the Healthy Streets approach, our streets will become a better environment for people to enjoy walking/wheeling, cycling and spending time relaxing and connecting. Creating better streets that enable people to use active travel means we are enabling people to build physical activity into their day. Better streets give people the freedom to make better, more active travel choices, to increase levels of physical activity, benefit physical and mental health, and increase community cohesion.

As defined in City Plan 2036, the green grid is the grid of streets and laneways with enhanced tree canopy and other shade cover, to contribute to cooling, climate resilience, biodiversity and comfort to users of the city. Cool, calm, and connected routes will mean our community and city visitors will be encouraged to have a more active lifestyle and can enjoy an enhanced walking/wheeling and cycling experience. With residential growth in the city, making it easier for people to connect to open spaces such as the Park Lands and Squares becomes increasingly important.



The City Plan 2036 Green City Grid

Goal 3.1: Cool, calm and connected streets and paths

Enhance greening on city streets to make our city more resilient to the impacts of climate change while creating opportunities for people to walk / wheel and cycle through better connections along our streets to our Park Lands and Squares.

Key Projects and Services:

Delivery of the green grid (on high and medium priority streets, coinciding with strategic cycling and walking/wheeling route upgrades) by 2036, with Healthy Street assessments used to inform street designs and greening outcomes. [lead]

Goal 3.2: Healthy Streets and healthy people

Our streets will be welcoming, safe, attractive and comfortable places, and allow for more people to choose active travel, connect to open space, and spend time in public spaces to connect with other people.

Key Projects and Services:

Use of Healthy Streets Design Checks (Healthy Streets, 2025) on all our street renewal/upgrade and new projects. Output will be a key consideration in project options assessment and project prioritisation. [lead]

Implement a program for strategic noise and air quality within the City of Adelaide in collaboration with the Environment Protection Authority [partner]

Safety & Comfort

A proactive safety approach for safer, greener, quieter, cleaner streets for all.

Measures of Success

4.1 Reduce lives lost and serious injuries on city streets with *at least a 50% reduction in lives lost by 2031 and zero lives lost on our streets by 2050 and at least a 30% reduction in people being seriously injured by 2031*. (Source: Strategic Plan and South Australia's Road Safety Strategy to 2031 and National Road Safety Strategy 2021–30)

4.2 Increase perceptions of safety on our streets with a*t least 60% strongly agreeing by 2036 that 'The city has public spaces I feel safe to use' (Baseline: 47% 2022 City User Profile) and at least 70% agreeing by 2036 that they 'Feel safe in the city' between 8pm and 1am (Baseline: 56% 2022 City User Profile)*.

4.3 Increase footpath width service levels (walking/wheeling space). Set baseline and targets by the end of 2026/27 following footpath audit.

4.4 Decrease in average peak hour wait times for people walking/wheeling, scootering and cycling at signalised pedestrian crossings to 40 seconds on W1/C1 and W2/C2 routes by 2027 and other routes by 2030, and on all routes to 30 seconds by 2035.

Adelaide is a growing city with a need for greener and cooler streets, where more people can choose to walk/wheel or cycle. In line with the principle of social justice, we need to create streets that are welcoming for all, including for children, older adults and people with disability. People need to feel safe to choose active travel. Consistent with research, our community has told us how safety concerns (including lack of protected cycle lanes) deter many people from cycling.

As highlighted in *South Australia's Road Strategy to 2031*, "In urban areas, safer, lower speed environments can provide environmental, health and access benefits by making roads feel safe and choose more active transport". Safer speeds are a pillar of the Safe System and *Austroads Guide to Traffic Management 4 (2020)* states, "Reducing vehicle speeds in urban areas where pedestrians and cyclists are expected is a fundamental prerequisite to improving safety and comfort for these users" and that speed reductions are the most effective measure to improve pedestrian safety.

More people suffering serious injuries on our streets. We need to get this trending down to meet road safety targets by taking more effective actions. A reactive approach, looking at black spots, is not enough. We need to be proactive, with safety, through the implementation of the Safe System approach, being the priority for our streets.

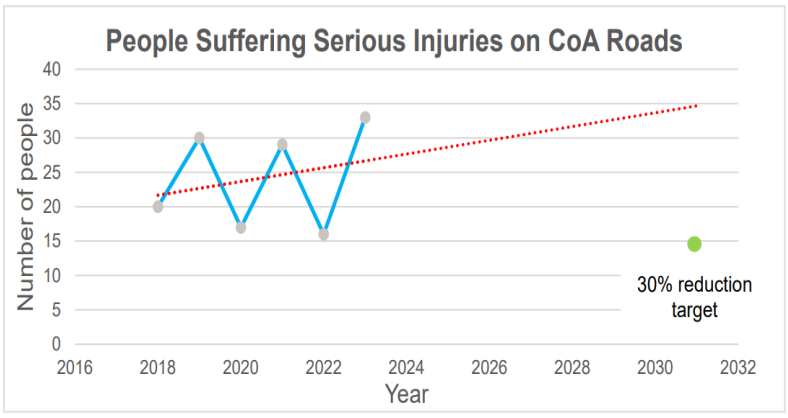
"Nearly half of all casualty crashes within the City of Adelaide involve a pedestrian or a cyclist, increasing to almost 60% of fatalities and serious injuries (FSI's) that occur. Given the unacceptably high number of crashes involving vulnerable road users in the last five years including 209 cyclists and 192 pedestrians, RAA supports a review of motor vehicle use and road infrastructure in City of Adelaide"

- RAA written submission

30km/h is the internationally accepted "Safe System" speed for urban areas. Many cities have reduced the speed limit on their streets. This means safer, greener, quieter and cleaner cities:

- A review of 40 cities with 30km/h speed limits found it **reduces emissions and improves air quality**[5].
- Reduced speeds in urban areas can reduce congestion and delays. In urban areas, there will be no to negligible travel time difference and **traffic can flow more smoothly**[6]. There are also fewer, and less severe crashes – so there are **fewer disruptions on the network**.
- **Reduced speeds are good for local living and businesses**. Streets are **quieter**[7]**, more cycleable and walkable**[8]**.** Reduced speeds also mean we can have **greener streets** with more trees (with reduced requirements for sight distances, the slower the speed). Greener, calmer and more walkable streets mean people can enjoy walking and activities like outdoor dining. Footfall and street activities are great for business.
- **More children can use independent active travel** to school and be active participants in city life. Safety along the entire active travel trip (not just a school zone) is key[8].

As reported in the City of Adelaide Traffic Signal Review (2024/25) there are road safety issues created by the delays faced by people at crossings. The City of Adelaide Gender & Safety Focus Groups Summary Report 2023 and Integrated Transport Strategy Stage One Engagement highlight the issue of discomfort and potential harassment for women, girls and gender diverse people when waiting at crossings (and public transport stops). Other common concerns for women and gender diverse people are lack of appropriate lighting and passive surveillance, and comfortable space for movement that provides personal space to avoid unwanted interactions.



Increasing trend for serious injuries on CoA streets



Goal 4.1: Implement the Safe System approach	Goal 4.2: Reduce risks and negative impacts from motor vehicles	Goal 4.3: Create gender accessible and inclusive streets
Create safer roads and safer speeds to reduce the number of people being killed and seriously injured on our streets.	**Enable more people to use active travel and public transport.**	**Make our streets welcoming and inclusive places for people to enjoy.**
Key Projects and Services:	**Key Projects and Services:**	**Key Projects and Services:**
Implement reduced speeds on Park Lands roads and West Terrace by the end of 2026. [lead] Implement reduced speeds on main streets and streets with a single lane of traffic in each direction by the end of 2026/27. [lead] Ensure that Safe System speeds are considered as part of all infrastructure street projects. [lead] Create a program of intersection upgrades by the end of 2025/26 to support Safe System outcomes. [lead] Use Safe System assessments on all street upgrade and new projects. [lead]	Trial one-way streets on key routes to achieve outcomes identified in City Plan 2036 and the traffic circulation plan. [lead] Develop a program by the end of 2025/26 to implement the traffic circulation plan. [lead]	Audit footpath widths (clear walking/wheeling space) to identify performance gaps and prioritise footpath upgrades by the end of 2026/27. [lead] Implement the recommendations of the Traffic Signal Review, including auto-green and reduced signal phase lengths, to reduce delays for people walking / wheeling at intersections. [lead] Support programs such as Ride Her Way (Bicycle SA, 2025) and develop behaviour change programs to support more women and families to learn to cycle or get back into cycling. [partner/lead]


TELSTRA CORNER

Our Street Network

The City Plan 2036 is the City of Adelaide's spatial plan for sustainable growth and development of our city. It supports the Council's aspiration to almost double the resident population to 50,000 by 2036 and increase the number of people employed in the city from 130,000 in 2021 to over 150,000 by 2036. Both City Plan 2036 and this Integrated Transport Strategy align with high level objectives such as climate action, sustainable development and urban growth management with liveability.

This Street Network section includes principle-based network maps for the different transport modes and places within our city, which reflect the development set out in City Plan 2036. These network maps will help the City of Adelaide undertake integrated transport planning, urban planning and urban design

Using the network maps, we can assess existing levels of service and how well they meet the needs of the community and the street and network outcomes in terms of strategic alignment. By identifying operating gaps between the current state and where we want our streets and transport networks to be, we can identify and prioritise improvements.

The following pages present aspirational future state maps for these key areas:

- Public Transport
- Walking and Wheeling
- Cycling
- General Traffic
- Traffic Circulation Plan
- Place Classification
- Healthy Corridors

These maps have been included in this Draft Strategy for consultation purposes only. They reflect the work undertaken by the City of Adelaide consultants AECOM, who have supported the development of this Strategy. AECOM have developed a support document that contains the research and data underpinning these maps and this separate document is available to download during consultation on the Our Adelaide engagement website.

Network Maps

Public Transport - future state

Public transport provides for sustainable, efficient, mass movement of people, including children and other people who cannot or chose not to drive. The public transport map shows different public transport classifications, with the classifications reflecting different level of service and priority provided for public transport along the street. The classifications also reflect the needs of people making these journeys, including elements such as footpath width, and proximity and safety of crossings near a stop. The walking/wheeling and cycling network mapping has also been prepared with public transport integration in mind.

The public transport network map has been developed with alignment to the State Transport Strategy and the vision for the future of services. Improved connectivity of public transport to and within the CBD is a key opportunity, to be realised through:

- An underground rail connection
- The growth of high capacity on-road public transport to connect with neighbouring suburbs.



Walking / Wheeling - future state

Principles based mapping has been used to develop a walking / wheeling network. Classifications are based on the adjacent place value, proximity to public transport, retail, educational facilities and community uses (social infrastructure). Different walking / wheeling classifications have different walking/wheeling space requirements (effective footpath widths: footpath width excluding obstructions and buffers).

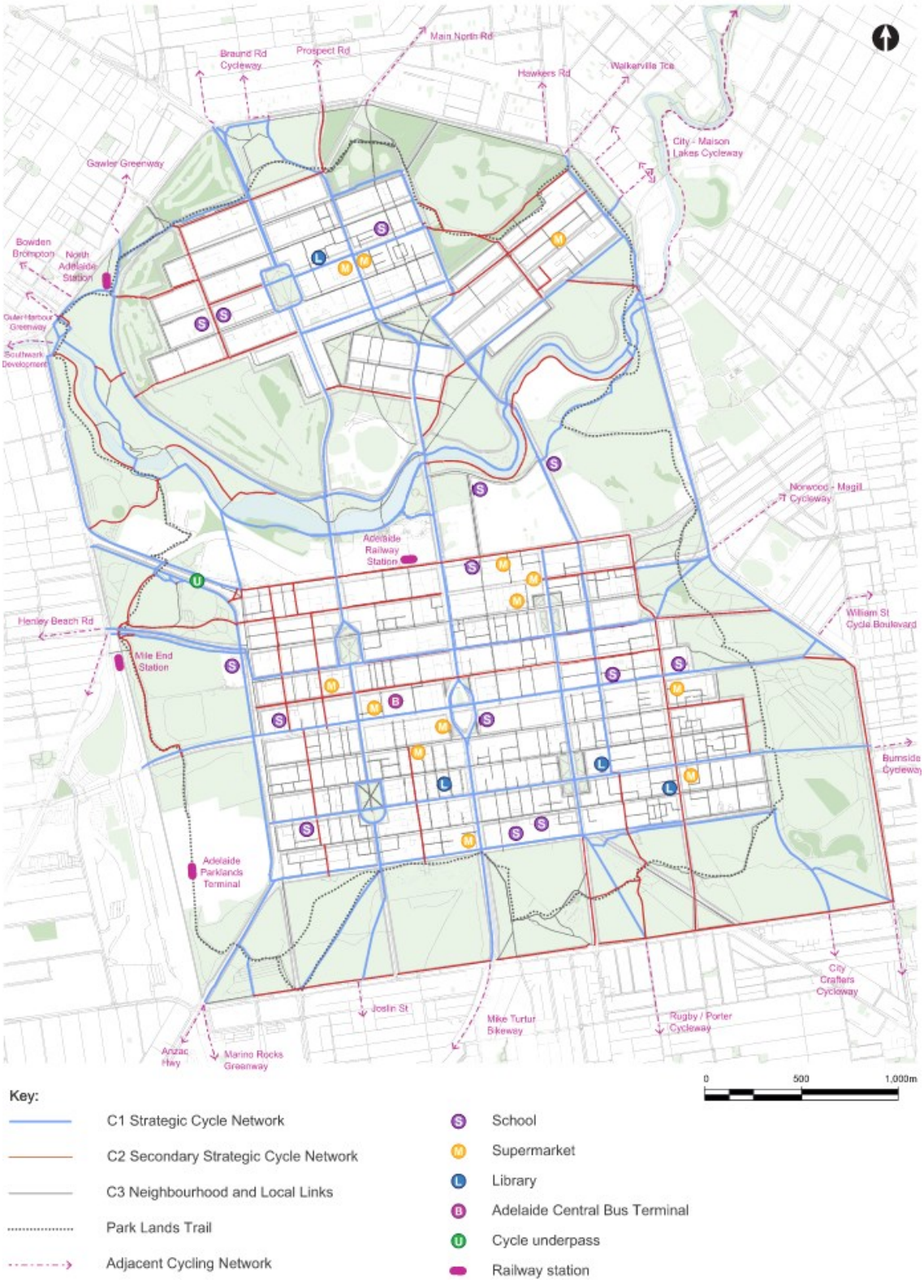


Walking / Wheeling (W)	
1	• Paths within a block of P-1 and P-2 – state and metropolitan significance • Public transport function with routes located within 200m radius of railway stations, tram stops and bus interchanges.
2	• Paths within two blocks of P-1 and P-2 – state / metropolitan significance where linked by active frontages and AT / PT infrastructure / services • Paths adjacent to retail (active frontages) • Paths within 100m of a significant public transport node • Paths within 200m of educational facilities
3	• Paths within a block of P-3 and P-4 – local government and neighbourhood significance • Paths within 1km of educational facilities • Paths within 400m of community and civic land uses including parks, health facilities, public transport nodes
4	• Paths within two blocks of P-3 and P-4 – local government and neighbourhood significance • Paths within a block of P-5 – local significance • Streets with public transport access via a bus stop • Streets assigned as local roads / GT-5 and located within 2km of P-1 to P-5 classifications (if not assigned otherwise).
R	• Only W-R if it is not another W classification with higher LoS requirements.

Cycling (Micromobility) - future state

To achieve mode shift, we must enable more people to cycle, feeling safe and having route options, door to door. Network cohesion is a key requirement for cycling, as discussed in Austroads (2025) and international best practice (CROW, 2016), with a dense grid of cycle routes at about 250m spacing. A grid of protected cycleways forms the core of a well-planned city with high levels of inclusive cycling.

Different route classifications, forming the dense grid, must have appropriate typologies for 'all ages and abilities' cycling. It is also important to plan with key destinations such as social infrastructure (such as schools and libraries) and shopping destinations in mind.

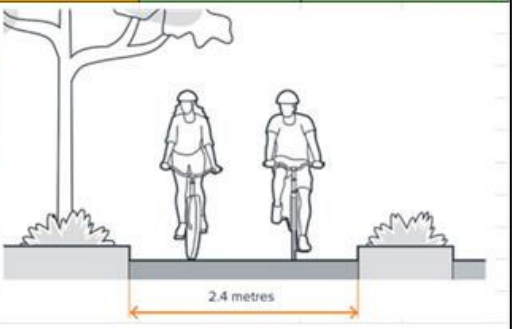


Cycling classification	Description *(as per SA's Active Travel Design Guide)*	Facility
C1	**Regional cycling routes**	
	High priority cycling routes that connect the capital city with Urban Activity Centres and other significant destinations.	Cycle path/ protected cycle lane. Cycle lane or mixed traffic eg cycle street may be suitable as per table above - with high LOS outcome. Shared paths should be avoided.
C2	**District cycling routes**	
	Routes that connect major activity centres with each other and with C-1 routes, creating a comprehensive high-quality network linking important destinations. Recreational trails of district significance are also part of C-2 level route network.	Cycle path/ protected cycle lane. Cycle lane or mixed traffic eg cycle street may be suitable as per table above - with high LOS outcome. Shared paths should be avoided.
C3	**Local cycling routes**	
	Routes that connect local activity centres and residential areas with each other and link to the C-1 and C-2 networks. Designated trails of mainly local or recreational significance are also included in the C-3 network.	Cycle path/protected cycle lane. Cycle lane or mixed traffic eg cycle street may be suitable as per table above - with high LOS outcome. Shared paths should only be used in heavily constrained situations and/or where P4/P5.
CR	**Recreational paths**	
	Provide a quieter cycling environment for recreation and tourism. Routes usually run beside rivers, creeks and rail lines. Often shared with people walking / wheeling. Noted that some routes such as the Park Lands and River Torrens Linear Trail also serve a dual purpose for commuting and other transport tasks.	

Cycling Classification Notes:

C1 and C2 are considered to be strategic cycling network and should be spaced at maximum 500m (preferred) to 750m.

By default mapping, GT4 or GT5 should be C3.

	An All Ages and Abilities Cycle Facility Selection Tool (Austroads)						Park Lands Trail / River Torrens Linear Trail / Other Trail		
Speed Limit[1]	Two-way traffic flow (peak hour pcus)	Off-road cycle track	Raised cycle track adjacent to kerb	On-road Protected Cycle Lane	Painted Cycle Lane	Mixed Traffic	Shared Path <=3m	Shared Path >=3.5m	Separated Path
	C1 or C2						C	B	A
	C3						C (P1/P2), B (<=P3)	B (P1/P2), A (<=P3)	A
	Other or CR						B	A	A
20 km/h	< 200	A	A	A	A	A			
	200-400	A	A	A	A	A			
	> 400	A	A	A	B	B			
30 km/h	< 200	A	A	A	A	B			
	200-400	A	A	A	A	C			
	> 400	A	A	A	B				
40 km/h	< 200	A	A	A	B	C			
	200-400	A	A	A	B	C			
	> 400	A	A	A	B				
50 km/h	< 200	A	A	A	B				
	200 - 400	A	A	A	C				
	> 400	A	A	B					
60 km/h	Any	A	B	B					

One-way desirable lane/path width, as shown in Figure 7 of the SA Active Travel Design Guide. This is an inclusive outcome and allows social side-by-side cycling and passing.

Width is the effective, clear width, with path clearance to hazards [Austroads Guide to Road Design Part 6A, Figure 5.7]. Clearance to wall/fence/barrier/tree or other fixed object 1m (0.5m absolute minimum – but may be reduced to 0.3m if fence or obstruction has smooth features).

Paths/lanes should be widened by 0.5m if steep grade (AGRD6A Figure 5.6)

	Provision should be suitable for most users.
	Provision is not suitable for all ages and abilities, and will exclude some users.
	Provision not recommended because it will not be suitable for most users.
	Provision not suitable.

All Ages and Abilities Cycle Facility Section Tool Notes:

1. If the 85th percentile motor traffic speed data is recorded/available and is more than 10% above the speed limit, the next highest speed limit should be applied.

*Assumes adequate buffer from general traffic.

General Traffic - future state

Informed by the assessment of priority vehicle routes within the City of Adelaide and through traffic travel, the general traffic network map has been developed to identify preferred access by general traffic.

The future general traffic network focuses on providing for localised access to the CBD and North Adelaide and key off-street parking locations. Actions to support this include the use of modal filters, traffic calming design and speed limit reduction. Instead, roads such as Princes Highway, Greenhill Road and South Road serve the function to cross Greater Adelaide without travelling through the Adelaide CBD / North Adelaide. Access by freight vehicles supporting city servicing and economic functions will be maintained.

To meet the goals of this Strategy and the City of Adelaide and ensure the liveability of our city, street space will need to be optimised. This will mean that more people can enjoy our streets and move around safely, including by walking/wheeling and cycling, with less motor vehicle traffic.



#	General Traffic (GT)
A	**Capital city strategic streets** Streets that provide for localised movement within the City of Adelaide on strategic corridors. Multi-modal movement (balanced with active transport and public transport) is at low speeds and volumes, supporting place intensity. Streets do not cater for an arterial road function but allow for access within the LGA. They are not State roads. Includes street typologies of Boulevard and Terrace.
4	**Collector streets** Streets that collect and channel traffic from local streets to higher-order streets. Movement is at low speeds and volumes and allows access between precincts of the City of Adelaide. Typically includes street typologies of Terrace, Park Lands and Street.
5	**Local streets / access streets** Streets used only for local movements. These streets usually have low traffic volumes and mainly provide first and last-mile connections. Typically includes street typologies of Street, Retail Street and Small Streets & Laneways.

Traffic Circulation Plan - future state

Traffic circulation plans are a strategy used for cities to manage vehicle traffic and associated congestion and negative impacts of vehicles. Plans seek especially to limit the negative impacts of through traffic. Better management of motor vehicles travelling through the city centre can create more space for people walking/wheeling and cycling, public transport and places for people and greening. A good circulation plan maintains access to properties and helps to reduce congestion impacts on essential deliveries and servicing.

The circulation plan can better manage motor vehicles within the city and support changes to the way people travel, including with more public transport use, and more people walking/wheeling and cycling – and with 'traffic evaporation' rather than displacement of vehicle traffic and increased congestion on other roads[9].



Healthy Corridors - future state

The Healthy Corridor network map incorporates City Plan 2036 principles and priorities. City Plan 2036 has a vision to create a sustainable, liveable, and connected city, and in doing so has identified actions for implementation, which align with Healthy Streets principles. The Healthy Streets map has incorporated the relevant City Plan 2036 maps that achieve key Healthy Streets principles and combined the priority links to define high priority healthy corridors.



Place Classifications

City Plan 2036 City Wide Strategies and Local Area Zones mapping has been used to inform the Places network map. City Plan 2036 responds to the future residential and employment population growth within the LGA and considers the role that Place plays within this including locations such as “strategic sites and places” and “place anchors” at both a city-wide and a neighbourhood scale.



Key:

- P1: Places of National or State Significance
- P2: Places of metropolitan or city/town significance
- P3: Places of local government (council) significance
- P4: Places of neighbourhood significance
- P5: Places of local significance

Place (P)	
1	**Places of National or State significance** • Street frontages (extending over 750 metres on both sides) that form part of state significant tourist precincts or are premier destinations for dining, entertainment, and/or high-density retail activities. Street frontages are visible and permeable • Cultural, entertainment or concert venues with a capacity of 1,500+ people, and sporting venues that host national games
2	**Places of metropolitan or city/town significance** • Street frontages (extending over 500 metres on any side of a street) that are popular and well-known destinations with visitors from metropolitan-wide or city/town-wide catchments including locations such as dining (on-street dining), entertainment and/or high-density retail, tertiary education activities. Street frontages are visible and permeable • City squares • Cultural, entertainment or concert venues with for 500-1,500 people
3	**Places of local government (council) significance** • Street frontages (extending over 500 metres on any side of a street) that are popular and well-known destinations with visitors from immediate and adjoining council catchments including locations such as commercial, dining (on-street dining), entertainment and/ or high-density retail, secondary education activities. Street frontages are visible and permeable • Community and civic uses such as libraries, town halls, and open spaces / parks / local sporting grounds • Cultural, entertainment or concert venues with a capacity
4	**Places of neighbourhood significance** • Street frontages (extending over 200 metres on any side of a street) that act as neighbourhood activity precincts with commercial, education, dining, entertainment and/or retail activities. Street frontages are visible and permeable • Presence of large schools with 300+ student enrolments with frontages or key active travel access routes along the street
5	**Places of local significance** • Local places of residence • Commercial destinations with small numbers of customers arriving mainly by appointment • Presence of schools with more localised school catchments

Case Studies

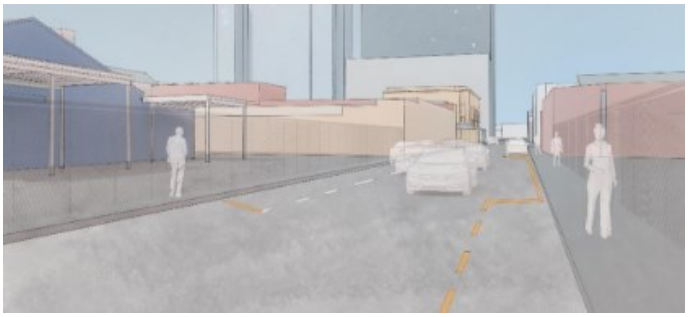
Three street case studies have been developed for three typical street types within the City of Adelaide to illustrate the scale of change needed to improve Healthy Street Outcomes and minimum service levels to achieve our vision, **“Our streets: full of life”.**

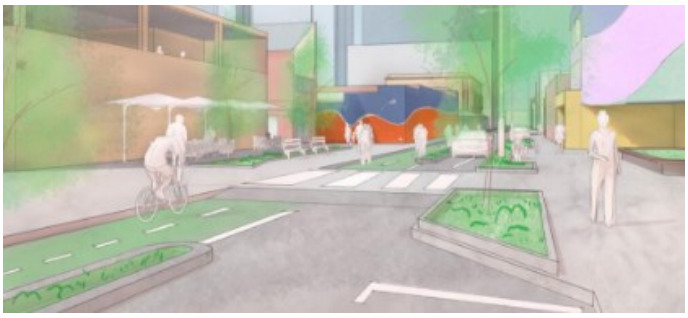
Local Activity Retail Streets

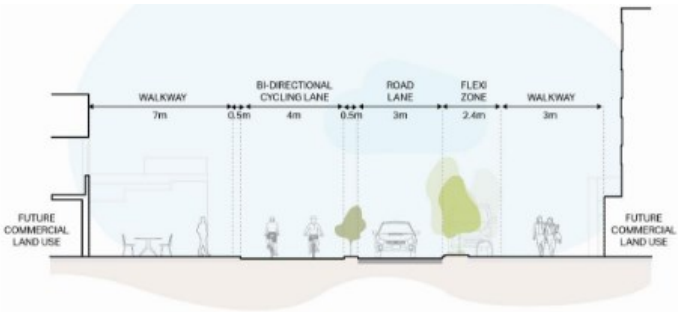
Retail streets provide a direct connection to diverse street uses such as modern retail and hospitality. These connections make them dynamic in nature with various types of social and commercial exchange, but they can also be intimate in scale, varied, busy and active. Retail streets provide a low-speed environment to support greater place function through lower emissions and noise pollution and a reduced kerbside traffic buffer zone.

Traffic calming interventions, street greening and furniture make them attractive and inclusive places for people and economically successful. A variety of transport modes are accommodated including separated cycle lanes; however, pedestrian movement and comfort is a priority. Safe, convenient and easy crossing points bring the two sides of the street together catering for the variety of functions / land uses which retail streets support.

Flexi zones cater for kerbside uses including loading zones and cycle parking.





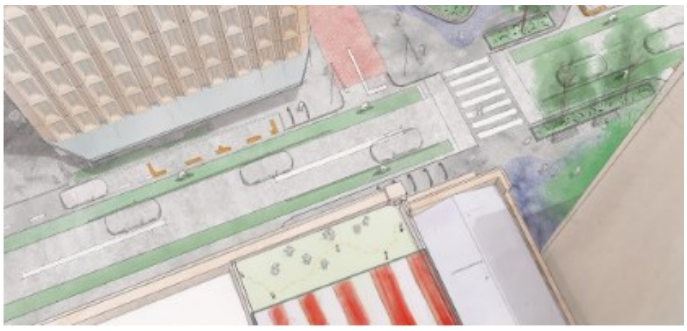


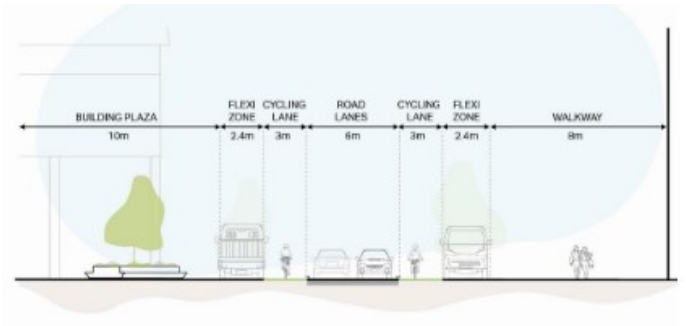
City Streets

City Streets form the primary typology within the City of Adelaide, making up most of the movement network. A variety of transport modes are accommodated along streets. There is a high to moderate movement function for pedestrians and cyclists, however the movement function for vehicles is lower through strategies such as reduced speeds and traffic calming interventions. They cater for localised traffic circulation but do not serve a through traffic function.

City street design strategies support a variety of place functions and cater to the adjacent land uses which can vary from commercial, retail to residential. Limited parking is provided to allow for localised access; however the majority of the flexi-use kerbside is dedicated to people (pedestrians / cyclists), including dedicated pedestrian infrastructure and cycle parking, and street greening. City streets should create a welcoming space for people to interact and participate in the street experience.



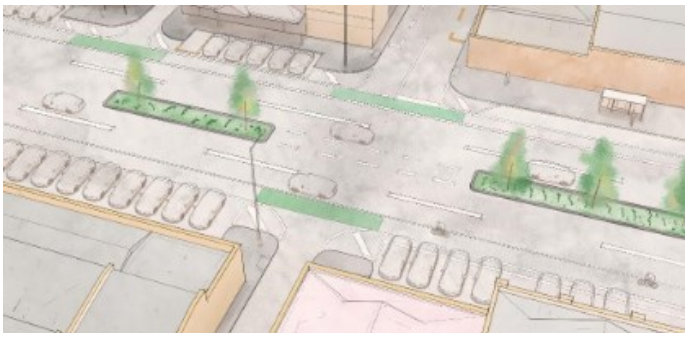




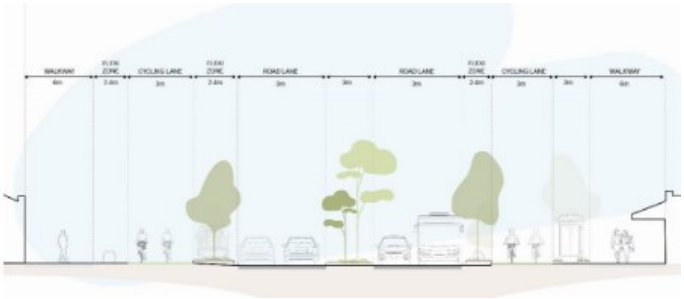
Boulevards

Boulevards are key gateways to the City of Adelaide. They are corridors that cater for both high functions of movement and place; balancing the needs of various users within and functions that support our city. Transit boulevards within our city include greater space for movement of people by all modes. Street space for public transport is optimised with priority measures included. They cater for localised traffic circulation but do not serve a through traffic function.

Transit boulevards provide convenient connections between cultural and educational institutions, shopping destinations and businesses. Street greening and footpath activity are encouraged to increase the place function and associated environmental, health and economic outcomes. Kerbside use is flexible and varies across the street, with it being allocated for city functions such as bus stops and aligned to local land use priorities.







Our Implementation and Delivery

Council's role

The State Government's transport strategy covers all State Government transport related issues, such as public transport and arterial roads. The City of Adelaide is responsible for all the streets within the metropolitan Adelaide inner ring road, which is a State owned (arterial) road. This Strategy focuses on issues that the City of Adelaide has care and control over and outline those it might influence or advocate for, such as improved public transport.

While this City of Adelaide strategy focuses on our street and path networks, as a Capital City, it is vital that we work with the State Government, via the Department for Infrastructure and Transport, to determine how we efficiently, safely and sustainably help people move between the city and suburbs of Adelaide. Liveability within City of Adelaide is important, and the Department for Infrastructure and Transport and City of Adelaide collaborate on improving active travel and public transport to/from and within the City of Adelaide.

Within this Strategy roles for City of Adelaide are defined as:

Lead: Council is the primary owner and will develop clear policies, plans, projects and services to deliver for our community

Partner: Council will work with others to deliver services, programs or project outcomes

Advocate: Council will represent the interest of our community to influence issues / opportunities that impact our City

Partnerships

To ensure that we can deliver on this Strategy, we need to be outward looking and work collaboratively with Federal, State and Local Governments to demonstrate excellence, innovation and exceptional service provision. We will continue to advocate, build strong partnerships and leverage our relationships, to seek co-investment, grants and contributions for the benefit of the city and our community.

Key partnerships include those with the Federal, State and Local Government sectors and strategic non-government (private sector, community groups and not-for-profit) organisations.

Our partnerships include:

Capital City Committee: The Capital City Committee is the main forum for the City of Adelaide and the State Government of South Australia to progress the strategic development of our city.

Council of Capital City Lord Mayors (CCCLM): The Lord Mayor works with other leaders on the CCCLM to represent the special roles and interests of each Australian Capital City in relation with other spheres of government.

Local Government Collaboration: These collaborations typically support the delivery of sector-wide policies and best practice, improved community services, greater Council efficiency and sharing of resources.

Strategic Partnerships: While government partnerships provide a means for Council to jointly work on and fund major projects and address regional issues, strategic partnerships provide a greater opportunity for Council to work with the private sector, community and not-for-profit organisations

Strategic Alignment

This Integrated Transport Strategy is one of a series of principal policy and spatial documents that collectively advance the City of Adelaide's long-term vision to be bold, aspirational and innovative. Transport has a key role in achieving the commitments made in each of these documents.

- Strategic Plan 2024 – 2028 - our roadmap for the future outlining what we want to achieve, the steps we need to take, and the direction we are heading
- City Plan Adelaide 2036 - an urban design framework to guide planning for growth to achieve our target for a population of 50,000 residents by 2036. Embeds improved transport systems and mode shift as a key enabler of population growth.
- Integrated Climate Strategy 2030 - our vision for a resilient, protected and sustainable city where people can live, work, study and play and adapt to changes in the climate that bring social and economic opportunity and disruption. Highlights the importance of healthy streets and urban greening initiatives.
- Economic Development Strategy 2024 - 2028 - sets out how we will achieve our vision of a thriving economy for all. Considers the positive economic impacts of increased footfall and improved accessibility and amenity for people moving through the city.
- Adelaide Park Lands Management Strategy: Towards 2036 – a plan for the protection and enhancement of the Park Lands as a globally recognised park system which surrounds and permeates the city, and which are central to its identity. Emphasises ease of access and enhancing connection points for residents and visitors.
- Disability Access and Inclusion Plan 2024 – 2028 – a plan to ensure the City of Adelaide is a city for everyone. Focusses on increasing transport choice and equity of access.

The City of Adelaide also works alongside the State Government where the City of Adelaide has a role to play in progressing objectives of regional or state significance. Our Integrated Transport Strategy aligns with key strategies for Greater Adelaide and South Australia.

- State Planning Policy 11 – sets out the State's strategic land use directions relating to transport infrastructure and promotes the use of a wider variety of transport modes
- Greater Adelaide Regional Plan – 30-year plan identifying the land use changes and infrastructure needed to support forecasts for the region's future population, economy and environment. Supports planned population growth within the city to promote a 'living locally' concept where daily needs can be met within an accessible walking or cycling distance.
- South Australia's Transport Strategy – 30-year plan for a transport system that transforms South Australia by enabling prosperity, sustainability and connectivity. Outlines a strategic intent to reduce city congestion, invest in major city rail network improvements, and support mode shift for city visits.
- State Infrastructure Strategy 2025 - actions that support a South Australia that is prosperous, liveable, sustainable and a good place to do business. Highlights the need to increase the capacity of Adelaide Railway Station to support increased public transport travel to the city, which would reduce car dependence and city land consumption for car parking.

Planning approach

Under the *Local Government Act 1999 (SA),* Council must develop and adopt 'strategic management plans' which identify Council's objectives, how Council intends to achieve its objectives, how these fit with the objectives of other levels of government, performance measures and estimates of revenue and expenses. These plans must cover at least four years and are reviewed after every Council election. For the City of Adelaide these are:

- Long Term Financial Plan (Financial): Ten-year plan, revised annually to ensure a ten-year view is maintained. Planning for long term financial sustainability.
- Asset Management Plans (Infrastructure): Suite of ten-year plans. Planning for the sustainable renewal and maintenance of assets.
- Strategic Plan (Community): Long term with a four-year delivery focus. Planning for vision and aspirations.
- *and*
- City Plan (Development): Ten-year spatial plan. Planning for future land uses and built form.

Supporting our long-term commitments are a range of topic specific documents, including this Strategy, which articulate Council's strategic intent. These strategies and plans align to the Strategic Plan 2024-2028 and have been developed to respond to legislation, community expectations, 'grand challenges' and Council decisions. By integrating the way we deliver on our strategies and plans, we can ensure that prudent and efficient decisions are made, with line-of-sight between Council's Strategic Plan objectives and the projects and services City of Adelaide deliver.

The Integrated Transport Strategy and supporting Integrated Transport Network Report include an implementation plan to assist identifying financial forecasts associated recommended longer-term action and projects for the Long Term Financial Plan, and the resourcing of shorter-term projects and actions through the annual Business Plan and Budget process. These processes will ensure the actions and projects are aligned with City of Adelaide's suite of long and short-term strategies and action plans.

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City of Adelaide
Integrated Transport Strategy

www.ouradelaide.sa.gov.au



Adelaide Botanic High School

School Travel Safety Review – Draft Report

City of Adelaide

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8 July 2024
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Client: City of Adelaide
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Executive Summary

Overview

Adelaide Botanic High School is located in the Adelaide Park Lands on the eastern side of Frome Road south of Victoria Drive. The high school comprises Years 7 to 12. The recent expansion for a new southern wing was completed in June 2024 and is fully operational for Term 3 2024 in July 2024. The high school had 1,390 students enrolled in Term 2 2024.

Key Findings

The high school has a zoned enrolment area that is the same for Adelaide High School. It includes the City of Adelaide and suburbs to the inner west and inner north, such as Mile End, Bowden, Prospect and Walkerville. 18 per cent of the students live in Adelaide and North Adelaide with 11 per cent in the adjacent suburbs to the Ring Road within a distance that they can walk or bicycle to the school. Over 70 per cent of the students live in suburbs beyond a short walking or cycling distance. Only 5 per cent live in outer suburbs that are outside of the enrolment area.

From the student travel survey, the car mode share was 26 per cent in the AM period and 22 per cent in the PM period on a typical fine weather day in May 2024. The PM departure period had four per cent more students using public transport than in the AM period. This result is likely because parents drop of their children on the way to work in the CBD for the morning commute trip, but the students travel home by public transport when the parent is still working in the PM school departure period. The bicycle mode share was about 8 per cent and the walk mode share was 4 to 5 per cent.

On a wet weather day in the same week, the cycling mode share dropped by five per cent and public transport by nine per cent in the AM period whereas the car mode share increased by 13 per cent.

Key Recommendations

Most of the student travel safety issues will be addressed with the completion of the Frome Road bikeway with the following infrastructure improvements:

- Southbound bus stop 1A will be relocated north of Victoria Drive so that the queues of students in the afternoon can be organised to stand in the open area north of the northern side of the school.
- The left turn slip lane from Victoria Drive for northbound traffic into Frome Road will be removed to remove this pedestrian safety risk at this intersection as shown in Figure 4.1.
- The bicycle lanes in Frome Road will be redesigned and rebuilt to be separated from the footpaths on both sides of Frome Road south of Victoria Drive and as a two-way cycleway on the westside of Frome Road north of Victoria Drive. This will provide a safer location for the north-south cycling route with the hazards with pedestrians sharing the path.

Other recommendations for the high school to consider are:

- The high school to complete the landscaping project on the northern side of the school to include a sealed footpath from Frome Road at Victoria Drive for a safer walk route to the student entrance on the northern side of the school.
- Maintain the clearance of debris, fallen tree branches and leaves from the footpath in front of the entire school building, especially during the autumn and winter months when wet leaves are a trip hazard for pedestrians and cyclists.
- Develop ongoing travel demand management education and training with regular activities and promotions to encourage more students to walk, cycle and use public transport modes instead of the private vehicle.
- Consider promoting safe travel to school with the preparation of a School Travel Access Guide that includes the school building entry locations, bus route and timetable information, other public transport information, safe walking and cycling routes and tips for safe cycling.

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Abbreviations

Abbreviation	Description
DfE	Department for Education, South Australia
DIT	Department for Infrastructure and Transport, South Australia
PAC	Pedestrian Actuated Crossing with traffic signals

Glossary of Terms

Term	Description
Bicycle lane	On-road kerbside lane allocated for bicycles with pavement markings
Emu crossing	A pedestrian crossing with white road markings, red and white posts and operate only when the children's crossing flags are displayed. They are placed within school zones and a speed limit of 25 km/h applies to drivers when children are present. Drivers must stop for pedestrians using or about to use the crossing.
Kiss and Drop zone	A location designated on the street or on the school grounds for parents and carers in vehicles to drop-off or pick-up students typically with a 2-minute waiting limit. Parents are to stay in the vehicle.
Koala crossing	A pedestrian crossing with white road markings, red and white posts and two yellow alternating flashing lights. They are only operational when the yellow lights are flashing and a speed limit of 25 km/h applies to drivers between signs on the approach to the crossing. Drivers must stop for pedestrians using or about to use the crossing.
Shared path	Off-road pathway for pedestrians and cyclists
Go Zone	A high frequency bus corridor with one or more bus routes with a service headway of every 15 minutes on weekdays and every 30 minutes at other times. Stops and stations within a 'Go Zone' provide a bus, train or tram operating: • every 15 minutes between 7.30 am and 6.30 pm, Monday–Friday • every 30 minutes between 6.30 pm and 10 pm, Monday–Friday • every 30 minutes on Saturday, Sunday and South Australian public holidays.

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1 Introduction

This section provides the background for the school travel safety reviews and the study purpose and scope with an overview of the school location.

1.1 Background

The City of Adelaide is conducting School Travel Safety Reviews with the key objectives to:

- Investigate the current speed limits to assess the requirement of reducing the speed to 40km/h or less to help support more vibrant businesses and for a safer urban environment with the provision of higher quality amenity in the residential streets in the City of Adelaide.
- Consider always extending the time periods for the 25 km/h speed limit at and near all schools in the City of Adelaide when children are present and to work with DIT to further understand what responsible safety measures may be added to assist with drop off/pick up of children.

In January 2023, the Council requested the administration to investigate and report by the end of the 2023 school year on the need for and the nature of any additional measures to enhance the safety of primary and secondary, public and private school students entering and leaving schools at the beginning and end of the school day, including the introduction of supervised or unsupervised so called "kiss and drop zones" at all schools in the City of Adelaide.

A School Safety Report was completed for St Aloysius College and presented to the Infrastructure and Public Works Committee held on 19 March 2024. At the Council Meeting on 26 March 2024, Council decided to complete school travel safety reviews for 11 other schools in the City of Adelaide.

1.2 Study Purpose and Scope

The purpose of the work is to develop and document an evidence-based approach using the Safe System approach to address road safety concerns for children, parents and carers, with recommended changes such as safer crossing outcomes and measures to reduce the danger from motorised vehicle movements. The key objectives of the school transport safety reviews are to:

- Review the extents of the existing school speed zones to achieve Safe System speed outcomes, and
- Identify and prioritise opportunities to improve safety outcomes around schools.

The following tasks were completed for this school travel safety review:

- Engage with each school Principal or relevant representative to discuss issues with student travel to and from the school and opportunities to improve school travel safety.
- With the support from the teachers, undertake a student travel mode survey.
- Conduct AM and PM site investigations to observe any unsafe movements, in particular at the Kiss and Drop areas.
- Identify and map the location of the:
  - Existing pick up and drop off areas.
  - Existing school zones and other speed limits, including signs.
  - Existing crossings by type and informal crossing points and pedestrian desire lines.
  - Proposed locations of any measures, such as indicative locations of new crossings, new/changed school zones and of pick-up and drop off areas.
- Document the research and site investigation findings with options and prioritised recommendations for infrastructure projects to improve school travel safety.

1.3 School Location

Adelaide Botanic High School is located on Frome Road south of the intersection at Victoria Drive within the Adelaide Park Lands and west of the Adelaide Botanic Garden within the City Riverbank zone. The school site and the existing surrounding environs are shown in Figure 1.1.



Figure 1.1 Adelaide Botanic High School Location

The existing entrances to Adelaide Botanic High School are shown in Figure 1.2. From Term 3 2024, students will have an alternative entrance on the south side of the school to enter the new wing.



Footpath and existing bicycle path at the front public entrance to the high school



The entrance for students is on the eastern and northern side of the school

Figure 1.2 Student and Public Access to the Adelaide Botanic High School

2 Existing Conditions

The section provides the analysis of the existing school operations, the student population and travel patterns and an overview of transport access to the school by all transport modes.

2.1 School Operations

Adelaide Botanic High School that comprises years 7 to 12 opened in January 2019 is unique with a CBD location in a Park Lands setting, multi-level modern architecture and fosters a culture to support sustainable transport modes.

Adelaide Botanic High School was expanded with a new southern wing to the school that can accommodate growth for an additional 700 students. The new facilities are designed in an integrated vertical building that can accommodate up to 1,950 students. The school expansion was completed in June 2024 and is fully operational for Term 3 2024 in July 2024.

The school building opens at 8:25 am on school days. The bell times are:

- Start of classes at 9:25 am on Mondays, Tuesdays, Thursdays and Fridays
- Start of classes at 10:15 am on Wednesdays only
- End of classes at 4:00 pm Monday to Friday, except public holidays

A 9.25 am start time (10.15 am on Wednesday) for students was chosen because the traffic on the road network is less busy and it provides the greatest capacity on public transport. Bike paths are also less congested at these times. The late start is supported by research regarding adolescent sleep and learning patterns as well as providing a unique staff collaboration and planning opportunity each morning. For staff, the school day starts at 8.25 am when they meet to plan and prepare the lessons for the students. Students finish their school day at 4.00 pm which allows them to travel home during the less busy traffic period before PM commuter peak hour after 5:00 pm.

The school office hours are:

- Monday to Tuesday 8.30 am to 4.30 pm
- Wednesday 10.00 am to 4.30 pm
- Thursday to Friday 8.30 am to 4.30 pm

2.2 Student Enrolment Analysis

The school enrolment in Term 2 2024 was for 1,390 students with a distribution by year as follows:

- 307 students in Year 7
- 224 students in Year 8
- 220 students in Year 9
- 236 students in Year 10
- 214 students in Year 11
- 189 students in Year 12

Enrolment for Term 3 2023 with 1,151 students.

Students typically reside from areas within the enrolment catchment area that is shown in Figure 2.1. These areas include the City of Prospect, City of Adelaide, City of Charles Sturt, and City of Norwood Payneham St Peters. However, some students travelled outside of the enrolment area such as City of Onkaparinga and District Council of Mount Barker.

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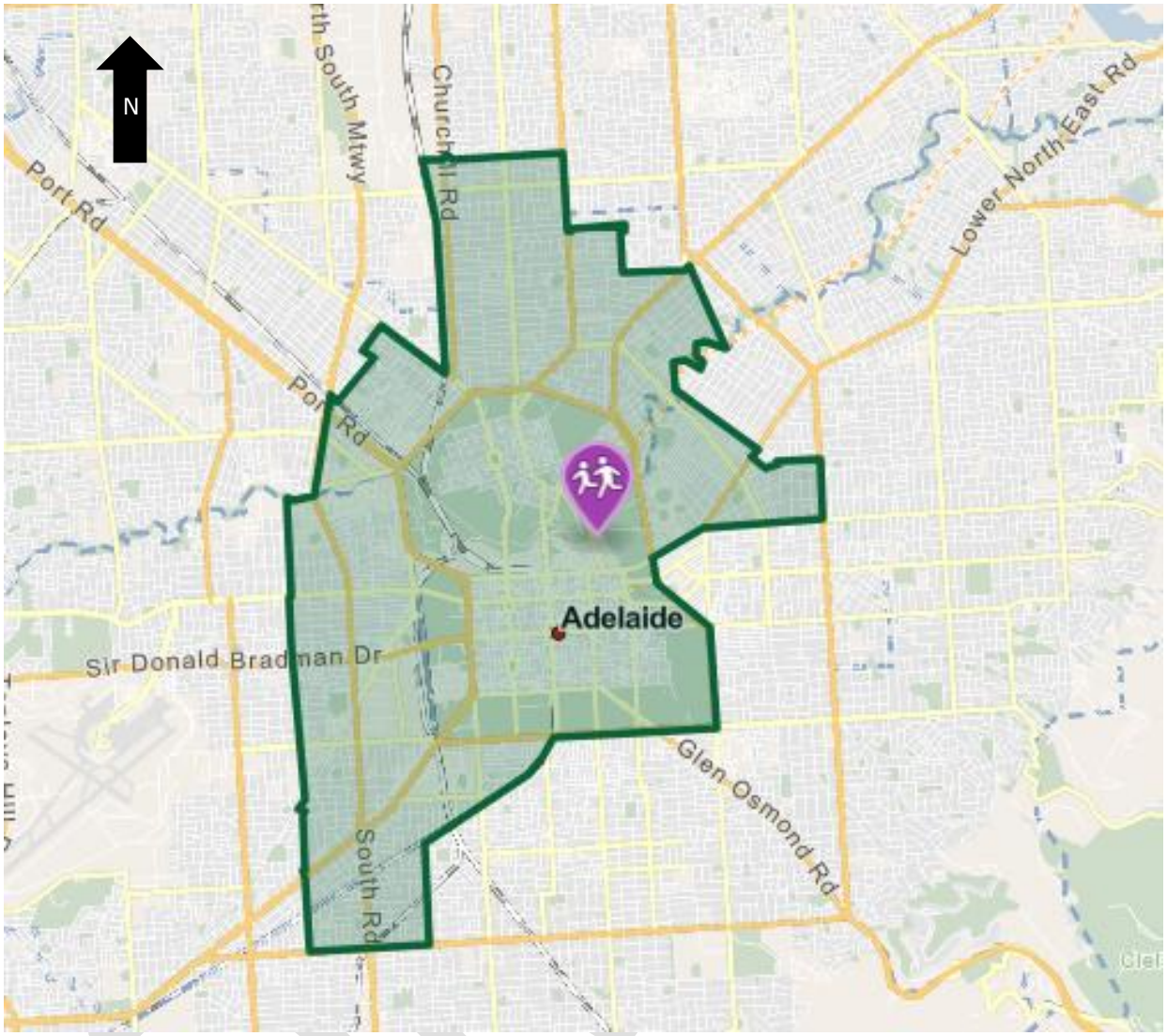


Figure 2.1 School Enrolment Area for Adelaide Botanic High School

The Adelaide Botanic High School catchment boundary area includes all the City of Adelaide and parts of the City of Prospect, Town of Walkerville, City of Norwood Payneham & St Peters Council, City of Unley, City of West Torrens Council and City of Charles Sturt. A breakdown of the distribution of student residence per neighbouring area is shown in Table 2.1.

The number of students in Term 2 2024 by residence location and year is provided in Table 2.1 and is shown in the histogram in Figure 2.2. 18 per cent of the students live in Adelaide and North Adelaide with 11 per cent in the adjacent suburbs to the Ring Road within a distance that they can walk or bicycle to the school. Over 70 per cent of the students live in suburbs beyond a short walking or cycling distance. Only 5 per cent live in outer suburbs that are outside of the enrolment area.

Table 2.1 Student Residence per Location for Adelaide Botanic High School

Location	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12	Total (Percentage)
Adelaide	49	32	30	18	21	23	**173 (12.4%)**
North Adelaide	14	15	12	10	15	11	**77 (5.5%)**
Neighbouring Suburbs	29	18	26	26	19	28	**146 (10.5%)**
Inner Council Suburbs	202	148	139	169	148	117	**923 (66.4%)**
Outer Council Suburbs	13	11	13	13	11	10	**71 (5.1%)**
Total	**307**	**224**	**220**	**236**	**214**	**189**	**1,390**

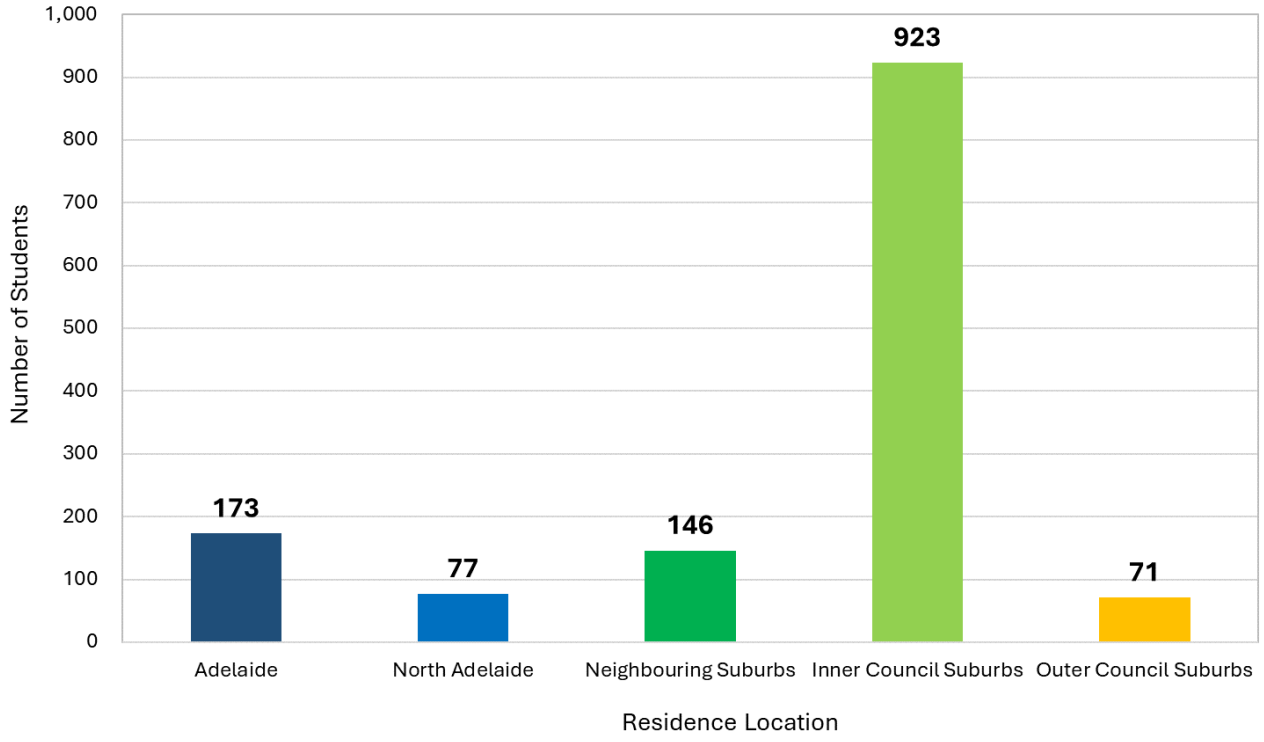


Figure 2.2 Adelaide Botanic High School Student Residence Location Analysis

2.3 Student Travel Demand

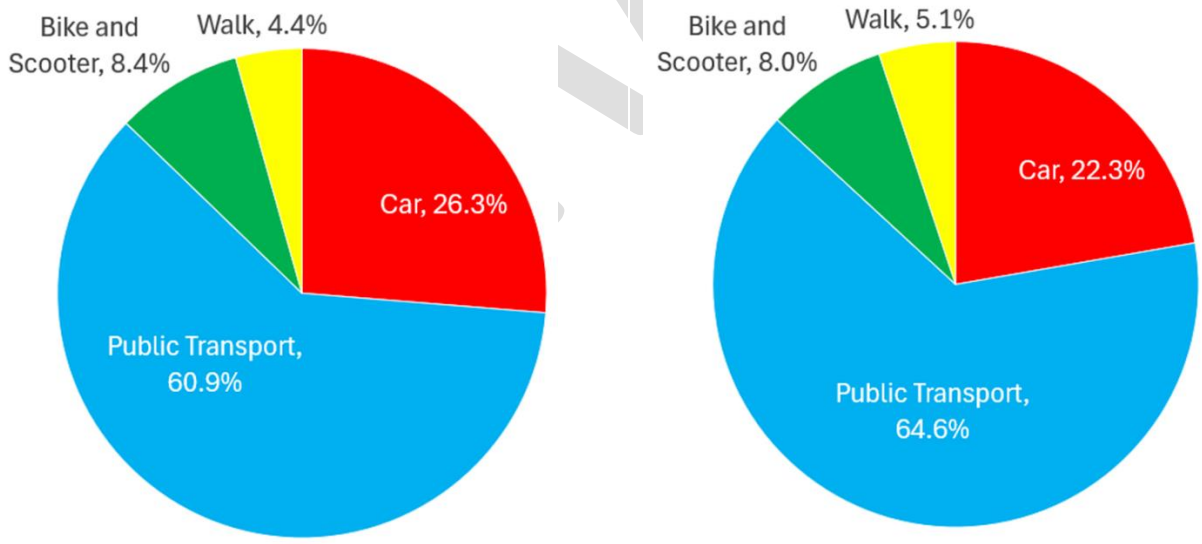
The existing school travel activity to and from the Adelaide Botanic High School was reviewed through site observations and a student travel mode survey on a typical school day. The student travel mode survey form is included in **Appendix A**.

The student travel mode survey was conducted by the teachers during the first morning class on Tuesday 28 May 2024 and Thursday 30 May 2024. The findings from the surveys were used to confirm the existing transport mode shares for:

- Car (as driver)
- Car (as passenger with drop-off)
- Walk for the entire trip
- Bus, Train or Tram
- Bicycle or e-bike
- Scooter

The student travel mode shares to school in the AM period and from school in the PM period on Tuesday 28 May are shown in Figure 2.3. The weather was fine and dry with a high temperature of 25 C. A total of 274 students completed the online survey organised by the school, which is about 20 per cent of the total enrolment. This provides an adequate sample of the students for the transport mode share analysis.

The car mode share was 26 per cent in the AM period and 22 per cent in the PM period. The PM departure period had four per cent more students using public transport than in the AM period, which correlates directly to the change in vehicle usage between both periods. This result is likely because parents drop of their children on the way to work in the CBD for the morning commute trip, but the students travel home by public transport when the parent is still working in the PM school departure period. The bicycle mode share was about 8 per cent and the walk mode share was 4 to 5 per cent.

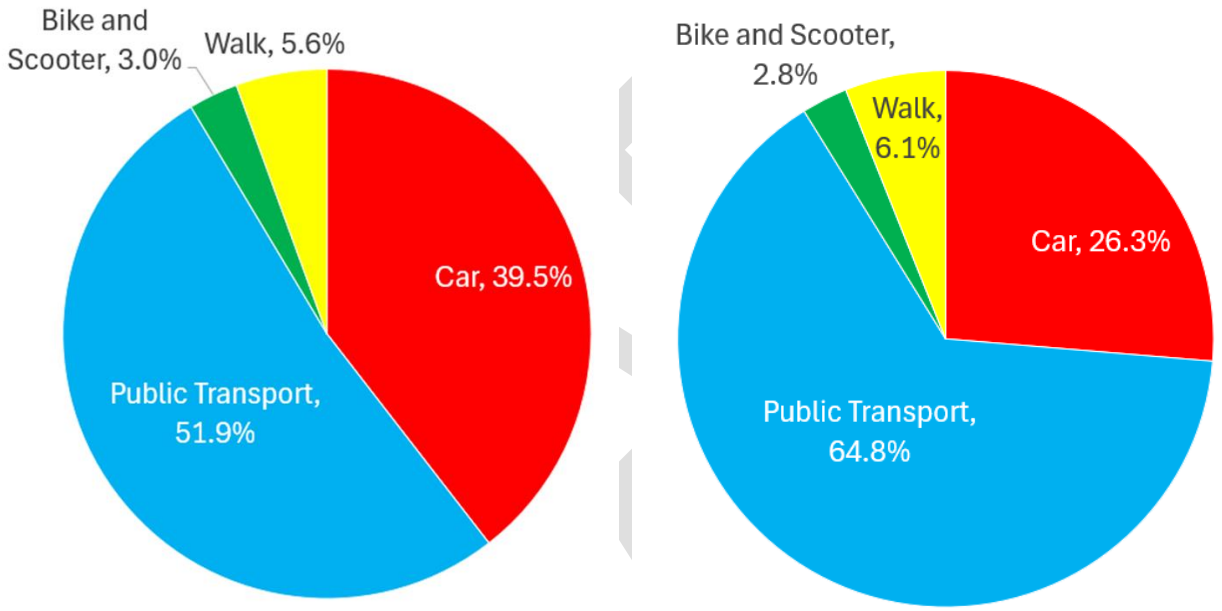


AM Period Arrival Transport Mode Share **PM Period Departure Transport Mode Share**

Figure 2.3 Adelaide Botanic High School Student Transport Mode Shares on 28 May 2024

The student travel mode shares to school in the AM period and from school in the PM period on Thursday 30 May are shown in Figure 2.4. The weather was wet and rainy in the AM period with a high temperature of 18 C. This survey shows that the travel to school is affected by the weather with a comparison between a fine dry weather day and a rainy cooler day in the same week. A total of 395 students completed the online survey organised by the school, which is about 28 per cent of the total enrolment. This provides an adequate sample of the students for the transport mode share analysis.

The car mode share in the AM period was 40 per cent which about 13 per cent higher than the Tuesday due to the rainy weather. The PM departure period had 13 per cent more students using public transport than in the AM period, which correlates directly to the change in vehicle usage between both periods. As a results of the wet weather day, the public transport mode share in the AM period reduced by nine per cent. The bicycle mode share was five per cent less than the Tuesday at three per cent, whereas the walk mode share at six per cent was slightly higher than on the fine weather day.



AM Period Arrival Transport Mode Share **PM Period Departure Transport Mode Share**

Figure 2.4 Adelaide Botanic High School Student Transport Mode Shares on 30 May 2024

2.4 Transport Access

Transport access to the school via road, public transport, cycling and walking and the availability of on-street, on-site and off-site parking is provided in this section. The facility is designed to support and encourage sustainable and healthy commuting by students and staff. Secure fenced and roofed storage for bicycles, scooters and other modes of non-vehicular transport is required for students and staff, in locations safe and convenient to users.

2.4.1 Road Network

Vehicular access to the to the underground level of the school is from the eastern side of Frome Road about 80 m south of the signalised intersection at Victoria Drive. Traffic only has left-in and left-out only from Frome Road with a space for unloading vehicles, such as delivery trucks to unload south of the existing main entrance, and for staff and students in cars, bicycles and scooters to use the ramp to the underground car parks and bicycle storage facilities.

Frome Road

Frome Road is a two-way four lane sub-arterial road aligned in a north to south direction and is under the care and control of the City of Adelaide. The road has a 12.3 m carriageway set within a 24 m road reserve. A 1.5 m wide off-road shared path exists on the eastern side and a 1.2 m wide on road bike lane on the western side of the road. Sealed bitumen footpaths are on both sides of Frome Road that range from 1.8 to 2.2 m in width. The traffic volumes in Frome Road at Victoria Drive is about 15,500 vehicles per day. It has a posted speed limit of 50 km/h. The kerbside usage, bicycle lanes and traffic lanes in Frome Road north of Victoria Drive next to Botanic Park is shown in Figure 3.1

Victoria Drive

The T-junction at Frome Road and Victoria Drive is a signalised traffic intersection that is located immediately northwest of the school as shown in Figure 3.4. The University of Adelaide campus is on the southwest corner and Park Lands on the northwest corner.

Plane Tree Drive in Botanic Park

Plane Tree Drive provides access to the north-eastern side of the school with a one-way loop road through Botanic Park with entry from Hackney Road as shown in Figure 3.5. The section of Plane Tree Drive closest to Frome Road is used for informal Kiss and Drop activity on school days where the students have a short walk from the school through Botanic Park.

Street access adjacent to the school and leading to the school are provided in Table 2.2

Table 2.2 Local Streets at Adelaide Botanic High School

Road	Classification	Relevance to the School
Frome Road	Local street	Front entrance
Victoria Drive	Local street	50 m opposite school entrance

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The attributes of the local road network at Adelaide Botanic High School are summarised in Table 2.3. In areas where no data was provided, the field was labelled as not applicable (n/a). Generally, the posted speed limit was obeyed by drivers in the area.

Table 2.3 Local Road Network Attributes at Adelaide Botanic High School

Road	Number of Lanes	Daily Traffic Volumes	Posted Speed (km/h)	Average Speed	85th Percentile Speed
Frome Road	4	6,820	50	42.6	49.8
Victoria Drive	2	n/a	50	n/a	n/a

Frome Road and Victoria Drive are not subject to 25km/h school zone during AM and PM peak times. Signalised crossing points are provided to pedestrians at the nearby intersection of Victoria Drive and Frome Road.

Table 2.4 Local Road Network Attributes at Adelaide Botanic High School

Road	25 km/h School Zone in Street	Type of Crossing in Street
Frome Road	No	Signalised Intersection at Victoria Drive PAC south of the school
Victoria Drive	No	Signalised Intersection

The signalised intersections in Frome Road that provide the safe pedestrian crossings to the high school are shown in Figure 2.5.



Looking west from Frome Road at Victoria Drive where students cross Frome Road to walk to bus stop 1A to and from the northbound bus services.



Looking south to the PAC in Frome Road south of the school at the access road to the Wilson's car park that is used by staff and some Year 12 students.

Figure 2.5 Pedestrian Crossings leading to Adelaide Botanic High School

2.4.2 Crash Analysis

A review of the latest crash data from 2018 to 2022 (five-year period) has been sourced from DataSA. During this time there has been the following crashes within direct vicinity of the school:

- Frome Road: 2 property damage crashes
- Victoria Drive: 1 property damage crash

The crash statistics from 2018 to 2022 are shown by location in Figure 2.6.



Figure 2.6 Crashes on School Days at Adelaide Botanic High School

2.4.3 Parking and Kiss and Drop Areas

The types of carparking provided in the streets surrounding the school are provided in Table 2.5. The on-street car parking controls along the streets in the vicinity of the school are shown in Figure 2.7.

Table 2.5 Parking Types at Adelaide Botanic High School

Road	Type of Parking
Frome Road (North of Victoria Drive)	Angled Timed, Parallel Timed
Frome Road (South of Victoria Drive)	Bus zone, No Stopping at all times
Victoria Drive	Motorcycle All Times, Angled Timed

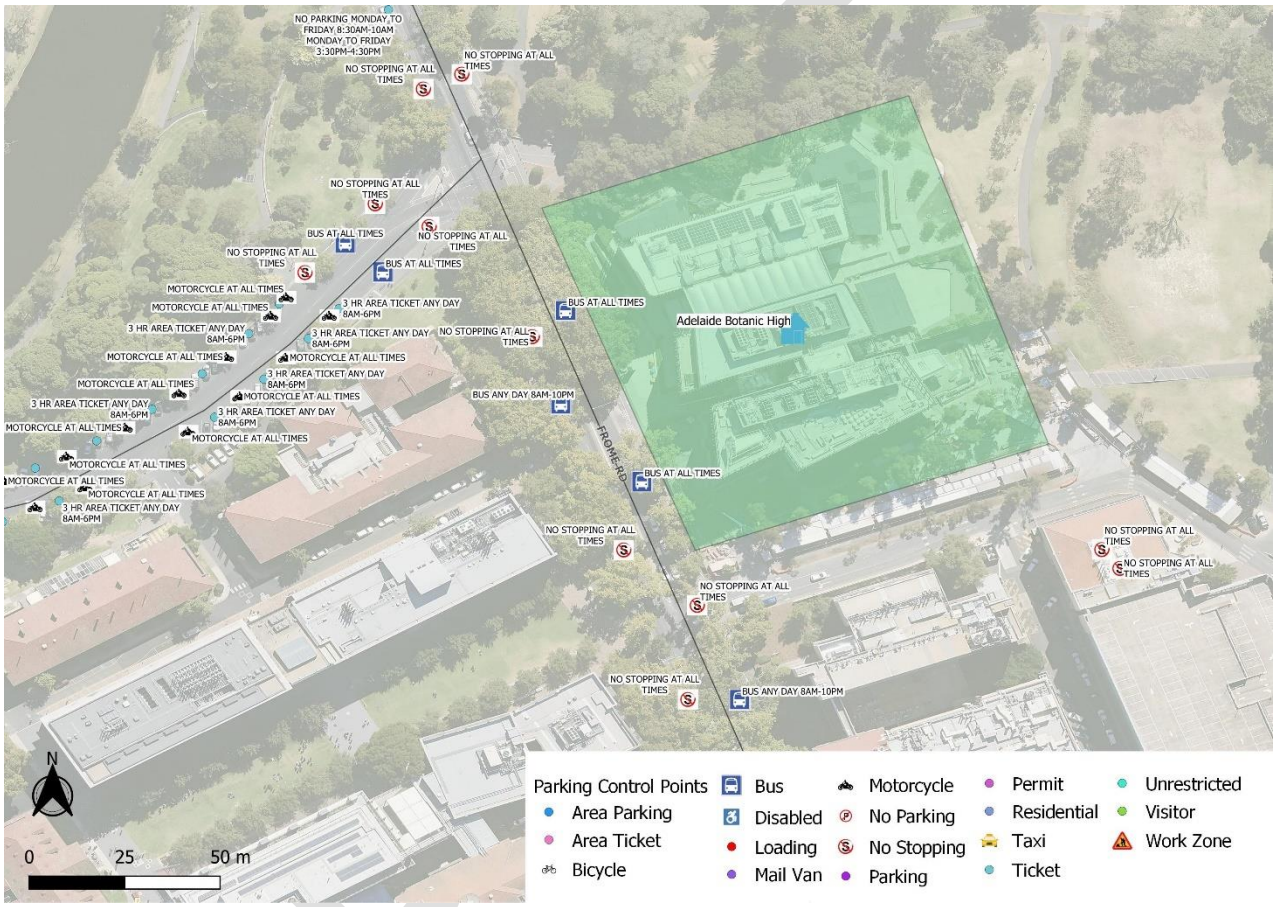
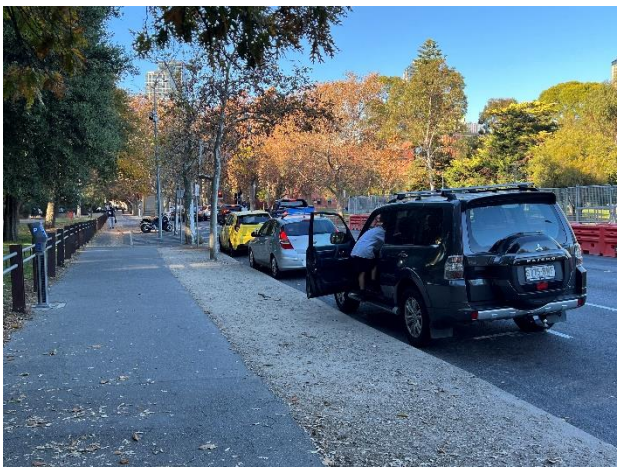


Figure 2.7 On-street Parking Controls at Adelaide Botanic High School

On-street parking on both sides of Frome Road north of Victoria Drive is used for Kiss and Drop activity on school days as well as for visitors to the university, the Park Lands and Botanic Park is shown in Figure 2.8.



Looking south in Frome Road at Kiss and Drop parking spaces north of Victoria Drive



Motorcycle parking is located immediately south of the on-street car parking in Frome Road north of Victoria Drive

Figure 2.8 On-street Parking and Kiss and Drop Areas at Adelaide Botanic High School

The on-street parking along Frome Road north of Victoria Drive has passenger loading zones from 8:30 am to 10 am and 3:30 pm to 4:30 pm on school days as shown in Figure 2.9.



Existing parking controls in Frome Road north of Victoria Drive vary by time of day and day of the week.



Looking south on the east side of Frome Road at timed car parking spaces north of Victoria Drive

Figure 2.9 On-street Parking Restrictions in Frome Road at Adelaide Botanic High School

Wilson Parking offer affordable and secure parking at Lot Fourteen Car Park, located with access from Frome Road. It has 24/7 access, the car park offers Hourly, Early Bird, Night and Weekend parking and discount online parking options. Parking customers can pay as you go with a Wilson Parking Card, or get unlimited 24/7 access when you subscribe to Monthly Parking. The "pay as you go" Wilson Parking Card avoids the need for drivers to avoid the queue as they simply swipe in and out of the car park, with one monthly invoice based on the actual usage with no additional fees.

Parents who do not work in the CBD are unlikely to regularly drive into the CBD to drop off or pick up their child. Most students are capable of travelling on their own and use public transport.

2.4.4 Public Transport

Adelaide CBD is the focus of the bus, tram and train network with the walkable access from Adelaide Botanic High School at:

- bus stops in Frome Road, King William Road, North Terrace and Grenfell Street,
- the Botanic Gardens tram stop in North Terrace that is a 400 m via the walk route between the buildings in Lot Fourteen or along the eastern side of Frome Road, and
- Adelaide railway station which is a 1.2 km walk west of Frome Road via Victoria Drive or using the 98A/98C Free City Connector bus.

The bus stops that are located at or in the immediate vicinity of Adelaide Botanic High School in Frome Road and Victoria Drive are shown in Figure 2.10



Figure 2.10 Bus Stops at Adelaide Botanic High School

The bus and tram routes and timetabled services that students can walk to within 400 m of the school are provided in Table 2.6. Routes 271 and 273 are part of the high frequency Go Zone in Frome Road.

Table 2.6 Public Transport Services at Adelaide Botanic High School

Road	Closest Bus or Tram Stop	Walk Distance to Closest Stop (m)	Routes	Relevant Services on School Days
Frome Road	Stop 1A Frome Road - East side	20 m	271 and 273 to Adelaide CBD via Frome Road, Grenfell Street and Currie Street	9:17 am, 9:28 am, 9:34 am, 9:42 am, 9:49 am, 10:04 am 4:01 pm, 4:18 pm, 4:31 pm, 4:45 pm
	Stop 1A Frome Road – West side	40 m with crossing Frome Road	271 and 273 to Tea Tree Plaza or Paradise via Melbourne Street and North East Road	9:17 am, 9:31 am, 9:41 am, 9:53 am, 10:10 am 4:09 pm, 4:24 pm, 4:37 pm
Victoria Drive	Stop 1 Victoria Drive – North side	50 m with crossing of Frome Road	98A Connector Bus (free) to North Adelaide and from Adelaide railway station	9:15 am, 9:45 am 4:15 pm, 4:45 pm
	Stop 1 Victoria Drive - South side	50 m with crossing of Frome Road	98C Connector Bus (free) from North Adelaide to Adelaide railway station	9:28 am, 9:58 am 3:58 pm, 4:28 pm
North Terrace	Botanic Gardens tram stop	400 m south through Lot Fourteen walkway	Botanic Gardens to Entertainment Centre tram line	Every 10 minutes from 7:00 am to 7:00 pm

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2.4.5 Cycling

The bicycle network in vicinity of the school with the connecting link to surrounding Park Land trails and the inner metropolitan cycling network is shown in Figure 2.11. Frome Road has an on-road bicycle lane on the western side and an off-road 1.5 m wide bike lane on the eastern side. Sealed shared paths exist throughout the Adelaide Park Lands. Two shared bicycle paths are parallel to the River Torrens and one path is along the Adelaide Botanic Gardens. The Frome Street Bikeway is about 600 m south of the school.

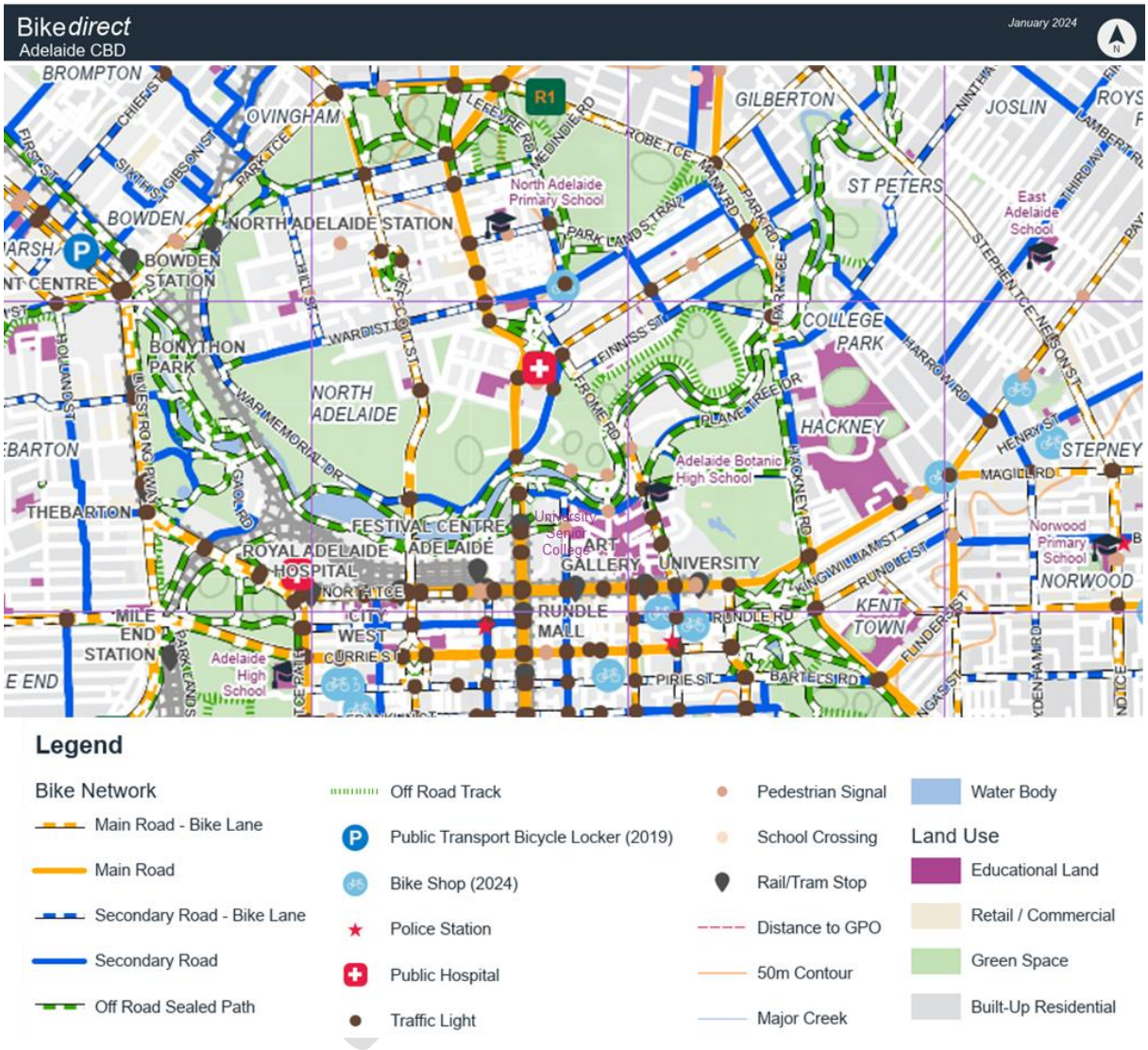
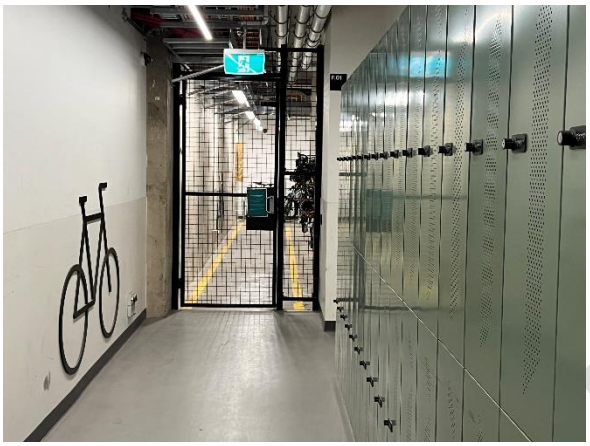


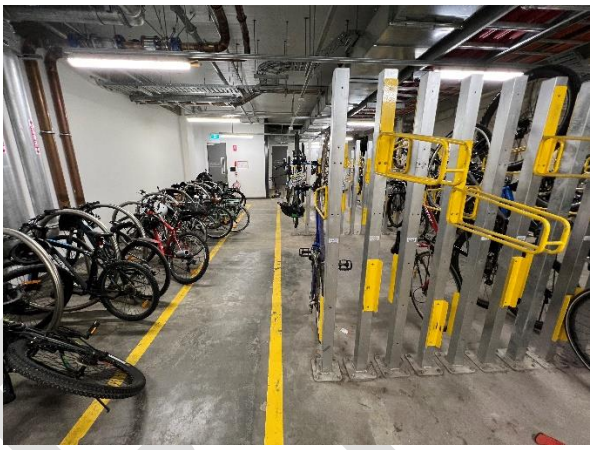
Figure 2.11 Cycling Network to Adelaide Botanic High School

In the immediate vicinity of the school, the bicycle path along the eastern side of Frome Road is located between the footpath and the verge area of Frome Road. This creates a safety hazard during the AM school peak period between 8:30 am and 9:30 am and to 10:15 am on Wednesdays) when students and staff are arriving at the school and after 4 pm when they are leaving the school. In order to mitigate the risks, the school has staff monitor the situation with a safety instruction for all students on bicycles to walk their bicycle in the area immediate in front of the school building.

The secure bicycle storage area in the basement of the school has over 250 spaces available for staff and students. The new facilities are shown in Figure 2.12. Students enter the basement level from a ramp with access from Frome Road. They must use their student card to access the secure parking area that is validated only for students with bicycles. In addition to the storage area, a bicycle repair room is located adjacent to the lock-up that is used for regular courses about how to repair and maintain your bicycle as part of the school program to support a culture for sustainable transport.



Students can only enter the secure bicycle storage area with their validated access card.



Secure bicycle storage in the basement level of the high school is provided for over 250 bicycles.

Figure 2.12 Secure Bicycle Storage Facitliy at Adelaide Botanic High School

2.4.6 Pedestrian Access

Walking to and from the school is an important transport mode for students, staff and visitors who walk for their entire trip or as an access mode to the bus stops in Frome Road, Victoria Drive and the CBD, tram stops in North Terrace and train services at Adelaide Railway Station. The footpath network along Frome Road, Victoria Drive and through the Park Lands in Botanic Park needs to be well maintained and kept clear of fallen trees and debris by the City of Adelaide.

The high school has good pedestrian access from all directions from Adelaide CBD, through Botanic Park and from Victoria Drive. Two signalised intersections with pedestrian crossings are at the intersection of Frome Road and Victoria Drive and with the PAC across Frome Road which is 130 m south of Victoria Drive.

Pedestrian access routes to the high school are via:

- Sealed footpaths exist along on both sides of Frome Road.
- Footpaths through the path network in Botanic Park and from Plane Tree Drive.
- Along both sides of Victoria Drive to the west along the northern side of the university campuses and to Adelaide Railway Station via a signalised pedestrian crossing in King William Road.
- An alternative pedestrian route through Lot Fourteen to the Wilson car park and to North Terrace. However, students are discouraged to use this route through the construction zone in Lot Fourteen until the public domain works are completed, possibly by 2026.

The 1 km, 1.5 km and 2 km walkable access catchment areas to Adelaide Botanic High School that were calculated using the footpath network are shown in Figure 2.13.

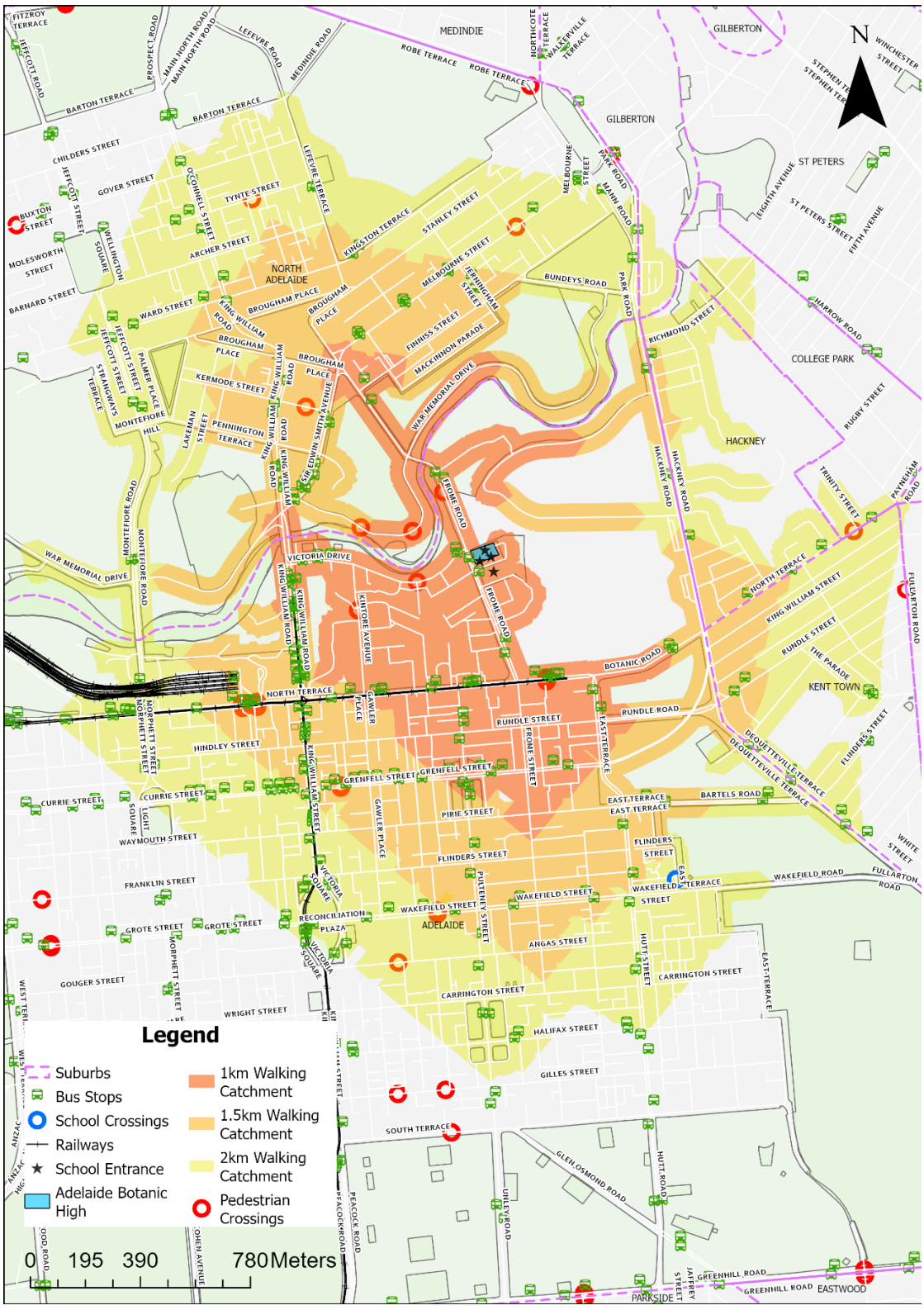


Figure 2.13 Walkable Access Catchment to Adelaide Botanic High School

3 Issues and Opportunities

The issues and opportunities were identified with discussions with the school administration staff and site observations conducted during the AM drop-off period and the PM pick-up period.

3.1 Stakeholder Discussions

A meeting and tour of the high school was held with Andrea West on Tuesday 28 May 2024. The following issues regarding student travel were discussed:

- The school expansion that was completed in June 2024 will be fully operational for Term 3 2024 at the end of July.
- The Frome Bikeway project is under construction by the City of Adelaide and will be completed by the end of November 2024. This project will address several safety issues for students such as:
  - The relocation of the bus stop north of Victoria Drive to provide a safer queuing area for students waiting for the southbound buses in the afternoon.
  - Close off the slip lane for the left turning traffic from Victoria Drive to Frome Road north to provide a safer pedestrian crossing at this intersection.
  - Separate the bicycle lane from the footpath to provide segregation between the pedestrians, students and cyclists in Frome Road.
- A total of 306 bicycles spaces are provided in the secure basement level that will cater for the growth in the bicycle demand from students and staff. For the ultimate school capacity of 1,950 students and 169 FTE staff, the bicycle demand is estimated to be for 230 spaces which can be catered by the bicycle racks.
- The school has plans to upgrade the landscaping on the north side of the building, including the walk access to the northern student entrance from Frome Road.

3.2 Site Observations

The existing staff and student transport mode activity to and from the Adelaide Botanic High School were observed during the AM peak arrival period and the PM peak departure period on typical school days in Term 2 2024 during May 2024. The site visits were conducted on Tuesday 28 May 2024 for the AM peak and the PM peak periods. The weather was fine and 18 C.

3.2.1 AM Arrival Period

The pedestrian, cyclist, bus passenger and Kiss and Drop activity was observed during AM arrival period from 8:30 am to 9:30 am. The AM period arrival profile was relatively distributed over the hour before the school start time, with the peak activity of arrivals between 9:05 am and 9:20 am.

Other findings from the AM observations are:

- Most of the drop off activity for students occurred on from the eastern side of Frome Road with the busiest period between 9:00 am and 9:30 am with no safety issues or traffic delays.
- A low level of drop off activity was observed in Plane Tree Drive with less than 20 vehicles.
- The busiest time for students crossing at the Frome Road / Victoria Drive signalised intersection was from 9:15 am to 9:20 am.

The existing condition of the footpath for walk access to the northern student entrance is shown in Figure 3.1.

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The pedestrian desire line to the northern student entrance to the school is an unpaved path.



Looking west along the unpaved walk route to the northern student entrance.

Figure 3.1 Walk Access to the Northern Student Entrance during the AM Arrival Period

The most significant safety hazard is the risk of conflicts between pedestrians including students from the buses and cyclists along the eastern side of Frome Road as shown in Figure 3.2



Students alighting from a bus need to watch for cyclists on the bicycle lane heading to Adelaide CBD to cross to the school entrance.



Looking south along the footpath and bicycle lane on the eastern side of Frome Road at Victoria Drive.

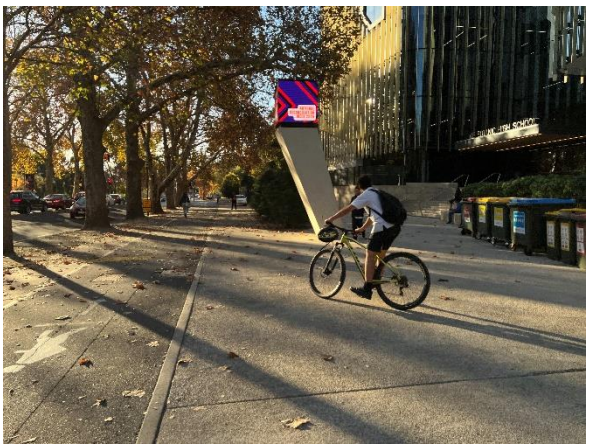
Figure 3.2 Unsafe Pedestrian and Cyclist Movements along Frome Road during the AM Arrival Period

3.2.2 PM Departure Period

The pedestrian, cyclist, bus passenger and Kiss and Drop activity was observed during PM departure period from 4:00 pm to 4:30 pm. The PM period departure profile was relatively distributed over the hour before the school start time, with the peak activity of departures from 4:05 pm to 4:15 pm. The key findings from the observations are shown in Figure 3.3.

Other findings from the PM observations are:

- The peak period for departure activity was between 4:10 pm to 4:20 pm with most students crossing at the Frome Road / Victoria Drive signalised intersection with 50 to 70 students crossing per signal phase.
- Pick-up activity occurred on both sides of From Road with minor traffic delays and no safety issues.
- Students riding bicycles along Frome Road on the east side in the northbound direction creates safety hazards for pedestrians.
- Students used the Frome Road bus stop at the front entrance to the school.



A student exits the basement cycling across the forecourt and footpath in Frome Road that is against the school safety policy.



A large group of students wait to board the southbound bus to the City block the footpath in front of the main entrance to the school.

Figure 3.3 Unsafe Pedestrian and Cyclist Movements in the PM Departure Period

Parents were observed in cars waiting for students along both sides of Frome Road shown in Figure 3.4.



Parents in cars waiting for students in Frome Road north of Victoria Drive.



The parked cars on both sides of Frome Road created some vehicle queues for a short period.

Figure 3.4 Parking along Frome Road north of Victoria Drive in the PM Departure Period

3.3 Summary of the Issues and Opportunities

Issues for pedestrians accessing the high school are mostly for the City of Adelaide to address and are:

- The footpath along the eastern side of Frome Road south of the Victoria Drive intersection is flooded during heavy rain periods requiring pedestrians to walk around via the grassed area in Botanic Park. This footpath is planned to be upgraded to a bus zone by the City of Adelaide.
- During the autumn and winter months, fallen leaves that are wet from the rain are a hazard for pedestrians on the footpaths on both side of Frome Road, in particular in front of the school and on the paths leading to the school These paths need to be kept clear of debris, including fallen branches, by the City of Adelaide to avoid any trip and fall risks for students, staff and the general public.
- Students walking from the south to the school must cross the path of the access driveway to the basement bicycle storage facility that cyclists use. They walk around to the northern entrance of the school as they are not permitted to use the existing main entrance in Frome Road.

4 Travel Safety Options and Assessment

4.1 Student Travel Safety Options

Options to improve the travel safety for students were developed under three categories, namely:

- Infrastructure treatments requiring civil works with changes to signals or pedestrian crossings.
- Operational efficiencies, with changes to parking controls, Kiss and Drop aeras or school zones.
- Safety promotions to increase awareness of the school with warning signage or information.

The options for the assessment are provided in Table 4.1 with a description of the initiative and the issue to be addressed.

Table 4.1 School Travel Safety Options for North Adelaide Primary School

Type of Option	Description	Issue Addressed
Infrastructure Treatments	Relocate the southbound bus stop 1A to be relocated north of Victoria Drive	To remove the queuing of students in the PM departure period from blocking the footpath and bicycle lane on the eastern side of Frome Road in front of the main entrance to the school. The location of the bus stop north of Victoria Drive will align closer to the signal and pedestrian crossing that is immediately south and closer to the north student entrance.
	Remove the left turn slip lane at Victoria Drive and Frome Road as shown in Figure 4.1.	The slip lane is a pedestrian safety hazard as they must wait for the free flowing traffic to stop.
	Build a separate the footpath and bicycle lane along Frome Road as per the Frome Bikeway plans from the City of Adelaide.	The pedestrians and cyclists who are City commuters, attending or working at businesses at Lot Fourteen or at the university block the access for the students to the school entrances.
	Landscape the northern side of the school to include a sealed footpath.	Students who enter and exit the northern entrance to the school currently are walking from Frome Road at Victoria Road through a gravel path with slippery leaves during the wet weather.
Operational Efficiencies	Manage the distribution of students to enter and exit the school between north and south sides of the high school with Term 3 2024 with the full opening of the school expansion. Students will not use the Frome Road main entrance.	In Term 2 2024, most students were entering the school from the northern entrance via Frome Road or from the east through the Park Lands and from the walkways in Lot Fourteen. This created a large queue of students at the northern entrance in the morning that is considered difficult to manage.

Type of Option	Description	Issue Addressed
Safety Promotions	Promote safe travel to school with the preparation of a School Travel Access Guide that includes the school building entry locations, bus route and timetable information, other public transport information, safe walking and cycling routes and tips for safe cycling.	The travel mode share for non-car transport can be increased with more promotional information that provides all of the transport options to the school.

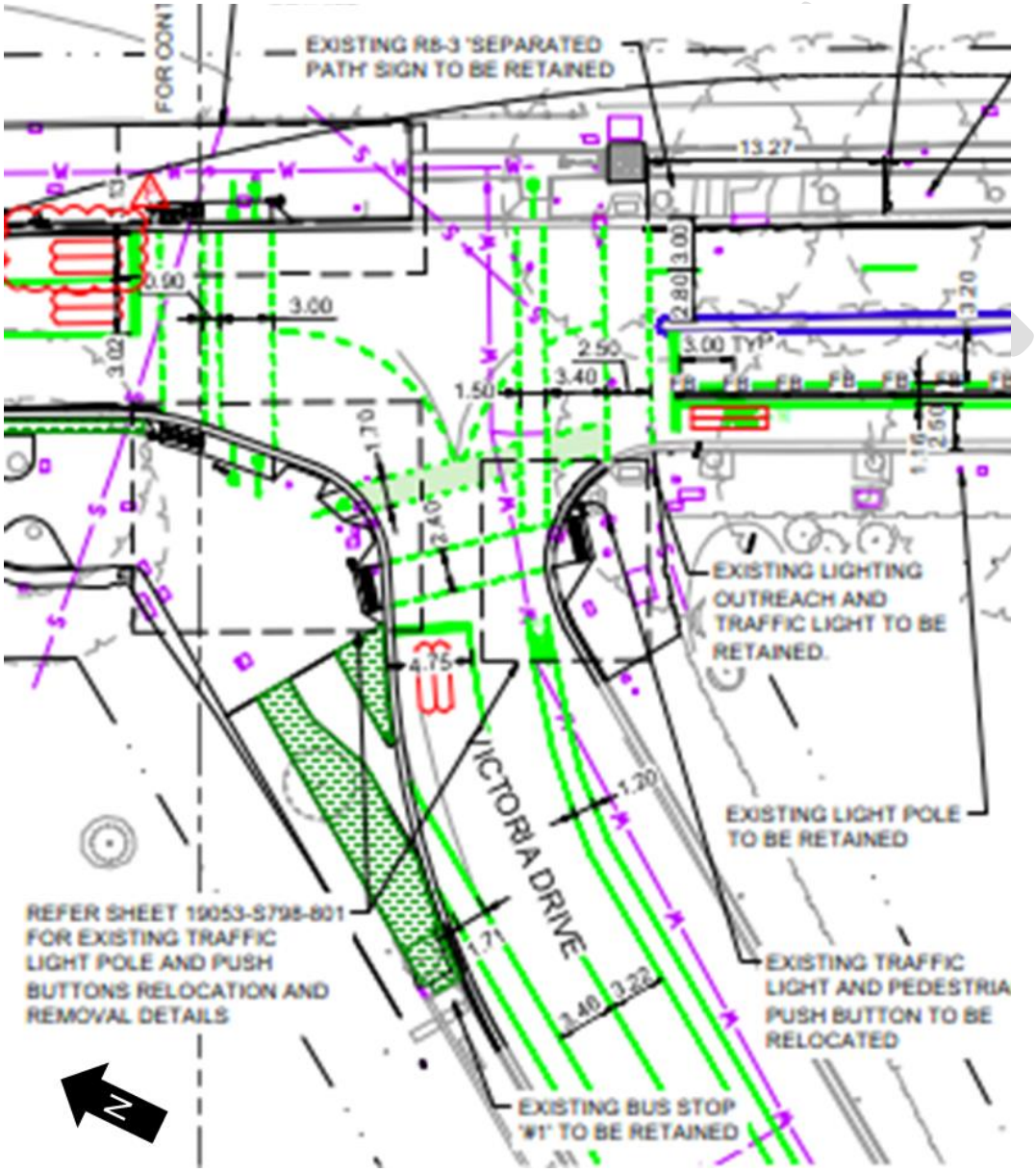


Figure 4.1 Redesign of the Victoria Drive/Frome Road Intersection

4.2 Recommended School Travel Safety Initiatives

The recommended school travel safety initiatives are shown on Figure 4.2. They include:

- Southbound bus stop 1A will be relocated north of Victoria Drive so that the queues of students in the afternoon can be organised to stand in the open area north of the northern side of the school.
- The left turn slip lane from Victoria Drive for northbound traffic into Frome Road will be removed to remove this pedestrian safety risk at this intersection as shown in Figure 4.1.
- The bicycle lanes in Frome Road will be redesigned and rebuilt to be separated from the footpaths on both sides of Frome Road south of Victoria Drive and as a two-way cycleway on the westside of Frome Road north of Victoria Drive. This will provide a safer location for the north-south cycling route with the hazards with pedestrians sharing the path.
- The high school to complete the landscaping project on the northern side of the school to include a sealed footpath from Frome Road at Victoria Drive for a safer walk route to the student entrance on the northern side of the school.



Figure 4.2 Recommended Initatives at Adelaide Botanic High School

Other initiatives proposed to improve the safety and access and support the higher use of public transport and active transport modes to the high school are:

- Maintain the clearance of debris, fallen tree branches and leaves from the footpath in front of the entire school building, especially during the autumn and winter months when wet leaves are a trip hazard for pedestrians and cyclists.
- Develop ongoing travel demand management education and training with regular activities and promotions to encourage more students to walk, cycle and use public transport modes instead of the private vehicle.
- Opportunities to adjust the bus arrival times or add additional bus services 10 minutes before the AM school start time and 10 minutes after the 4 pm departure time exist if the growth in the bus demand supports the need for extra services. The timetables that more conveniently suit the student arrival

times in the AM period and to minimise the waiting times and queuing for bus services after the 4 pm departure time would attract higher bus patronage. Some of the timetables on the existing bus routes in Frome Road arriving before 9:25 am (10:15 am on Wednesdays) and after 4 pm are proposed to be reviewed by South Australia Public Transport Authority (SAPTA) bus planners.

- Consider promoting safe travel to school with the preparation of a School Travel Access Guide that includes the school building entry locations, bus route and timetable information, other public transport information, safe walking and cycling routes and tips for safe cycling. An example of the type of information provided a Travel Access Guide for a high school in Sydney is included in **Appendix B.**

4.3 Assessment and Indicative Cost Estimates

The school travel safety options were assessed under the safe systems approach and indicative cost estimates are provided for each travel safety option in Table 4.2. The options were given labels under the following categories:

- T for Traffic control device or treatment that requires civil works and construction with cost estimates.
- I for information to the school community with signage or online promotional brochure.

Table 4.2 Indicative Cost Estimates for the Travel Safety Options at North Adelaide Primary School

Option ID	Description	Indicative Cost Estimate	Comments
T1	Southbound bus stop 1A will be relocated north of Victoria Drive.	In the Frome Bikeway project	Part of the Frome Bikeway project that will be completed by November 2024.
T2	Remove the left turn slip lane from Victoria Drive for northbound traffic into Frome Road.	In the Frome Bikeway project	Part of the Frome Bikeway project that will be completed by November 2024.
T3	Rebuild the bicycle lanes in Frome Road.	In the Frome Bikeway project	Part of the Frome Bikeway project that will be completed by November 2024.
T4	Complete the landscaping project on the northern side of the school to include a sealed footpath from Frome Road at Victoria Drive for a safer walk route to the student entrance on the northern side of the school.	Not a cost for the City of Adelaide	This is a project for the Department for Education to complete on the school grounds.
I1	Consider promoting safe travel to school with the preparation of a School Travel Access Guide	Internal cost to the school	This is an initiative for the school to consider.

5 References

The following references were used in the preparation of the school travel safety review.

- Guide to Traffic Management Part 8, Local Area Traffic Management, Austroads, Sydney, 2016, Section 7.5.7 School Zones, page 114
- Guide to Traffic Management Part 10, Traffic Control and Communication Devices, Austroads, Sydney, 2019, Section 6.5.8 Zig Zag Markings, page 105,
- Speed Limit Guideline for South Australia, Department for Infrastructure and Transport, October 2023, Appendix C School Zones
- Supplement to AS 1742.10, Manual of uniform traffic control devices, Part 10, Pedestrian control and protection, Department for Infrastructure and Transport, April 2024
- Manual of Legal Responsibilities and Technical Requirements for Traffic Control Devices Part 2: Code of Technical Requirements, Department for Infrastructure and Transport, March 2024, Section 9.3 Drop off and pick up zones, page 34
- School Transport Policy, Department for Education, South Australia, January 2024
- Adelaide Botanic High School, Traffic Impact Assessment Report, Stantec, September 2022
- Adelaide Bicycle Extension in Frome Road to the River Torrens, 2024

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Appendix A – Student Travel Survey Form

CITY OF ADELAIDE

School Travel Survey for Students

School:	Adelaide Botanic High School

Tonkin on behalf of the City of Adelaide is conducting a survey to determine the main modes of travel for students to understand the travel behaviour to the school. Please assist us by undertaking a short student survey during the first period class.

Questions for the Teacher

Date (day/month/year):	
Weather (Daytime temperature and sky conditions):	
Please enter the name or number of your class or year group.	
How many students are absent today in your class?	

Questions for the Students in Your Class / Year Group

Please ask the students with a 'hands-up' survey in the classroom.

AM Period Travel

How did you travel to school this morning? (If you travelled by more than one mode, please answer with the longest part of your journey - e.g. "car" for "car and scooter".)

Main Mode of Travel in the AM Period	Number of Students
Car (as driver)	
Car (as passenger with drop-off)	
Walk for the entire trip	
Bus	
Train	
Tram	
Bicycle or e-bike	
Scooter	

PM Period Travel

How will you travel from school this afternoon? (If you will travel by more than one mode, please answer with the longest part of your journey - e.g. "car" for "car and scooter".)

Main Mode of Travel in the PM Period	Number of Students
Car (as driver)	
Car (as passenger with pick-up)	
Walk for the entire trip	
Bus	
Train	
Tram	
Bicycle or e-bike	
Scooter	

If you travelled by car, would you prefer any of these modes? (multiple answers)

Walking for the entire trip	
Bicycle, e-bike or scooter	
Public Transport (bus, tram or train)	

Appendix B – NSW School Travel Access Guide

NSW Department of Education – School Infrastructure



Marsden High School
Travel Access Guide

Effective: January 2023

Introduction

Our school community of parents/carers, staff and students live within a reasonable walk, cycle or bus trip of the school. This Travel Access Guide provides suggested safe and accessible options for travelling to and from school.

Active ways to get to school

Walking to and from school

- Walking is a fun way to keep active and healthy.
- Stay alert and watch out for any potential hazards, including cars reversing out of driveways, bikes and other pedestrians.
- Remember to STOP, LOOK, LISTEN and THINK every time you cross the road.

Ride your bike

- 278 bike racks are available for everyone.
- All bicycle riders are required by law to wear a correctly fitted Australian standards approved helmet and is highly recommended when riding a scooter.
- Children under the age of 16 are allowed to cycle on the footpath, keeping them safer and more protected from road traffic.

Kiss and drop expectations

- For parents/carers who drive their child/ren to school, the kiss and drop zone is located along Rhodes Street starting from Hermitage Road.
- This space is a 'No Parking' zone, meaning that you may stop for up to a maximum of 2 minutes and move no more than 3 metres from the vehicle.

Message from our principals

- Marsden High School supports sustainable and environmentally friendly transport practices.
- We strongly encourage our school community to walk or ride to school either independently or with parental supervision.

School bell times

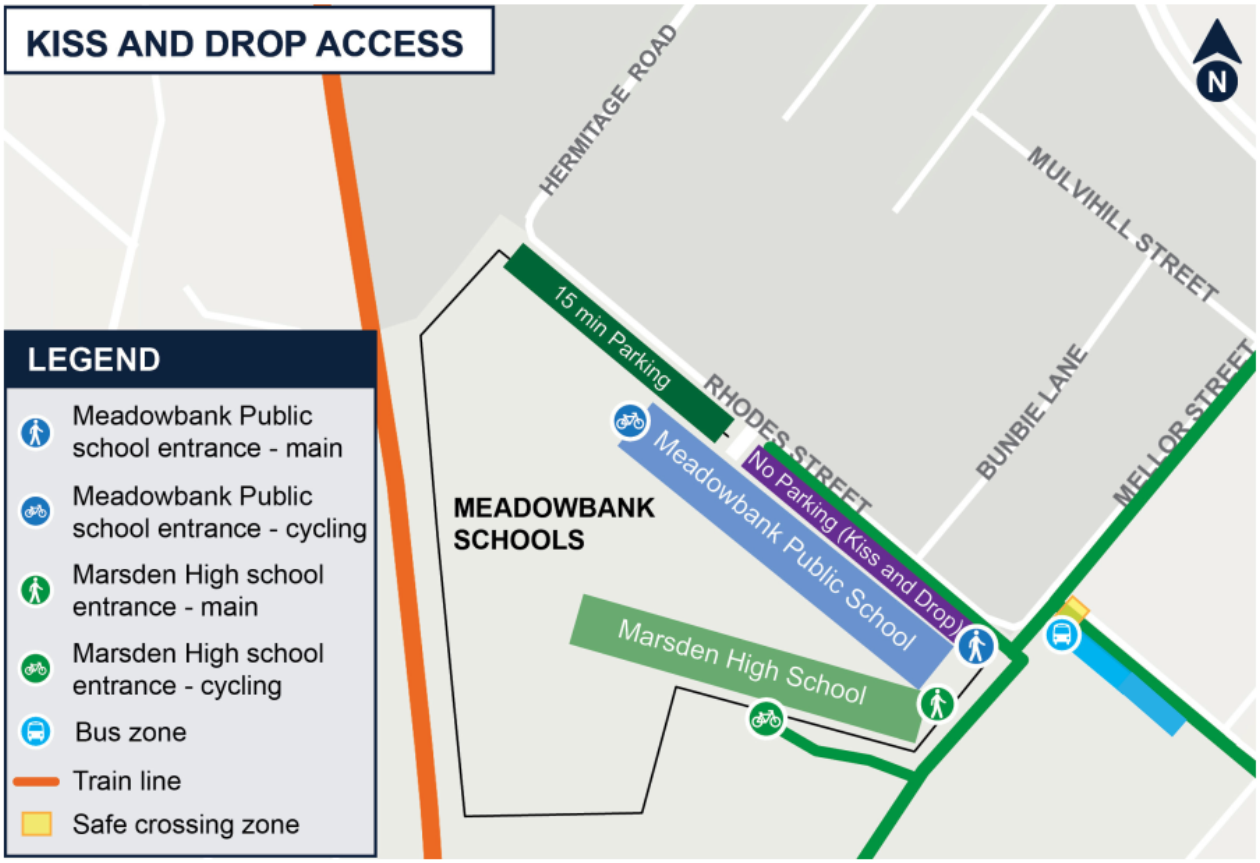
Start Times	End Times
9:00 am	3:00 pm

For more information contact:

School Infrastructure NSW
Email: schoolinfrastructure@det.nsw.edu.au
Phone: 1300 482 651
www.schoolinfrastructure.nsw.gov.au

NSW GOVERNMENT

NSW Department of Education – School Infrastructure



Safety tips for drivers using the Kiss and Drop zone

- Always drop off or pick up your child from the designated zone and follow the school's procedures.
- Drivers should remain in their vehicles **at all times** in the Kiss and Drop zone.
- Make sure children use the Safety Door (the rear footpath side door) to get in and out of the car.
- Always park legally.
- U-turns and three-point turns are banned **at all times** in Rhodes Street in front of the school.





Kids and Traffic Safety Door sticker RTA45091021K

Safety tips for students

- Always get in and out of the vehicle through the Safety Door, the rear footpath-side door.
- Stay buckled up until the vehicle has stopped in the Kiss and Drop area.
- Make sure your school bag and other items are in a safe position, such as on the floor.
- Be ready to get out of the vehicle with your belongings when the car has stopped and you have unbuckled your seatbelt

For more information contact:
School Infrastructure NSW
Email: schoolinfrastructure@det.nsw.edu.au
Phone: 1300 482 651
www.schoolinfrastructure.nsw.gov.au

NSW Department of Education – School Infrastructure

Walking Route



For more information contact:
School Infrastructure NSW
Email: schoolinfrastructure@det.nsw.edu.au
Phone: 1300 482 651
www.schoolinfrastructure.nsw.gov.au

NSW Department of Education – School Infrastructure

Where do you ride?

Footpath/shared path/cycleway:

- Children under 16 can ride on a footpath.
- Adults supervising children under 16 can also ride on the footpath.
- Be careful of cars entering and exiting driveways.
- Watch out for pedestrians, other riders and animals.

Look out for pedestrians on shared paths.



Crossing the road:

- Be extra careful.
- Walk your bicycle when you cross at a pedestrian crossing.

Give a metre:

Give pedestrians 1 metre of space when riding past.



3 steps to follow when riding a bike:

Clip, check, chime.

Clip your helmet

1



You must always wear a helmet when riding your bike.

Check your brakes

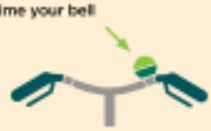
2



Make sure your brakes are working.

Chime your bell

3



If you pass another rider or pedestrian, chime your bell.

Things to remember

- Always ask your parents permission to ride.
- Loose clothing and items can get caught in your wheels. Secure any loose items, like backpack straps





- Shoes with a good tread on the soles will help you grip the pedals and protect your feet. Make sure your laces are tied.



Always remember to watch out for hazards



1. Wet leaves
2. Big puddles
3. Storm grates
4. Gravel or rocks
5. Little kids
6. Animals
7. Changes in the road/ footpath/cycleway surfaces

For more information contact:
School Infrastructure NSW
Email: schoolinfrastructure@det.nsw.edu.au
Phone: 1300 482 651
www.schoolinfrastructure.nsw.gov.au

NSW GOVERNMENT



Adelaide High School

School Travel Safety Review – Draft Report

City of Adelaide

CLC003491
12 June 2024
Ref: 240706

tonkin
Building exceptional outcomes together

Document History and Status

Rev	Description	Author	Reviewed	Approved	Date
A	Draft Report	James Arnold	John Devney	John Devney	12 June 2024

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Client: City of Adelaide
Ref: 240706

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Executive Summary

Overview

Adelaide High School (AHS) is a State Government public school that is located on the western side of West Terrace south of Glover Avenue. The school enrolment in Term 2 2024 was for 1,554 students.

The AHS catchment boundary area includes all the City of Adelaide and parts of the City of Prospect, Town of Walkerville, City of Norwood Payneham & St Peters Council, City of Unley, City of West Torrens Council and City of Charles Sturt. AHS shares an enrolment zone with Adelaide Botanic High School which allows parents within the zone to nominate their preferred city high school. Where demand from families living in the shared area exceeds places available, applications will be ranked and if necessary, students may be shared between the two high schools.

Key Findings

In Term 2 2024, 144 students lived in the City of Adelaide which was 7.8 per cent of the students in the six years. 1,602 students or 86.4 per cent of the students lived in the inner suburbs mostly within the enrolment area. 109 students lived in the outer suburban Councils that are not in the enrolment area.

From the student transport mode surveys, the PM departure period had nine per cent more students using public transport than in the AM period, and 11 per cent fewer using private vehicles. This result is likely because parents drop of their children on the way to work in the CBD for the morning commute trip, but the students travel home by public transport when the parent is still working in the PM school departure period. Travel via bike, scooter and walking remained fairly similar within both peak periods.

Key insights from the student transport survey results are:

- Six per cent more students were driven to school in Years 7 to 9 than in Years 10 to 12.
- Travel by train was the highest transport mode for all students at about 46 per cent in the AM period and 53 per cent in the PM period. Nine per cent more students in Years 10 to 12 travelled by train than Years 7 to 9 in the AM period and six per cent more students in Years 10 to 12 travelled by train than Years 7 to 9 in the PM period.
- About 10 to 12 per cent students travelled by bus with little difference between year groups.
- Cycling to school was up to five per cent for Years 7 to 9 and about two per cent for Years 10 to 12.
- Walking to school was under four per cent of the students in the AM period and about five per cent in the PM period for all year groups.

Issues for pedestrian and vehicular movements at AHS are summarised as follows:

Glover Avenue

Double Parking on Glover Avenue

The existing kiss and drop area present inadequate capacity issues and increased likelihood factors of rear end crashes. During site observations, this behaviour was not enforced. One must not forget the importance of movement on Glover Avenue and high function it provides for east-west connectivity from/to the CBD.

Shared use path obstruction in Glover Avenue

Minor Issues of pedestrian storage/queuing at the bus stop encroaches onto the Shared use path, potentially presenting issues for cyclist and pedestrian conflict.

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Uncontrolled Pedestrian Movements crossing Glover Avenue

Minor instances of pedestrians crossing Glover Avenue to travel to/from the school without using the signalised crossing at West Terrace. This involves crossing over a significant distance with more than four lanes of traffic and exposure to vehicle speeds over 50 km/h.

Service Road with Egress onto West Terrace

Vehicles traversing across four lanes of West Terrace, to travel to Waymouth or perform a U-turn manoeuvre, presents increased likelihood factors for right angle crashes.

West Terrace

Shared Use Path Obstruction/School Bus Stop in West Terrace

The school bus stop located adjacent to the main entrance to the school is unsealed resulting in an obstructed shared use path along West Terrace.

Missing or Faded Line marking at the access roads on West Terrace

Observations indicated faded and absent line marking in some locations along the shared use path on West Terrace.

Pedestrian Safety at West Terrace/Glover Avenue and Currie Street

Movements for vehicles were prioritised over the safe movement for students who choose to walk & cycle from the school during the PM peak periods. Due to the school's location and the overall volume of student enrolments at AHS, results in a high concentration of students fixed to a north/northeast travel pattern. This results in extreme road safety concerns for pedestrians wishing to store and cross at the intersection of West Terrace/Glover Avenue and Currie Street, which acts as the main issue for the school.

With regards to a DIT policy for installing a pedestrian scramble crossing, the maximum allowable crossing distance is 35 m, and for this intersection would require significant geometric alterations which is 55 m at this West Terrace intersection which will likely reduce the number of vehicle lanes on West Terrace, Glover Avenue and Currie Street respectively. Unless the future cross section for West Terrace was to change significantly, this type of crossing is not recommended.

Key Recommendations

The key recommendation to improve school travel safety are summarised as follows:

Glover Avenue

- Create a separate storage area between the bus stop and the shared use path that is known as the floating bus stop. This will provide separation between cyclists on the shared use path, pedestrians and the students waiting to be collected at Stop X1.
- Implement corralling measures such as landscaped medians (e.g West Terrace) or physical obstructions on Glover Avenue from West Terrace to the Karen Rolton Oval access.

Service Road

a) Consider Keep Clear adjacent to the service road to accommodate for safe unobstructed movements to the right turn lane onto Waymouth Street. This would reduce the right-angle crash likelihood factors, however, not eliminate them.
b) Consider restricting movements to left in/left out movements only through physical infrastructure. This may cause inadvertent impacts by restricting the southbound desire lines resulting in the service road no longer being an attractive kiss and drop area for parents. By restricting movements to Left in/Left out, additional pressure may also be placed on Glover Avenue for kiss and drop, which already has demonstrated issues during peak periods.

c) As suggested by the AHS staff, a new public road could be built to assist with a one-way (westbound) configuration for the service road. This option would need to be tested for feasibility due to the associated benefits/cost of constructing a public road, changing existing road cross sections, and addressing the likely impacts at the intersection of Sir Donald Bradman Drive. Liaison would also need to be sought with the relevant stakeholders to consider this (Adelaide Comets, Parklands Authority etc.)

West Terrace

a) The existing bus stop appears to be limited in terms of sealing due to the proximity of the high-pressure gas main. However, this should be explored further to ensure that a DDA compliant bus pad could be feasible for students at this location. Similar to the Glover Avenue opportunity, a floating bus stop could also be considered.
b) The bus stop could be relocated further north to the formal Stop X1 on West Terrace, which is considered within an acceptable walking distance from the school (less than 150 m).
c) The stop for the school special bus could be relocated to use the entrance slip road on the school grounds in front of the main entrance.

West Terrace School Access

- Re-line mark the existing shared use path adjacent to the school to ensure adequate delineation and definition in accordance with DIT Pavement Marking Manual. Give Way holding line to be placed at the entry to the school access road to supplement the existing Give Way sign, reducing vehicle/cyclist and pedestrian confusion.

West Terrace/Glover Avenue/Currie Street

a) Additional storage areas can be accommodated for on the southeast and southwest corner of the intersection to avoid pedestrian spillage onto the vehicle carriageway. Corralling measures, such as bollards or fencing, could be introduced on the southeastern intersection leg to replicate what were done on the southwestern leg. This recommendation should not be considered in isolation, as queuing and delays to pedestrian movements would still need to be managed.

b. New phase time arrangement is to be explored during PM school peak periods to increase pedestrian green time for all intersection legs. This will need to be managed with DIT's Network Management Services (NMS) to ensure they are aware of the vehicle impacts. This recommendation would still not solve the capacity issues for pedestrian storage as per recommendation above.

c. A recommendation for a pedestrian bridge could be considered suitable if a. and b. do not yield the intended improvements for pedestrian safety. A bridge spanning Glover Avenue would be suggested due to the lack of space on the eastern side of West Terrace. This would assist in diluting pedestrians away from the West Terrace intersection and provide uninterrupted North-South movements across from/to the school.

Glover Avenue

- Implementing an effective enforcement strategy or reconsidering the placement of kiss and drop facilities adjacent to Glover Avenue should be considered to prevent double parking.

West Terrace Intersection

- Based on the lack of meaningful options for improving amenities for pedestrians at this intersection it is recommended that a movement strategy is developed. This should be performed by undertaking origin destination surveys of students to determine formal desire lines. Based on the outcomes of this strategy, a 'green wave' approach could be then accommodated during the peak periods which supports uninterrupted movements for students and pedestrians. The green wave occurs when a series of traffic lights, that is usually three or more, are coordinated to allow continuous traffic flow over several intersections in one main direction.

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Abbreviations

Abbreviation	Description
DfE	Department for Education, South Australia
DIT	Department for Infrastructure and Transport, South Australia
PAC	Pedestrian Actuated Crossing with traffic signals

Glossary of Terms

Term	Description
Bicycle lane	On-road kerbside lane allocated for bicycles with pavement markings
Emu crossing	A pedestrian crossing with white road markings, red and white posts and operate only when the children's crossing flags are displayed. They are placed within school zones and a speed limit of 25 km/h applies to drivers when children are present. Drivers must stop for pedestrians using or about to use the crossing.
Kiss and Drop zone	A location designated on the street or on the school grounds for parents and carers in vehicles to drop-off or pick-up students typically with a 2-minute waiting limit. Parents are to stay in the vehicle.
Koala crossing	A pedestrian crossing with white road markings, red and white posts and two yellow alternating flashing lights. They are only operational when the yellow lights are flashing and a speed limit of 25 km/h applies to drivers between signs on the approach to the crossing. Drivers must stop for pedestrians using or about to use the crossing.
Shared path	Off-road pathway for pedestrians and cyclists
Go Zone	A high frequency bus corridor with one or more bus routes with a service headway of every 15 minutes on weekdays and every 30 minutes at other times. Stops and stations within a 'Go Zone' provide a bus, train or tram operating: • every 15 minutes between 7.30 am and 6.30 pm, Monday–Friday • every 30 minutes between 6.30 pm and 10 pm, Monday–Friday • every 30 minutes on Saturday, Sunday and South Australian public holidays.

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1 Introduction

This section provides the background for the school travel safety reviews and the study purpose and scope with an overview of the school location.

1.1 Background

The City of Adelaide is conducting School Travel Safety Reviews with the key objectives to:

- Investigate the current speed limits to assess the requirement of reducing the speed to 40km/h or less to help support more vibrant businesses and for a safer urban environment with the provision of higher quality amenity in the residential streets in the City of Adelaide.
- Consider always extending the time periods for the 25 km/h speed limit at and near all schools in the City of Adelaide when children are present and to work with DIT to further understand what responsible safety measures may be added to assist with drop off/pick up of children.

In January 2023, the Council requested the administration to investigate and report by the end of the 2023 school year on the need for and the nature of any additional measures to enhance the safety of primary and secondary, public and private school students entering and leaving schools at the beginning and end of the school day, including the introduction of supervised or unsupervised so called "kiss and drop zones" at all schools in the City of Adelaide.

A School Safety Report was completed for St Aloysius College and presented to the Infrastructure and Public Works Committee held on 19 March 2024. At the Council Meeting on 26 March 2024, Council decided to complete school travel safety reviews for 11 other schools in the City of Adelaide.

1.2 Study Purpose and Scope

The purpose of the work is to develop and document an evidence-based approach using the Safe System approach to address road safety concerns for children, parents and carers, with recommended changes such as safer crossing outcomes and measures to reduce the danger from motorised vehicle movements. The key objectives of the school transport safety reviews are to:

- Review the extents of the existing school speed zones to achieve Safe System speed outcomes, and
- Identify and prioritise opportunities to improve safety outcomes around schools.

The following tasks were completed for this school travel safety review:

- Engage with each school Principal or relevant representative to discuss issues with student travel to and from the school and opportunities to improve school travel safety.
- With the support from the teachers, undertake a student travel mode survey.
- Conduct AM and PM site investigations to observe any unsafe movements, in particular at the Kiss and Drop areas.
- Identify and map the location of the:

Existing pick up and drop off areas.
Existing school zones and other speed limits, including signs.
Existing crossings by type and informal crossing points and pedestrian desire lines.
Proposed locations of any measures, such as indicative locations of new crossings, new/changed school zones and of pick-up and drop off areas.

- Document the research and site investigation findings with options and prioritised recommendations for infrastructure projects to improve school travel safety.

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1.3 School Location

Adelaide High School is located on the southwest corner of West Terrace and Glover Avenue within the Adelaide Park Lands. The school site and the existing surrounding environs are shown in Figure 1.1.



Figure 1.1 Adelaide High School Location

North Adelaide Primary School has the main student entrance on Tynte Street and a rear access from Gover Street as shown in Figure 1.2.



Main student entrance is provided with access from West Terrace.



Vehicles and pedestrians can enter the side entrance with access from West Terrace.

Figure 1.2 Entrance to Adelaide High School

2 Existing Conditions

The section provides the analysis of the existing school operations, the student population and travel patterns and an overview of transport access to the school by all transport modes.

2.1 School Operations

Adelaide High School (AHS) is a State Government public school that comprises Years 7 to 12. The school office hours are consistently from 8 am to 4 pm. Bell times are staged on most days for Years 7 to 10 with an earlier start and finish, and Years 11 to 12 students have a later start and finish). Bell times are the same for all years on Wednesday's due to professional learning placeholders for AHS staff. Bell times are based on the timetable times that vary by day of the week as shown in Figure 2.1.

	Monday	Tuesday	Wednesday		Thursday	Friday
Lesson 1 (7-10) 8:30 – 9:20 AM	6 50	7 50	8:30 – 9:20 AM	3 50	2 50	1 50
Lesson 2 9:20 – 10:35AM	2 75	5 75	9:20 – 10:10AM	4 50	7 75	4 75
Recess 10:35 – 11:05AM			10:10 – 10:40AM			
Lesson 3 11:05 – 12:25PM	4 80	2 80	10:40 – 11:55AM	6 75	3 80	7 80
Lesson 4 12:25 – 1:00PM	MG	MG	11:55 – 1:10PM	1 75	MG	MG
Lunch 1:00 – 1:30PM			1:10-1:50PM			
Lesson 5 1:30 – 2:50PM	1 80	3 80	1:50-2:40PM	5 50	5 80	6 80
Lesson 6 (11-12) 2:50-3:40PM	6 50	7 50	2:55-4:40PM	Professional Learning	2 50	1 50
3:45-5:00PM	Leader's Collaboration					

Figure 2.1 Adelaide High School Class Timetable

Lesson times for students in Years 11-12 are structured based on ensuring that students can check their parking arrangements if they have travelled to school by car.

2.2 Student Enrolment Analysis

The school enrolment in Term 2 2024 is for 1,554 students with a distribution by year as follows:

- 311 students in Year 7
- 294 students in Year 8
- 326 students in Year 9
- 298 students in Year 10
- 325 students in Year 11
- 301 students in Year 12

As shown in Figure 2.2, Adelaide High School shares an enrolment zone with Adelaide Botanic High School which allows parents within the zone to nominate their preferred city high school. Where demand from families living in the shared area exceeds places available, applications will be ranked and if necessary, students may be shared between the two high schools.

From 2024, the shared zone will include previously zoned suburbs or parts of Glandore, Hilton, Kurralta Park. Marleston, Mile End, Richmond, Torrensville, Black Forest and Clarence Park.

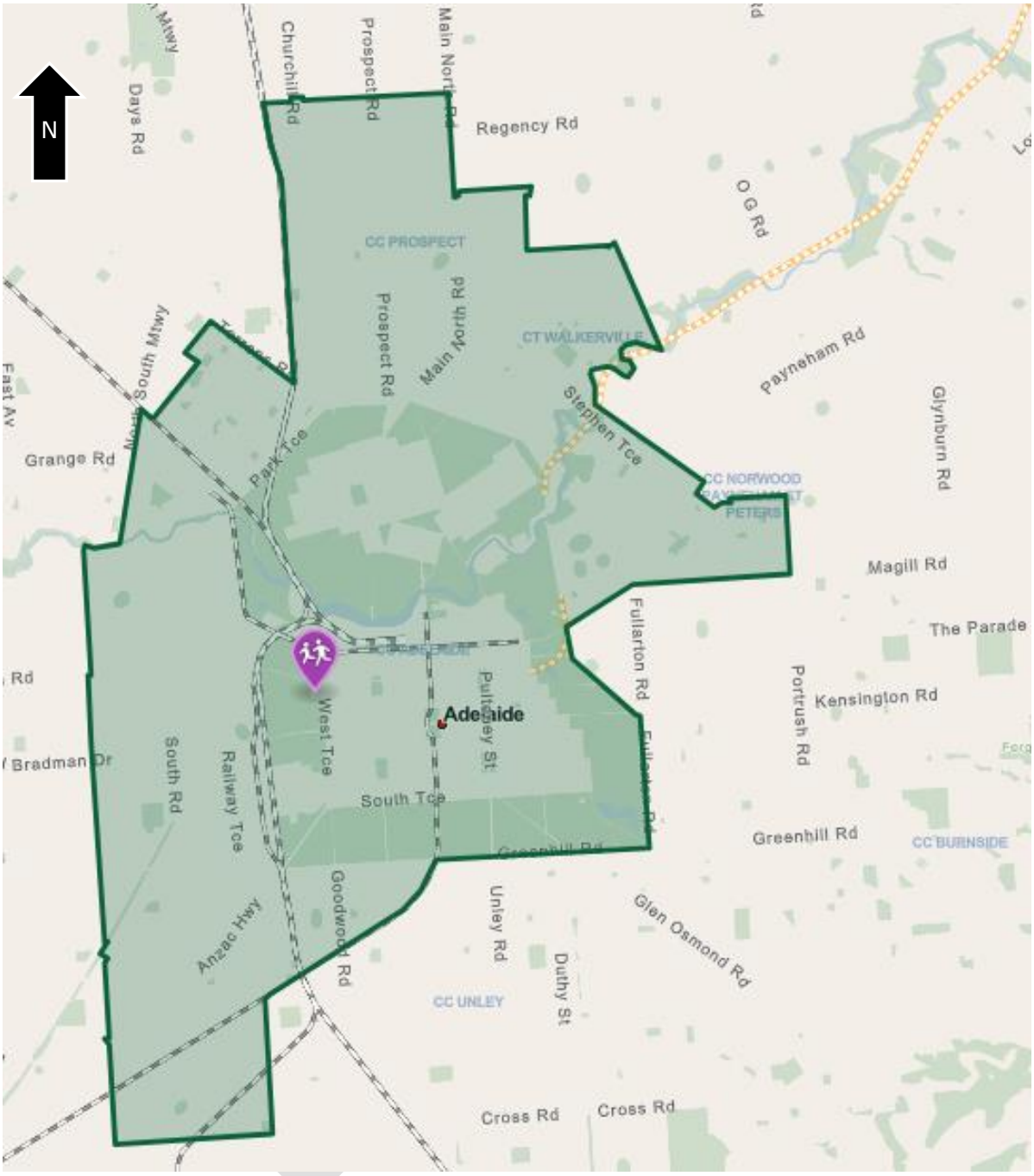


Figure 2.2 School Enrolment Area for Adelaide High School

The Adelaide High School catchment boundary area includes all the City of Adelaide and parts of the City of Prospect, Town of Walkerville, City of Norwood Payneham & St Peters Council, City of Unley, City of West Torrens Council and City of Charles Sturt. The number of households by sub areas of each suburb is shown in Figure 2.3.

In Term 2 2024, 144 students lived in the City of Adelaide which was 7.8 per cent of the students in the six years. 1,602 students or 86.4 per cent of the students lived in the inner suburbs mostly within the enrolment area. 109 students lived in the outer suburban Councils that are not in the enrolment area.

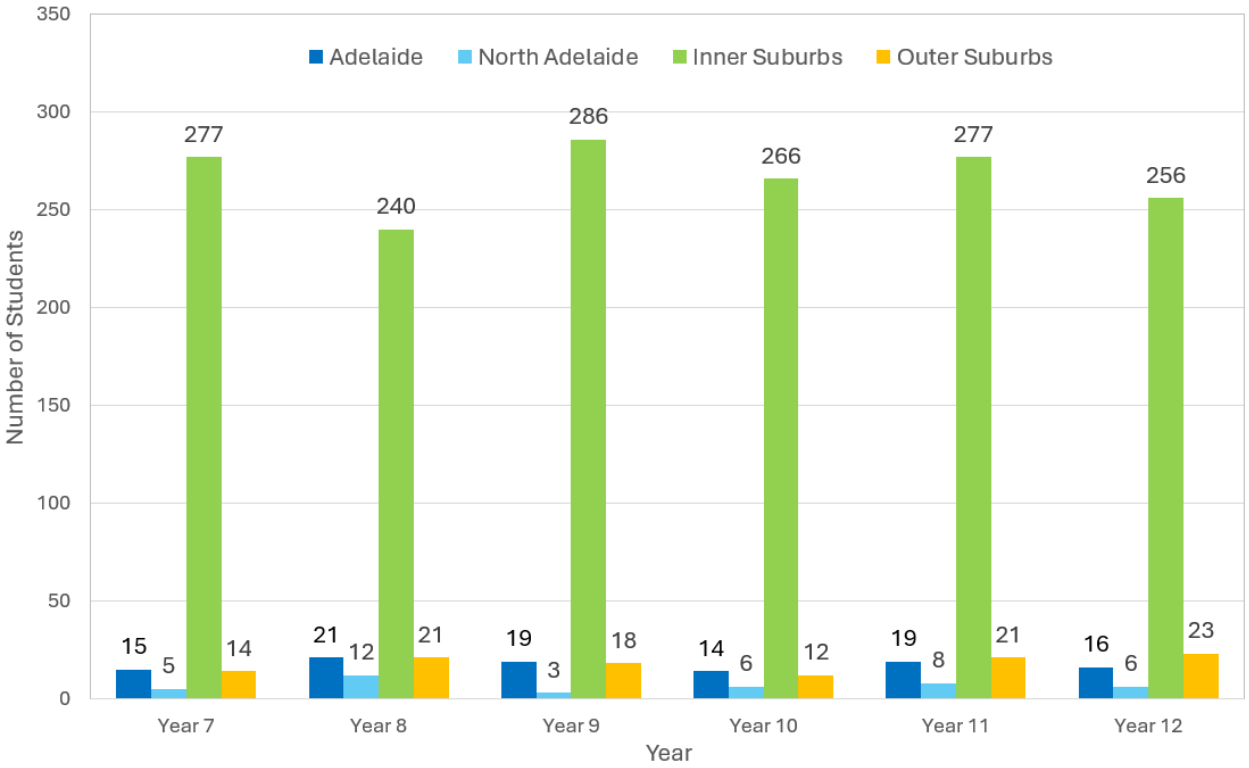


Figure 2.3 Adelaide High School Student Residence Location Analysis

2.3 Student Travel Demand

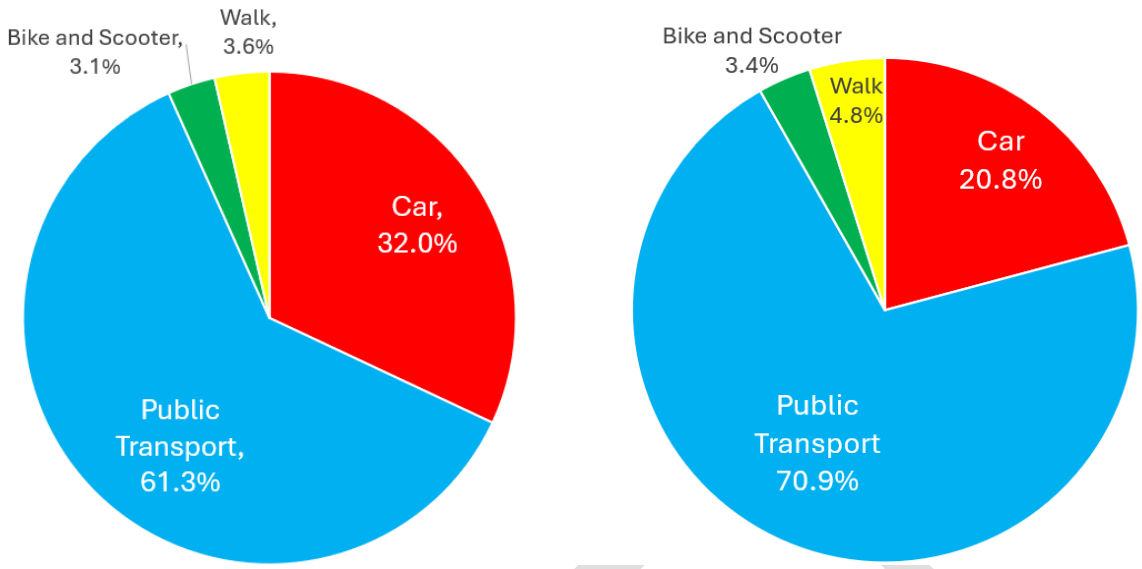
The existing school travel activity to and from the Adelaide High School was reviewed through site observations and a student travel mode survey on a typical school day. A copy of the student travel mode survey form is included in **Appendix A**.

The student travel survey was conducted during the first morning class across a 5-day period from Monday 3 June 3 to Friday 7 June 2024. The findings from the surveys were used to confirm the existing transport mode shares for:

- Car (as driver)
- Car (as passenger with drop-off)
- Walk for the entire trip
- Bus, Train or Tram
- Bicycle or e-bike
- Scooter

An average of 901 students were surveyed each day ranging from 773 students on Friday 7 June to 1,121 students on Tuesday 4 June with the highest participation of the five days.

The student travel mode shares to school in the AM period and from school in the PM period are shown in Figure 2.4. The PM departure period had nine per cent more students using public transport than in the AM period, and 11 per cent fewer using private vehicles. This result is likely because parents drop of their children on the way to work in the CBD for the morning commute trip, but the students travel home by public transport when the parent is still working in the PM school departure period. Travel via bike, scooter and walking remained fairly similar within both peak periods.



AM Period Arrival Transport Mode Share **PM Period Departure Transport Mode Share**

Figure 2.4 Adelaide High School Student Transport Mode Shares in May 2024

A breakdown of the student mode shares by year group for the AM arrivals and PM departures from the survey conducted in June 2024 is provided in Table 2.1. Key insights from the survey results are:

- Six per cent more students were driven to school in Years 7 to 9 than in Years 10 to 12.
- Travel by train was the highest transport mode for all students at about 46 per cent in the AM period and 53 per cent in the PM period. Nine per cent more students in Years 10 to 12 travelled by train than Years 7 to 9 in the AM period and six per cent more students in Years 10 to 12 travelled by train than Years 7 to 9 in the PM period.
- About 10 to 12 per cent students travelled by bus with little difference between year groups.
- Cycling to school was up to five per cent for Years 7 to 9 and about two per cent for Years 10 to 12.
- Walking to school was under four per cent of the students in the AM period and about five per cent in the PM period for all year groups.

Table 2.1 Student Transport Mode Shares for the AM Arrivals by Year Group in May 2024

Transport Mode	AM Arrivals 7 to 9	AM Arrivals 10 to 12	AM Arrivals Total	PM Departures 7 to 9	PM Departures 10 to 12	PM Departures Total
Car	34.8%	28.6%	**32.0%**	21.5%	20.0%	**20.8%**
Train	42.0%	50.8%	**45.9%**	50.3%	56.5%	**53.0%**
Bus	10.4%	11.3%	**10.8%**	12.2%	12.2%	**12.2%**
Tram	5.4%	3.7%	**4.6%**	6.5%	4.6%	**5.7%**
Bike and Scooter	3.8%	2.3%	**3.1%**	4.5%	2.0%	**3.4%**
Walk	3.8%	3.4%	**3.6%**	5.0%	4.6%	**4.8%**

2.4 Transport Access

Transport access to the school via road, public transport, cycling and walking and the availability of on-street, on-site and off-site parking is provided in this section.

2.4.1 Road Network

The streets in the local road network at AHS are provided in Table 2.2. The main access to the school fronts West Terrace, with localised minor entry/exit points at the rear of the school. These minor entry/exit points predominantly provide access to the car parks and sports facilities that runs adjacent with the AHS service road and Adelaide Parklands (Ellis Park/Park 24 – Adelaide Parklands Authority).

Table 2.2 Local Streets at Adelaide High School

Road	Classification	Relevance to School
West Terrace	Metropolitan	Front Entrance
Glover Avenue	District	50 m from front entrance
Currie Street	Regional	50 m opposite school entrance
Waymouth Street	Neighbourhood	50 m opposite school entrance
Ellis Park Service Road	Not applicable	50 m south of the school entrance, provides internal connectivity

The attributes of the local road network at Adelaide High School are provided in Table 2.3. West Terrace with a posted speed limit of 60 km/h is the busiest road in Adelaide CBD with over 52,100 per day.

Table 2.3 Local Road Network Attributes at Adelaide High School

Road	Number of Lanes	Daily Traffic Volumes	Posted Speed (km/h)
West Terrace	8	52,100	60
Glover Avenue	4	22,300	60
Currie Street	4	20,700	50
Waymouth Street	2	6,000	50

The surrounding road network does not include a 25 km/h school zone during AM and PM peak times. A signalised pedestrian crossing is part of the traffic signal phases at the West Terrace/Currie Street/Glover Avenue intersection.

Table 2.4 School Zones and Pedestrian Crossings at Adelaide High School

Road	25 km/h School Zone in Street	Type of Crossing in Street
West Terrace	No	Signalised crossing at Glover Avenue and Currie Street
Glover Avenue	No	Signalised crossing at West Terrace and Currie Street
Currie Street	No	Signalised crossing at West Terrace and Glover Avenue
Waymouth Street	No	N/A

2.4.2 Crash Analysis

A review of the latest crash data from 2018 to 2022 were sourced from DataSA with the crash locations close to the school shown in Figure 2.5. During the five-year period, the following crashes occurred close to the school:

- West Terrace: 9 property damage crashes and 1 minor injury crash
- Intersection with Glover Avenue and Currie Street: 1 property damage crash and 2 minor injury crashes
- Glover Avenue: 1 property damage crash and 2 minor injury crashes



Figure 2.5 Crashes on School Days at Adelaide High School

2.4.3 Parking and Kiss and Drop Areas

On-street parking is available in areas surrounding the school on Glover Avenue and private roads (south and at the front entrance). The primary parking arrangements are summarised in Table 2.5. The on-street car parking controls along the streets in the vicinity of the school are shown in Figure 2.6.

Table 2.5 Parking Types at Adelaide High School

Road	Type of Parking
West Terrace	No Stopping All Times
Glover Avenue	No Parking on Monday to Friday from 8 am to 9 am and 2:30 pm to 4 pm
Currie Street	No Stopping at all times
Waymouth Street	Parallel Timed for 30 minutes and 2-hour parking



Figure 2.6 On-street Parking and Kiss and Drop Areas for Adelaide High School

The school promotes Kiss and Drop areas in the parking bays on Glover Avenue and the service road south of the school as shown in Figure 2.7. No parking restrictions are in operation in these areas from 8-9am and 2:30-4pm on Monday to Friday. The total capacity for vehicles in these areas is 25 carparks.



Kiss and Drop area in Glover Avenue looking west from West Terrace



Park Lands shared use path next to the Kiss and Drop aera along Glover Avenue looking west

Figure 2.7 Kiss and Drop Areas in Glover Avenue

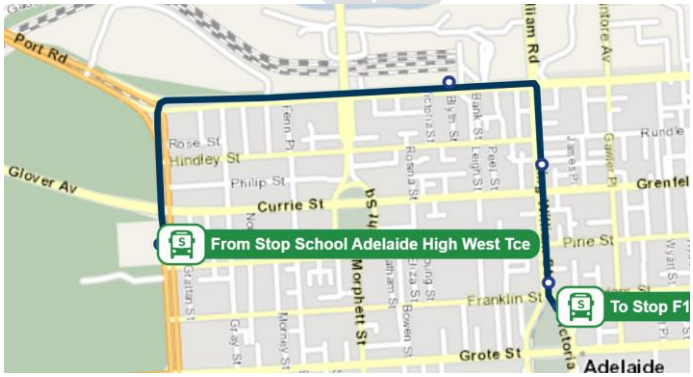
2.4.4 Public Transport

Adelaide CBD is the focus of the bus, tram and train network with the walkable access from Adelaide High School at the locations provided in Table 2.6. This can also be viewed in Figure 2.8.

Table 2.6 Public Transport Services at Adelaide High School

Road	Bus Routes	Closest Bus or Tram Stops	Walk Distance to Closest Bus or Tram Stop (m)
West Terrace	610, 611 PM services from AHS West Terrace to Adelaide railway station and King William Street	Stop School Adelaide High West Terrace south of Glover Avenue	20 m
Glover Avenue	163, 616, H20, H22, H30, H32, H33, J1, J2, N30	Stop X1 Glover Avenue - South side	50 m
Currie Street	163, 167, 168, 616, H20, H22, H30, H32, H33, J1, J2, M44, N30	Stop Y2 Currie Street - South side	100 m

Routes 610 and 611 are school special services that depart from the West Terrace bus stop in the PM departure period to Adelaide railway station and Victoria Square via West Terrace, North Terrace and King William Street as shown in this map.



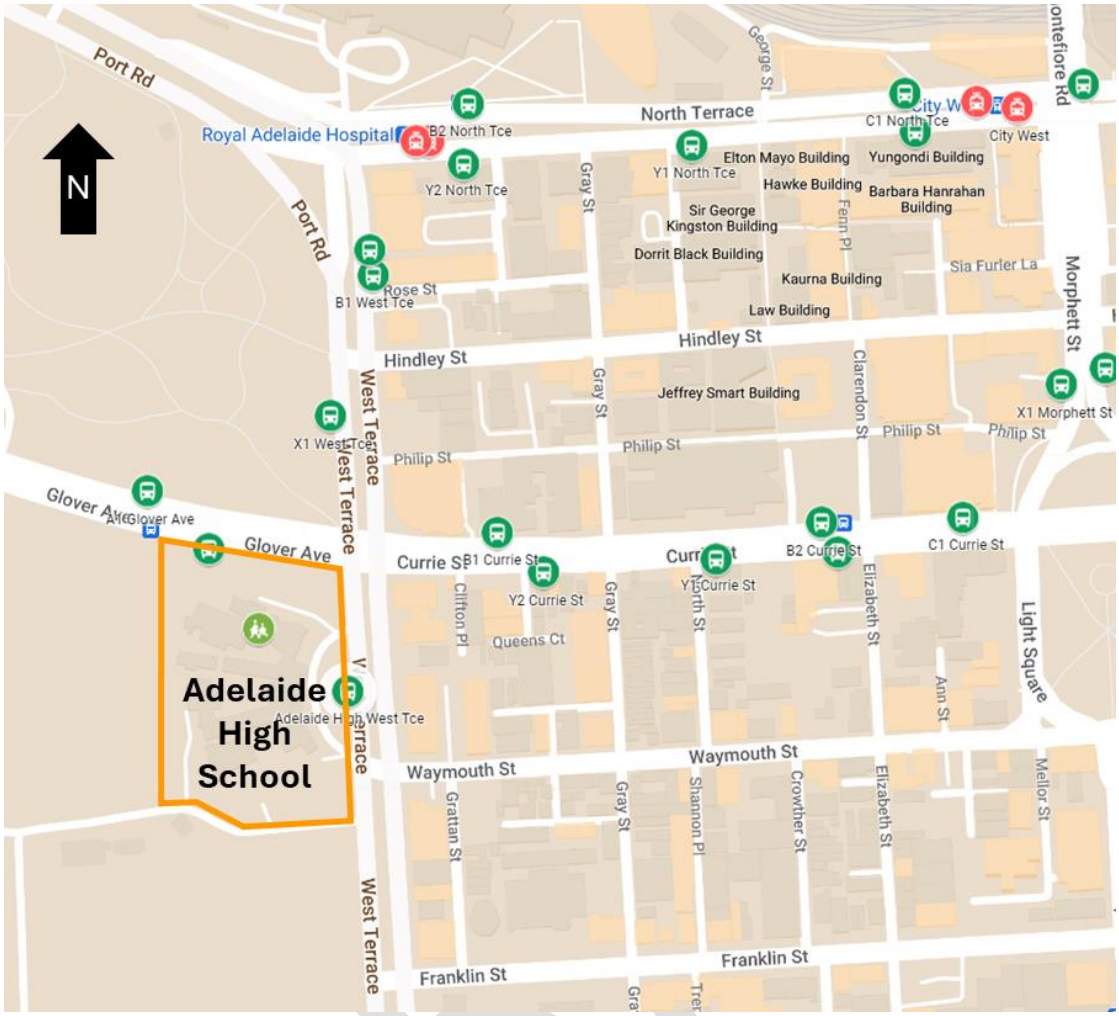


Figure 2.8 Public Transport Services to Adelaide High School

The school bus stop in West Terrace is shown next to the Park Lands shared used path in .Figure 2.9.



School bus stop in West Terrace looking north is next to the Park Lands shared use path.



The school bus stop in West Terrace looking south has no hard stand on the verge for students to wait.

.Figure 2.9 School Bus Stop in West Terrace

2.4.5 Cycling

The bicycle network in vicinity of the school with the connecting link to surrounding Park Land trails and the inner metropolitan cycling network is shown in Figure 2.10. West Terrace has an on-road bicycle lanes and off-road bike lanes are provided on the northern and southern sides of the school.



Figure 2.10 Cycling Network to Adelaide High School

Bicycle storage is provided 20 m south of the school entrance with 11 spaces allocated for students as shown in Figure 2.11. Secure bike storage is also provided within the school premises.



Bicycle racks outside at Adelaide High School



Outdoor bicycle parking next to the Park Lands shared use path

Figure 2.11 Bicycle Racks at Adelaide High School

2.4.6 Pedestrian Access

Walking to and from the school is an important transport mode for students, staff and visitors who walk for their entire trip or as an access mode to the bus stops in Grover Avenue and Currie Street.

The high school has good pedestrian access from all directions from Adelaide CBD. A signalised intersections with pedestrian crossings 100 m from the main school entrance is provided as shown in Figure 3.24. Pedestrian access routes to the high school are via sealed footpaths along on both sides of Currie Street and West Terrace.

An 800m catchment area to Adelaide High School is shown in Figure 2.12. Students who walk their entire trip to school are likely walking from Adelaide city centre or the Mile End train station.

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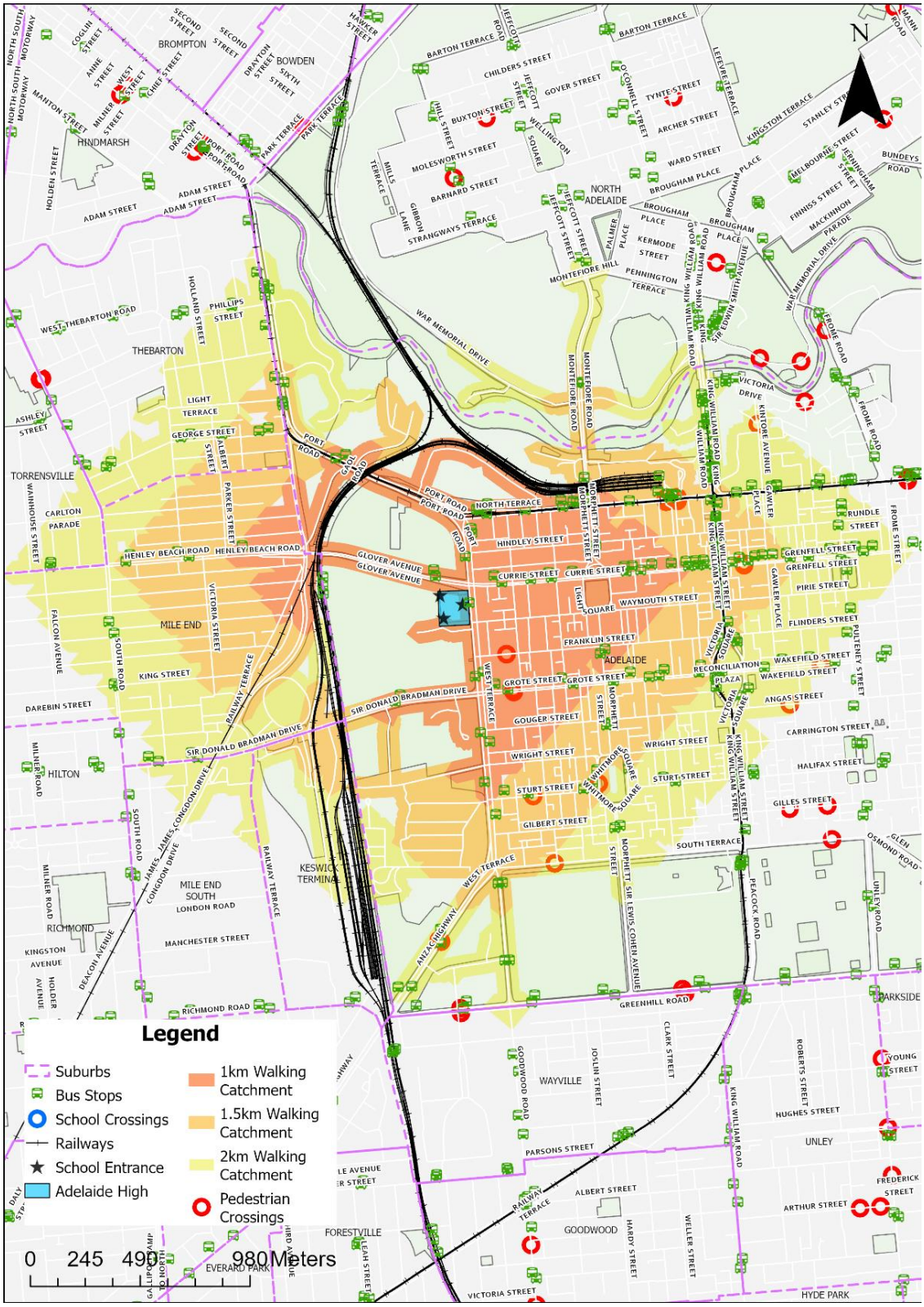


Figure 2.12 Walkable Access Catchment to Adelaide High School

3 Issues and Opportunities

The issues and opportunities were identified with discussions with the school administration staff and site observations conducted during the AM drop-off period and the PM pick-up period.

3.1 Stakeholder Discussions

A meeting was held with the school Principal on Monday 27 May 2024 from 2:15 pm to 3:45 pm.

- In response to the Year 7 transition in 2022, the school with the Department for Education prepared a transport information flyer to promote and encourage more sustainable transport to the school and to reduce the traffic congestion during the school peak times. The brochure that is published on the school website for parents and students provides information about the school transport options. The full brochure is included in **Appendix B**. The brochure includes a map with the locations for cars, bus, train and tram stops and walk and cycling routes as shown in Figure 3.1.

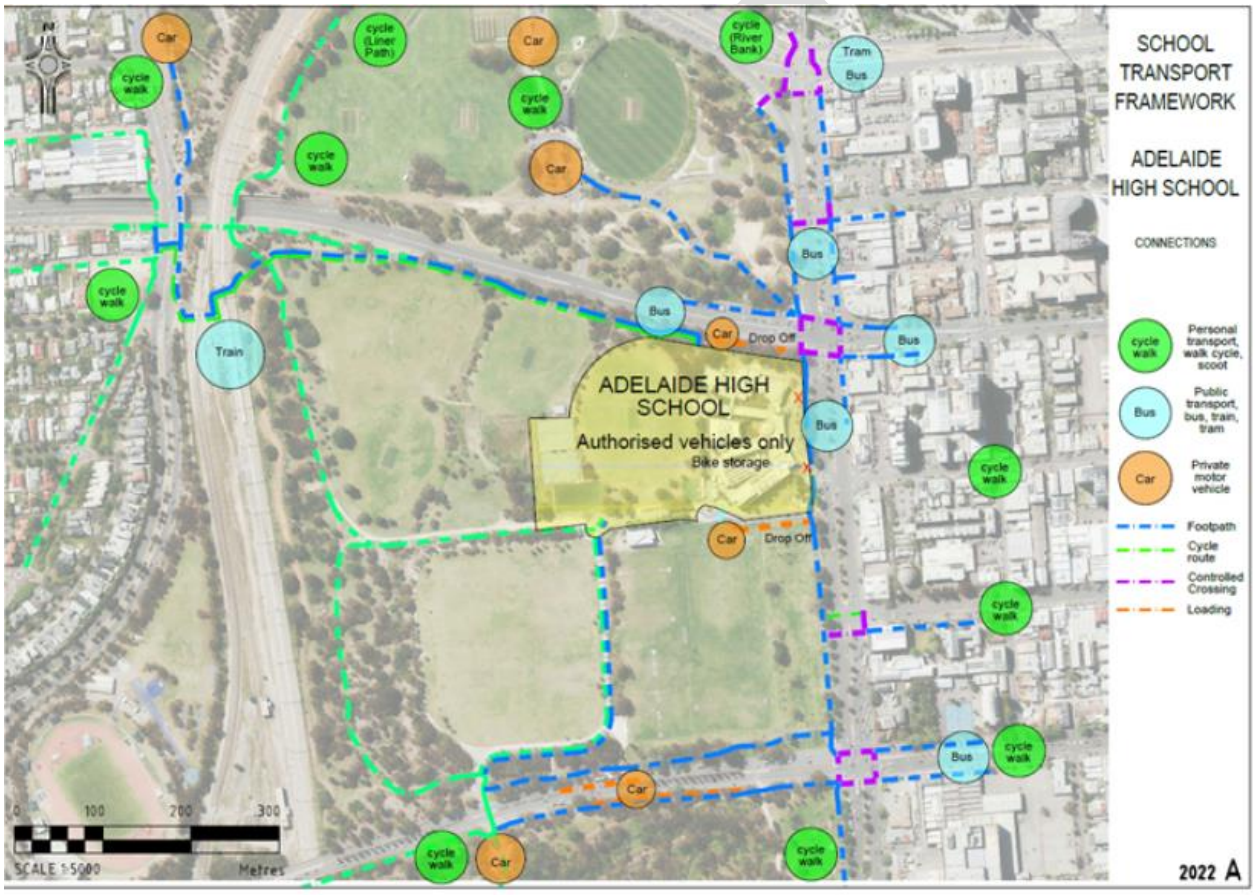


Figure 3.1 Adelaide High School Transport Information

Some of the challenges and concerns from the school administration are:

- Based on discussions with AHS staff, their current enrolment numbers are expected to increase to the school capacity for 1,850 students. The school has limited provision for any expansion of buildings with the existing land because it is in the Adelaide Park Lands.
- The public infrastructure surrounding the school was seen by AHS staff as inadequate to cater for the volume of students that egress in the PM peak periods. The predominant egress method for students was the main entrance facing West terrace which observed multiple pinch points for the high concentrations of students egressing at the same time (>500 students). This is shown in Figure 3.2.



Figure 3.2 Pinch Points adjacent to the AHS School Entrance

Significant safety concerns were mentioned about students crossing at the signalised intersection of West Terrace/ Glover Avenue and Currie Street. Based on the volumes of students seeking to travel north-east of the school, the existing crossing is inadequate to accommodate for students during storage and when crossing. Often, students are forced to wait on the footpath for several minutes to cross one leg of the intersection. This has resulted in an obstructed shared use path on West Terrace/Glover Avenue which is used by recreational and commuter cyclists as shown in Figure 3.3. Teachers are also nominated to stand on all crossing legs of the intersection to ensure students are crossing during the pedestrian cycle times. Teachers want an overpass which they perceive would address the issues.



Figure 3.3 Signalised Intersection of West Terrace and Glover Avenue

- Concerns were raised by the school the Waymouth Street/West Terrace Intersection due to the frequency of vehicles performing U-Turns and Right Turns into the school entrance unsafely. Subsequently a No U-Turn sign was implemented to prevent this occurring at the intersection. This was considered by the school as successful in managing peak time school safety at this location.



Figure 3.4 No U Turn Facility in West Terrace at Waymouth Street (looking east)

- Bicycle lockers have been provided by the school within the site to accommodate for student storage. The existing Council bicycle racks on West Terrace have often resulted in theft occurring (Refer 2.10).
- The service road adjacent to the school was raised by the school as an issue due to the presence of queuing vehicles wishing to egress onto West Terrace. Vehicles were noted by AHS staff as waiting over the raised wombat crossing and obstructing pedestrians. They noted that the main delays responsible for the queuing was the desire to cross four lanes of West Terrace to travel into the right turn lane onto Waymouth Street (to perform a right turn/U-turn).



Figure 3.5 Delays for Service Road Egress (Right Turn Waymouth Street)

- Glover Avenue kiss and drop area was raised by AHS staff for illegal parking behaviour. Concerns raised by the school illustrated the prevalence of cars double parking adjacent to the indented kiss and drop area to pick up students.
- AHS staff also raised that the shared use path running adjacent to the school has some inconsistency associated with line marking and signs where traversing across the access points adjacent to the school entrance.

3.2 Site Observations

The existing staff and student transport mode activity to and from the Adelaide High School were observed during the AM peak arrival period and the PM peak departure period on typical school days in 2024. Three site visits were undertaken between Monday 27 May 2024 and Wednesday 12 June 2024. These visits occurred at both AM and PM peak school times.

3.2.1 AM and PM peak periods

These observations were made at both the AM and PM peak periods. Based on the concerns raised by the school the predominant issues occurred during the PM peak periods. General observations made at both AM and PM peak periods were as follows:

Glover Avenue

Parking Issues

Kiss and Drop is challenging due to the availability for the indented kiss and drop bay to accommodate for only approximately 12 vehicles at a time. There was evidence of double parking occurring. As vehicles double parked in the leftmost westbound lane, there was an increased likelihood of rear end crashes. This area also precedes the bus stop located further west of the kiss and drop area, and the parking overflow of this area results in illegal parking adjacent to the bus stop.

With exception to the Karen Rolton oval access located in the right turn lane, the above behaviour is likely occurring due to the inability to perform a U-turn manoeuvre during peak periods on Glover Avenue. Parents/Guardians would need to detour 2 km if they were unable to pick up students on Glover Avenue. The evidence of double parking in Glover Avenue is shown in Figure 3.6.



Figure 3.6 Evidence of Double Parking in Glover Avenue

Shared Path Obstruction

The shared use path located on the south side of Glover Avenue was obstructed by students waiting for the bus at Stop X1 (south side of Glover Avenue). This observation did not cause any immediate road safety issues and adequate site distance is afforded to cyclists travelling east-west.

Uncontrolled Pedestrian Movements

Students were observed crossing Glover Avenue between the Karen Rolton and the intersection of West Terrace. This is a significant crossing distance to traverse across, and without proper corralling measures, could result in a pedestrian/vehicle conflict.

Service Road

Parking Issues

During both Kiss and Drop periods, the Service Road did not observe significant issues. There were minor instances (1 vehicle) of a vehicle illegally parking within the circulation roadway of the internal roundabout during the PM peak period.

West Terrace Intersection

As discussed with the AHS staff, vehicles were observed traversing from the service road across several lanes of traffic on West Terrace to perform at U-Turn at the intersection of Waymouth Street, however there was sufficient gaps in traffic to perform this manoeuvre at the time of observation.

West Terrace

Shared Use Path

The shared use path that extends adjacent to the school is a challenge to utilise for cyclists during peak periods in ensuring it is unobstructed when student bell times occur. Students were observed in the AM peaks sometimes congregating on the shared use path, causing some concerns for commuter cyclists. This is predominantly based on the eastern side of the school being the main entry/egress point for school students.

Line marking

The shared use path also found some issues with inconsistent line marking with the Give Way sign as shown in Figure 3.7, The holding line on the entry point for the vehicle give way sign is absent. The give way sign may not provide enough notice to vehicles, increasing the likelihood of vehicles conflicting with cyclists/pedestrians who, under the current configuration have right of way. Shared use path line marking also appeared faded in some locations along the path and lacked delineation in some areas.



Figure 3.7 Inconsistent Line marking at the School Access and Shared Use Path

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School Bus Stop

A school bus service also operates directly adjacent to the school main entrance, collecting students during the PM peak times and travelling to King William Street via North Terrace to Adelaide Railway Station. Students waiting for the bus congregate on the verge adjacent to the bus stop which is not a formal bus pad/sealed storage area. During site observations, students were found waiting on the shared use path to avoid waiting on soft/wet grass on the kerb. The presence of the high-pressure gas line on this side of West Terrace appears to be the main challenge for ensuring a formal bus pad can be provided at this location, however based on the proximity of the formal bus stop (Stop X1) 140m north of this one, the merit of having a bus stop at this location should be questioned.



Figure 3.8 School Bus Stop Location

Intersection of Currie Street/West Terrace/Glover Avenue

The observations undertaken during the PM peak periods on both Monday (staggered bell times) and Wednesday (same bell times) raised some critical issues at the intersection of West Terrace/Glover Avenue and Currie Street. Travel patterns indicate students are travelling north/northeast of the school to utilise nearby public transport and the Adelaide Train station. 8 teachers are responsible for the safety of children, stationed at all intersection legs (Figure 19)

Insufficient Storage Area for Students on the Footpath

The magnitude of students that store and cross at this intersection was significant (>500 students) often storing at the southwestern leg of the intersection at the conclusion of the school bell. This area is inadequate to cater for this many students at once, with only 50m^2 of the footpath able to accommodate for students before they fully obstruct the shared use path and spill into the road carriageway. Fortunately fencing is provided on approaches to the intersection for pedestrian protection, however AHS staff nominated to patrol the legs of these intersections are often left with little room and protection from vehicles. This inadequate storage area also applies to the southeastern side of the intersection with similar issues occurring as the southwestern leg as above. E-scooters, bicycle racks contributed to the lack of room to store pedestrians in this location, with students observed spilling onto the road carriageway where vehicles would turn left from Currie Street onto West Terrace.



Figure 3.9 Inadequate Storage Area for Students on the Footpaths in the PM Period

Pedestrian Crossing Times

Pedestrian crossing times were also considered inadequate to cater for the number of students wishing to cross during PM peak times as shown in Figure 3.10. Cycle times for pedestrians catered for many students to cross over the 30m and 35m crossing distances for the western and southern crossing leg respectively, however AHS staff prevented a significant number of students to cross when the "Flashing Do Not Walk" phase interval occurred. This was predominantly a safety measure taken to ensure students were still not crossing at the "Do not Walk" phase. Overall, the operation of this intersection results in a poor Level of Service (LOS) for students with continuous queuing/delays during the PM peak periods. This behaviour occurred on both the south and west crossing leg during the PM peak periods, however was not as critical in the mornings legs where student arrival times are typically more staggered.



Figure 3.10 Inadequate Crossing Phase Times at West Terrace/Glover Avenue/Currie Street

3.3 Summary of the Issues and Opportunities

Issues for pedestrian and vehicular movements surrounding the school are discussed as follows:

3.3.1 Glover Avenue

Double Parking on Glover Avenue

The existing kiss and drop area present inadequate capacity issues and increased likelihood factors of rear end crashes. During site observations, this behaviour was not enforced. One must not forget the importance of movement on Glover Avenue and high function it provides for east-west connectivity from/to the CBD.

Shared use path obstruction in Glover Avenue

Minor Issues of pedestrian storage/queuing at the bus stop encroaches onto the Shared use path, potentially presenting issues for cyclist and pedestrian conflict.

Uncontrolled Pedestrian Movements crossing Glover Avenue

Minor instances of pedestrians crossing Glover Avenue to travel to/from the school without using the signalised crossing at West Terrace. This involves crossing over a significant distance with more than four lanes of traffic and exposure to vehicle speeds over 50 km/h.

3.3.2 Service Road

Egress onto West Terrace

Vehicles traversing across four lanes of West Terrace, to travel to Waymouth or perform a U-turn manoeuvre, presents increased likelihood factors for right angle crashes.

3.3.3 West Terrace

Shared Use Path Obstruction/School Bus Stop in West Terrace

The school bus stop located adjacent to the main entrance to the school is unsealed resulting in an obstructed shared use path along West Terrace.

Missing or Faded Line marking at the access roads on West Terrace

Observations indicated faded and absent line marking in some locations along the shared use path on West Terrace.

3.3.4 Intersection of West Terrace/Glover Avenue and Currie Street

Pedestrian Safety

Movements for vehicles were prioritised over the safe movement for students who choose to walk & cycle from the school during the PM peak periods. Due to the school's location and the overall volume of student enrolments at AHS, results in a high concentration of students fixed to a north/northeast travel pattern. This results in extreme road safety concerns for pedestrians wishing to store and cross at the intersection of West Terrace/Glover Avenue and Currie Street, which acts as the main issue for the school.

With regards to a DIT policy for installing a pedestrian scramble crossing, the maximum allowable crossing distance is 35 m, and for this intersection would require significant geometric alterations which is 55 m at this West Terrace intersection which will likely reduce the number of vehicle lanes on West Terrace, Glover Avenue and Currie Street respectively. Unless the future cross section for West Terrace was to change significantly, this type of crossing is not recommended.

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4 Travel Safety Options and Assessment

4.1 Student Travel Safety Options

Options to improve the travel safety for students were developed under two categories, namely:

- Infrastructure treatments requiring civil works with changes to devices, signs/line marking, signals or pedestrian crossings.
- Operational efficiencies requiring Council's team to consider operationally to improve issues.

The options for the assessment are provided in Table 4.1 with a description of the initiative and the issue to be addressed.

Table 4.1 School Travel Safety Options for Adelaide High School

Type of Option	Description	Issue Addressed
Infrastructure Treatments	**Glover Avenue -** Create a separated storage area between the bus stop and the shared use path – floating bus stop	Conflict between waiting students and moving pedestrians and cyclists.
	Glover Avenue - Implement corralling measures such as landscaped medians (e.g West Terrace) or physical obstructions on Glover Avenue from West Terrace to the Karen Rolton Oval access	Uncontrolled crossing movements
	Service Road a) Keep Left b) Left In/Left Out c) One Way Road	Unsafe egress onto West Terrace
	West Terrace a) Consider a DDA compliant bus pad / floating bus stop for students at West Terrace adjacent to the school bus stop. As per Glover Avenue opportunity, a floating bus stop could also be considered to accommodate for a dedicated bus stop, shared use path and storage area. b) Relocate the school bus stop to be further north to the formal Stop X1 on West Terrace. c) Provide a bus stop in front of the school entrance on the school grounds.	Obstruction of the bus stop and shared use path during peak periods
	West Terrace a) Re-line mark the existing shared use path adjacent to the school to ensure adequate delineation and definition in accordance with DIT Pavement Marking Manual. *And* b) Give Way holding line to be placed at the entry to the school access road to supplement the existing Give Way sign, reducing vehicle/cyclist and pedestrian confusion.	Faded line marking and confusion at school access between vehicles and cyclists.

Type of Option	Description	Issue Addressed
	West Terrace/Glover Avenue/Currie Street a) Provide additional storage areas on the southeast and southwest corner of the intersection to avoid pedestrian crowding and risks onto the vehicle carriageway. Corralling measures (such as bollards or fencing) need to be introduced on the southeastern intersection leg to replicate what were done on the southwestern leg. This recommendation should not be considered in isolation, as queuing and delays to pedestrian movements would still need to be managed. b) Review the traffic signal phasing time arrangement is to be explored during PM school peak periods to increase pedestrian green time for all intersection legs. This will need to be managed with DIT's Network Management Services (NMS) to ensure that acceptable impacts to vehicle traffic is managed. This recommendation would still not solve the capacity issues for pedestrian storage. **c)** Consider the planning for a pedestrian bridge if Options a. and b. do not yield the intended improvements for pedestrian safety. A bridge spanning Glover Avenue would be suggested due to the lack of space on the eastern side of West Terrace. This would assist in diluting pedestrians away from the West Terrace intersection and provide uninterrupted movements across from/to the school.	Pedestrian safety and delays at the intersection of West Terrace/Currie Street/Glover Avenue.
Operational Efficiencies	**Glover Avenue** Implement an effective enforcement strategy or reconsidering the placement of kiss and drop facilities adjacent to Glover Avenue should be considered.	Double Parking on Glover Avenue
	Adelaide High School Develop a movement and green wave strategy	Continued commitment to safe movement and efficiency surrounding the school

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4.2 Recommended School Travel Safety Initiatives

The recommended school travel safety initiatives are explained with more detail as follows:

4.2.1 Infrastructure Treatments

Glover Avenue

- Create a separate storage area between the bus stop and the shared use path that is known as the floating bus stop as shown in Figure 4.1. This will provide separation between cyclists on the shared use path, pedestrians and the students waiting to be collected at Stop X1.



Figure 4.1 Example of a "Floating" Bus Stop

- Implement corralling measures such as landscaped medians (e.g West Terrace) or physical obstructions on Glover Avenue from West Terrace to the Karen Rolton Oval access.

Service Road

d) Consider Keep Clear adjacent to the service road to accommodate for safe unobstructed movements to the right turn lane onto Waymouth Street. This would reduce the right-angle crash likelihood factors, however, not eliminate them.
e) Consider restricting movements to left in/left out movements only through physical infrastructure. This may cause inadvertent impacts by restricting the southbound desire lines resulting in the service road no longer being an attractive kiss and drop area for parents. By restricting movements to Left in/Left out, additional pressure may also be placed on Glover Avenue for kiss and drop, which already has demonstrated issues during peak periods.
f) As suggested by the AHS staff, a new public road could be built to assist with a one-way (westbound) configuration for the service road. This option would need to be tested for feasibility due to the associated benefits/cost of constructing a public road, changing existing road cross sections, and addressing the likely impacts at the intersection of Sir Donald Bradman Drive. Liaison would also need to be sought with the relevant stakeholders to consider this (Adelaide Comets, Parklands Authority etc.)

West Terrace

d) The existing bus stop appears to be limited in terms of sealing due to the proximity of the high-pressure gas main. However, this should be explored further to ensure that a DDA compliant bus pad could be feasible for students at this location. Similar to the Glover Avenue opportunity, a floating bus stop could also be considered.
e) The bus stop could be relocated further north to the formal Stop X1 on West Terrace, which is considered within an acceptable walking distance from the school (less than 150 m).
f) The stop for the school special bus could be relocated to use the entrance slip road on the school grounds in front of the main entrance.

The access road to the AHS main entrance is proposed as a bus waiting area for Routes 610 and 611 as shown in Figure 4.2.



Proposed location for the school special bus services for boarding students in the PM period



Proposed location for school special buses in front of the main entrance to Adelaide High School

Figure 4.2 Use Main Entrance of Adelaide High School for School Special Buses

West Terrace School Access

- Re-line mark the existing shared use path adjacent to the school to ensure adequate delineation and definition in accordance with DIT Pavement Marking Manual. Give Way holding line to be placed at the entry to the school access road to supplement the existing Give Way sign, reducing vehicle/cyclist and pedestrian confusion. This location for the line marking is shown in Figure 4.3



Figure 4.3 Recommended Location for Line marking at the Access Entrance from West Terrace

West Terrace/Glover Avenue/Currie Street

a) Additional storage areas can be accommodated for on the southeast and southwest corner of the intersection to avoid pedestrian spillage onto the vehicle carriageway as shown in Figure 4.4. Corralling measures, such as bollards or fencing, could be introduced on the southeastern intersection leg to replicate what were done on the southwestern leg. This recommendation should not be considered in isolation, as queuing and delays to pedestrian movements would still need to be managed.

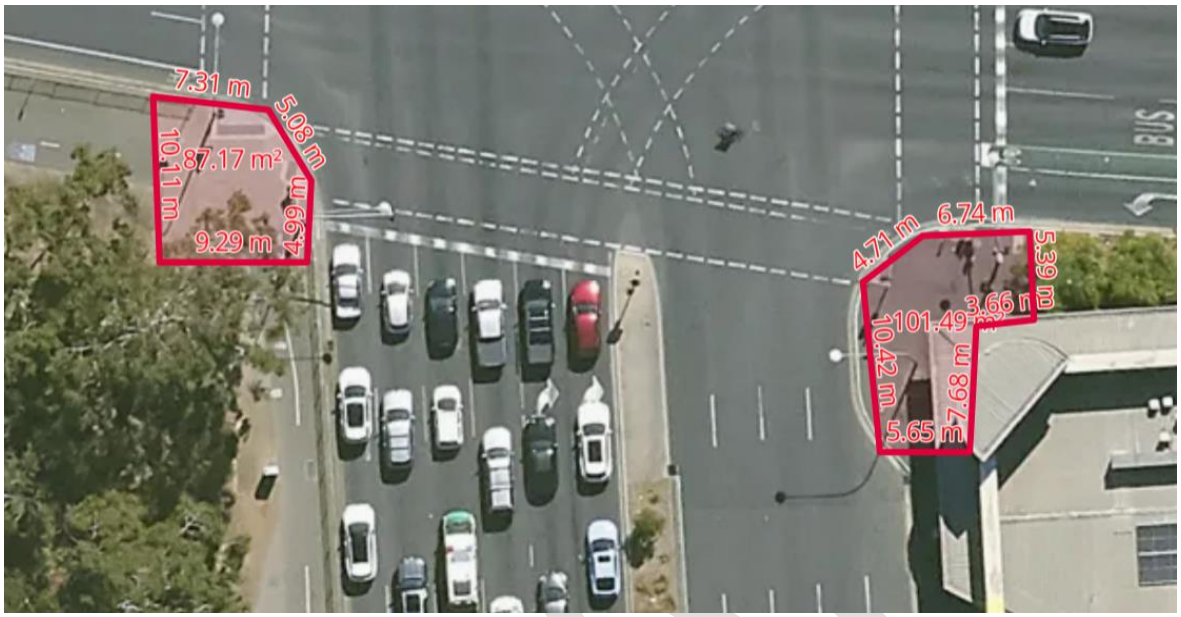


Figure 4.4 Recommended Improvement areas for Pedestrian Waiting Area

b. New phase time arrangement is to be explored during PM school peak periods to increase pedestrian green time for all intersection legs. This will need to be managed with DIT's Network Management Services (NMS) to ensure they are aware of the vehicle impacts. This recommendation would still not solve the capacity issues for pedestrian storage as per recommendation above.

c. A recommendation for a pedestrian bridge could be considered suitable if a. and b. do not yield the intended improvements for pedestrian safety. A bridge spanning Glover Avenue would be suggested due to the lack of space on the eastern side of West Terrace. This would assist in diluting pedestrians away from the West Terrace intersection and provide uninterrupted North-South movements across from/to the school.



Figure 4.5 Pedestrian Footbridge at Mawson Lakes Primary School

4.2.2 Operational Efficiencies

Glover Avenue

- Implementing an effective enforcement strategy or reconsidering the placement of kiss and drop facilities adjacent to Glover Avenue should be considered to prevent double parking.

West Terrace Intersection

- Based on the lack of meaningful options for improving amenities for pedestrians at this intersection it is recommended that a movement strategy is developed. This should be performed by undertaking origin destination surveys of students to determine formal desire lines. Based on the outcomes of this strategy, a 'green wave' approach could be then accommodated during the peak periods which supports uninterrupted movements for students and pedestrians. The green wave occurs when a series of traffic lights, that is usually three or more, are coordinated to allow continuous traffic flow over several intersections in one main direction.

4.3 Assessment and Indicative Cost Estimates

The school travel safety options were assessed under the safe systems approach and indicative cost estimates are provided for each travel safety option in Table 4.2. The options were given labels under the following categories:

- T for Traffic control device or treatment that requires civil works and construction with cost estimates.
- S for Signal timing changes at an intersection.
- P for Parking control with new signage or pavement markings for on-street parking or a school zone.

Table 4.2 Indicative Cost Estimates for the Travel Safety Options at Adelaide High School

Option ID	Description	Indicative Cost Estimate	Comments
T1	Glover Avenue - Floating Bus Stop	$50,000	DIT and SAPTA to be consulted about the location of the school bus stop
T2	Glover Avenue - Landscaped Median/Fencing	$25,000	DIT to be consulted
T3a **T3b** **T3c**	Service Road – Keep Clear Markings Service Road – Left in Left Out Service Road – One Way Arrangement	$5,000 $25,000 >$500,000	Council to be consulted
T4a **T4b** **T4c**	West Terrace – DDA Bus Stop West Terrace – Relocate Bus Stop West Terrace – Allow School Special bus to use the access road in front of the main entrance of the school	$25,000 <$5,000	DIT and SAPTA to be consulted about the location of the school bus stop; Council to implement the preferred solution
T5	West Terrace – Share use path Line marking	$2,500	Council to implement
T6a **S6b** **T6c**	Intersection - Improve storage areas Intersection – Pedestrian Green Time Intersection – Footbridge	$100,000 $20,000 $2million	DIT to be consulted

5 References

The following references were used in the preparation of the school travel safety review.

- Guide to Traffic Management Part 8, Local Area Traffic Management, Austroads, Sydney, 2016, Section 7.5.7 School Zones, page 114
- Guide to Traffic Management Part 10, Traffic Control and Communication Devices, Austroads, Sydney, 2019, Section 6.5.8 Zig Zag Markings, page 105,
- Speed Limit Guideline for South Australia, Department for Infrastructure and Transport, October 2023, Appendix C School Zones
- Supplement to AS 1742.10, Manual of uniform traffic control devices, Part 10, Pedestrian control and protection, Department for Infrastructure and Transport, April 2024
- Manual of Legal Responsibilities and Technical Requirements for Traffic Control Devices Part 2: Code of Technical Requirements, Department for Infrastructure and Transport, March 2024, Section 9.3 Drop off and pick up zones, page 34
- School Transport Policy, Department for Education, South Australia, January 2024

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Appendix A – Student Travel Survey Form

CITY OF ADELAIDE

School Travel Survey for Students

School:	Adelaide High School

Tonkin on behalf of the City of Adelaide is conducting a survey to determine the main modes of travel for students to understand the travel behaviour to the school. Please assist us by undertaking a short student survey during the first period class.

Questions for the Teacher

Date (day/month/year):	
Weather (Daytime temperature and sky conditions):	
Please enter the name or number of your class or year group.	
How many students are absent today in your class?	

Questions for the Students in Your Class / Year Group

Please ask the students with a 'hands-up' survey in the classroom.

AM Period Travel

How did you travel to school this morning? (If you travelled by more than one mode, please answer with the longest part of your journey - e.g. "car" for "car and scooter".)

Main Mode of Travel in the AM Period	Number of Students
Car (as driver)	
Car (as passenger with drop-off)	
Walk for the entire trip	
Bus	
Train	
Tram	
Bicycle or e-bike	
Scooter	

PM Period Travel

How will you travel from school this afternoon? (If you will travel by more than one mode, please answer with the longest part of your journey - e.g. "car" for "car and scooter".)

Main Mode of Travel in the PM Period	Number of Students
Car (as driver)	
Car (as passenger with pick-up)	
Walk for the entire trip	
Bus	
Train	
Tram	
Bicycle or e-bike	
Scooter	

If you travelled by car, would you prefer any of these modes? (multiple answers)

Walking for the entire trip	
Bicycle, e-bike or scooter	
Public Transport (bus, tram or train)	

Appendix B – AHS Student Travel Information Flyer

School travel: Adelaide High School

There are lots of ways to get your child to and from **Adelaide High School**.

With the arrival of Year 7 students in 2022, we are keen to alleviate traffic congestion around the school.

Every family must make decisions about transport that best suit their individual circumstances, but we encourage independence where it is appropriate.

Travelling by foot, bike, bus, or train develops your child's confidence, organisation, and self-reliance skills.

Below are some options you may like to consider, along with safety guidelines which have been developed by the school in consultation with the State Government.



Walking to and from school

Walking has a range of health benefits and we are fortunate to be located close to the Adelaide Park Lands, meaning students can enjoy open reserves.

If you are driving, we encourage you to drop your child off a short walk away from school where possible.

All major intersections around the school have pedestrian activated crossings, which students must use to ensure their safety.

Scooters and skateboards are also welcome - they can be stored securely on campus during the day.



Using bicycles or scooters

Bikes can also be stored safely on the school campus during the day.

The Park Lands have shared-use paths for cyclists and pedestrians which connect through to suburban streets that have low speed limits.

Students must avoid riding on main roads during peak time. They must also use separated bike pathways whenever they are provided.



Catching the bus

Adelaide High School is serviced by several busses, including some designated school services that are for students only, along with the teachers, parents and carers who are accompanying them.

Visit the Adelaide Metro's travel to school page for information on timetables, fares, and safety.

The school bus zones are supervised by staff before and after school. Students must cross any roads at the pedestrian crossings points located at traffic light intersections.

A map showing bus stops around the school is also attached to this message.

Government of South Australia
Department for Education

Catching the tram or train

Students catching the train to Adelaide High School can come and go via the Mile End train station (a 600m walk across the Park Lands) or the Adelaide Train Station on North Terrace.

If your child is using the Adelaide Train station, they can catch a free connector tram or the City Loop bus if they don't want to walk between the station and school.

Students must cross all roads at pedestrian crossings.

Train and bus service details are also available on the Adelaide Metro website.

Driving to school and drop off zones

Student drop off and pick in Adelaide High School's main driveway is not allowed unless your child has a recognised mobility issue.

Instead, families in cars can use two drop off zones. One is on Glover Avenue and the other is accessible via the central school road. These zones are supervised.

The expectation is that cars stop in the zones for less than 30 seconds.

Parents and carers are asked to ensure their child is ready for collection before entering the drop off zones after school, and to park in the furthest space possible to assist with traffic flow.

In the morning, students need to exit cars to the nearest footpath, rather than walking across the zones.

Please be aware that you cannot park in the drop off zones. This means they are not suitable spaces for early arrivals to sit and wait for school pick up.

If you do arrive early for school pick up, you will need to wait in surrounding streets as stationary cars block traffic and pedestrian flow.





Christian Brothers College – Junior Campus

School Travel Safety Review – Draft Report

City of Adelaide

CLC003491
12 July 2024
Ref: 240706

tonkin
Building exceptional outcomes together

Document History and Status

Rev	Description	Author	Reviewed	Approved	Date
A	Draft Report	Eli Alabaster	John Devney	John Devney	12 July 2024

DRAFT

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Client: City of Adelaide
Ref: 240706

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Executive Summary

Overview

The Christian Brothers College (CBC) Junior Campus is a private school located in Wakefield Street between Hutt Street and East Terrace. The college has classes from Reception to Year 6 with an enrolment of 266 students in Term 2 2024 with 118 students in Reception to Year 3 and 148 students in Years 4 to 6.

Key Findings

The CBC Junior Campus does not have an enrolment restriction area and students live in wide range of locations in Greater Adelaide. However, most students reside in inner east or north-west Adelaide suburbs.

The student travel surveys that were conducted in June 2024 showed the following:

- The AM and PM periods are not significantly between different travel modes indicating that students travel to and from school using the same transport modes.
- The primary travel mode is private vehicle, with 93 per cent of children being driven to and from school attending Reception to Year 3 and only five per cent by bus. This car mode share decreases to over 82 per cent in the older students in Years 4-6. The parents of the younger students mostly dropped off and picked up their children by private vehicle.
- Over 82 per cent of students in Years 4 to 6 were driven to school. 14 per cent of the students in Years 4 to 6 travelled by bus in the AM period and 13 per cent in the PM period.
- Less than two per cent of the students travelled by train or tram.
- The bicycle and walking mode share is less than two per cent which indicates a very low interest in travelling by active transport modes.

From the discussions with the school and the site observations, the following student travel safety issues were identified:

- Travel across Wakefield Street is limited to the signalised crossing at the Hutt Street
- Several near misses have been observed at the koala crossing in East Terrace with drivers not stopping.
- Heavy vehicles short-cut from Wakefield Street to Bartels Road using East Terrace.
- Vehicles are travelling at speeds on Wakefield Street not typically associated with school zones.
- The no-parking requirements on Wakefield Street and the eastern side of East Terrace between 3 pm and 4 pm was disobeyed by over 20 vehicles during the 30-minute period of pick-up time.
  - If the parking controls were followed by drivers in East Terrace, the parking supply would not be sufficient for overall pick up activities.
- A dedicated Kiss and Drop (15-minute zone) in Wakefield Street with parallel (not angle) parking.
- The bicycle lanes in Wakefield Street are a hazard for motorist's parking and reversing out.

Key Recommendations

Infrastructure Treatments

- Reinvestigate the inclusion of a signalised pedestrian crossing (PAC) east of Wakefield Street in East Terrace immediately south of the Glover (East) Playspace. It is not proposed in front of the school entrance to avoid the impact of the removal of car parking.
- Install a pedestrian refuge in Wakefield Street between Hutt Street and East Terrace.

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Operational Efficiencies

- Change the parking controls on Wakefield Street at the main school entrance to allow for 15-minute Kiss and Drop activities during critical peak school periods.
- Change the parking controls in East Terrace (eastern side) to allow for 15-minute kiss and drop activities during critical peak school periods.
- Consider changing the posted speed in Wakefield Street between Frome Street and East Terrace from 50 km/h to a slower speed limit, such as 40 km/h. This would extend to Frome Street to provide a continuous environment across the Senior and Junior campuses.
- Enforce stricter rules on providing heavy vehicles permit based activity along East Terrace. This could be implemented during peak periods to avoid conflicts with pedestrians.

Safety Promotions

- Install additional signage to promote the school area for traffic approaching the school zones at East Terrace and Wakefield Street.
- Prepare a consolidated travel access guide for students and parents that would be promoted on the school website in location that is easy to find, in additional to the school newsletter.

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Abbreviations

Abbreviation	Description
DfE	Department for Education, South Australia
DIT	Department for Infrastructure and Transport, South Australia
PAC	Pedestrian Actuated Crossing with traffic signals

Glossary of Terms

Term	Description
Bicycle lane	On-road kerbside lane allocated for bicycles with pavement markings
Emu crossing	A pedestrian crossing with white road markings, red and white posts and operate only when the children's crossing flags are displayed. They are placed within school zones and a speed limit of 25 km/h applies to drivers when children are present. Drivers must stop for pedestrians using or about to use the crossing.
Kiss and Drop zone	A location designated on the street or on the school grounds for parents and carers in vehicles to drop-off or pick-up students typically with a 2-minute waiting limit. Parents are to stay in the vehicle.
Koala crossing	A pedestrian crossing with white road markings, red and white posts and two yellow alternating flashing lights. They are only operational when the yellow lights are flashing and a speed limit of 25 km/h applies to drivers between signs on the approach to the crossing. Drivers must stop for pedestrians using or about to use the crossing.
Shared path	Off-road pathway for pedestrians and cyclists
Go Zone	A high frequency bus corridor with one or more bus routes with a service headway of every 15 minutes on weekdays and every 30 minutes at other times. Stops and stations within a 'Go Zone' provide a bus, train or tram operating: • every 15 minutes between 7.30 am and 6.30 pm, Monday–Friday • every 30 minutes between 6.30 pm and 10 pm, Monday–Friday • every 30 minutes on Saturday, Sunday and South Australian public holidays.

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1 Introduction

This section provides the background for the school travel safety reviews and the study purpose and scope with an overview of the school location.

1.1 Background

The City of Adelaide is conducting School Travel Safety Reviews with the key objectives to:

- Investigate the current speed limits to assess the requirement of reducing the speed to 40km/h or less to help support more vibrant businesses and for a safer urban environment with the provision of higher quality amenity in the residential streets in the City of Adelaide.
- Consider always extending the time periods for the 25 km/h speed limit at and near all schools in the City of Adelaide when children are present and to work with DIT to further understand what responsible safety measures may be added to assist with drop off/pick up of children.

In January 2023, the Council requested the administration to investigate and report by the end of the 2023 school year on the need for and the nature of any additional measures to enhance the safety of primary and secondary, public and private school students entering and leaving schools at the beginning and end of the school day, including the introduction of supervised or unsupervised so called "kiss and drop zones" at all schools in the City of Adelaide.

A School Safety Report was completed for St Aloysius College and presented to the Infrastructure and Public Works Committee held on 19 March 2024. At the Council Meeting on 26 March 2024, Council decided to complete school travel safety reviews for 11 other schools in the City of Adelaide.

1.2 Study Purpose and Scope

The purpose of the work is to develop and document an evidence-based approach using the Safe System approach to address road safety concerns for children, parents and carers, with recommended changes such as safer crossing outcomes and measures to reduce the danger from motorised vehicle movements. The key objectives of the school transport safety reviews are to:

- Review the extents of the existing school speed zones to achieve Safe System speed outcomes, and
- Identify and prioritise opportunities to improve safety outcomes around schools.

The following tasks were completed for this school travel safety review:

- Engage with each school Principal or relevant representative to discuss issues with student travel to and from the school and opportunities to improve school travel safety.
- With the support from the teachers, undertake a student travel mode survey.
- Conduct AM and PM site investigations to observe any unsafe movements, in particular at the Kiss and Drop areas.
- Identify and map the location of the:
  - Existing pick up and drop off areas.
  - Existing school zones and other speed limits, including signs.
  - Existing crossings by type and informal crossing points and pedestrian desire lines.
  - Proposed locations of any measures, such as indicative locations of new crossings, new/changed school zones and of pick-up and drop off areas.
- Document the research and site investigation findings with options and prioritised recommendations for infrastructure projects to improve school travel safety.

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1.3 School Location

The Christian Brothers College (CBC) Junior Campus is located in Wakefield Street west of East Terrace and south of Nil Street. The school site and the existing surrounding environs are shown in Figure 1.1.

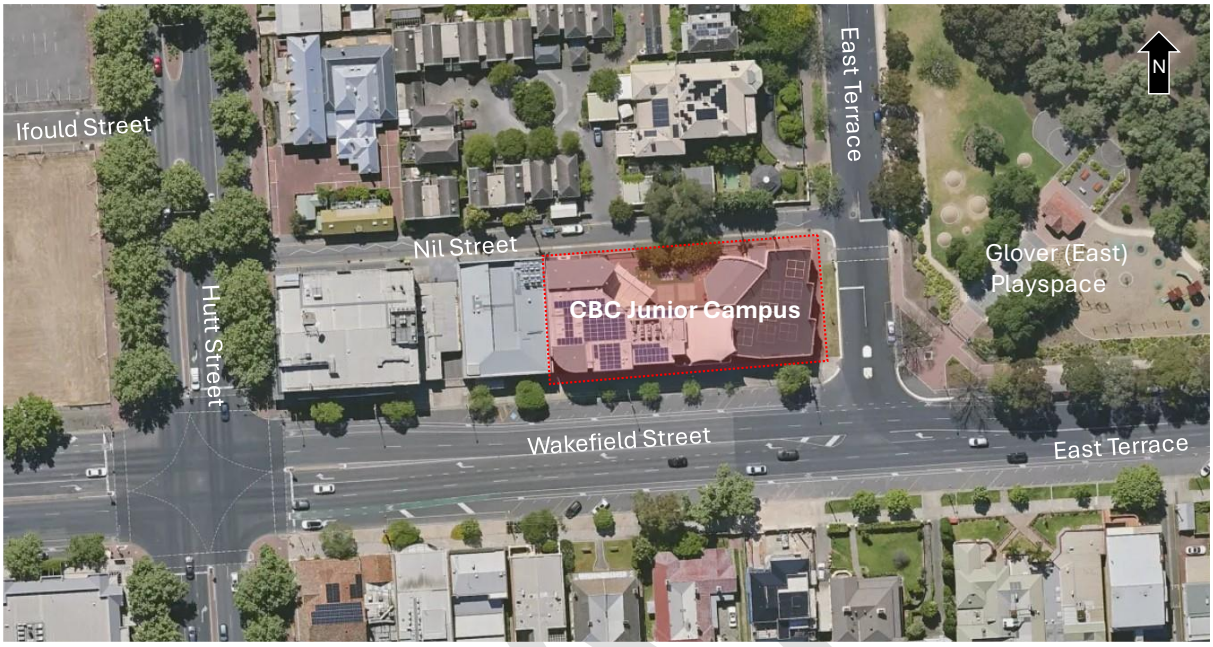


Figure 1.1 Christian Brothers College Junior Campus Location

The CBD Junior Campus has the main student entrance on Wakefield Street and a rear access in Nil Street as shown in Figure 1.2.



Main student entrance on Wakefield Street west of East Terrace



Rear entrance to the school in Nil Street west of East Terrace

Figure 1.2 Entrances to the CBC Junior Campus

2 Existing Conditions

The section provides the analysis of the existing school operations, the student population and travel patterns and an overview of transport access to the school by all transport modes.

2.1 School Operations

The Christian Brothers College (CBC) Junior Campus comprises years R to 6. The school building opens at 8:25 am on school days. The bell times are:

- AM Bell time of 8:48 am for the start of classes at 9:05 am
- PM Bell time of 3:15 pm for all students

The school office hours are:

- Monday to Friday from 8.20 am to 4.00 pm
- Out of School Care school is open at 7:15 am and ends at 6:00 pm

2.2 Student Enrolment Analysis

The school enrolment in Term 2 2024 is for 266 students with a distribution by year as follows:

- 19 students in Year R
- 33 students in Year 1
- 29 students in Year 2
- 37 students in Year 3
- 40 students in Year 4
- 51 students in Year 5
- 57 students in Year 6

By year group, 118 students are in Reception to Year 3 and 148 students are in Years 4 to 6.

The current enrolment is 280 students with a maximum capacity for 310 students. The annual enrolment ranges from 280 to 310 students.

The CBC Junior Campus does not have an enrolment boundary. Students can live anywhere in Greater Adelaide. The number of students by sub areas of suburbs in Adelaide is shown in Figure 2.1.

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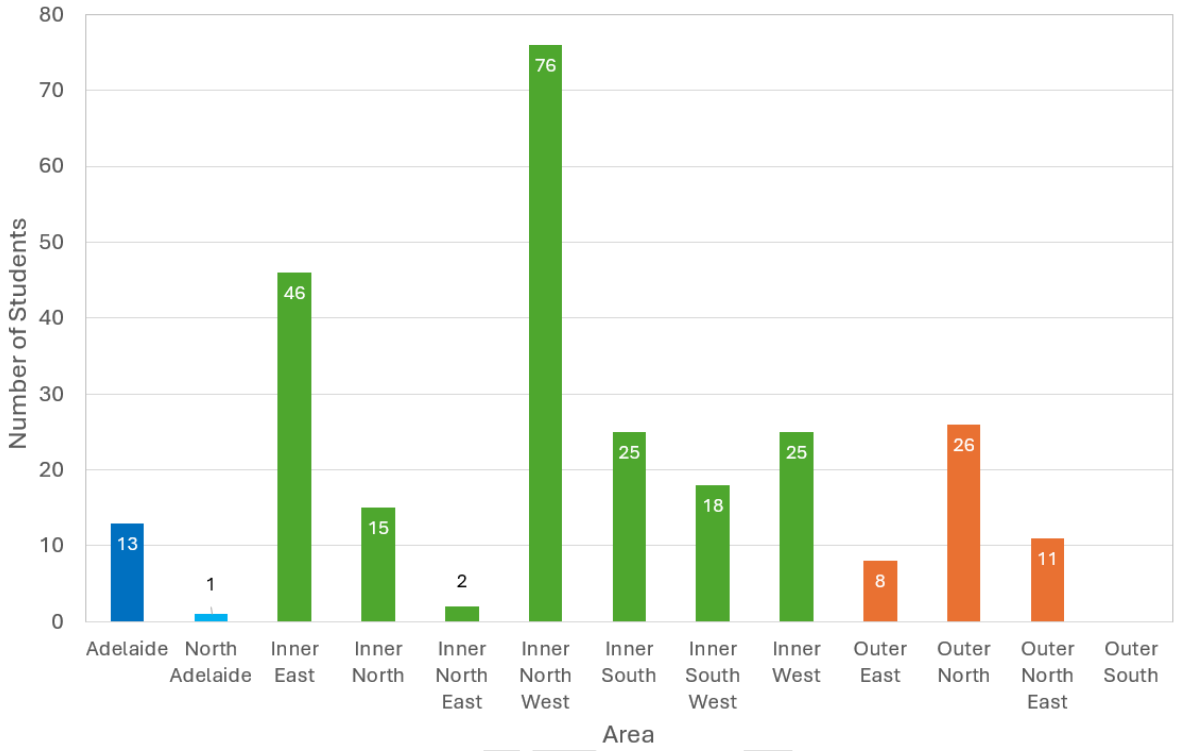


Figure 2.1 CBC Junior Campus Student Residence Location Analysis

The student residence data was used to determine the distribution of the total student population in sub-areas of suburbs in metropolitan Adelaide with the results shown in Figure 2.2. 78 per cent of the students live in the inner suburbs and 17 per cent live in the outer metropolitan suburbs. About five per cent of the students live in the City of Adelaide.

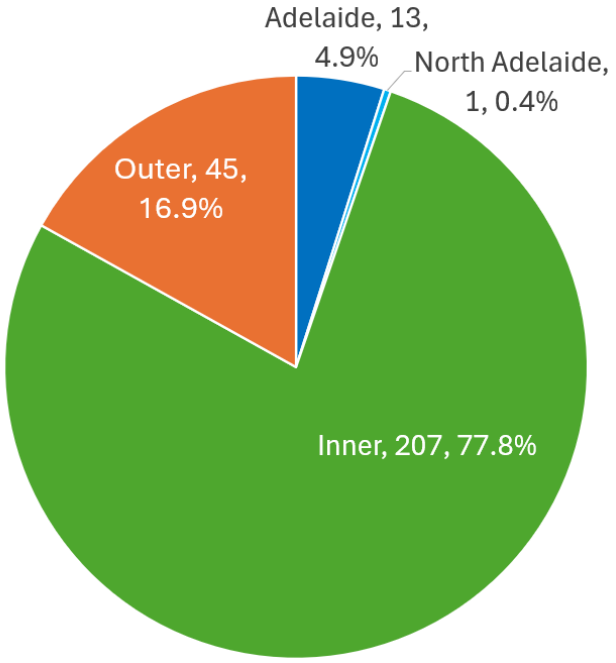


Figure 2.2 CBC Junior Campus Student Residence Area Analysis

2.3 Student Travel Demand

The existing school travel activity to and from the the CBC Junior Campus was reviewed through site observations and a student travel mode survey on typical school days. The student travel mode survey form is included in **Appendix A**.

The student travel mode survey was conducted during the first morning class during the week of Monday June 3rd to Friday June 7th. The findings from the surveys were used to confirm the existing transport mode shares for:

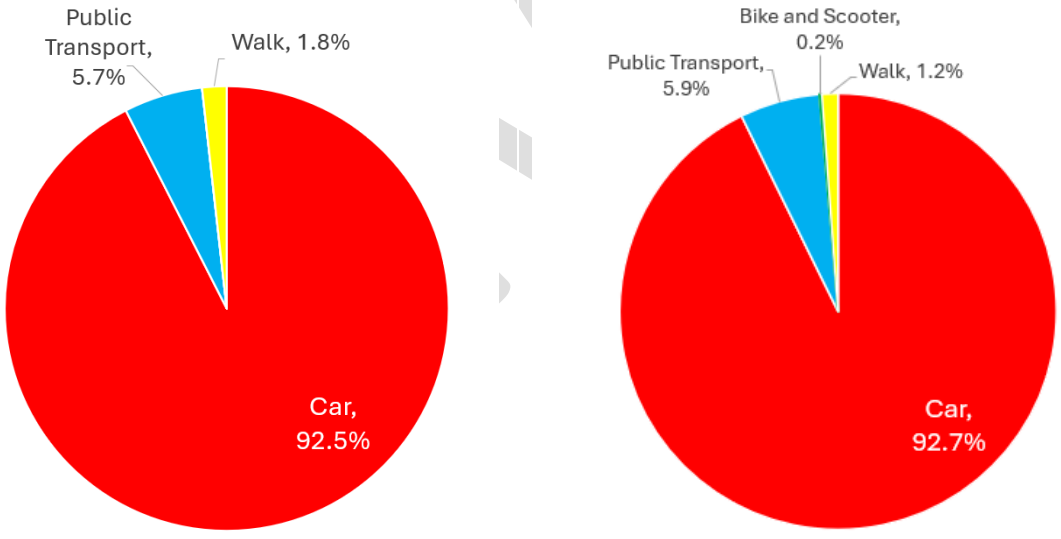
- Car (as passenger with drop-off)
- Walk for the entire trip
- Bus, Train or Tram
- Bicycle or e-bike
- Scooter

A total of 1316 student entries were conducted during the morning session of the school week.

The student travel mode shares to school in the AM period and from school in the PM period are shown for the students in Reception to Year 3 and Years 4 to 6 in Figure 2.3 and Figure 2.4 respectively.

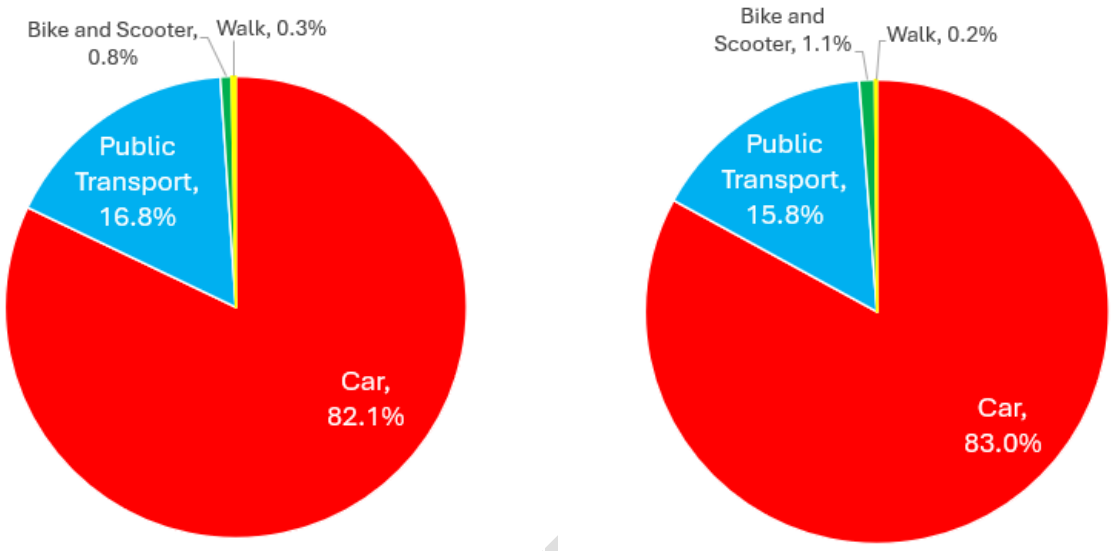
The AM and PM periods are not significantly between different travel modes indicating that students travel to and from school using the same transport modes. The parents of the younger students mostly dropped off and picked up their children by private vehicle.

For the students in Reception to Year 3, the primary travel mode is by private vehicle with 93 per cent of children being driven to and from school and only five per cent by bus. This car mode share decreases to over 82 per cent in the older students in Years 4-6.



AM Period Arrival Transport Mode Share **PM Period Departure Transport Mode Share**

Figure 2.3 CBC Junior Campus R to Year 3 Students Transport Mode Shares in June 2024



AM Period Arrival Transport Mode Share **PM Period Departure Transport Mode Share**

Figure 2.4 CBC Junior Campus Years 4-6 Students Transport Mode Shares in June 2024

A breakdown of the student mode shares by year group for the AM arrivals and PM departures from the survey conducted in June 2024 is provided in Table 2.1. Key insights from the survey results are:

- The students in Reception to Year 3 were mostly driven to school at 93 per cent with about five per cent travelling by bus.
- Over 82 per cent of students in Years 4 to 6 were driven to school. 14 per cent of the students in Years 4 to 6 travelled by bus in the AM period and 13 per cent in the PM period.
- Less than two per cent of the students travelled by train or tram.
- Cycling to school for the boys was very low for all year groups.

Table 2.1 Student Transport Mode Shares by Year Group in June 2024

Transport Mode	AM Arrivals R to 3	AM Arrivals 4 to 6	AM Arrivals Total	PM Departures R to 3	PM Departures 4 to 6	PM Departures Total
Car	92.5%	82.1%	**87.3%**	92.7%	83.0%	**87.8%**
Train	0.8%	2.1%	**1.5%**	1.6%	2.5%	**2.0%**
Bus	4.7%	14.1%	**9.4%**	4.3%	12.7%	**8.5%**
Tram	0.2%	0.6%	**0.4%**	0.0%	0.6%	**0.3%**
Bike and Scooter	0.0%	0.8%	**0.4%**	0.2%	1.1%	**0.6%**
Walk	1.8%	0.3%	**1.0%**	1.2%	0.2%	**0.7%**

2.4 Transport Access

Transport access to the school via road, public transport, cycling and walking and the availability of on-street, on-site and off-site parking is provided in this section.

2.4.1 Road Network

The streets in the local road network at the CBC Junior Campus are provided in Table 2.2. The front entrance and rear entrance to the school are provided on Wakefield Street and Nil Street respectively.

Table 2.2 Local Streets at the CBC Junior Campus

Road	Classification	Relevance to School
Wakefield Street	District	Front entrance, informal Kiss and Drop area
East Terrace	Local	50 m from school, informal Kiss and Drop area
Nil Street	Local	Rear entrance, Kiss and Drop area
Hutt Street	Regional	100 m from school

The attributes of the local road network at the CBC Junior Campus are summarised in Table 2.3. In areas where no data was provided, the field was labelled as not applicable (n/a).

Table 2.3 Local Road Network Attributes at the CBC Junior Campus

Road	Number of Lanes	Daily Traffic Volumes	Posted Speed (km/h)	Average Speed	85th Percentile Speed
Wakefield Street	4	15,200	50	n/a	n/a
East Terrace	2	21,000	50	n/a	n/a
Nil Street	2	n/a	50	n/a	n/a
Hutt Street	4	9,887	50	38.1	47.5

The surrounding road network does include a 25km/h school zone during AM and PM peak times on East Terrace and Nil Street. An emu crossing is provided at East Terrace, which is heavily utilises forikiss and drop activities and also for excursions across in the parklands. A signalised pedestrian crossing is provided at the Wakefield Street/Hutt Street intersection.

Table 2.4 Local Road Network Attributes at the CBC Junior Campus

Road	25 km/h School Zone in Street	Type of Crossing in Street
Wakefield Street	No	Signalised at Hutt Street/Wakefield Street
East Terrace	Yes	Koala crossing
Nil Street	Yes	N/A
Hutt Street	No	Signalised at Wakefield Street

The CBD Junior Campus has a koala pedestrian crossing in East Terrace north of Wakefield Street that is used for students to safety cross to the Glover (East) Playground and to parents with Kiss and Drop activity in East Terrace. The koala crossing and 25 km/h school zone is shown in Figure 2.5.



Koala pedestrian crossing in East Terrace looking towards Wakefield Street from Nil Street



Koala crossing and the 25 km/h school zone in East Terrace looking north

Figure 2.5 Koala Pedestrian Crossing and 25 km/h School Zone in East Terrace

2.4.2 Crash Analysis

The latest crash data from 2018 to 2022 was sourced from DataSA. Over the five-year period, the crashes that occurred close to the college are:

- Hutt Street / Wakefield Street intersection: 2 minor injury crashes
- Wakefield Street: 2 property damage crashes and 2 minor injury crashes

The location of the crash statistics in the vicinity of the school are shown in Figure 2.6.

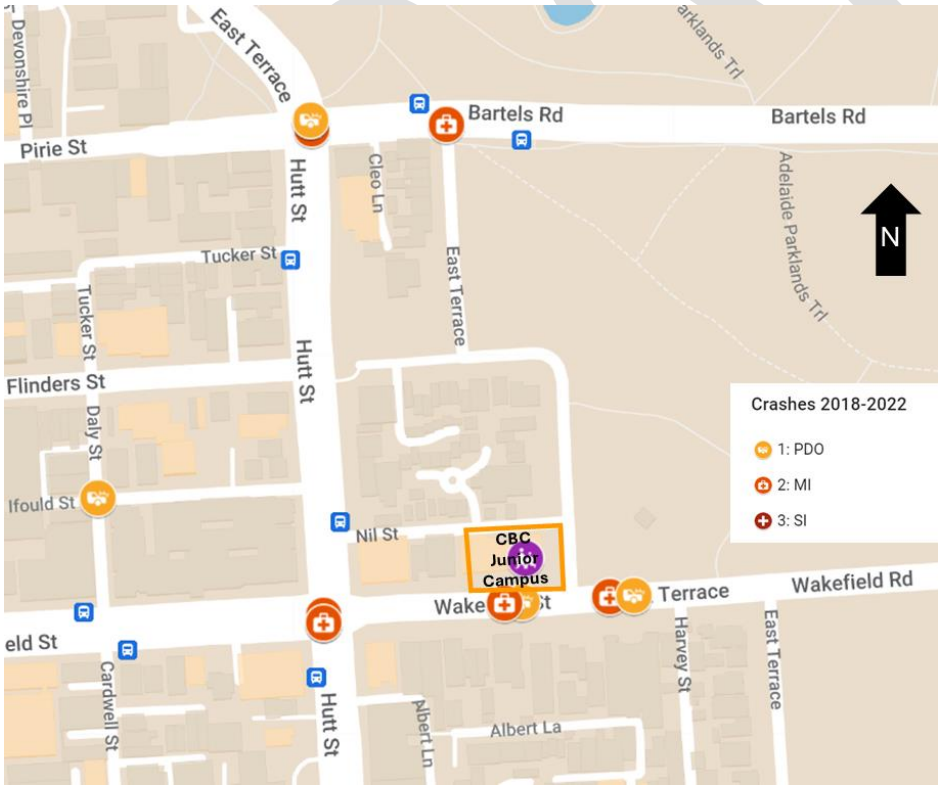


Figure 2.6 Crashes from 2018 to 2022 near the CBC Junior Campus

2.4.3 Parking and Kiss and Drop Areas

On-street parking is available in all streets surrounding the school on. The primary parking arrangements are summarised in Table 2.5. The on-street car parking controls along the streets in the vicinity of the school are shown in Figure 2.7.

Table 2.5 Parking Types at Adelaide High School

Road	Type of Parking
Wakefield Street	Angled Timed with 15-minute, 1-hour and 2-hour parking restrictions
East Terrace	Parallel Timed with 2-hour parking limits
Nil Street	Parallel Timed with 15-minute parking Monday to Friday from 8 am to 6 pm
Hutt Street	Parallel Timed with 2-hour paid parking and 3-hour disabled parking

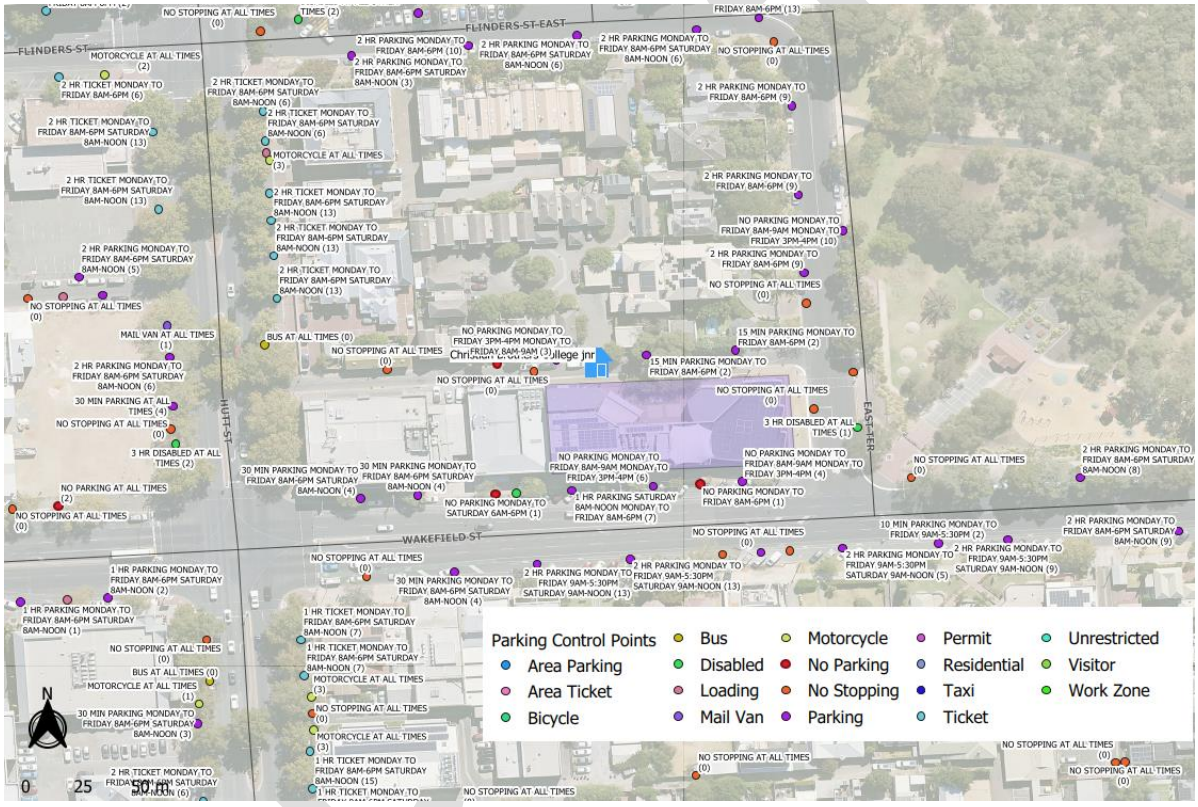


Figure 2.7 On-street Parking and Kiss and Drop Areas for the CBC Junior Campus

The school facilitates informal Kiss and Drop activity on East Terrace and Nil Street in:

- East Terrace
  - No parking between 8 am-9 am and 3 pm-4 pm with 12 spaces
  - 2-hour parking between 8 am – 6 pm with 14 spaces
- Nil Street
  - 15-minute parking between 8 am-6 pm with 3 spaces
  - No parking between 8 am-9 am and 3 pm-4 pm with 4 spaces

Kiss and Drop activity occurs at the front entrance on Wakefield Street, however this is an informal area for short-term parking and vehicle movements with the angle parking arrangement. The total capacity for vehicles in this area is 20 car parks.

CBC Junior School has short term parking available in Wakefield Street and East Terrace that is shown in Figure 2.8. Short term parking is also on the northside of Nil Street on the northern side of the college.



2-hour angled parking spaces in Wakefield Street



2-hour parallel parking spaces in East Terrace

Figure 2.8 Timed Parking Spaces at the CBC Junior Campus

The CBC Junior Campus has prepared a car parking information with the map shown in Figure 2.9. The full brochure that is on the college website is included in **Appendix B**.



Figure 2.9 CBC Junior Campus Parking Brochure Map

2.4.4 Public Transport

Adelaide CBD is the focus of the bus, tram and train network with the walkable access from the CBC Junior Campus at bus stops in Wakefield Street and Hutt Street.

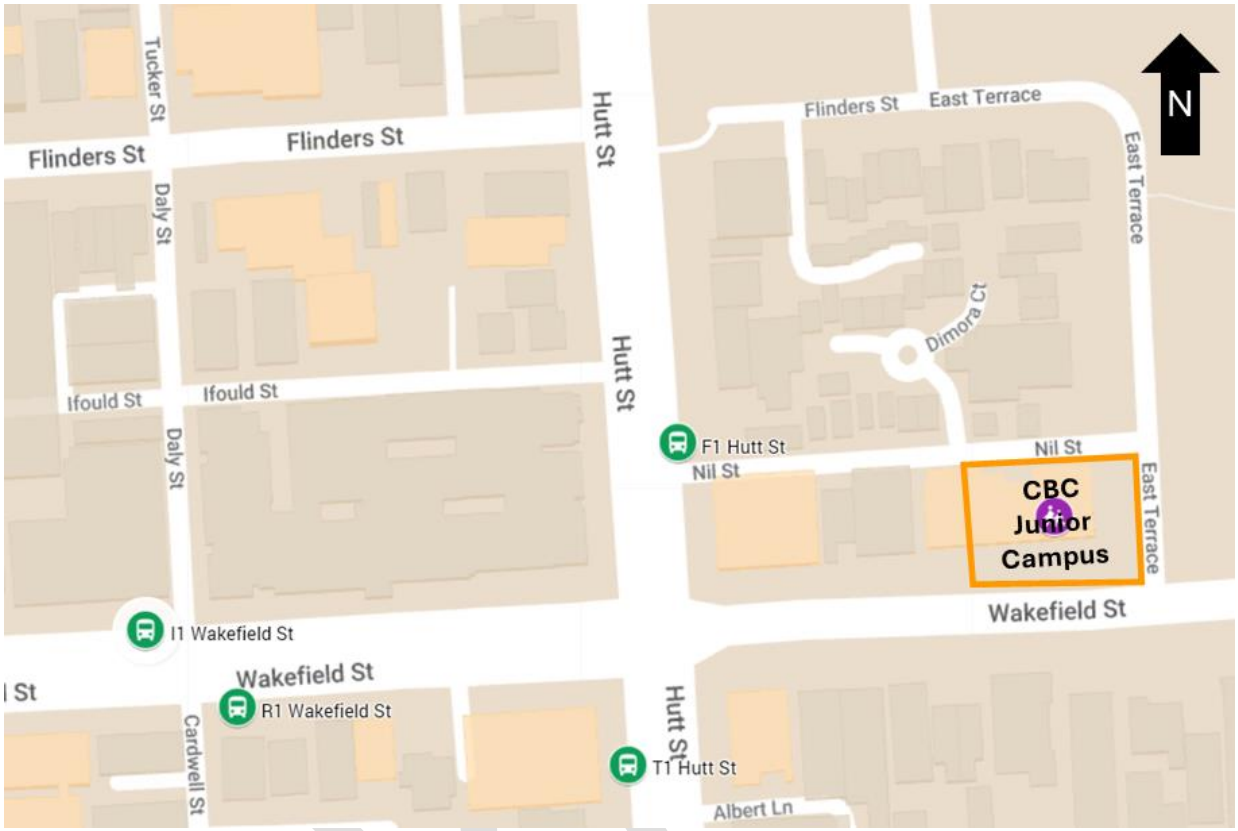


Figure 2.10 Public Transport Services to the CBC Junior Campus

The Adelaide Metro bus services in Wakefield Street and Hutt Street are considered sufficient for the demand based on the site observations. Less than 30 students are using public transport on a typical school day.

2.4.5 Cycling

The bicycle network in vicinity of the school with the connecting link to surrounding Park Land trails and the inner metropolitan cycling network is shown in Figure 2.11. Wakefield Street has an on-road bicycle lane on both sides of the road. Sealed shared paths exist throughout the Adelaide Park Lands. The Frome Street Bikeway is about 500 m west of the school.

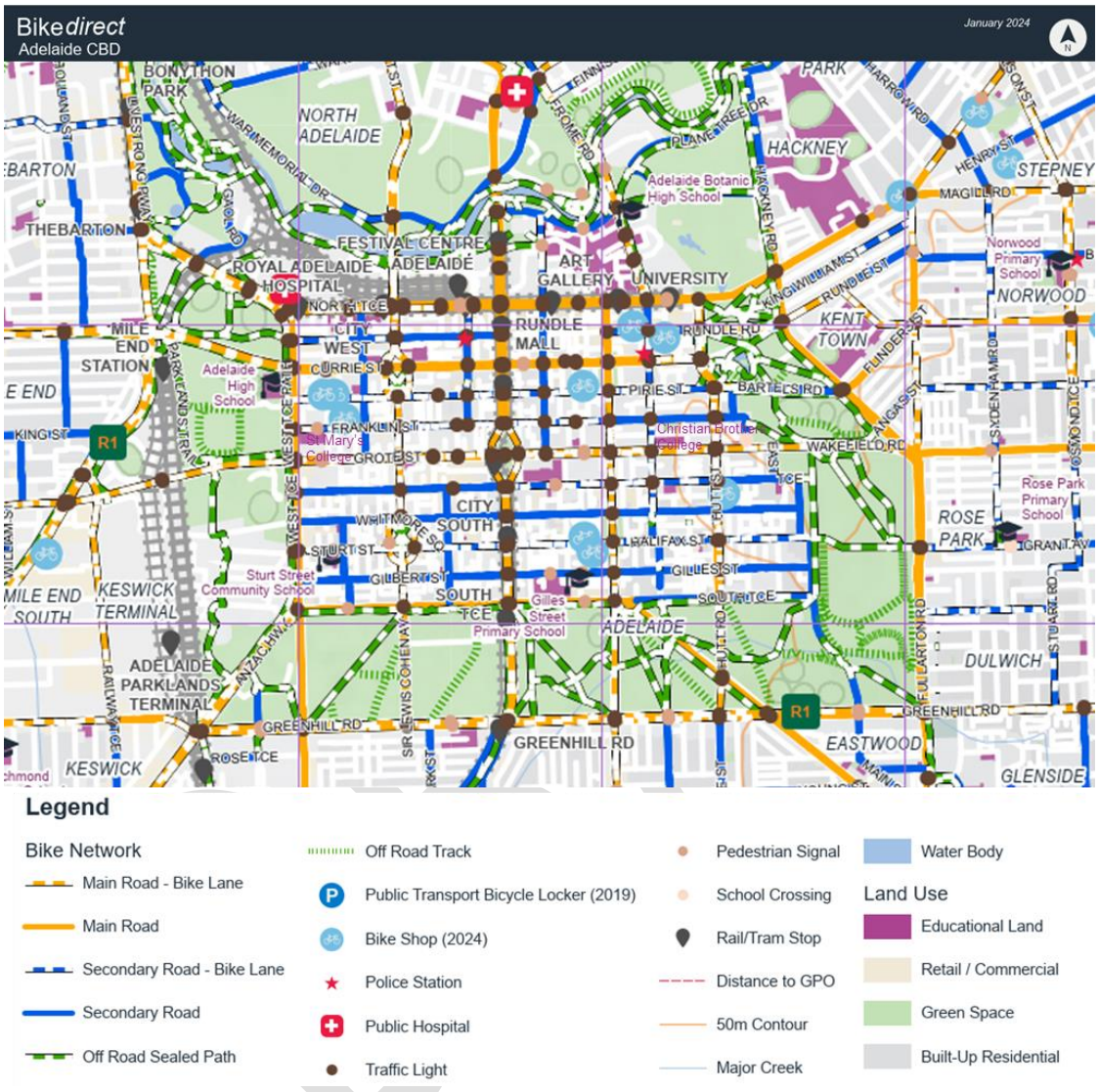


Figure 2.11 Cycling Network to the CBC Junior Campus

2.4.6 Pedestrian Access

Walking to and from the school is an important transport mode for students, staff and visitors who walk for their entire trip or as an access mode to the bus stops in Wakefield Street and Hutt Street. The footpath network along Wakefield Street and East Terrace is used by students in both the AM and PM school periods travelling between the Kiss and Drop areas.

The school has good pedestrian access from all directions from Adelaide CBD. The signalised intersection at Hutt Street and Wakefield Street has pedestrian crossings. Sealed footpaths are along on both sides of Wakefield Street and Hutt Street.

The 1 km, 1.5 km and 2 km walkable access catchment areas to the CBC Junior Campus that were calculated using the footpath network are shown in Figure 2.12. Students who walk their entire trip to school are likely walking from the Adelaide CBD, coming from the nearby bus stops or other public transport modes.

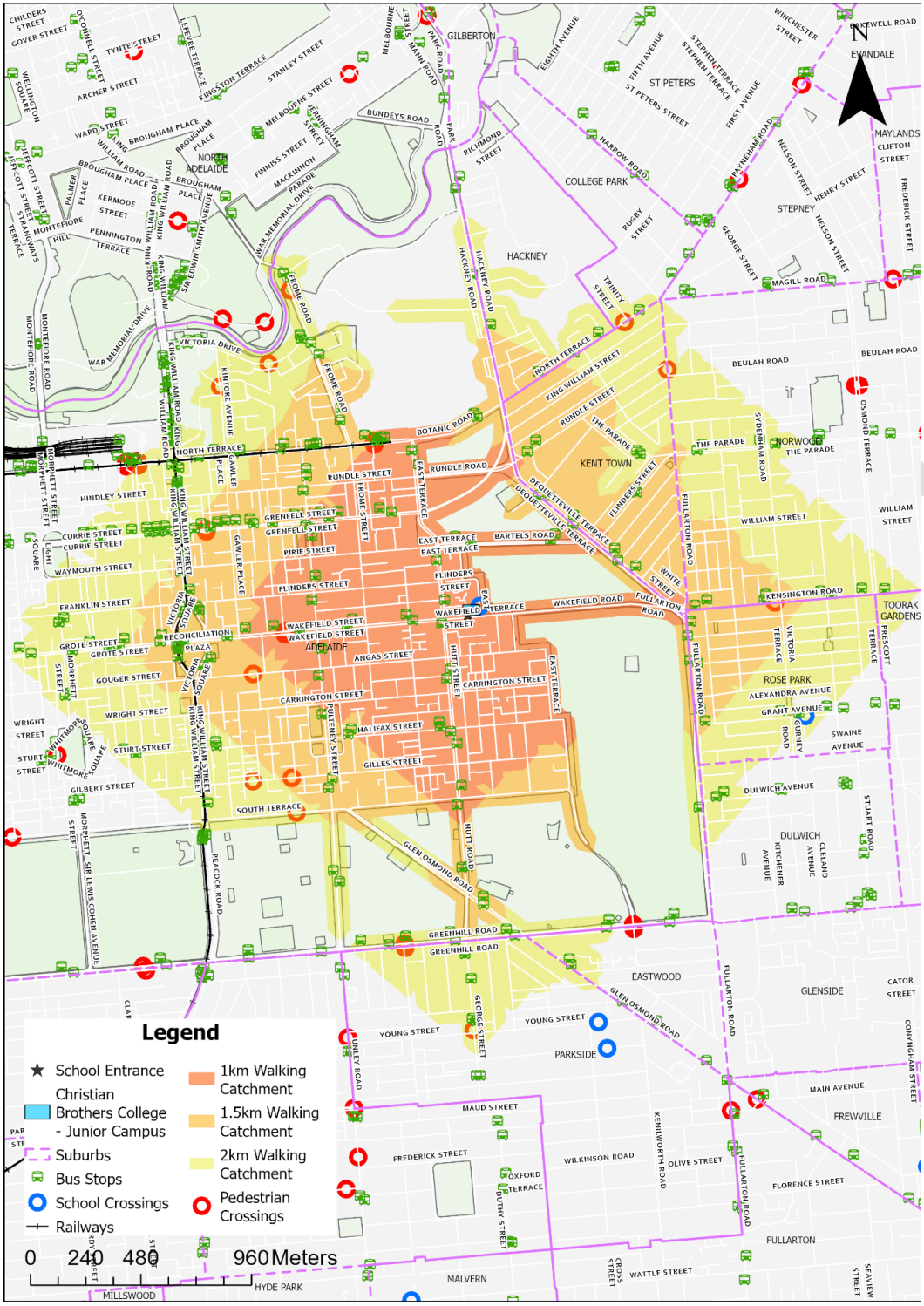


Figure 2.12 Walkable Access Catchment to the CBC Junior Campus

3 Issues and Opportunities

The issues and opportunities were identified with discussions with the school administration staff and site observations conducted during the AM drop-off period and the PM pick-up period.

3.1 Stakeholder Discussions

A meeting was held with the school Principal on Monday 23 May 2024. The issues that affect student safety for travelling to school are provided as follows:

- The Adelaide Supercars race disrupts the school for 2 weeks every year with the entire school to co-locate into the Senior Campus at the end of November with the roads east of Hutt Street are closed for the race set-up and activities. The koala crossing in East Terrace is also removed for the race period. It would be good if the race could be held during the school holidays, but that is unlikely with the Tour Down Under in January and it does not suit the national supercars race calendar.
- It was proposed to install a pedestrian island in Wakefield Street, but Council did not implement it.
- Wakefield Street is 50 km/h west of East Terrace and 60 km/h east of East Terrace. A slower speed would be welcome.
- Parents parking in the angle car parks in Wakefield Street compete with other local businesses and a medical centre for parking.
- Parents are observed double parking in Wakefield Street, making U-turns and other dangerous manoeuvres.
- The safest time of the year is immediately after the Supercars race when Wakefield Street is closed east of East Terrace for the removal of the race event fencing. Wakefield Street is effectively a cul-de-sac, and parents drop off on the north side and U-turn to return to Hutt Street.
- Heavy vehicles short-cut from Wakefield Street to Bartels Road using East Terrace. Heavy vehicles and semis should be banned from using East Terrace.
- Several near misses have been observed at the koala crossing in East Terrace with drivers not stopping.
- Students cross East Terrace to the Park Lands for sports.
- The bicycle lanes in Wakefield Street are a hazard for motorist's parking and reversing out.
- A dedicated Kiss and Drop (2-minute zone) in Wakefield Street with parallel (not angle) parking was suggested.
- High visibility and recognition to motorists that Wakefield Street has a junior school on it.
- Advocate to the State Government for a 40 km/h special school zone. This was in the news on Sunday 2 June 2024.
- No further school building expansion is planned with the school on a constrained site.
- The school has access to use the Glover Playground east of East Terrace and the ovals in the Park Lands is used by the school for outdoor activities and sporting events.

3.2 Site Observations

The existing staff and student transport mode activity to and from the the CBC Junior Campus were observed during the AM peak arrival period and the PM peak departure period on Wednesday 12 June 2024.

3.2.1 AM Arrival Period

The pedestrian, cyclist, bus passenger and Kiss and Drop activity was observed during AM arrival period from 8:00 am to 9:00 am. The AM period arrival profile was relatively distributed over the hour before the school start time, with the peak activity of arrivals between 8:30 am and 8:40 am. The key findings from the observations are shown in Figure 3.1.

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Other findings from the AM observations are:

- Most of the drop off activity for students occurred on from the Wakefield Street with some vehicle movement also occurring in East Terrace
- A low level of drop off activity was observed in Plane Tree Drive with less than 20 vehicles.
- The koala crossing on East Terrace was used for parents accompanying students across either side of East Terrace to the school entrance
- Some instances of double parking was observed in Wakefield Street in front of the school entrance.



Parking in Wakefield Street



Parking in East Terrace during the AM period

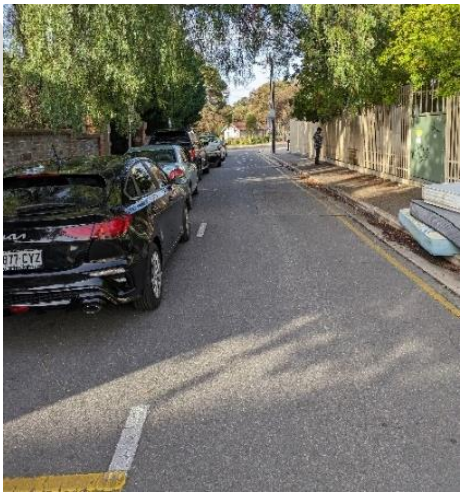
Figure 3.1 AM Peak Conditions at the CBC Junior Campus

3.2.2 PM Departure Period

The pedestrian, cyclist, bus passenger and Kiss and Drop activity was observed during PM departure period from 2:45pm to 3:30 pm. The PM period departure profile was distributed over the 20 minutes after the school bell, with the peak activity of departures from 3:00 pm to 3:20 pm. The key findings from the observations are shown in Figure 3.2.



PM period parking in East Terrace with parents waiting for students to finish school



Parking in Nil Street with parents waiting for their children

Figure 3.2 PM Peak Conditions at the CBC Junior Campus

Other findings from the PM observations are:

- The Koala Crossing was utilised for over 30 students returning from out of school activities in the eastern parklands, accompanied by teachers.
- The Koala crossing flashing lights turned on at the school bell time of 3:15 pm
- A significant number of students used the Koala crossing on East Terrace after the end of the school day. A minor proportion of these movements were from parents picking up their children on East Terrace and the remaining majority were heading to out-of-school events with teachers.
- The no-parking requirements on the eastern side of East Terrace (between 3 pm and 4 pm) was disobeyed by over 20 vehicles during the 30 minute period of pick-up time.
  - If the parking controls were followed by drivers on East Terrace, the parking supply would not be sufficient for overall pick up activities.
- Pick-up activity occurred on Nil Street within parking control requirements
- Issues were noted with pick up activity on Wakefield Street due to the angled parking arrangement in front of the school.

3.3 Summary of the Issues and Opportunities

Issues for students accessing the Junior School are mostly for the City of Adelaide to address and are:

- Travel across Wakefield Street is limited to the signalised crossing at the Hutt Street
- Several near misses have been observed at the koala crossing in East Terrace with drivers not stopping.
- Heavy vehicles short-cut from Wakefield Street to Bartels Road using East Terrace.
- Vehicles are travelling at speeds on Wakefield Street not typically associated with school zones.
- The no-parking requirements on Wakefield Street and the eastern side of East Terrace between 3 pm and 4 pm was disobeyed by over 20 vehicles during the 30 minute period of pick-up time.
  - If the parking controls were followed by drivers on East Terrace, the parking supply would not be sufficient for overall pick up activities.
- A dedicated Kiss and Drop (15-minute zone) in Wakefield Street with parallel (not angle) parking
- The bicycle lanes in Wakefield Street are a hazard for motorist's parking and reversing out.

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4 Travel Safety Options and Assessment

4.1 Student Travel Safety Options

Options to improve the travel safety for students at the school were developed under three categories, namely:

- Infrastructure treatments requiring civil works with changes to signals or pedestrian crossings.
- Operational efficiencies, with changes to parking controls, Kiss and Drop aeras or school zones.
- Safety promotions to increase awareness of the school with warning signage or information.

The options for the assessment are provided in Table 4.1 with a description of the initiative and the issue to be addressed.

Table 4.1 School Travel Safety Options for the CBC Junior Campus

Type of Option	Description	Issue Addressed
Infrastructure Treatments	Reinvestigate the inclusion of a pedestrian crossing on Wakefield Street This would likely need to be implemented east of East Terrace.	Travel across Wakefield Street is limited to the signalised crossing at the Hutt Street.
Operational Efficiencies	Change the parking controls on Wakefield Street (school entrance) to allow for 15-minute kiss and drop activities during critical peak school periods.	The existing no-parking requirements on Wakefield Street (between 3-4pm) was disobeyed during the school pick up time.
	Change the parking controls in East Terrace (eastern side) to allow for 15-minute kiss and drop activities during critical peak school periods.	The existing no-parking requirements on the eastern side of East Terrace between 3 pm and 4pm was disobeyed by over 20 vehicles during the 30-minute period of pick-up time.
	Consider changing the posted speed in Wakefield Street between Frome Street and East Terrace from 50 km/h to a slower speed limit eg. 40 km/h. This would extend to Frome Street to provide a continuous environment across the Senior and Junior campuses.	Vehicles are travelling at speeds on Wakefield Street not typically associated with school zones.
	Enforce stricter rules on providing heavy vehicles permit based activity along East Terrace. This could be implemented during peak periods to avoid conflicts with pedestrians.	Heavy vehicles short-cut from Wakefield Street to Bartels Road using East Terrace.

Type of Option	Description	Issue Addressed
Safety Promotions	Install additional signage to promote the school area for traffic approaching the school zones at East Terrace and Wakefield Street.	Several near misses have been observed at the koala crossing in East Terrace with drivers not stopping.
	Prepare a consolidated travel access guide for students and parents that would be promoted on the school website in location that is easy to find, in additional to the school newsletter.	Students and parents may not be aware of their travel choices for bicycle routes, facilities at the school or public transport services.

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4.2 Recommended School Travel Safety Initiatives

The recommended school travel safety initiatives are shown on Figure 4.1. They include:

- Reinvestigate the inclusion of a signalised pedestrian crossing east of Wakefield Street in East Terrace immediately south of the Glover (East) Playspace. It is not proposed in front of the school entrance to avoid the impact of the removal of car parking.
- Install a pedestrian refuge in Wakefield Street between Hutt Street and East Terrace.
- Change the parking controls on Wakefield Street (school entrance) and East Terrace (east side) to allow for 15-minute Kiss and Drop activities during critical peak school periods.
- Investigate options for safer pedestrian movements by parents and students in Wakefield Street opposite the student entrance
- Reduce the speed limit on Wakefield Street from 50 km/h to 40 km/h between Frome Street and East Terrace.
- Enforce stricter rules on providing heavy vehicles permit based activity along East Terrace. This could be implemented during peak periods to avoid conflicts with pedestrians.
- Install additional signage to promote the school area for traffic approaching the school zones East Terrace and Wakefield Street.



Legend

Change carparking requirements to include 15-minute kiss and drop

Rearrangement of parking alignment

New pedestrian crossing opportunities

Posted speed reduction

Existing Koala Crossing

Install new School Zone warning sign at street entry point

SCHOOL ZONE AHEAD

Figure 4.1 Recommended Initatives at the CBC Junior Campus

4.2.1 Options to Improve Pedestrian Crossing Safety in Wakefield Street

In order to improve the pedestrian crossing safety to the school entrance in Wakefield Street, several options are provided for further consideration. These options are provided with the advantages and disadvantages in Table 4.2. They require further site observations, data collection for pedestrian volumes crossings during the AM and PM school peak hours and a more detailed assessment.

Table 4.2 Options to Improve Pedestrian Crossing Safety in Wakefield Street

Option ID	Description	Advantages	Disadvantages
A	Install a PAC east of Wakefield Street in East Terrace immediately south of the Glover (East) Playspace. It is not proposed in front of the school entrance to avoid the impact of the removal of car parking.	Significantly improves safety for pedestrians crossing Wakefield Street with one crossing located where most pedestrians want to cross.	Costly up to $500,000 to move and reinstate on street parking near the main entrance to the school. May not be installed due to pedestrian demand and proximity to other crossings.
B	Install a pedestrian refuge in Wakefield Street between Hutt Street and East Terrace.	Allows for safe storage for pedestrians on the already popular crossing point. This is less costly than the PAC option. Under $50,000.	Pedestrians are still required to cross two traffic lanes on either side of Wakefield Street. Issues with sight distance from parked cars may also obscure pedestrians.

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4.2.2 Signage to Increase the Awareness of the School for Motorists

An issue for school student travel safety is many motorists in East Terrace and Wakefield Street are not aware that the CBC Junior Campus is located here when approaching the front entrance. It is proposed to install larger and more prominent information signage (not regulatory signage) to increase the awareness of the school. The signs could be installed at either end of East Terrace and Wakefield Street.

Examples of signage at the entry points to a school precinct are shown in Figure 4.2. These information and advisory advance warning signs are not standard for the DIT guidelines. Council will need to discuss with DIT about these types of signs that are intended to increase awareness to traffic in Terrace and Wakefield Street.



Large entry signage that is visible to traffic on the street



Advanced warning sign for a school zone

Figure 4.2 Alternative School Precinct Warning Signage

4.2.3 Information to Promote Safer Student Travel to the School

The school provides limited information to promote safer student travel to school. Examples of the types of information brochures, known as school Travel Access Guides in NSW, are provided for a primary school in **Appendix C**. The Travel Access Guide is prepared with a consistent template for all government schools in NSW in collaboration with the school principals and a school travel coordinator.

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4.3 Assessment and Indicative Cost Estimates

The school travel safety options were assessed under the safe systems approach and indicative cost estimates are provided for each travel safety option in Table 4.3. The options were given labels under the following categories:

- T for Traffic control device or treatment that requires civil works and construction with cost estimates.
- P for Parking control with new signage or to pavement markings for the on-street parking or a school zone.
- I for information to the school community with signage or online promotional brochure.

Table 4.3 Indicative Cost Estimates for the Travel Safety Options at the CBC Junior Campus

Option ID	Description	Indicative Cost Estimate	Comments
T1	Investigate a PAC in East Terrace east of Wakefield Street south of the Glover (East) Playspace. This is proposed east of the school entrance in Wakefield Street to avoid the impact on the parking spaces in front of the school.	Up to $500,000	Council to prepare evidence to support the warrant for a crossing and liaise with DIT for the approval to install. Council responsible for the design and installation if approved.
T2	Install a pedestrian refuge in Wakefield Street between Hutt Street and East Terrace.	Up to $20,000	Council responsible for the design and installation if approved.
P1	Change the parking controls on Wakefield Street (school entrance) and East Terrace (east side) to allow for 15-minute kiss and drop activities during critical peak school periods.	Less than $50,000	The parking controls in front of the school are under the control of Council to design and implement.
P2	Consider changing the posted speed in Wakefield Street between Frome Street and East Terrace from 50 km/h to a slower speed limit eg. 40 km/h. This would extend to East Terrace to provide a continuous environment across the Senior and Junior campuses.	Less than $1,000	The speed limits are under the control of DIT.
I1	Install additional signage and promotion of the school area for traffic approaching the school zones at Wakefield Street and East Terrace	Less than $1,000	The selection of information signage and installation in Wakefield Street and East Terrace is under the control of Council.
I2	Prepare a consolidated travel access guide for students and parents that would be promoted on the school website in location that is easy to find, in additional to the school newsletter.	No cost to Council	This would be prepared and promoted by the school administration.

5 References

The following references were used in the preparation of the school travel safety review.

- Guide to Traffic Management Part 8, Local Area Traffic Management, Austroads, Sydney, 2016, Section 7.5.7 School Zones, page 114
- Guide to Traffic Management Part 10, Traffic Control and Communication Devices, Austroads, Sydney, 2019, Section 6.5.8 Zig Zag Markings, page 105,
- Speed Limit Guideline for South Australia, Department for Infrastructure and Transport, October 2023, Appendix C School Zones
- Supplement to AS 1742.10, Manual of uniform traffic control devices, Part 10, Pedestrian control and protection, Department for Infrastructure and Transport, April 2024
- Manual of Legal Responsibilities and Technical Requirements for Traffic Control Devices Part 2: Code of Technical Requirements, Department for Infrastructure and Transport, March 2024, Section 9.3 Drop off and pick up zones, page 34
- School Transport Policy, Department for Education, South Australia, January 2024

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Appendix A – Student Travel Survey Form

CITY OF ADELAIDE

School Travel Survey for Students

School:	Christian Brothers College Junior Campus

Tonkin on behalf of the City of Adelaide is conducting a survey to determine the main modes of travel for students to understand the travel behaviour to the school. Please assist us by undertaking a short student survey during the first period class.

Questions for the Teacher

Date (day/month/year):	
Weather (Daytime temperature and sky conditions):	
Please enter the name or number of your class or year group.	
How many students are absent today in your class?	

Questions for the Students in Your Class / Year Group

Please ask the students with a 'hands-up' survey in the classroom.

AM Period Travel

How did you travel to school this morning? (If you travelled by more than one mode, please answer with the longest part of your journey - e.g. "car" for "car and scooter".)

Main Mode of Travel in the AM Period	Number of Students
Car (as passenger with drop-off)	
Walk for the entire trip	
Bus	
Train	
Tram	
Bicycle or e-bike	
Scooter	

PM Period Travel

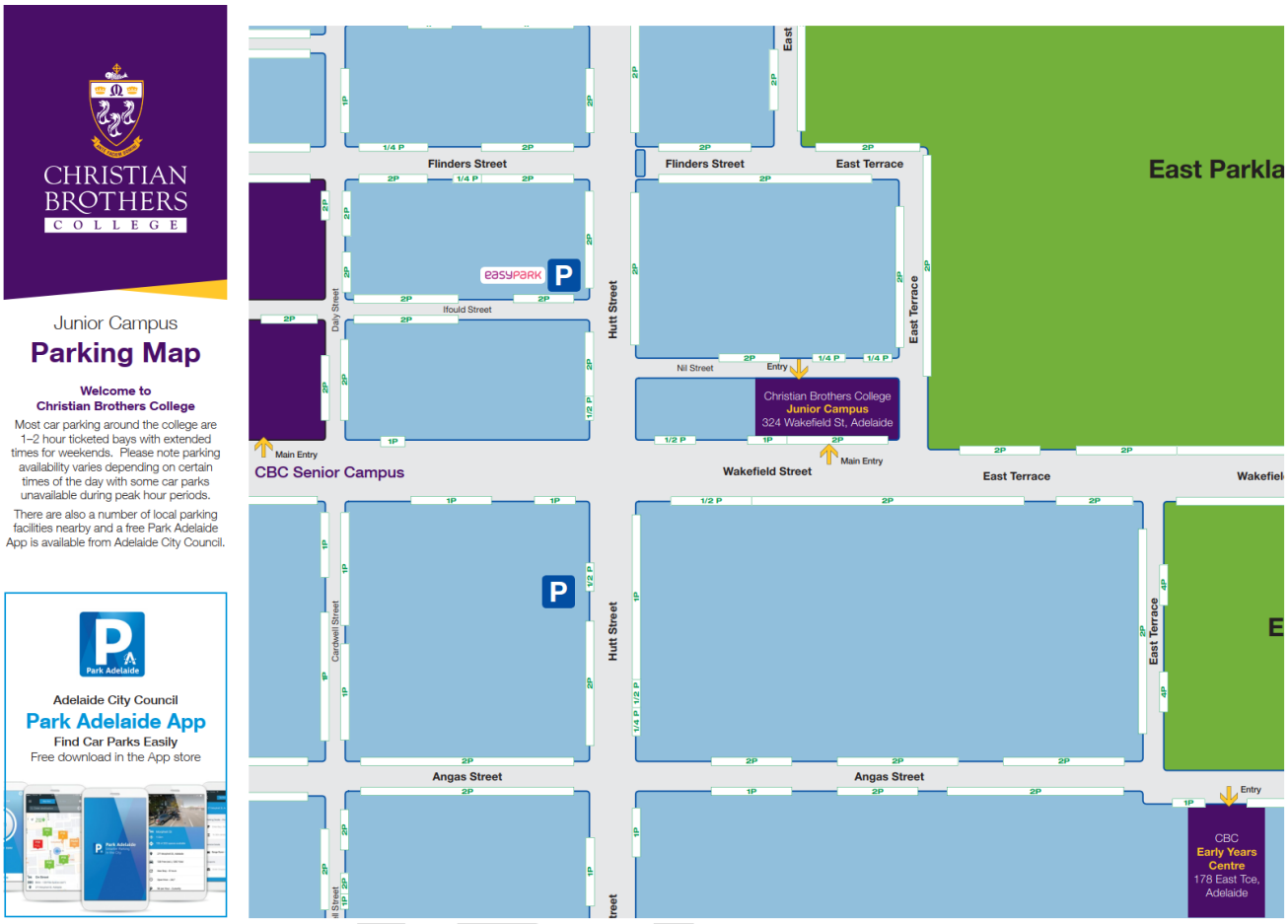
How will you travel from school this afternoon? (If you will travel by more than one mode, please answer with the longest part of your journey - e.g. "car" for "car and scooter".)

Main Mode of Travel in the PM Period	Number of Students
Car (as passenger with pick-up)	
Walk for the entire trip	
Bus	
Train	
Tram	
Bicycle or e-bike	
Scooter	

If you travelled by car, would you prefer any of these modes? (multiple answers)

Walking for the entire trip	
Bicycle, e-bike or scooter	
Public Transport (bus, tram or train)	

Appendix B – CBC Junior Campus Parking Information



Appendix C – School Travel Access Guide in NSW

NSW Department of Education – School Infrastructure



Meadowbank Public School
Travel Access Guide

Effective: September 2023

Introduction

Our school community of parents/carers, staff and students live within a reasonable walk or cycle trip of the school. This Travel Access Guide provides suggested safe and accessible options for travelling to and from school.

Active ways to get to school

Walking to and from school

- Walking is a fun way to keep active and healthy.
- Stay alert and watch out for any potential hazards, including cars reversing out of driveways, bikes and other pedestrians.
- Remember to STOP, LOOK, LISTEN and THINK every time you cross the road.

Ride your bike

- 278 bike racks are available for everyone and 42 scooter racks for K-6 students.
- All bicycle riders are required by law to wear a correctly fitted Australian standards approved helmet and is highly recommended when riding a scooter.
- Children under the age of 16 are allowed to cycle on the footpath, keeping them safer and more protected from road traffic.

Kiss and drop expectations

- For parents/carers who drive their child/ren to school, the kiss and drop zone is located along Rhodes Street starting from Hermitage Road.
- This space is a 'No Parking' zone, meaning that you may stop for up to a maximum of 2 minutes and move no more than 3 metres from the vehicle.

Message from our principal

- Meadowbank Public School supports sustainable and environmentally friendly transport practices.
- Students up to 8 years of age should hold the hand of an adult when walking or be accompanied by an adult when riding
- Students from 8 to 10 years of age should be actively supervised by an adult

School bell times

Start Times	End Times
8:45 am	2:45 pm

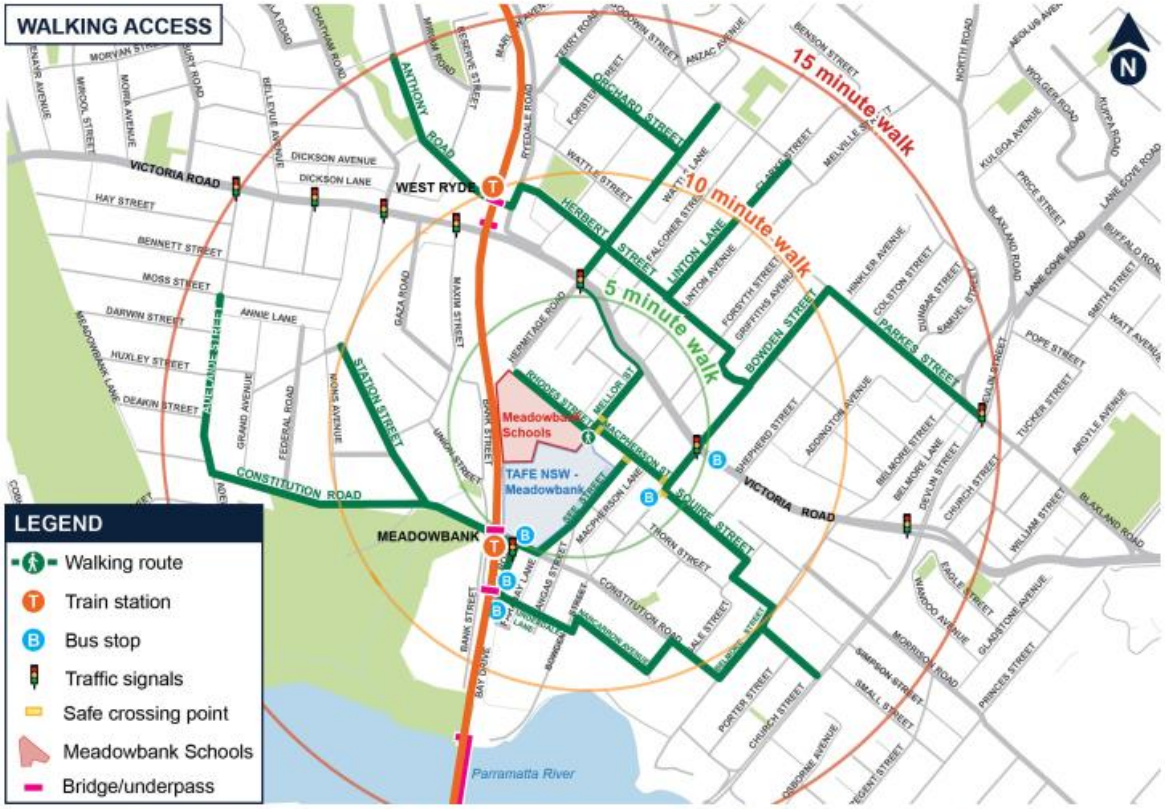
The outside school hour times for the primary school are: 7:00 am - 8:45 am and 2:45 pm - 6:00 pm.

For more information contact:

School Infrastructure NSW
Email: schoolinfrastructure@det.nsw.edu.au
Phone: 1300 482 651
www.schoolinfrastructure.nsw.gov.au

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NSW Department of Education – School Infrastructure

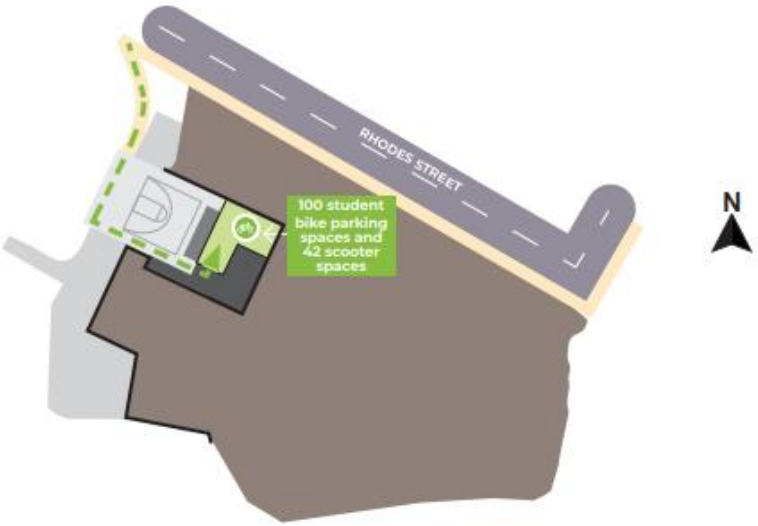


Please use the Trip Planner at transportnsw.info/ for additional information about cycling routes to the school.

End of trip facilities

MEADOWBANK PUBLIC SCHOOL

Playground level:
For students attending Meadowbank Public School



NSW Department of Education – School Infrastructure

Where do you ride?

Footpath/shared path/cycleway:

- Children under 16 can ride on a footpath.
- Adults supervising children under 16 can also ride on the footpath.
- Be careful of cars entering and exiting driveways.
- Watch out for pedestrians, other riders and animals.

Look out for pedestrians on shared paths.



Crossing the road:

- Be extra careful.
- Walk your bicycle when you cross at a pedestrian crossing.

Give a metre:

Give pedestrians 1 metre of space when riding past.



3 steps to follow when riding a bike:

Clip, check, chime.

Clip your helmet

1



You must always wear a helmet when riding your bike.

Check your brakes

2



Make sure your brakes are working.

Chime your bell

3



If you pass another rider or pedestrian, chime your bell.

Things to remember

- Always ask your parents permission to ride.
- Loose clothing and items can get caught in your wheels. Secure any loose items, like backpack straps





- Shoes with a good tread on the soles will help you grip the pedals and protect your feet. Make sure your laces are tied.



Always remember to watch out for hazards



1. Wet leaves
2. Big puddles
3. Storm grates
4. Gravel or rocks
5. Little kids
6. Animals
7. Changes in the road/ footpath/cycleway surfaces

For more information contact:

School Infrastructure NSW
Email: schoolinfrastructure@det.nsw.edu.au
Phone: 1300 482 651
www.schoolinfrastructure.nsw.gov.au

NSW GOVERNMENT



Christian Brothers College – Senior Campus

School Travel Safety Review – Draft Report

City of Adelaide

CLC003491
12 July 2024
Ref: 240706

tonkin
Building exceptional outcomes together

Document History and Status

Rev	Description	Author	Reviewed	Approved	Date
A	Draft Report	Eli Alabaster	John Devney	John Devney	12 July 2024

DRAFT

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Client: City of Adelaide
Ref: 240706

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Executive Summary

Overview

The Christian Brothers College Senior Campus is a private school located in Wakefield Street between Frome Street and Daly Street. The college has classes from Years 7 to 12 with an enrolment of 686 students in Term 2 2024 with 361 students in Years 7 to 9 and 325 students in Years 10 to 12.

Key Findings

The Christian Brothers College does not have an enrolment restriction area and students live in wide range of locations in Greater Adelaide. However, most students reside in inner east or north-west Adelaide suburbs.

The student travel surveys that were conducted in May 2024 showed the following:

- The car mode share is 55 per cent in the AM period and 45 per cent in the PM period so that most students are travelling by car in the AM period.
- The public transport mode share is 43 per cent in the AM period and 53 per cent in the PM period so that most students are travelling by public transport in the PM period.
- This result is likely because parents drop of their children on the way to work in the CBD for the morning commute trip, but the students travel home by public transport when the parent is still working in the PM school departure period.
- The bicycle and walking mode share is less than three per cent which indicates a very low interest in travelling by active transport modes.

From the discussions with the school and the site observations, the following student travel safety issues were identified:

- Rearrange the car spaces in Molesworth Street with a parallel parking to provide a formal 2-minute Kiss and Drop zone near the student entrance
- Investigate options for safer pedestrian movements by parents and students in Wakefield Street opposite the student entrance
- Fill in the gap in the Wakefield Street central median to reduce U-turn manoeuvres.
- New infrastructure on Ifould Street to change the priority of the street to a pedestrian friendly arrangement.
- Reducing the speed limit on Wakefield Street from 50 km/h to 40 km/h between Frome Street and East Terrace.

Key Recommendations

Infrastructure Treatments

- Investigate options for safer pedestrian movements by parents and students in Wakefield Street opposite the student entrance such as a PAC or pedestrian refuge at the midblock location where the existing gap in the median is located at the main entrance for students to the college.
- Fill in the gap in the Wakefield Street central median to stop U-turn manoeuvres.
- Rearrange the car spaces in Wakefield Street with a parallel parking to provide a formal 2-minute Kiss and Drop zone near the student entrance.
- New infrastructure on Ifould Street to change the priority of the street to a pedestrian friendly arrangement.

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Operational Efficiencies

- Consider changing the posted speed in Wakefield Street between Frome Street and East Terrace from 50 km/h to a slower speed limit, such as 40 km/h. This would extend to East Terrace to provide a continuous road environment across the Senior and Junior campuses.

Safety Promotions

- Prepare a consolidated travel access guide for students and parents that would be promoted on the school website in location that is easy to find, in additional to the school newsletter.

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Abbreviations

Abbreviation	Description
DfE	Department for Education, South Australia
DIT	Department for Infrastructure and Transport, South Australia
PAC	Pedestrian Actuated Crossing with traffic signals

Glossary of Terms

Term	Description
Bicycle lane	On-road kerbside lane allocated for bicycles with pavement markings
Emu crossing	A pedestrian crossing with white road markings, red and white posts and operate only when the children's crossing flags are displayed. They are placed within school zones and a speed limit of 25 km/h applies to drivers when children are present. Drivers must stop for pedestrians using or about to use the crossing.
Kiss and Drop zone	A location designated on the street or on the school grounds for parents and carers in vehicles to drop-off or pick-up students typically with a 2-minute waiting limit. Parents are to stay in the vehicle.
Koala crossing	A pedestrian crossing with white road markings, red and white posts and two yellow alternating flashing lights. They are only operational when the yellow lights are flashing and a speed limit of 25 km/h applies to drivers between signs on the approach to the crossing. Drivers must stop for pedestrians using or about to use the crossing.
Shared path	Off-road pathway for pedestrians and cyclists
Go Zone	A high frequency bus corridor with one or more bus routes with a service headway of every 15 minutes on weekdays and every 30 minutes at other times. Stops and stations within a 'Go Zone' provide a bus, train or tram operating: • every 15 minutes between 7.30 am and 6.30 pm, Monday–Friday • every 30 minutes between 6.30 pm and 10 pm, Monday–Friday • every 30 minutes on Saturday, Sunday and South Australian public holidays.

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1 Introduction

This section provides the background for the school travel safety reviews and the study purpose and scope with an overview of the school location.

1.1 Background

The City of Adelaide is conducting School Travel Safety Reviews with the key objectives to:

- Investigate the current speed limits to assess the requirement of reducing the speed to 40km/h or less to help support more vibrant businesses and for a safer urban environment with the provision of higher quality amenity in the residential streets in the City of Adelaide.
- Consider always extending the time periods for the 25 km/h speed limit at and near all schools in the City of Adelaide when children are present and to work with DIT to further understand what responsible safety measures may be added to assist with drop off/pick up of children.

In January 2023, the Council requested the administration to investigate and report by the end of the 2023 school year on the need for and the nature of any additional measures to enhance the safety of primary and secondary, public and private school students entering and leaving schools at the beginning and end of the school day, including the introduction of supervised or unsupervised so called "kiss and drop zones" at all schools in the City of Adelaide.

A School Safety Report was completed for St Aloysius College and presented to the Infrastructure and Public Works Committee held on 19 March 2024. At the Council Meeting on 26 March 2024, Council decided to complete school travel safety reviews for 11 other schools in the City of Adelaide.

1.2 Study Purpose and Scope

The purpose of the work is to develop and document an evidence-based approach using the Safe System approach to address road safety concerns for children, parents and carers, with recommended changes such as safer crossing outcomes and measures to reduce the danger from motorised vehicle movements. The key objectives of the school transport safety reviews are to:

- Review the extents of the existing school speed zones to achieve Safe System speed outcomes, and
- Identify and prioritise opportunities to improve safety outcomes around schools.

The following tasks were completed for this school travel safety review:

- Engage with each school Principal or relevant representative to discuss issues with student travel to and from the school and opportunities to improve school travel safety.
- With the support from the teachers, undertake a student travel mode survey.
- Conduct AM and PM site investigations to observe any unsafe movements, in particular at the Kiss and Drop areas.
- Identify and map the location of the:
  - Existing pick up and drop off areas.
  - Existing school zones and other speed limits, including signs.
  - Existing crossings by type and informal crossing points and pedestrian desire lines.
  - Proposed locations of any measures, such as indicative locations of new crossings, new/changed school zones and of pick-up and drop off areas.
- Document the research and site investigation findings with options and prioritised recommendations for infrastructure projects to improve school travel safety.

1.3 School Location

The Christian Brothers College (CBC) Senior Campus is located in Wakefield Street east of Frome Street and west of Daly Street. The school has access from Wakefield Street and Ifould Street from Hutt Street and Frome Street. The school site and the existing surrounding environs are shown in Figure 1.1.

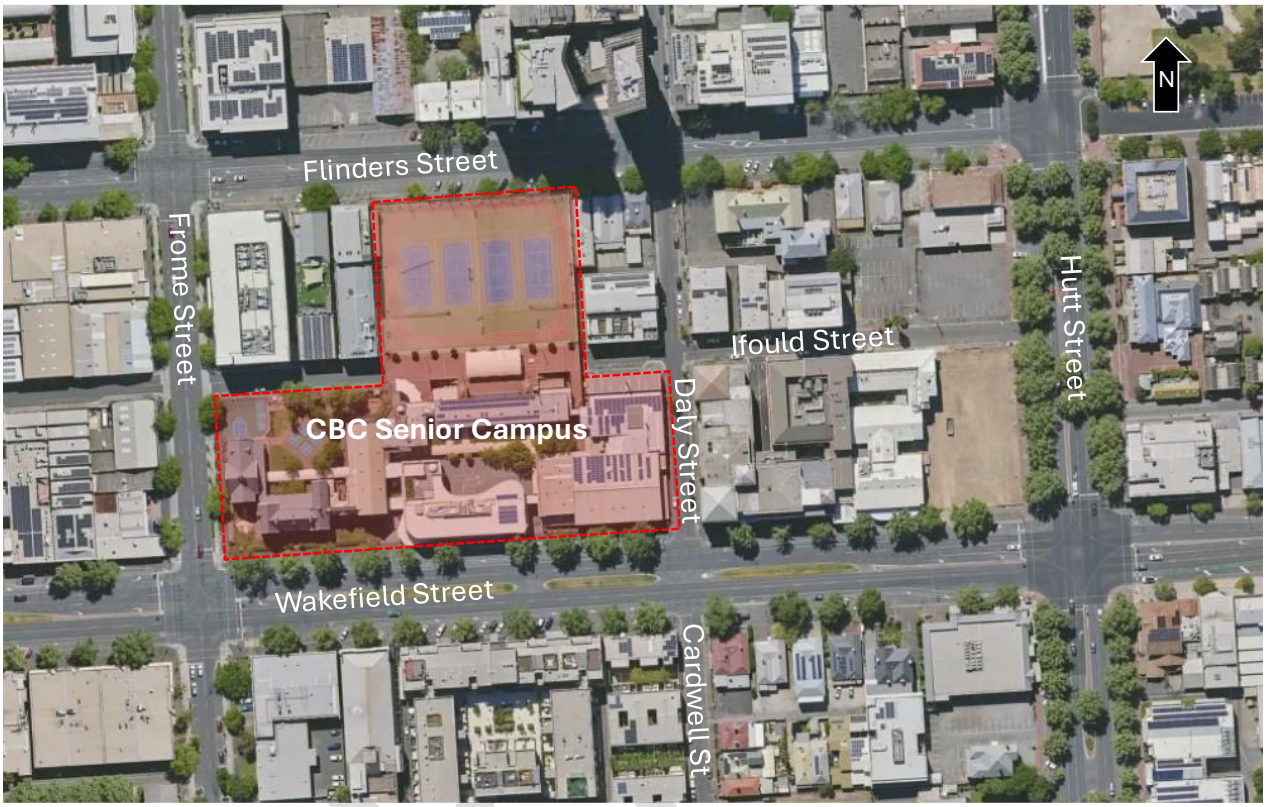


Figure 1.1 Christian Brothers College Senior Campus Location

The CBC Senior Campus has the main student entrance on Wakefield Street and rear access entry from Ifould Street as shown in Figure 1.2.



Main student entrance on Wakefield Street looking east towards Hutt Street



Rear entrance to the CBC Senior Campus in Ifould Street looking east from Frome Street

Figure 1.2 Entrances to the CBC Senior Campus

2 Existing Conditions

The section provides the analysis of the existing school operations, the student population and travel patterns and an overview of transport access to the school by all transport modes.

2.1 School Operations

the CBC Senior Campus comprises years 7 to 12. The school building opens at 8:00 am on school days. The bell times are:

- AM Bell times 8:37 am for movement to class and 8:42 am to be in the first class with lessons starting at 9:00 am
- PM Bell time of 3:10 for all students

The school office hours are:

- Monday to Friday - 8.00 am to 4.00 pm

Outside of typical classes, other activities include:

- Sports activities continue until 5 pm and until 8 pm on Tuesdays and Wednesdays depending on the activity
- Language courses are held on Saturdays and Sundays from 8 am to 6 pm.

2.2 Student Enrolment Analysis

The school enrolment in Term 2 2024 is for 686 students with Senior Campus capacity for 770 students. The distribution by year is as follows:

- 113 students in Year 7
- 115 students in Year 8
- 133 students in Year 9
- 114 students in Year 10
- 113 students in Year 11
- 98 students in Year 12

By year group, 361 students are in Years 7 to 9 and 325 students are in Years 10 to 12.

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The Christian Brothers College does not have an enrolment restriction area and students can live anywhere in Greater Adelaide. The number of students by sub areas of suburbs are shown in Figure 2.1.

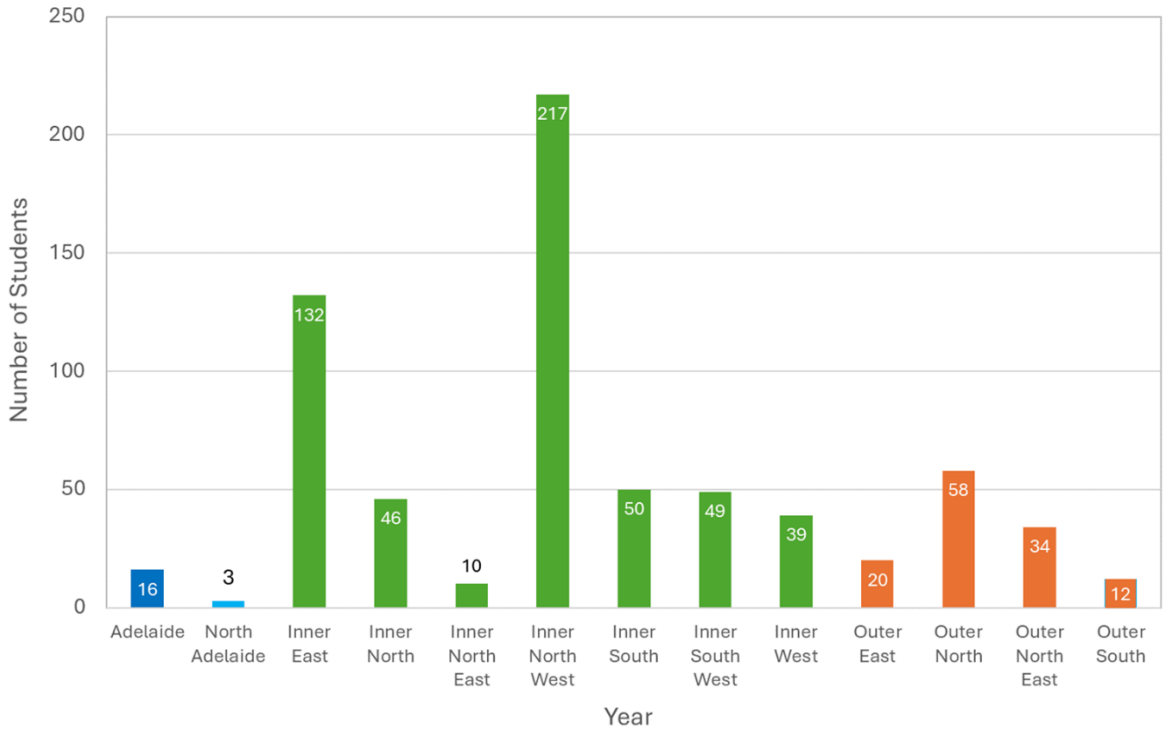


Figure 2.1 CBC Senior Campus Student Residence Location Analysis

The student residence data was used to determine the distribution of the total student population in sub-areas of suburbs in metropolitan Adelaide with the results shown in Figure 2.2. 79 per cent of the students live in the inner suburbs and 18 per cent in the outer metropolitan suburbs. Only three per cent of the students live in in the City of Adelaide.

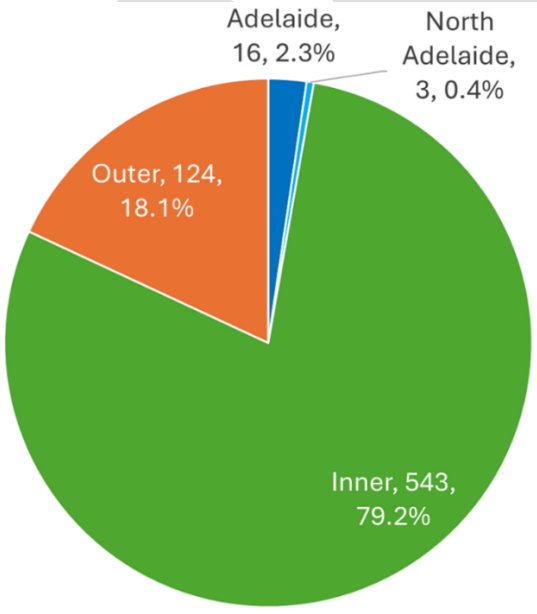


Figure 2.2 CBC Senior Campus Student Residence Area Analysis

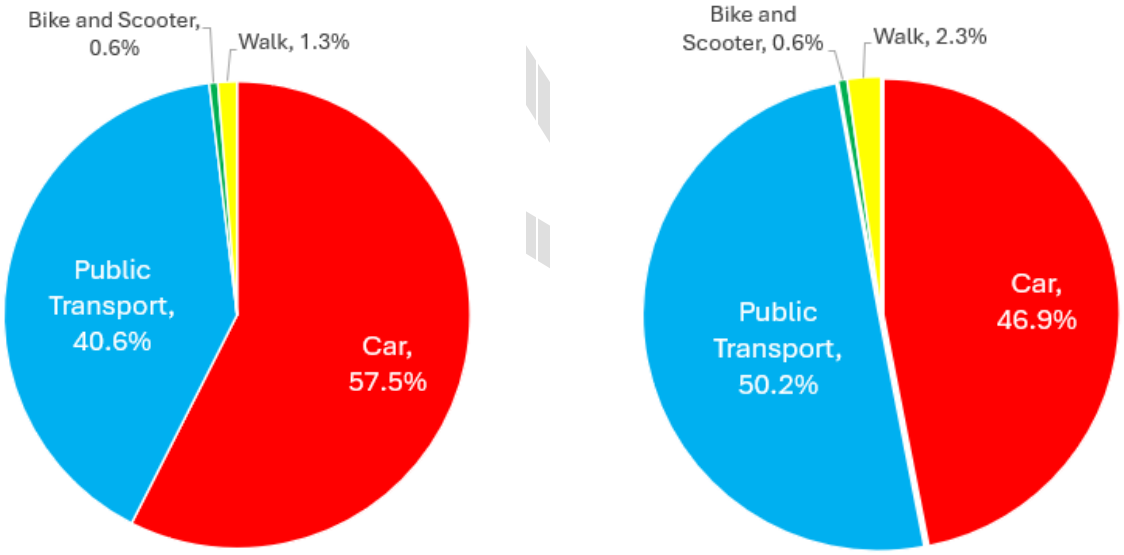
2.3 Student Travel Demand

The existing school travel activity to and from the the CBC Senior Campus was reviewed through site observations and a student travel mode survey on a typical school day. The student travel mode survey form is included in **Appendix A**. The student travel mode survey was conducted during the first morning class during the week of Monday June 3rd to Friday June 7th. The findings from the surveys were used to confirm the existing transport mode shares for:

- Car (as driver)
- Car (as passenger with drop-off)
- Walk for the entire trip
- Bus, Train or Tram
- Bicycle or e-bike
- Scooter

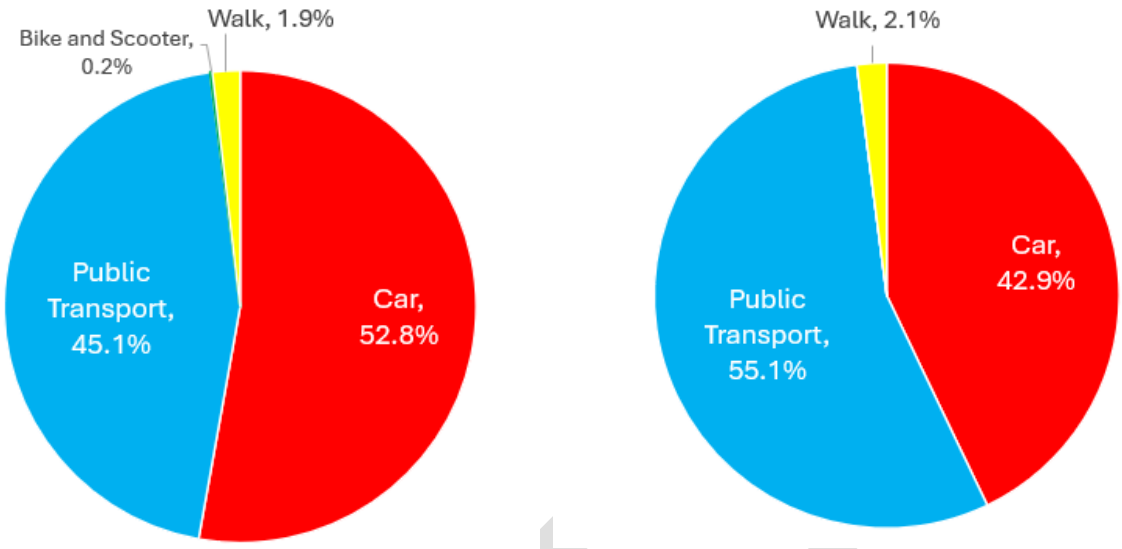
A total of 1,912 student entries were conducted during the morning session of the school week.

The student travel mode shares to school in the AM period and from school in the PM period are shown in Figure 2.3 and Figure 2.4. The PM departure period for both the Years 7-9 and 10-12 has 10 per cent more students using public transport than in the AM period, and a proportional decrease in the use of private vehicles. This result is likely because parents drop of their children on the way to work in the CBD for the morning commute trip, but the students travel home by public transport when the parent is still working in the PM school departure period. The location of nearby public transport options allows for older students, who are more independent, to travel on these modes.



AM Period Arrival Transport Mode Share **PM Period Departure Transport Mode Share**

Figure 2.3 CBC Senior Campus Year 7-9 Students Transport Mode Shares in June 2024



AM Period Arrival Transport Mode Share **PM Period Departure Transport Mode Share**

Figure 2.4 CBC Senior Campus Year 10-12 Students Transport Mode Shares in June 2024

A breakdown of the student mode shares by year group for the AM arrivals and PM departures from the survey conducted in June 2024 is provided in Table 2.1. Key insights from the survey results are:

- 10 per cent more students were driven to school in the AM period than in the PM period.
- Travel by bus was the most popular of the three public transport modes at 36 per cent in the AM period and 44 per cent in the PM period. Travel by train was about six per cent in the AM period and seven per cent in the PM period.
- Walking to school was about two per cent of the students in the AM and PM periods.
- Cycling to school for the boys was very low for all year groups.

Table 2.1 Student Transport Mode Shares for the AM Arrivals by Year Group in May 2024

Transport Mode	AM Arrivals 7 to 9	AM Arrivals 10 to 12	AM Arrivals Total	PM Departures 7 to 9	PM Departures 10 to 12	PM Departures Total
Car	57.5%	52.8%	**55.1%**	46.9%	42.9%	**44.9%**
Train	6.1%	5.1%	**5.6%**	7.0%	6.5%	**6.8%**
Bus	33.6%	39.5%	**36.5%**	40.3%	47.5%	**43.9%**
Tram	1.0%	0.5%	**0.7%**	2.9%	1.0%	**2.0%**
Bike and Scooter	0.6%	0.2%	**0.4%**	0.6%	0.0%	**0.3%**
Walk	1.3%	1.9%	**1.6%**	2.3%	2.1%	**2.2%**

2.4 Transport Access

Transport access to the school via road, public transport, cycling and walking and the availability of on-street, on-site and off-site parking is provided in this section.

2.4.1 Road Network

The streets in the local road network at the CBC Senior Campus are provided in Table 2.2. The front entrance and rear entrance to the school are provided on Wakefield Street and Ifould Street respectively.

Table 2.2 Local Streets at the CBC Senior Campus

Road	Classification	Relevance to School
Wakefield Street	District	Front entrance of school, informal kiss and drop area
Frome Street	District	Western boundary of school
Ifould Street	Local	Rear entrance, Kiss and Drop area
Daly Street	Local	50m east of school
Hutt Street	Regional	200m east of school entrance
Flinders Street	District	150m from rear entrance

The attributes of the local road network at Christian Brothers College Senior Campus are provided in Table 2.3. Where no data is available, the field was labelled as not applicable (n/a). Wakefield Street that is a major east-west traffic route through Adelaide CBD has over 13,7000 vehicles/day is a major safety risk for school Kiss and Drop activity.

Table 2.3 Local Road Network Attributes at the CBC Senior Campus

Road	Number of Lanes	Daily Traffic Volumes	Posted Speed (km/h)	Average Speed (km/h)	85th Percentile Speed (km/h)
Wakefield Street	4	13,700	50	n/a	n/a
Frome Street	2	4,242	50	42.7	34.5
Ifould Street	2	n/a	50	n/a	n/a
Daly Street	2	n/a	50	n/a	n/a
Hutt Street	4	9,887	50	47.5	38.1
Flinders Street	2	9,900	50	n/a	n/a

25 km/h school zone exist during AM and PM peak times on Ifould Street and Daly Street. A signalised pedestrian crossing is provided at the Wakefield Street / Frome Street intersection and Hutt Street / Wakefield Street intersection. A pedestrian refuge is also provided on Wakefield Street, next the Cardwell Street. This enables student movement to the bus stop R! Wakefield Street – south side.

Table 2.4 Local Road Network Attributes at the CBC Senior Campus

Road	25 km/h School Zone in Street	Type of Crossing in Street
Wakefield Street	No	Signalised Crossing at Frome Street, Pedestrian Refuge
Frome Street	No	Signalised Crossing at Wakefield Street
Ifould Street	Yes	N/A
Daly Street	Yes	N/A
Hutt Street	No	Signalised Crossing at Wakefield Street
Flinders Street	No	N/A

2.4.2 Crash Analysis

A review of the latest crash data from 2018 to 2022 were sourced from DataSA with the crash locations shown in Figure 2.5. Over the five-year period, the following crashes occurred close to the school:

- Hutt Street/Wakefield Street intersection: 2 minor injury crashes
- Daly Street/Ifould Street intersection: 1 property damage crash.

The crash statistics in the vicinity of the senior school are shown in Figure 2.5.

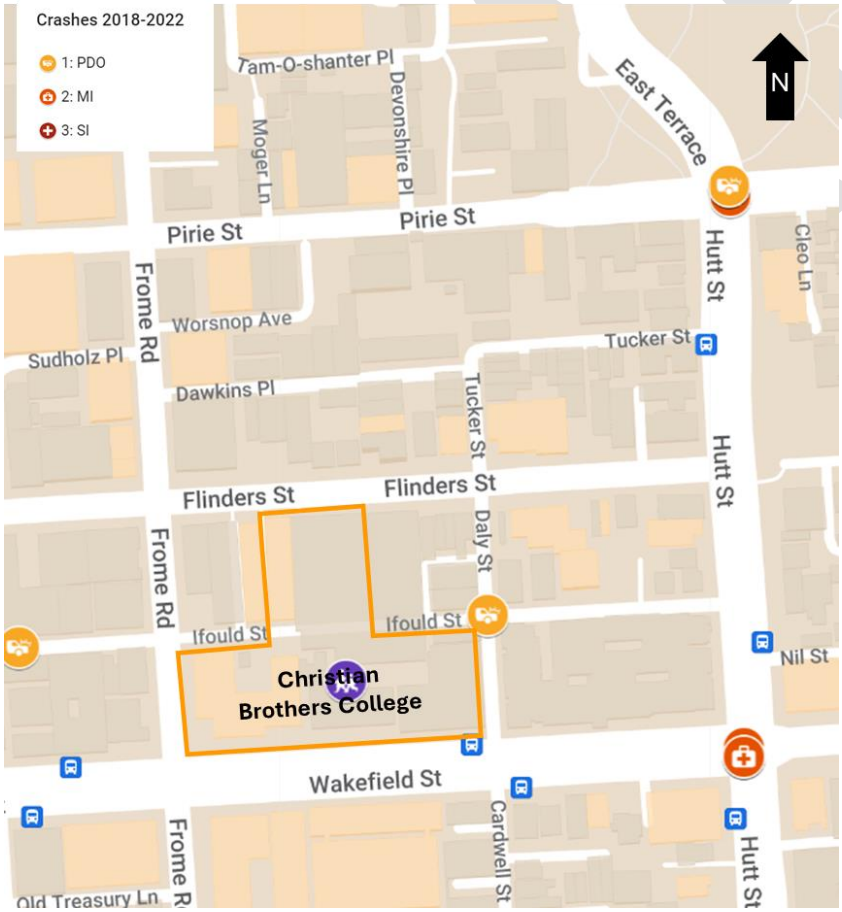


Figure 2.5 Crashes from 2018 to 2022 near CBC - Senior Campus

2.4.3 Parking and Kiss and Drop Areas

On-street parking is available in all streets surrounding the college that is mostly 1–2 hour ticketed bays with extended times on weekends. The CBC administration provides parking information for the Senior Campus that is available on the college website that shows the local parking facilities. The map from the CBD Senior Campus parking brochure is shown in Figure 2.6 with the full brochure is included in **Appendix B**. The City of Adelaide provides information about Park Adelaide with a mobile phone app for parents to use to find the available parking spaces.

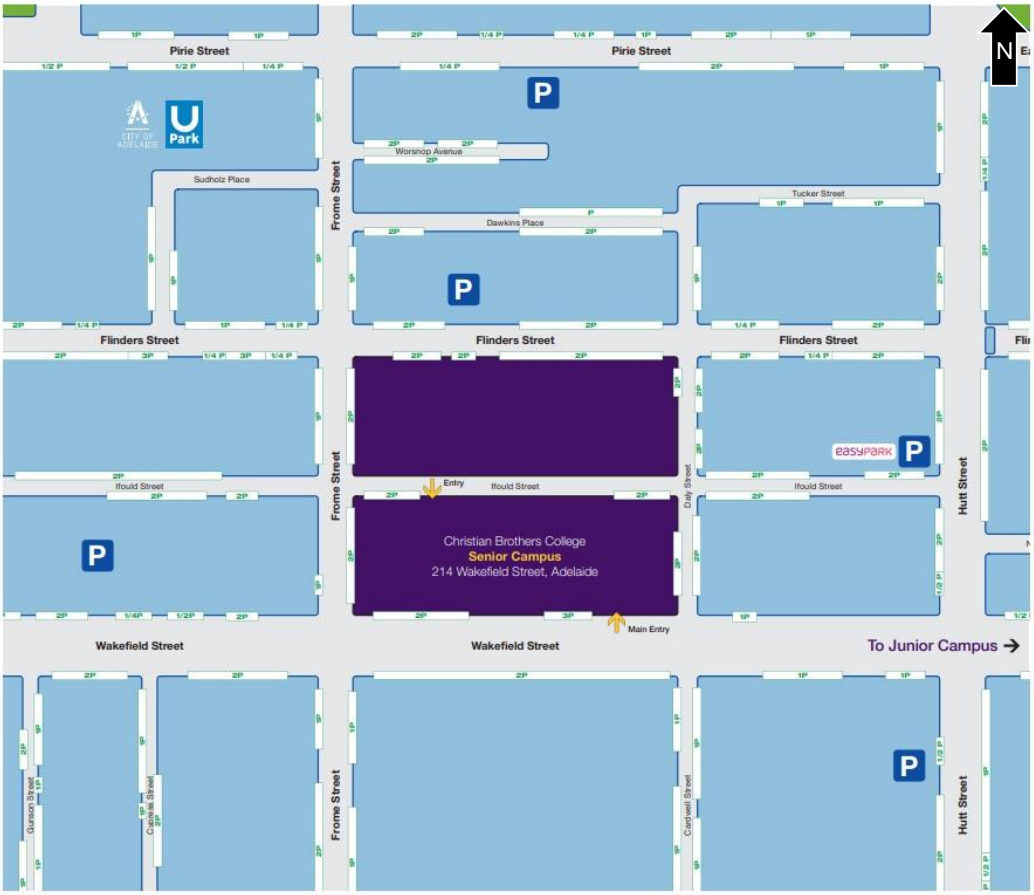


Figure 2.6 CBC Senior Campus Parking Brochure Map

The types of parking arrangements in the streets surrounding the college are summarised in Table 2.5.

Table 2.5 Parking Types at Adelaide High School

Road	Type of Parking
Wakefield Street	Angled Timed for 1 hour, 2 hours and 3 hours on the northside; 2 hours on southside
Frome Street	Parallel Timed 2 hours
Ifould Street	Parallel Timed 2 hours
Daly Street	Parallel Timed 2 hours on both sides
Hutt Street	Angled Timed for 30 minutes and 2 hours
Flinders Street	Parallel and Angled Timed for 15 minutes and 2 hours

The car parking and loading zone restrictions on the streets surrounding the CBC Senior Campus are provided in Figure 2.7. These spaces are used for the informal Kiss and Drop activity.

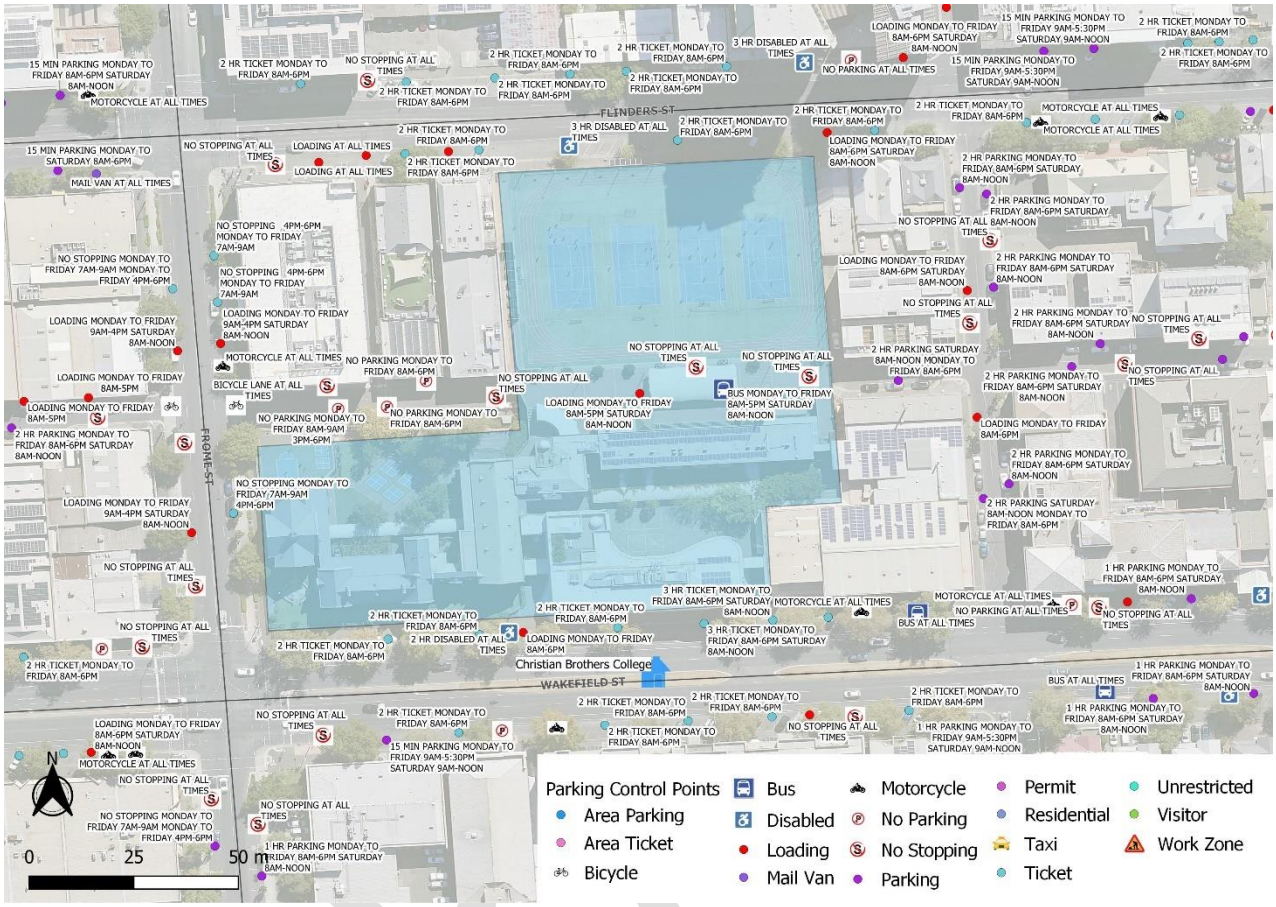
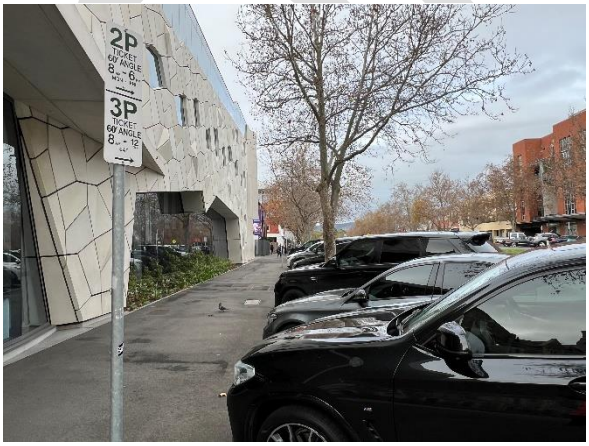


Figure 2.7 On-street Parking and Kiss and Drop Areas at the CBC Senior Campus

The types of on-street timed parking in Wakefield Street and Daly Street are shown in Figure 2.8.



Angle timed parking in Wakefield Street in front of the CBC Senior Campus main entrance



Parallel Timed parking in Daly Street in the 25 km/h school zone

Figure 2.8 Types of Timed Parking Spaces near the CBC Senior Campus

Kiss and Drop activity occurs at the front entrance on Wakefield Street, however this is an informal area for quick vehicle movements due to the angled parking arrangement. The total capacity for vehicles in this area is 30 carparks. Kiss and Drop spaces in Wakefield Street are shown in Figure 2.9.



Informal Kiss and Drop area in Wakefield Street looking east from Frome Street



Informal Kiss and Drop off area in Wakefield Street looking west from Daly Street

Figure 2.9 Kiss and Drop Area in Wakefield Street at the CBC Senior Campus

The school has a formal Kiss and Drop are in Ifould Street in the undercover parking section next to the private bus stop. Approximately 5 cars can be parked in this bay at any time and vehicles are restricted to 10 minutes of loading. A bus loading zone for special coach tours and sporting events is provided in Ifould Street as shown in Figure 2.10.



The short term parking is used for Kiss and Drop activity in Ifould Street west of Daly Street.



Grant's Coachlines bus waiting in the underpass area in Ifould Street in the bus only zone.

Figure 2.10 Short Term Parking and Loading Area at the CBC Senior Campus in Ifould Street

2.4.4 Public Transport

Adelaide CBD is the focus of the bus, tram and train network with the walkable access from the CBD Senior Campus with convenient walk access to public transport services at:

- Bus stops in Pulteney Street, North Terrace, Grenfell Street and Bartels Road with bus services from the O-Bahn and the East-West bus routes.
- Tram services on the Glenelg to Adelaide Entertainment Centre tram line with the closest stop at Victoria Square which is a 10-minute walk to the CBC Senior Campus.
- All trains in the Adelaide network at Adelaide Railway Station in North Terrace which 20-minute walk to CBC Senior Campus.

The walk distances to the closest bus, tram and train services from the CBC Senior Campus with the routes are provided in Table 2.6.

Table 2.6 Closest Bus, Tram and Train Services to the CBC Senior Campus

Location	Routes/Lines	Closest Stops/Station	Walk Distance to Closest Bus or Tram Stop (m)
Wakefield Street	170, 171, 172, 174, 178, 820, 821, 822	Stop I1 Wakefield Street - North side Stop R1 Wakefield Street – South side	20 m in front of the school west of Daly Street 75 m east of Caldwell Street
Hutt Street	147, 98, 99	Stop F1 Hutt Street – East side Stop T1 Hutt Street – West side	100 m east along Wakefield Street
Pulteney Street	861, 864, T840	Stops E1, U1	150 m west along Wakefield Street
Grenfell Street	O-Bahn and East-West routes	Stops H1, H2, S1, I1, R1	200 to 400 m north along Frome Street or Hutt Street
Victoria Square	Glenelg tram, North-South routes	Victoria Square tram stop Bus stops G2, T1, V1, U2	800 m west along Wakefield Street
Adelaide Railway Station	All train lines	North Terrace west of King William Road	600 m via the CBD streets and Rundle Mall

The closest bus stops to the CBC Senior Campus are Stop I1 and R1 as shown in Figure 2.11.



Bus Stop I1 on the northside of Wakefield Street next to CBD Senior Campus west of Daly Street



Bus Stop R1 on the southside of Wakefield Street east of Caldwell Street

Figure 2.11 Bus Stops in Wakefield Street at the CBC Senior Campus

The bus stops that are within a 400 to 600 m walk distance to the CBC Senior Campus are shown in Figure 2.12 .

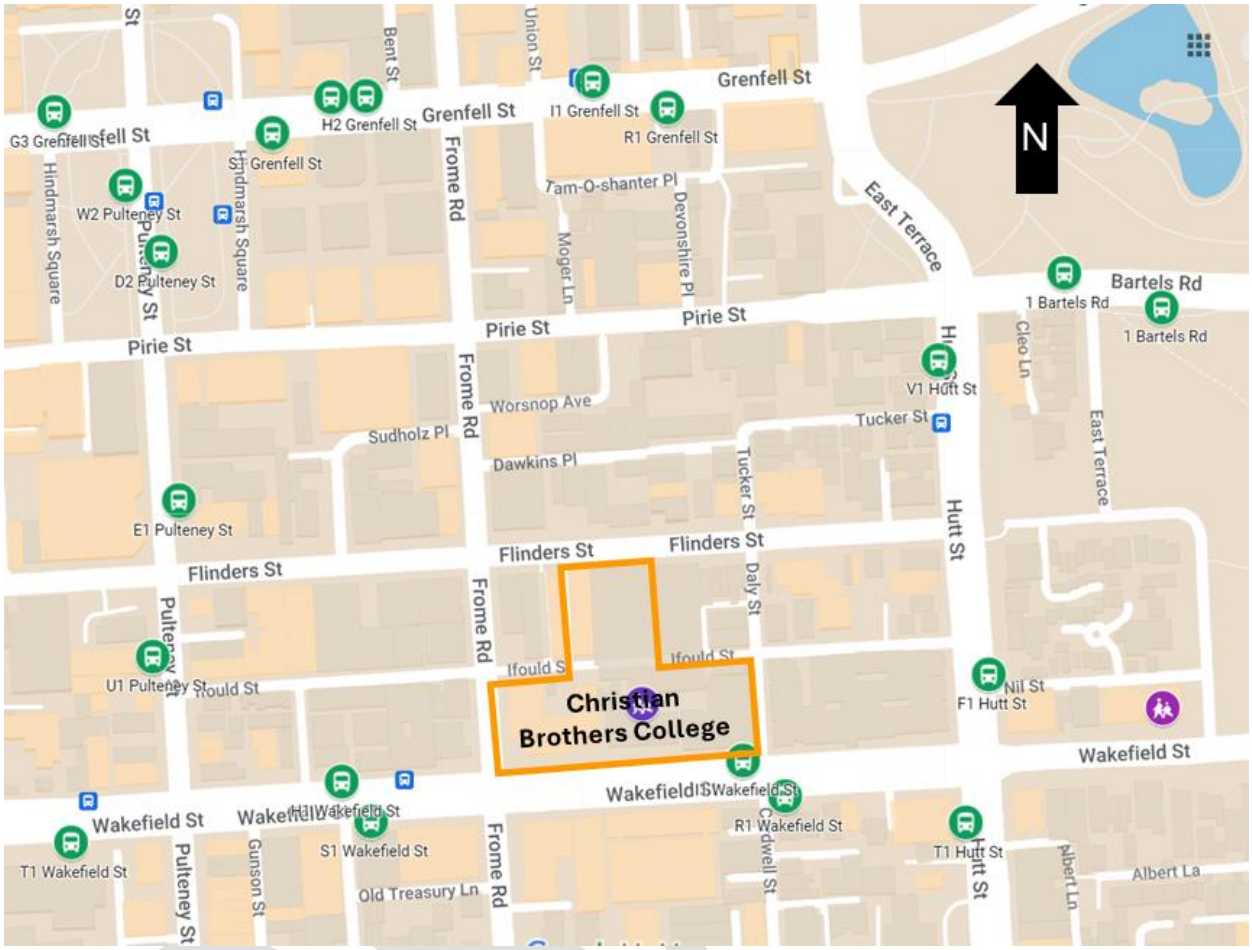


Figure 2.12 Public Transport Bus Stops close to the CBC Senior Campus

2.4.5 Cycling

The bicycle network in vicinity of the school with the connecting link to surrounding Park Land trails and the inner metropolitan cycling network is shown in Figure 2.13. Wakefield Street has an on-road bicycle lane on both sides of the road. Sealed shared paths exist throughout the Adelaide Park Lands. The Frome Street Bikeway that is about 100 m west of the school provides a north-south separated route.

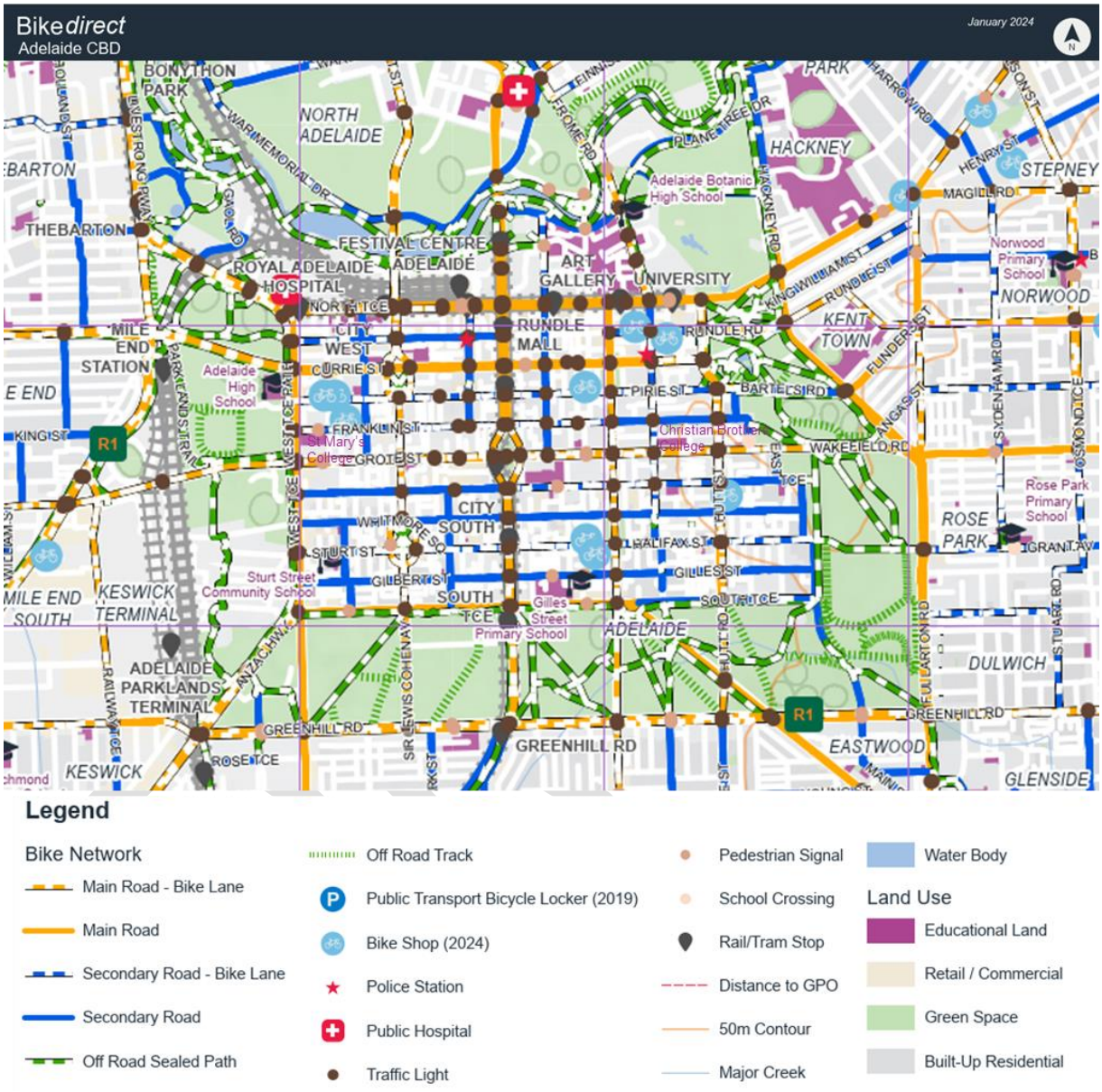
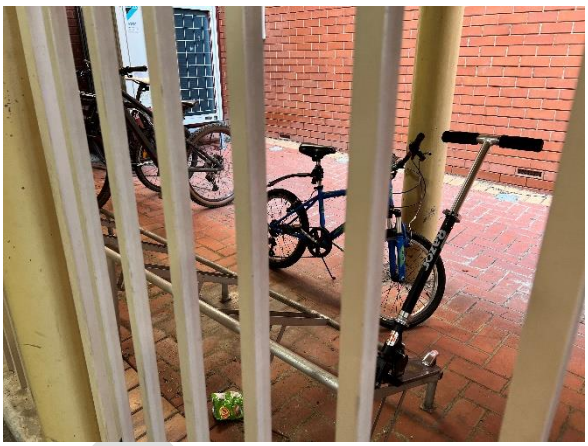


Figure 2.13 Cycling Network to the CBC Senior Campus

The secure bicycle storage area is accessed from Ifould Street with one fixed rack for several bicycles as shown in Figure 2.14. On Thursday 13 June 2024, only four students were using the facility. The CBC administration does not consider cycling an important transport mode for the students with the longer travel distances and the city streets that have busy traffic and insufficient separated bicycle infrastructure.



Bicycles parked on the secure area on Thursday 13 June 2024.



Bicycles in the secure parking area with access from Ifould Street

Figure 2.14 Bicycle Storage Area at the CBC Senior Campus in Ifould Street

2.4.6 Pedestrian Access

Walking to and from the school is an important transport mode for students, staff and visitors who walk for their entire trip or as an access mode to the bus stops in Wakefield Street, Hutt Street and Pulteney Street. The footpath network along Frome Street, Wakefield Street and Hutt Street is thoroughly used by students in both the AM and PM periods.

The high school has good pedestrian access from all directions from Adelaide CBD. Students walking to the CBC Senior Campus have two signalised intersections with pedestrian crossings at the school and a pedestrian refuge is provided in the midblock location of Wakefield Street. Pedestrian access routes to the CBC Senior Campus are via sealed footpaths exist along on both sides of Wakefield Street, Daly Street and Frome Street.

The 1 km, 1.5 km and 2 km walkable access catchment areas to CBC (Senior Campus) that were calculated using the footpath network are shown in Figure 2.15. Students who walk their entire trip to school are likely walking from the Adelaide CBD, coming from the nearby bus stops or the tram line with the closest stop at Victoria Square or Adelaide railway station.

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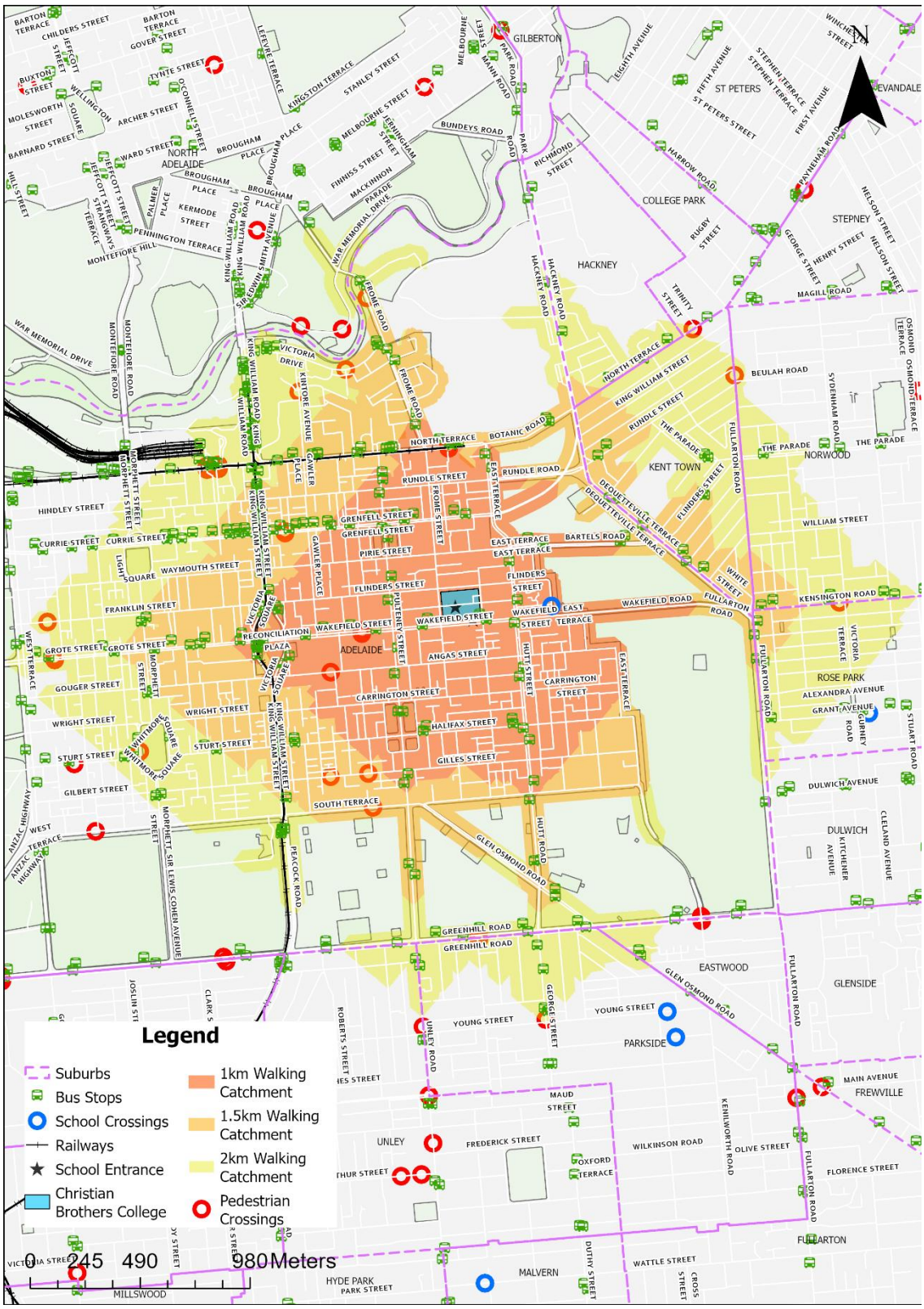


Figure 2.15 Walkable Access Catchment to the CBC Senior Campus

3 Issues and Opportunities

The issues and opportunities were identified with discussions with the school administration staff and site observations conducted during the AM drop-off period and the PM pick-up period.

3.1 Stakeholder Discussions

A meeting was held with the school Head of House on Monday 23 May 2024. The issues that affect student safety for travelling to school are provided as follows:

- The bus stop R1 on the south side of Wakefield Street is very popular with students in the PM period for the buses heading to Victoria Square to the tram stop, the more frequent bus routes and to Adelaide railway station. It is a high risk for students who walk midblock across Wakefield Street with no formal crossing and a wide median.
- The buses at Stop R1 in Wakefield Street east of Daly Street are often full very crowded.
- Wakefield Street is 50 km/h between Frome Street and East Terrace which is the current default speed in Adelaide CBD. A slower speed would be welcome.
- Implement flashing lights in Wakefield Street to alert motorists about a school zone. Many motorists are not aware that CBC exists in the street.
- Similar to the Junior Campus, Wakefield Street should have a slower speed limit during school drop-off and pick-up periods. Say 40 km/h.
- Consider a 25 km/h school zone in Wakefield Street with a flashing lights crossing in front of the school to encourage students to avoid jay-walking over Wakefield Street.
- The intersection of Ifould Street/Frome Street is a pedestrian hazard with many students crossing Frome Street midblock and for cyclists using the Frome bikeway.
- The intersection of Wakefield Street/Frome Street is a dangerous corner for cyclists with a blind spot on the southwest corner and motorists not seeing cyclists when making a left turn from Frome Street into Wakefield Street to head east.
- Very few students would likely bicycle to school due to the long distances and the busy city streets are considered dangerous for cycling. The school has some bicycle secure parking in Ifould Street.

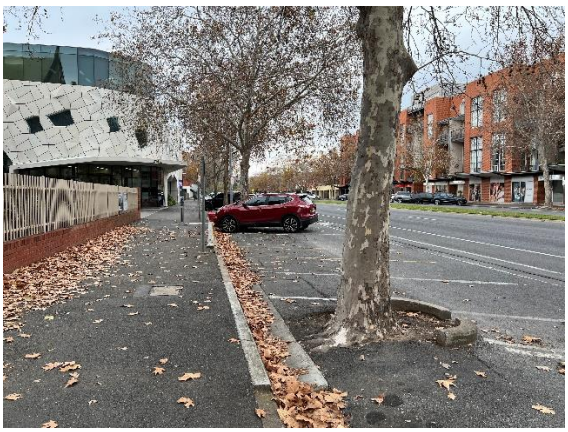
3.2 Site Observations

The existing staff and student transport mode activity to and from the the CBC Junior Campus were observed during the AM peak arrival period and the PM peak departure period on Thursday 13 June 2024.

3.2.1 AM Arrival Period

The pedestrian, cyclist, bus passenger and Kiss and Drop activity was observed during the AM arrival period from 8:00 am to 9:00 am. The AM period arrival profile was relatively distributed over the 60 minutes before the school start time, with the peak activity of arrivals between 8:15 am and 8:30 am.

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2P parking in Wakefield Street at the main entrance to the college



2P parking on both sides of Daly Street in the school zone

Figure 3.1 AM Peak Conditions at the CBC Senior Campus

Other findings from the AM observations are:

- Car parking was generally available across the peak hour in Wakefield Street with mostly Kiss and Drop activities at the front entrance. Vehicles typically stayed for less than two minutes.
- Kiss and drop activity did not occur regularly on Daly Street, Ifould Street or Frome Street due to the continuous use of carparking by vehicles already in the area.
- A significant option of students arrived from the north of the site and entered the gates at Ifould Street. They were travelling from various public transport stops to the north of the school.
- U-turn movements within the gap in the central median on Wakefield Street were common.
- Pedestrians were likely to walk across Ifould Street to enter the school.

3.2.2 PM Departure Period

The pedestrian, cyclist, bus passenger and Kiss and Drop activity was observed during PM departure period from 2:45 pm to 3:30 pm. The PM period departure profile included many vehicles within a 20-minute period after the school bell. Vehicles occupied most of the carparking spaces in front of the school in the 15-minute lead up to the school bell, with these vehicles typically moving on quickly.



Parents waiting for the bell time near the Wakefield Street school entrance

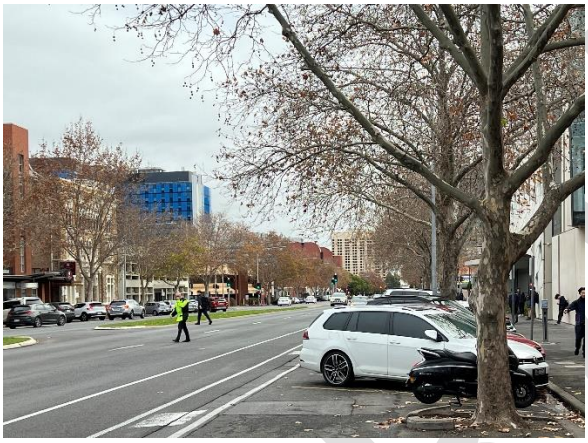


Vehicle making a U-turn in median of Wakefield Street to park in front of the school entrance

Figure 3.2 PM Peak Conditions at the CBC Senior Campus

Other findings from the PM observations are:

- Carparking was generally available across the peak hour in Wakefield Street and was the main area for kiss and drop activities due to its proximity to the front entrance. Vehicles typically stayed for less than 2 minutes.
- Kiss and drop activity did not occur regularly on Daly Street, Ifould Street or Frome Street due to the continuous use of carparking by vehicles already in the area.
  - Approximately 10 vehicles used the undercover section in Ifould Street to pick up students.
- A significant potion of students exited from the north of the school onto Ifould Street
- Pedestrians were likely to cross at a midblock location in Ifould Street to exit the school.
- The buses at stop R1 are often full and results in very crowded services to the CBD. Most students boarding at stop R1 with very few boarding the outbound buses at stop I1 on the northside west of Daly Street.
- U-turn movements within the gap in the central median on Wakefield Street were common.
- Students travelling to the southern side of Wakefield Street often walked across the central median and did not use the pedestrian refuge in Wakefield Street east of Daly Street.



Pedestrians were observed crossing Wakefield Street at the midblock west of Daly Street



Many students crossed Wakefield Street to the buses at stop R1 east of Caldwell Street

Figure 3.3 PM Peak Safety Issues in Gover Street at the CBC Senior Campus

Some students were observed walking to board buses at Stop R1 in Wakefield Street where a school supervisor monitoring the boarding activity. A significant number of students walked north along Frome Street to either catch the bus on either Pulteney Street or further north in Grenfell Street.

3.3 Summary of the Issues and Opportunities

The key issues for students and parents access the school are:

- U-turn movements within the gap in the central median on Wakefield Street were common.
- Pedestrians were likely to walk across Ifould Street and Wakefield Street in the AM and PM periods.
- The buses at stop R1 are often full and results in very packed trips to the city centre.
- Angled parking at the school entrance on Wakefield Entrance caused issues with sight distance for vehicles leaving the carparking area.
- Vehicles are travelling at speeds on Wakefield Street not typically associated with school zones.

4 Travel Safety Options and Assessment

4.1 Student Travel Safety Options

Options to improve the travel safety for students at the school were developed under three categories, namely:

- Infrastructure treatments requiring civil works with changes to signals or pedestrian crossings.
- Operational efficiencies, with changes to parking controls, Kiss and Drop aeras or school zones.
- Safety promotions to increase awareness of the school with warning signage or information.

The options for the assessment are provided in Table 4.1 with a description of the initiative and the issue to be addressed.

Table 4.1 School Travel Safety Options for the CBC Junior Campus

Type of Option	Description	Issue Addressed
Infrastructure Treatments	Fill in the gap within the central median in front of the Wakefield Street school entrance.	U-turn movements within the gap in the central median on Wakefield Street were common.
	Rearrange the car spaces in Wakefield Street with a parallel parking to provide a formal 2-minute Kiss and Drop zone near the entrance to the formal student entrance.	Angled parking at the school entrance on Wakefield Entrance caused issues with sight distance for vehicles leaving the carparking area
	Investigate options for safer pedestrian movements by parents and students in Wakefield Street opposite the student entrance immediately. This could include such treatments as a formalised PAC.	During the school drop-off and pick-up periods, parents and students who were crossing Wakefield Street often walked in the midblock sections that did not include the pedestrian refuge east of the school.
	Consider altering the priority for road users and pedestrians in the western section of Ifould Street (in front of the northern school entrance). This could include new line marking or pavement material to increase the awareness of drivers that they are entering a shared use environment.	Pedestrians were likely to walk across Ifould Street in the AM and PM periods to access the school gates. This occurred often during the vehicle pick up in the PM period.
Operational Efficiencies	Consider changing the posted speed in Wakefield Street between Frome Street and East Terrace from 50 km/h to a slower speed limit eg. 40 km/h. This would extend to East Terrace to provide a continuous environment across the Senior and Junior campuses.	Vehicles are travelling at speeds on Wakefield Street not typically associated with school zones.

Type of Option	Description	Issue Addressed
Safety Promotions	Prepare a consolidated travel access guide for students and parents that would be promoted on the school website in location that is easy to find, in additional to the school newsletter.	Students and parents may not be aware of their travel choices for bicycle routes, facilities at the school or public transport services.

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4.2 Recommended School Travel Safety Initiatives

The recommended school travel safety initiatives are shown on Figure 4.1. They include:

- Investigate options for safer pedestrian movements by parents and students in Wakefield Street opposite the student entrance such as a PAC or pedestrian refuge at the midblock location where the existing gap in the median is located at the main entrance for students to the college.
- Fill in the gap in the Wakefield Street central median to stop U-turn manoeuvres.
- Rearrange the car spaces in Wakefield Street with a parallel parking to provide a formal 2-minute Kiss and Drop zone near the student entrance.
- New infrastructure on Ifould Street to change the priority of the street to a pedestrian friendly arrangement.
- Reducing the speed limit on Wakefield Street from 50km/h to 40km/h between Frome Street and East Terrace.



Figure 4.1 Recommended Initatives at the CBC Junior Campus

4.2.1 Options to Improve Pedestrian Crossing Safety in Wakefield Street

In order to improve the pedestrian crossing safety to the school entrance in Wakefield Street, several options are provided for further consideration. These options are provided with the advantages and disadvantages in Table 4.2. They require further site observations, data collection for pedestrian volumes crossings during the AM and PM school peak hours and a more detailed assessment.

Table 4.2 Options to Improve Pedestrian Crossing Safety in Wakefield Street

Option ID	Description	Advantages	Disadvantages
A	Install a PAC in Wakefield Street between the school entrance and Daly Street.	Significantly improves safety for pedestrians crossing Wakefield Street with one crossing located where most pedestrians want to cross with the main entrance for students into the college. Does not conflict with the Stop I1 west of Daly Street	Costly up to $500,000 to move and reinstate on street parking in front of main entrance to the school. Removal of car parking spaces on both sides of Wakefield Street.
B	Install a second pedestrian refuge in Wakefield Street between Frome Street and Daly Street.	Allows for safe storage for pedestrians on the already popular crossing point with the main entrance for students into the college. Less costly than the PAC option. Under $50,000. Does not conflict with the Stop I1 west of Daly Street	Pedestrians are still required to cross two traffic lanes on either side of Wakefield Street. Issues with sight distance from parked cars may also obscure pedestrians.
C	Fill in the midblock median gap in Wakefield Street	Lowest cost option under $5,000 Does not conflict with the Stop I1 west of Daly Street	May divert traffic to use Frome Street to turn into the northside parking spaces in front of the school.

4.2.2 Information to Promote Safer Student Travel to the School

The school provides limited information to promote safer student travel to school. Examples of the types of information brochures, known as school Travel Access Guides in NSW, are provided for a primary school in **Appendix C**. The Travel Access Guide is prepared with a consistent template for all government schools in NSW in collaboration with the school principals and a school travel coordinator.

4.3 Assessment and Indicative Cost Estimates

The school travel safety options were assessed under the safe systems approach and indicative cost estimates are provided for each travel safety option in Table 4.3. The options were given labels under the following categories:

- T for Traffic control device or treatment that requires civil works and construction with cost estimates.
- P for Parking control with new signage or to pavement markings for the on-street parking or a school zone.
- I for information to the school community with signage or online promotional brochure.

Table 4.3 Indicative Cost Estimates for the Travel Safety Options for CBC Senior Campus

Option ID	Description	Indicative Cost Estimate	Comments
T1	Remove the gap within the central median in front of the Wakefield Street school entrance.	Up to $50,000	Council to prepare evidence to support the warrant for a koala crossing and liaise with DIT for the approval
T2	Investigate options for safer pedestrian movements by parents and students in Wakefield Street opposite the student entrance immediately. This could include such treatments as a formalised PAC or a pedestrian refuge.	Between $50,000 and $500,000	Council to prepare evidence to support the warrant for a koala crossing and liaise with DIT for the approval to install a koala crossing. Council responsible for the design and installation if approved. Requires additional data collection, site observations and further analysis to determine a preferred option
T3	Consider altering the priority for road users and pedestrians in the western section of Ifould Street in front of the northern school entrance. This could include new line marking or pavement material to increase the awareness of drivers that they are entering a shared use road environment.	Up to $250,000	Council to review the traffic movements in Ifould Street.

Option ID	Description	Indicative Cost Estimate	Comments
T4	Consider changing the posted speed in Wakefield Street between Frome Street and East Terrace from 50 km/h to a slower speed limit such as 40 km/h. This would extend to East Terrace to provide a continuous road environment across the Senior and Junior campuses.	Less than $1,000	The speed limits are under the control of DIT. DIT to be consulted on any proposed changes to speed limits.
P1	Rearrange the car spaces in Wakefield Street with a parallel parking to provide a formal 2-minute Kiss and Drop zone near the entrance to the formal student entrance	Less than $20,000	The parking controls in front of the former fire station are under the control of DIT.
I1	Prepare a consolidated travel access guide for students and parents that would be promoted on the school website in location that is easy to find, in additional to the school newsletter.	No cost to Council	This would be prepared and promoted by the school administration.

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5 References

The following references were used in the preparation of the school travel safety review.

- Guide to Traffic Management Part 8, Local Area Traffic Management, Austroads, Sydney, 2016, Section 7.5.7 School Zones, page 114
- Guide to Traffic Management Part 10, Traffic Control and Communication Devices, Austroads, Sydney, 2019, Section 6.5.8 Zig Zag Markings, page 105,
- Speed Limit Guideline for South Australia, Department for Infrastructure and Transport, October 2023, Appendix C School Zones
- Supplement to AS 1742.10, Manual of uniform traffic control devices, Part 10, Pedestrian control and protection, Department for Infrastructure and Transport, April 2024
- Manual of Legal Responsibilities and Technical Requirements for Traffic Control Devices Part 2: Code of Technical Requirements, Department for Infrastructure and Transport, March 2024, Section 9.3 Drop off and pick up zones, page 34
- School Transport Policy, Department for Education, South Australia, January 2024

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Appendix A – Student Travel Survey Form

CITY OF ADELAIDE

School Travel Survey for Students

School:	Christian Brothers College

Tonkin on behalf of the City of Adelaide is conducting a survey to determine the main modes of travel for students to understand the travel behaviour to the school. Please assist us by undertaking a short student survey during the first period class.

Questions for the Teacher

Date (day/month/year):	
Weather (Daytime temperature and sky conditions):	
Please enter the name or number of your class or year group.	
How many students are absent today in your class?	

Questions for the Students in Your Class / Year Group

Please ask the students with a 'hands-up' survey in the classroom.

AM Period Travel

How did you travel to school this morning? (If you travelled by more than one mode, please answer with the longest part of your journey - e.g. "car" for "car and scooter".)

Main Mode of Travel in the AM Period	Number of Students
Car (as driver)	
Car (as passenger with drop-off)	
Walk for the entire trip	
Bus	
Train	
Tram	
Bicycle or e-bike	
Scooter	

PM Period Travel

How will you travel from school this afternoon? (If you will travel by more than one mode, please answer with the longest part of your journey - e.g. "car" for "car and scooter".)

Main Mode of Travel in the PM Period	Number of Students
Car (as driver)	
Car (as passenger with pick-up)	
Walk for the entire trip	
Bus	
Train	
Tram	
Bicycle or e-bike	
Scooter	

If you travelled by car, would you prefer any of these modes? (multiple answers)

Walking for the entire trip	
Bicycle, e-bike or scooter	
Public Transport (bus, tram or train)	

Appendix B – CBC Senior Campus Parking Information

CHRISTIAN BROTHERS COLLEGE

Senior Campus

Parking Map

Welcome to Christian Brothers College

Most car parking around the college are 1–2 hour ticketed bays with extended times for weekends. Please note parking availability varies depending on certain times of the day with some car parks unavailable during peak hour periods.

There are also a number of local parking facilities nearby and a free Park Adelaide App is available from Adelaide City Council.

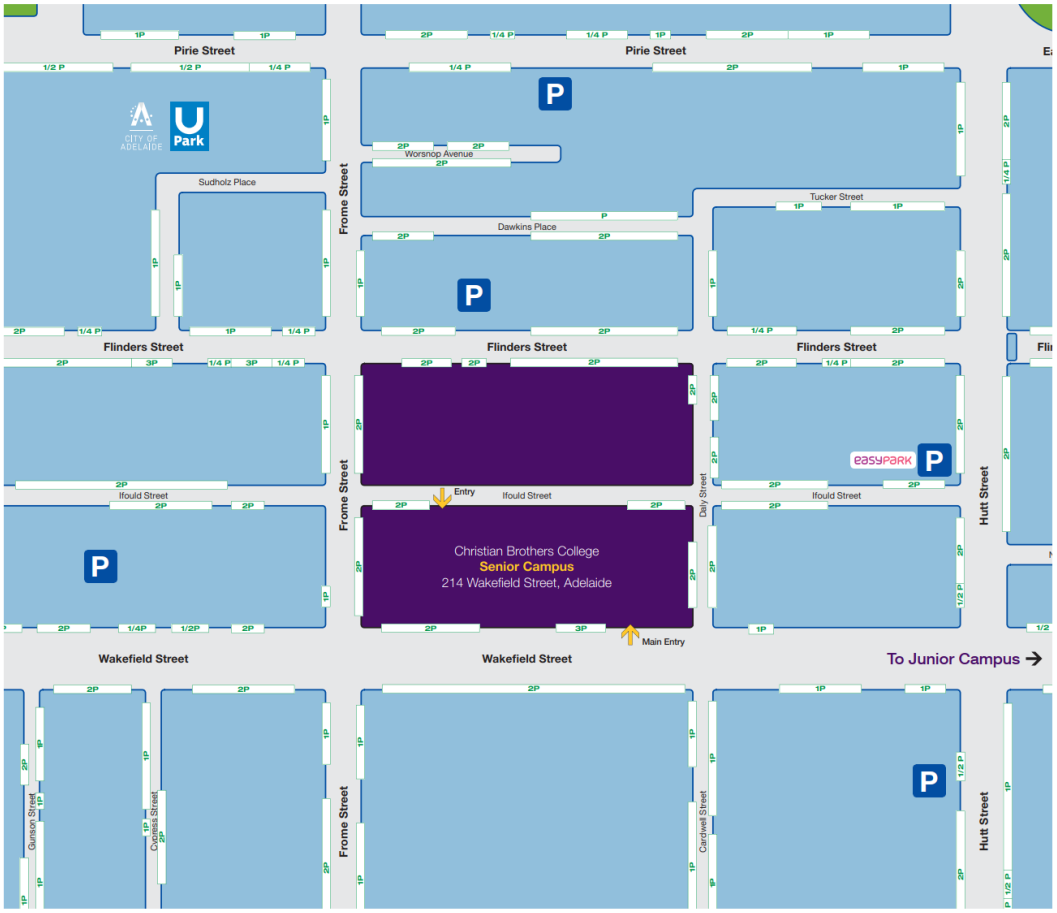
Adelaide City Council

Park Adelaide App

Find Car Parks Easily

Free download in the App store





Appendix C – School Travel Access Guide in NSW

NSW Department of Education – School Infrastructure



Marsden High School
Travel Access Guide

Effective: January 2023

Introduction

Our school community of parents/carers, staff and students live within a reasonable walk, cycle or bus trip of the school. This Travel Access Guide provides suggested safe and accessible options for travelling to and from school.

Active ways to get to school

Walking to and from school

- Walking is a fun way to keep active and healthy.
- Stay alert and watch out for any potential hazards, including cars reversing out of driveways, bikes and other pedestrians.
- Remember to STOP, LOOK, LISTEN and THINK every time you cross the road.

Ride your bike

- 278 bike racks are available for everyone.
- All bicycle riders are required by law to wear a correctly fitted Australian standards approved helmet and is highly recommended when riding a scooter.
- Children under the age of 16 are allowed to cycle on the footpath, keeping them safer and more protected from road traffic.

Kiss and drop expectations

- For parents/carers who drive their child/ren to school, the kiss and drop zone is located along Rhodes Street starting from Hermitage Road.
- This space is a 'No Parking' zone, meaning that you may stop for up to a maximum of 2 minutes and move no more than 3 metres from the vehicle.

Message from our principals

- Marsden High School supports sustainable and environmentally friendly transport practices.
- We strongly encourage our school community to walk or ride to school either independently or with parental supervision.

School bell times

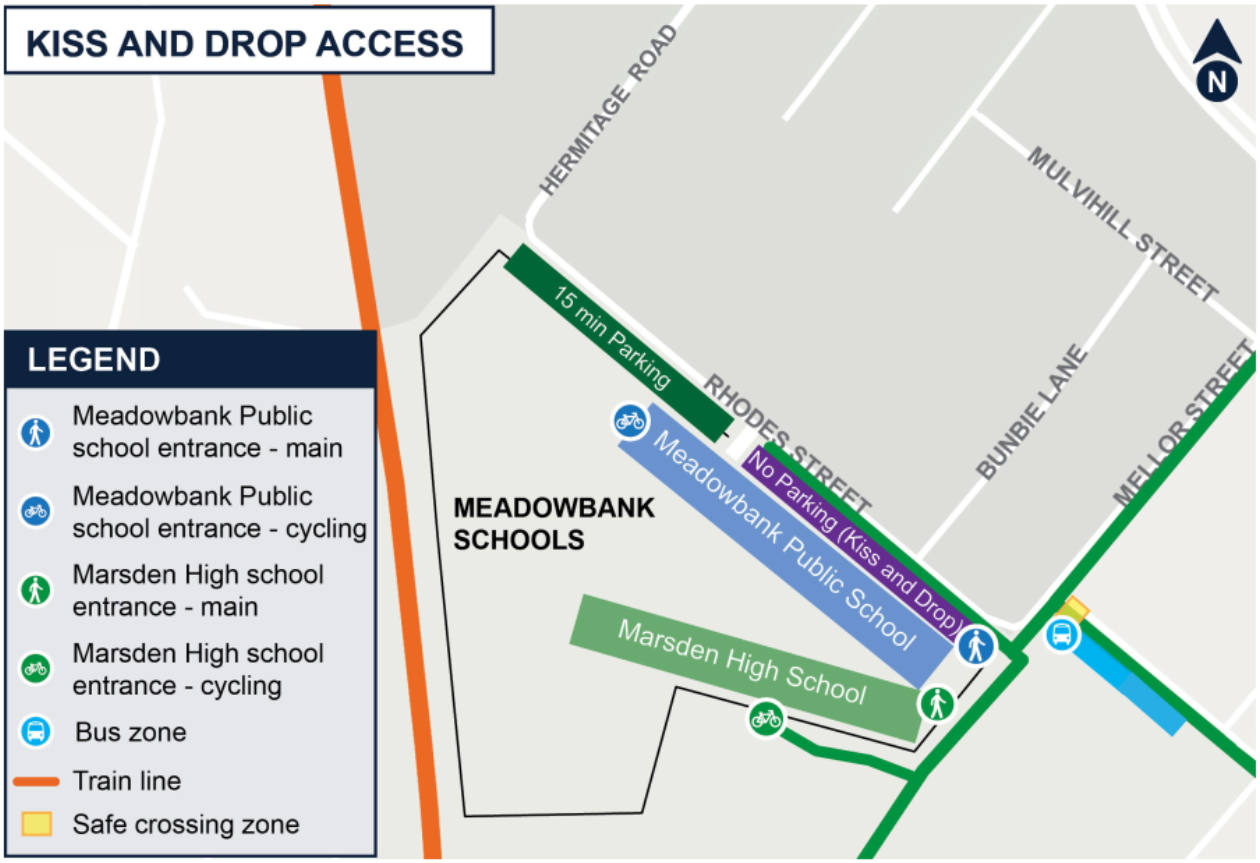
Start Times	End Times
9:00 am	3:00 pm

For more information contact:

School Infrastructure NSW
Email: schoolinfrastructure@det.nsw.edu.au
Phone: 1300 482 651
www.schoolinfrastructure.nsw.gov.au

NSW GOVERNMENT

NSW Department of Education – School Infrastructure



Safety tips for drivers using the Kiss and Drop zone

- Always drop off or pick up your child from the designated zone and follow the school's procedures.
- Drivers should remain in their vehicles **at all times** in the Kiss and Drop zone.
- Make sure children use the Safety Door (the rear footpath side door) to get in and out of the car.
- Always park legally.
- U-turns and three-point turns are banned **at all times** in Rhodes Street in front of the school.

Safety tips for students

- Always get in and out of the vehicle through the Safety Door, the rear footpath-side door.
- Stay buckled up until the vehicle has stopped in the Kiss and Drop area.
- Make sure your school bag and other items are in a safe position, such as on the floor.
- Be ready to get out of the vehicle with your belongings when the car has stopped and you have unbuckled your seatbelt



Kids and Traffic Safety
Door sticker
RTA45091021K

For more information contact:
School Infrastructure NSW
Email: schoolinfrastructure@det.nsw.edu.au
Phone: 1300 482 651
www.schoolinfrastructure.nsw.gov.au

NSW Department of Education – School Infrastructure

Walking Route



For more information contact:

School Infrastructure NSW
Email: schoolinfrastructure@det.nsw.edu.au
Phone: 1300 482 651
www.schoolinfrastructure.nsw.gov.au

NSW GOVERNMENT



Gilles Street Primary School

School Travel Safety Review – Draft Report

City of Adelaide

CLC003491
10 July 2024
Ref: 240706

tonkin
Building exceptional outcomes together

Document History and Status

Rev	Description	Author	Reviewed	Approved	Date
A	Draft Report	Kaitlin Neave	John Devney	John Devney	10 June 2024

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Client: City of Adelaide
Ref: 240706

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Executive Summary

Overview

Gilles Street Primary School is a public school that comprises Reception to Year 6. The Gilles Street Primary School does not have an enrolment zone and therefore students can attend from anywhere in metropolitan Adelaide. The school enrolment in 2024 is for 301 students with 157 students in Reception to Year 3 and 143 students in Years 4 to 6.

Key Findings

Over 64 per cent of the students live in the City of Adelaide which is convenient for walking and cycling modes. 93 students or 31 per cent of the students live in the inner suburbs of metropolitan Adelaide with access to public transport. Only 14 students live in the outer suburbs.

The findings from the student travel mode share surveys are summarised as follows:

- About 33 per cent walk to school and over seven per cent cycle to school. Those that walk or cycle in the morning are likely to travel the same way in the afternoon.
- About 17 per cent of the students travel via public transport.
- The remaining 43 per cent of students are driven to school by car with similar percentage between the AM arrival and PM departure periods.

The traffic safety issues that mostly are for the City of Adelaide to address are:

- Reviewing the pedestrian wait time at the signalised crossing on Gilles Street.
- Enforcing 25 km/hr speed limit during school peak hours.
- Install flashing signs to enhance the school zone awareness.
- Enforcing the parking behaviour over the bus bay in front of the school in Gilles Street.

Key Recommendations

The school travel safety options that are recommended for the City of Adelaide in consultation with the school are:

- Install flashing lights with the existing school zone signs in Gilles Street.
- Review the signal timing at the signalised crossing in Gilles Street at Pulteney Street and improve the pedestrian green light waiting time during school peak hours.
- Prepare a consolidated travel access guide for students and parents that would be promoted on the school website in location that is easy to find, in additional to the school newsletter.

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Abbreviations

Abbreviation	Description
DfE	Department for Education, South Australia
DIT	Department for Infrastructure and Transport, South Australia
PAC	Pedestrian Actuated Crossing with traffic signals

Glossary of Terms

Term	Description
Bicycle lane	On-road kerbside lane allocated for bicycles with pavement markings
Emu crossing	A pedestrian crossing with white road markings, red and white posts and operate only when the children's crossing flags are displayed. They are placed within school zones and a speed limit of 25 km/h applies to drivers when children are present. Drivers must stop for pedestrians using or about to use the crossing.
Kiss and Drop zone	A location designated on the street or on the school grounds for parents and carers in vehicles to drop-off or pick-up students typically with a 2-minute waiting limit. Parents are to stay in the vehicle.
Koala crossing	A pedestrian crossing with white road markings, red and white posts and two yellow alternating flashing lights. They are only operational when the yellow lights are flashing and a speed limit of 25 km/h applies to drivers between signs on the approach to the crossing. Drivers must stop for pedestrians using or about to use the crossing.
Shared path	Off-road pathway for pedestrians and cyclists
Go Zone	A high frequency bus corridor with one or more bus routes with a service headway of every 15 minutes on weekdays and every 30 minutes at other times. Stops and stations within a 'Go Zone' provide a bus, train or tram operating: every 15 minutes between 7.30 am and 6.30 pm, Monday–Friday every 30 minutes between 6.30 pm and 10 pm, Monday–Friday every 30 minutes on Saturday, Sunday and South Australian public holidays.

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1 Introduction

This section provides the background for the school travel safety reviews and the study purpose and scope with an overview of the school location.

1.1 Background

The City of Adelaide is conducting School Travel Safety Reviews with the key objectives to:

- Investigate the current speed limits to assess the requirement of reducing the speed to 40km/h or less to help support more vibrant businesses and for a safer urban environment with the provision of higher quality amenity in the residential streets in the City of Adelaide.
- Consider always extending the time periods for the 25 km/h speed limit at and near all schools in the City of Adelaide when children are present and to work with DIT to further understand what responsible safety measures may be added to assist with drop off/pick up of children.

In January 2023, the Council requested the administration to investigate and report by the end of the 2023 school year on the need for and the nature of any additional measures to enhance the safety of primary and secondary, public and private school students entering and leaving schools at the beginning and end of the school day, including the introduction of supervised or unsupervised so called "kiss and drop zones" at all schools in the City of Adelaide.

A School Safety Report was completed for St Aloysius College and presented to the Infrastructure and Public Works Committee held on 19 March 2024. At the Council Meeting on 26 March 2024, Council decided to complete school travel safety reviews for 11 other schools in the City of Adelaide.

1.2 Study Purpose and Scope

The purpose of the work is to develop and document an evidence-based approach using the Safe System approach to address road safety concerns for children, parents and carers, with recommended changes such as safer crossing outcomes and measures to reduce the danger from motorised vehicle movements. The key objectives of the school transport safety reviews are to:

- Review the extents of the existing school speed zones to achieve Safe System speed outcomes, and
- Identify and prioritise opportunities to improve safety outcomes around schools.
- The following tasks were completed for this school travel safety review:
- Engage with each school Principal or relevant representative to discuss issues with student travel to and from the school and opportunities to improve school travel safety.
- With the support from the teachers, undertake a "hands up" travel survey.
- Conduct AM and PM site investigations to observe any unsafe movements, in particular at the Kiss and Drop areas.
- Identify and map the location of the:
  - Existing pick up and drop off areas.
  - Existing school zones and other speed limits, including signs.
  - Existing crossings by type and informal crossing points and pedestrian desire lines.
  - Proposed locations of any measures, such as indicative locations of new crossings, new/changed school zones and of pick-up and drop off areas.
- Document the research and site investigation findings with options and prioritised recommendations for infrastructure projects to improve school travel safety.

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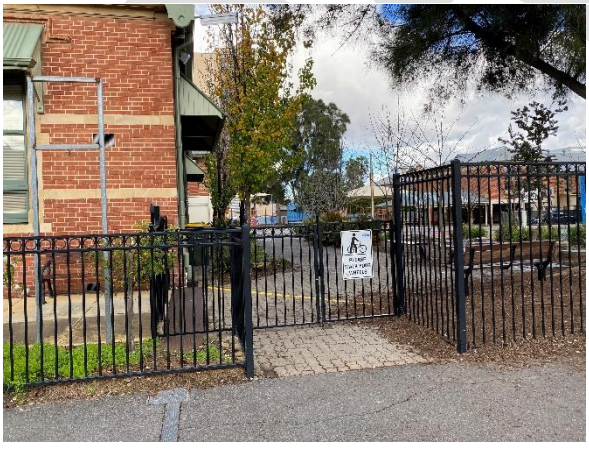
1.3 School Location

Gilles Street Primary School is located on Gilles Street, to the west of Pulteney Street in the southern part of Adelaide city centre. The school is positioned on Gilles Street and immediately east of Pulteney Grammar School. The school site and the existing surrounding environs are shown in Figure 1.1.



Figure 1.1 Gilles Street Primary School Location

The entrance to Gillies Street Primary School and PAC at the school entrance in Gilles Street are shown in Figure 1.2.



Main student entrance in Gilles Street



PAC at the school entrance in Gilles Street

Figure 1.2 Entrance and Pedestrian Crossing for Gilles Street Primary School

2 Existing Conditions

The section provides the analysis of the existing school operations, the student population and travel patterns and an overview of transport access to the school by all transport modes.

2.1 School Operations

Gilles Street Primary School is a public school that was first established in 1900. Students attend classes from Reception to Year 6. The bell times are 8:55 am to 3:15 pm.

The school operating hours are:

- Before school: 7:00 am to 8:25 am
- After school care: 3:30 pm to 6:15 pm
- Vacation care: 8:00 am to 6 pm

2.2 Student Enrolment Analysis

The school enrolment in Term 2 2024 was 301 students with a distribution by year as follows:

- 26 students in Reception
- 28 students in Year 1
- 58 students in Year 2
- 45 students in Year 3
- 53 students in Year 4
- 46 students in Year 5
- 45 students in Year 6

The Gilles Street Primary School does not have an enrolment zone and therefore students can attend from anywhere in metropolitan Adelaide. The number of students by sub areas of each suburb are shown in Figure 2.1. Over 64 per cent of the students live in the City of Adelaide which is convenient for walking and cycling modes. 93 students or 31 per cent of the students live in the inner suburbs of metropolitan Adelaide with access to public transport. Only 14 students live in the outer suburbs.

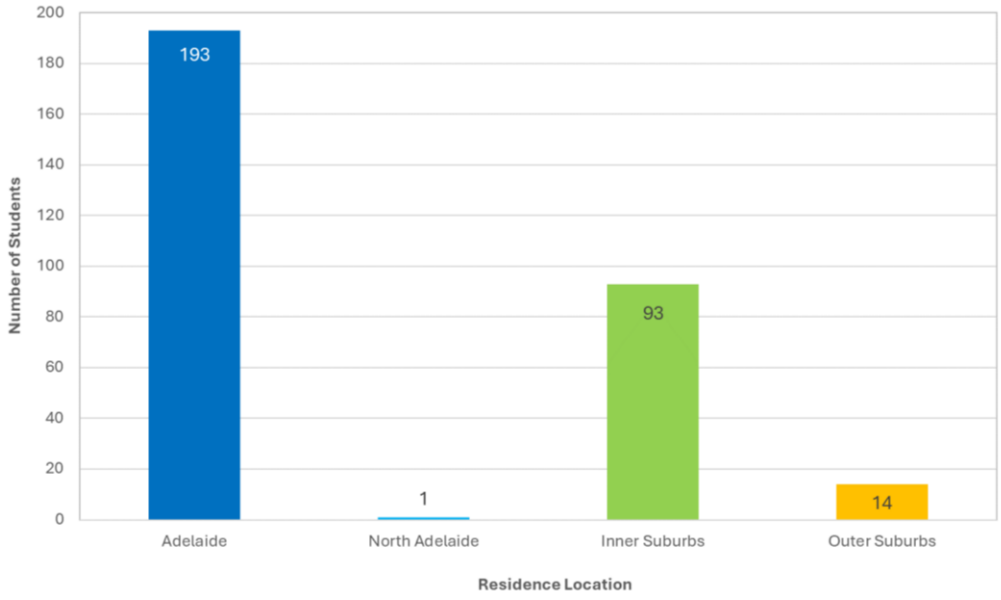


Figure 2.1 Gilles Street Primary School Student Residence Location Analysis

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2.3 Student Travel Demand

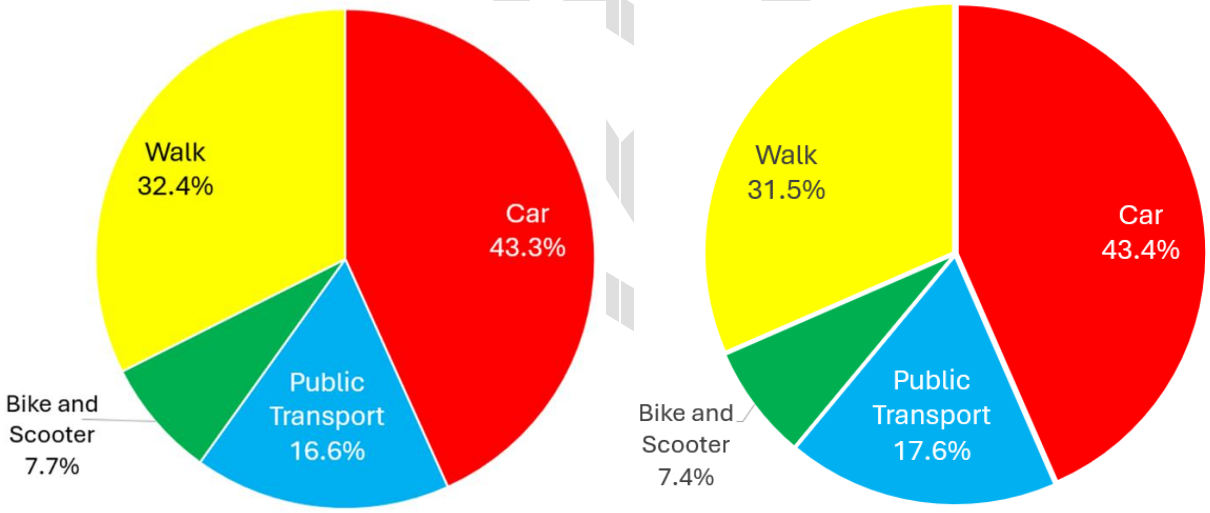
The existing school travel activity to and from the Gilles Street Primary School was reviewed through site observations and a student travel mode survey on typical school days. The student travel mode survey form is included in Appendix A.

The student travel mode survey was conducted during school days from 29th May to 4th June. The findings from the surveys were used to confirm the existing transport mode shares for:

- Car (as driver)
- Car (as passenger with drop-off)
- Walk for the entire trip
- Bus
- Train
- Tram
- Bicycle or e-bike
- Scooter

The student travel mode shares to school in the AM period and from school in the PM period are shown in Figure 2.2. The findings are summarised as follows:

- About 33 per cent walk to school and over seven per cent cycle to school. Those that walk or cycle in the morning are likely to travel the same way in the afternoon.
- About 17 per cent of the students travel via public transport.
- The remaining 43 per cent of students are driven to school by car with similar percentage between the AM arrival and PM departure periods.



AM Period Arrival Transport Mode Share **PM Period Departure Transport Mode Share**

Figure 2.2 Gilles Street Primary School Student Transport Mode Shares in May 2024

2.4 Transport Access

Transport access to the school via road, public transport, cycling and walking and the availability of on-street, on-site and off-site parking is provided in this section.

2.4.1 Road Network

The school could only be accessed via Gilles Street.

Gilles Street

Gilles Street is a two-way two-lane Collector, aligned in an east-west direction. It is under the jurisdiction of the City of Adelaide.

Each lane is around 3.6 m to 3.7 m, with concrete central median islands intermittently placed in the proximity of the school and Pulteney Grammar School.

Sealed footpaths are available on both sides of the road.

A 25 km/hr school zone is in place on Gilles Street for both the school and Pulteney Grammar School.

The road layout in both directions towards Pulteney Grammar School and to Pultney Street is shown in Figure 2.3.



Gilles Street looking west from the start of the 25 km/h school zone to Pulteney Grammar School



Gilles Street looking east from the school entrance to Pulteney Street

Figure 2.3 Gilles Street at Gilles Street Primary School

2.4.2 Crash History

A review of the latest crash data from 2018 to 2022 was sourced from DataSA. Over this five-year period, the crashes by type are shown in Figure 2.4. The crashes in both Gilles Street and South Terrace near the school were for one minor injury and one property damage only.



Figure 2.4 Crash History near Pulteney Grammar School

2.4.3 Parking and Kiss and Drop Areas

The on-street car parking controls along the streets in the vicinity of the school are shown in Figure 2.5. The frontage of the school is reserved for bus operation during peak hours, while northern side of the street has 1 hour parking.

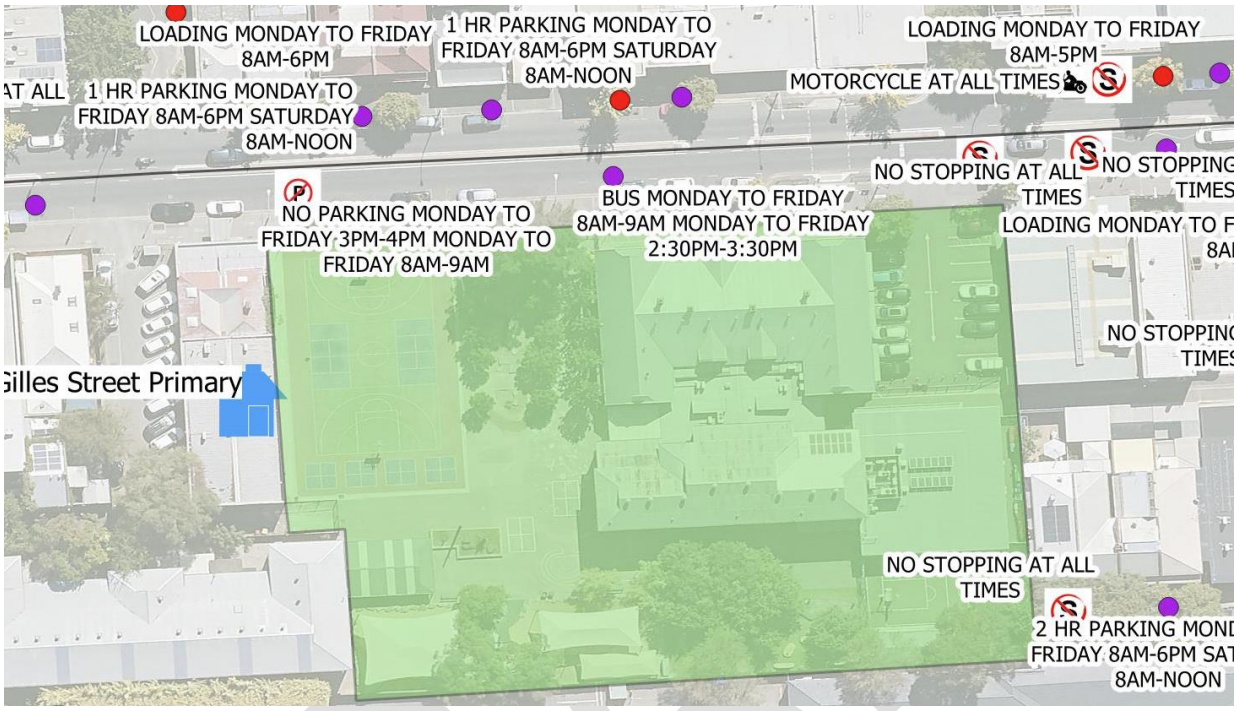


Figure 2.5 On-street Parking for Gilles Street Primary School

The Kiss and Drop zone for Gilles Street Primary School and the extended school zone in Gilles Street for both the primary school and Pulteney Grammar School are shown in Figure 2.6.



Parking restrictions apply near the Child Safety Zone in Gilles Street



Start of the 25 km/h school zone in Gilles Street

Figure 2.6 Kiss and Drop Zone and Extended School Zone in Gilles Street

2.4.4 Public Transport

Adelaide CBD is the hub for the public transport in Adelaide with train, tram and bus services for students to travel to the school. The available public transport facilities within the walkable access from Pulteney Grammar School are bus stops on King Williams Street and Pulteney Street, and tramline on King William Street. The closest bus and tram stops that are within a 400 m walk distance to Gilles Street Primary School are shown in Figure 2.7.

Train services for all metropolitan train lines are at Adelaide Railway Station which is located 1.8 km north of the school and can be accessed by the free tram services from the City South tram stop in King William Street at Halifax Street that is 450 m from the south via Gilles Street and King William Street.

Gilles Street Primary School has a school bus service that operates at the school access on Gilles Street, to serve those living in outer suburbs.

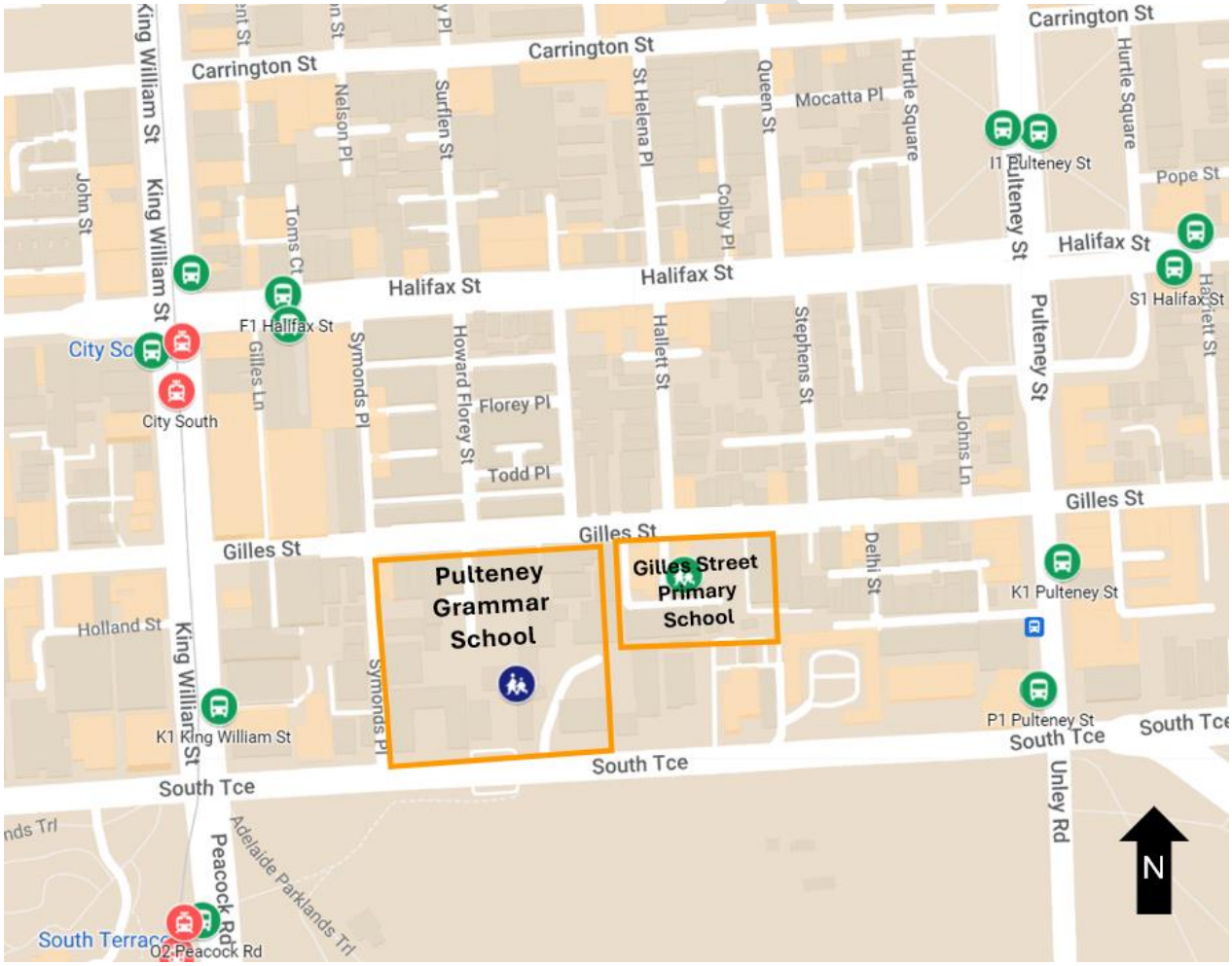


Figure 2.7 Public Transport Services to Pulteney Grammar School

2.4.5 Cycling

The bicycle network in vicinity of the school with the connecting link to the adjacent south Park Lands and the inner metropolitan cycling network is shown in Figure 2.8.

Both Franklin Street and Grote Street have on-road bicycle lanes on both sides of the road. Sealed shared paths exist throughout Ellis Park. No cycle lanes are provided along Gilles Street.

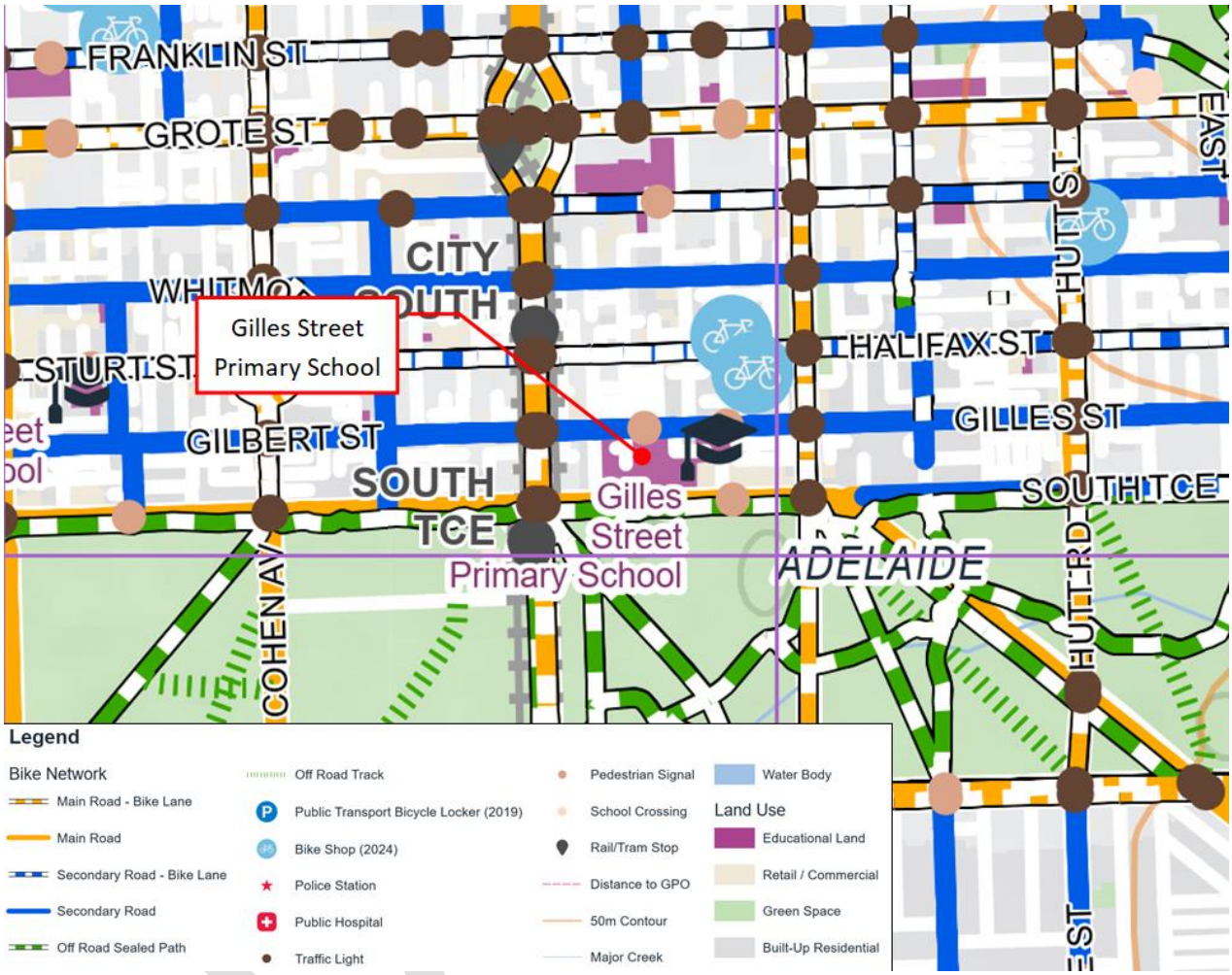


Figure 2.8 Cycling Network to Gilles Street Primary School

2.4.6 Pedestrian Access

Walking to and from the school is an important transport mode for students, staff, and visitors who walk for their entire trip or as an access mode to the bus stops on King William Street, Pulteney Street, South Terrace, and tram stops on King William Street. The footpath network along Gilles Street needs to be well maintained and kept clear of fallen trees and debris by the City of Adelaide.

The school has good pedestrian access from all directions from Adelaide CBD, as shown in Figure 2.9, which has also shown a 5, 10, and 15-minute walkable catchment areas to Gilles Street Primary School. Students who walk their entire trip with their parents to school are likely walking from Adelaide city centre.

The signalised PAC in Gilles Street is located at the main crossing to the school entrance.

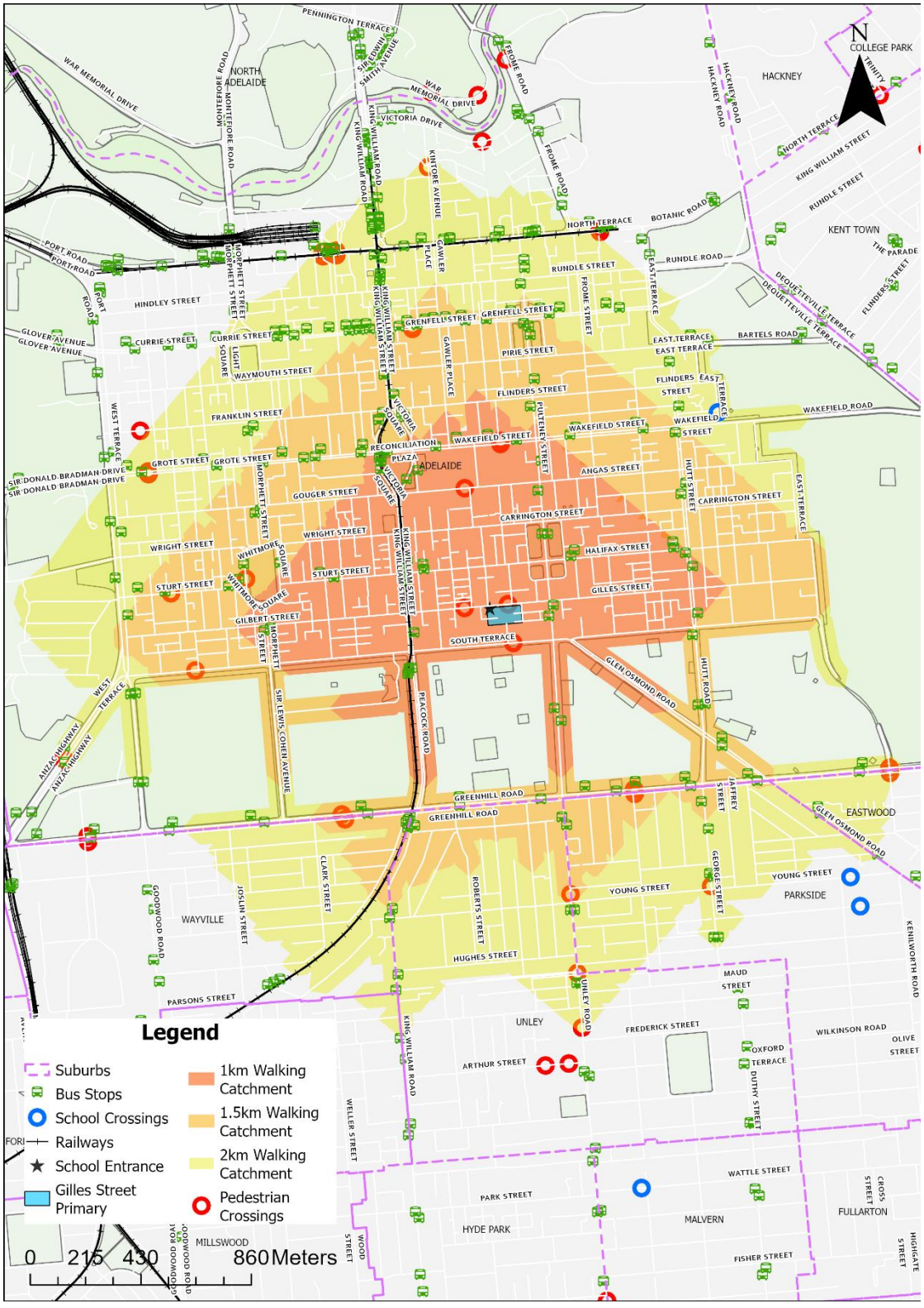


Figure 2.9 Walkable Access Catchment to Gilles Street Primary School

3 Issues and Opportunities

The issues and opportunities were identified with discussions with the school administration staff and site observations conducted during the AM drop-off period and the PM pick-up period.

3.1 Stakeholder Discussions

A meeting was held with Gilles Street Primary School's assistant principal on 29th May 2024 to discuss existing issues. These can be summarised as below:

- Because of the proximity of Pulteney Grammar School to Gilles Street Primary School, the traffic queues from Pulteney Grammar School are often extended to impact the traffic operation for Gilles Street Primary School, especially during the PM peaks.
- The two staff car parks, as shown in Figure 3.1, are often occupied by the public. With no formal signage installed, parking officers cannot enforce the illegal parking. The school has ordered the signage to be manufactured, however the process is taking longer than expected.



Figure 3.1 Two Staff Carparks at Gilles Street Primary School

- Some drivers were impatient to run across the signalised crossing, resulting in both abrupt braking and stopping over the crossing and obstructed pedestrians.
- Gilles Street Primary School was assigned to many students in outer suburbs from the Intensive English Language Program (IELP), which resulted in a high volume of school buses. In this current year the enrolment of IELP has significantly decreased due to the change in immigration policies. This has consequently reduced the school bus operation.
- Parents would occupy the frontage of the school for bus operation, and preventing buses from pulling into the bus bay and block the through traffic.
- The pedestrian waiting time at the signalised crossing is too long, in particular after 8:40 am.

3.2 Site Observations

The existing staff and student transport mode activity to and from the Gilles Street Primary School were observed during the AM peak arrival period and the PM peak departure period on a typical school day, on Wednesday 29th May 2024, 8 am to 9 am, and 3 pm to 4 pm.

3.2.1 AM Arrival Period

The key findings from the AM observations are summarised as below:

- The traffic on Gilles Street was in general in an orderly manner, as the central concrete median island prevented vehicles from speeding or overtaking.
- There is a 25 km/hr school zone in place, and most people were observed to be compliant.
- Parents were observed to occupy the southern side of Gilles Street, which are for bus operation only. This is shown in Figure 3.2.



Figure 3.2 Passenger Vehicles in the Bus Zone in Gilles Street

- Many parents were observed to walk, cycling, or push scooters.

3.2.2 PM Departure Period

The key findings from the PM observations are summarised as below:

- Much busier traffic than in the morning, therefore vehicles were in general moving at a slower pace.
- The concrete central islands prohibited vehicles from driving around those entering or exiting a roadside parking space.

3.3 Summary of the Issues and Opportunities

Issues for accessing the school were observed on Gilles Street. The traffic safety issues that mostly are for the City of Adelaide to address are:

- Reviewing the pedestrian wait time at the signalised crossing on Gilles Street.
- Enforcing 25 km/hr speed limit during school peak hours.
- Install flashing signs to enhance the school zone awareness.
- Enforcing the parking behaviour over the bus bay in front of the school in Gilles Street.

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4 Travel Safety Options and Assessment

4.1 Options Development

Options to improve the travel safety for students were developed under two categories, namely:

- Operational efficiencies
- Increased awareness of the area

The options for the assessment are provided in Table 4.1 with a description of the initiative and the issue to be addressed.

Table 4.1 Travel Safety Options for Gilles Street Primary School

Type of Option	Description	Issue Addressed
Operational Efficiencies	Review the signal timing at the signalised crossing on Gilles Street and improve the pedestrian green light waiting time during school peak hours.	Improve the travel time for students and parents
Increased awareness of the area	Install flashing lights to accompany the existing school zone signs in Gilles Street.	Traffic speeding behaviour around the school zone in Gilles Street.

4.1.1 Information to Promote Safer Student Travel to the School

The school provides limited information to promote safer student travel to school. Examples of the types of information brochures, known as school Travel Access Guides in NSW, are provided for a primary school in **Appendix B**. The Travel Access Guide is prepared with a consistent template for all government schools in NSW in collaboration with the school principals and a school travel coordinator.

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4.2 Indicative Cost Estimates

The school travel safety options were assessed under the safe systems approach and indicative cost estimates are provided for each travel safety option in Table 4.2. The options were given labels under the following categories:

- T for Traffic control device or treatment that requires civil works and construction with cost estimates.
- S for Signal timing changes at an intersection.
- I for information to the school community with signage or online promotional brochure.

Table 4.2 Indicative Cost Estimates for the Travel Safety Options at Gilles Street Primary School

Option	Priority Assessment	Indicative Cost Estimate	Comments
T1	Install flashing lights with the existing school zone signs in Gilles Street.	$50,000	Council to apply to DIT for installation of the cameras.
S1	Review the signal timing at the signalised crossing in Gilles Street at Pulteney Street and improve the pedestrian green light waiting time during school peak hours.	$3,000	Requires consultation with DIT for approval
I1	Prepare a consolidated travel access guide for students and parents that would be promoted on the school website in location that is easy to find, in additional to the school newsletter.	No cost to Council	This would be prepared and promoted by the school administration.

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5 References

The following references were used in the preparation of the school travel safety review.

- Guide to Traffic Management Part 8, Local Area Traffic Management, Austroads, Sydney, 2016, Section 7.5.7 School Zones, page 114.
- Guide to Traffic Management Part 10, Traffic Control and Communication Devices, Austroads, Sydney, 2019, Section 6.5.8 Zig Zag Markings, page 105.
- Speed Limit Guideline for South Australia, Department for Infrastructure and Transport, October 2023, Appendix C School Zones.
- Supplement to AS 1742.10, Manual of uniform traffic control devices, Part 10, Pedestrian control and protection, Department for Infrastructure and Transport, April 2024.
- Manual of Legal Responsibilities and Technical Requirements for Traffic Control Devices Part 2: Code of Technical Requirements, Department for Infrastructure and Transport, March 2024, Section 9.3 Drop off and pick up zones, page 34.
- School Transport Policy, Department for Education, South Australia, January 2024.

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Appendix A – Student Travel Survey Form

CITY OF ADELAIDE

School Travel Survey for Students

School:	Gilles Street Primary School

Tonkin on behalf of the City of Adelaide is conducting a survey to determine the main modes of travel for students to understand the travel behaviour to the school. Please assist us by undertaking a short student survey during the first period class.

Questions for the Teacher

Date (day/month/year):	
Weather (Daytime temperature and sky conditions):	
Please enter the name or number of your class or year group.	
How many students are absent today in your class?	

Questions for the Students in Your Class / Year Group

Please ask the students with a 'hands-up' survey in the classroom.

AM Period Travel

How did you travel to school this morning? (If you travelled by more than one mode, please answer with the longest part of your journey - e.g. "car" for "car and scooter".)

Main Mode of Travel in the AM Period	Number of Students
Car (as passenger with drop-off)	
Walk for the entire trip	
Bus	
Train	
Tram	
Bicycle or e-bike	
Scooter	

PM Period Travel

How will you travel from school this afternoon? (If you will travel by more than one mode, please answer with the longest part of your journey - e.g. "car" for "car and scooter".)

Main Mode of Travel in the PM Period	Number of Students
Car (as passenger with pick-up)	
Walk for the entire trip	
Bus	
Train	
Tram	
Bicycle or e-bike	
Scooter	

If you travelled by car, would you prefer any of these modes? (multiple answers)

Walking for the entire trip	
Bicycle, e-bike or scooter	
Public Transport (bus, tram or train)	

Appendix B – School Travel Access Guide in NSW

NSW Department of Education – School Infrastructure



Meadowbank Public School
Travel Access Guide

Effective: September 2023

Introduction

Our school community of parents/carers, staff and students live within a reasonable walk or cycle trip of the school. This Travel Access Guide provides suggested safe and accessible options for travelling to and from school.

Active ways to get to school

Walking to and from school

- Walking is a fun way to keep active and healthy.
- Stay alert and watch out for any potential hazards, including cars reversing out of driveways, bikes and other pedestrians.
- Remember to STOP, LOOK, LISTEN and THINK every time you cross the road.

Ride your bike

- 278 bike racks are available for everyone and 42 scooter racks for K-6 students.
- All bicycle riders are required by law to wear a correctly fitted Australian standards approved helmet and is highly recommended when riding a scooter.
- Children under the age of 16 are allowed to cycle on the footpath, keeping them safer and more protected from road traffic.

Kiss and drop expectations

- For parents/carers who drive their child/ren to school, the kiss and drop zone is located along Rhodes Street starting from Hermitage Road.
- This space is a 'No Parking' zone, meaning that you may stop for up to a maximum of 2 minutes and move no more than 3 metres from the vehicle.

Message from our principal

- Meadowbank Public School supports sustainable and environmentally friendly transport practices.
- Students up to 8 years of age should hold the hand of an adult when walking or be accompanied by an adult when riding
- Students from 8 to 10 years of age should be actively supervised by an adult

School bell times

Start Times	End Times
8:45 am	2:45 pm

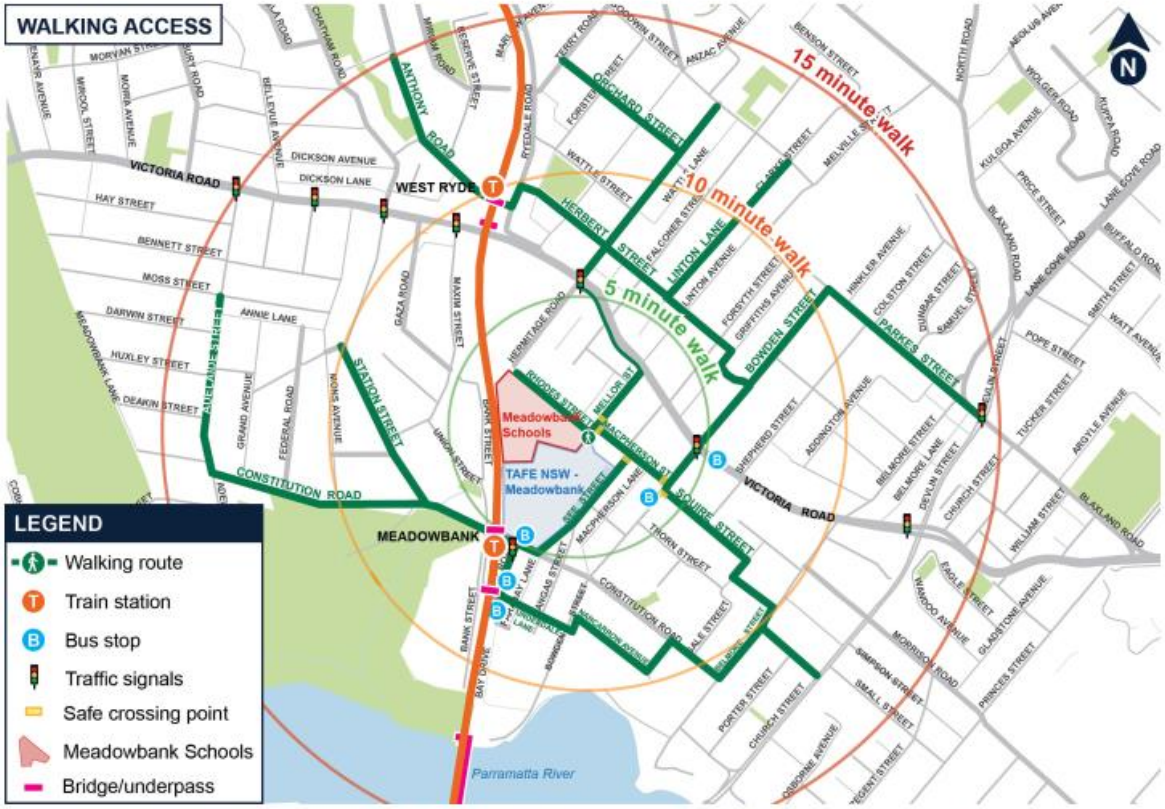
The outside school hour times for the primary school are: 7:00 am - 8:45 am and 2:45 pm - 6:00 pm.

For more information contact:

School Infrastructure NSW
Email: schoolinfrastructure@det.nsw.edu.au
Phone: 1300 482 651
www.schoolinfrastructure.nsw.gov.au

NSW GOVERNMENT

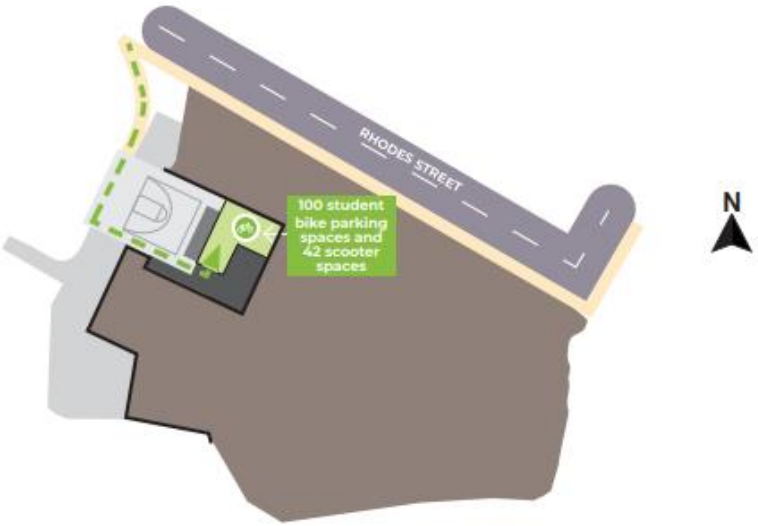
NSW Department of Education – School Infrastructure



Please use the Trip Planner at transportnsw.info/ for additional information about cycling routes to the school.

End of trip facilities

Playground level:
For students attending
Meadowbank Public School



NSW Department of Education – School Infrastructure

Where do you ride?

Footpath/shared path/cycleway:

- Children under 16 can ride on a footpath.
- Adults supervising children under 16 can also ride on the footpath.
- Be careful of cars entering and exiting driveways.
- Watch out for pedestrians, other riders and animals.

Look out for pedestrians on shared paths.



Crossing the road:

- Be extra careful.
- Walk your bicycle when you cross at a pedestrian crossing.

Give a metre:

Give pedestrians 1 metre of space when riding past.



3 steps to follow when riding a bike:

Clip, check, chime.

Clip your helmet

1



You must always wear a helmet when riding your bike.

Check your brakes

2



Make sure your brakes are working.

Chime your bell

3



If you pass another rider or pedestrian, chime your bell.

Things to remember

- Always ask your parents permission to ride.
- Loose clothing and items can get caught in your wheels. Secure any loose items, like backpack straps





- Shoes with a good tread on the soles will help you grip the pedals and protect your feet. Make sure your laces are tied.



Always remember to watch out for hazards



1. Wet leaves
2. Big puddles
3. Storm grates
4. Gravel or rocks
5. Little kids
6. Animals
7. Changes in the road/ footpath/cycleway surfaces

For more information contact:

School Infrastructure NSW
Email: schoolinfrastructure@det.nsw.edu.au
Phone: 1300 482 651
www.schoolinfrastructure.nsw.gov.au

NSW GOVERNMENT



North Adelaide Primary School

School Travel Safety Review – Draft Report

City of Adelaide

CLC003491
3 July 2024
Ref: 240706

tonkin
Building exceptional outcomes together

Document History and Status

Rev	Description	Author	Reviewed	Approved	Date
A	Draft Report	John Devney	James Arnold	James Arnold	3 July 2024

DRAFT

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Client: City of Adelaide
Ref: 240706

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Appendix B –School Travel Access Guide in NSW

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Executive Summary

Overview

North Adelaide Primary School is a public school that comprises Reception to Year 6 with an enrolment of 286 students with a maximum 330 student capacity. The distribution of students by year group is:

- 30 students in Year R
- 137 students in Years 1 to 3
- 131 students in Years 4 to 6

The school enrolment area is zoned and includes all of the suburb of North Adelaide in the City of Adelaide, parts of Ovingham, Fitzroy and Thorngate in the City of Prospect and Medindie in the Town of Walkerville. Over 44 per cent of the students live in North Adelaide with 15 per cent in the adjacent suburbs to the Ring Road or in Adelaide CBD.

Key Findings

The AM and PM periods are very similar with about 74 and 71 per cent arriving or departing by car respectively. The walk mode share is about 20 per cent and travel by public transport is about 3.5 per cent. The number of students who travelled by bicycle or scooter was very low with security issues with the bicycle storage area.

The pedestrian, cyclist, bus passenger and Kiss and Drop activity was observed during AM arrival period from 8:30 am to 9:30 am. The AM period arrival profile was relatively distributed over the hour before the school start time, with the peak activity of arrivals between 8:30 am and 9:00 am.

The key issues for students and parents access the school are:

- Carparking was limited during the 15-minute peak periods around both AM and PM peak times. This was largely attributed to staff and nearby worker demand in the area, especially on Tynte Street.
- Angled carparking in Tynte Street was also difficult to navigate for school drop off / pick up.
- Parents were observed making mid-block U-turn movements in Gover Street.
- Some issues with higher speeds and failure to give way at the Gover Street emu crossing.

Key Recommendations

Infrastructure Treatments

- Convert the emu school crossing to a koala crossing in Gover Street.
- Reconfigure the footpath and kerb in front of the former fire station entrance that is immediately west of the student entrance in Tynte Street to allow for short term 15-minute parking during the AM and PM school peak hours. The 'No Stopping" yellow line would be removed to allow for angle parking spaces to be implemented.
- Investigate options for safer pedestrian movements by parents and students in Tynte Street opposite the student entrance immediately east of the former fire station entrance.

Operational Efficiencies

- Implement changes to the timed angle parking on the north side of Tynte Street in front of the school to be 15-minute limits from 8 am to 9 am and 2:30 pm to 3:30 pm on school days, instead of the mixture of 15-minute and 1P parking spaces. This will provide additional parking capacity for the Kiss and Drop activity in Tynte Street.
- Organise for more staff to be available in the AM peak during the busiest period for student arrivals and in the PM departure period at the Tynte Street and Gover Street entrances.
- Staff parking measures with the provision of permits for areas on Gover Street. Changes to accommodate staff parking issues was not in the scope of the student travel safety review.

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Safety Promotions

- Install additional signage and promotion of the school area for traffic approaching the school zones at the O'Connell Street and Lefevre Terrace ends of Gover Street and Tynte Street.
- A consolidated promotional travel access guide for students and parents that would be promoted on the school website in location that is easy to find, in additional to the school newsletter.

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Abbreviations

Abbreviation	Description
DfE	Department for Education, South Australia
DIT	Department for Infrastructure and Transport, South Australia
PAC	Pedestrian Actuated Crossing with traffic signals

Glossary of Terms

Term	Description
Bicycle lane	On-road kerbside lane allocated for bicycles with pavement markings
Emu crossing	A pedestrian crossing with white road markings, red and white posts and operate only when the children's crossing flags are displayed. They are placed within school zones and a speed limit of 25 km/h applies to drivers when children are present. Drivers must stop for pedestrians using or about to use the crossing.
Kiss and Drop zone	A location designated on the street or on the school grounds for parents and carers in vehicles to drop-off or pick-up students typically with a 2-minute waiting limit. Parents are to stay in the vehicle.
Koala crossing	A pedestrian crossing with white road markings, red and white posts and two yellow alternating flashing lights. They are only operational when the yellow lights are flashing and a speed limit of 25 km/h applies to drivers between signs on the approach to the crossing. Drivers must stop for pedestrians using or about to use the crossing.
Shared path	Off-road pathway for pedestrians and cyclists
Go Zone	A high frequency bus corridor with one or more bus routes with a service headway of every 15 minutes on weekdays and every 30 minutes at other times. Stops and stations within a 'Go Zone' provide a bus, train or tram operating: • every 15 minutes between 7.30 am and 6.30 pm, Monday–Friday • every 30 minutes between 6.30 pm and 10 pm, Monday–Friday • every 30 minutes on Saturday, Sunday and South Australian public holidays.

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1 Introduction

This section provides the background for the school travel safety reviews and the study purpose and scope with an overview of the school location.

1.1 Background

The City of Adelaide is conducting School Travel Safety Reviews with the key objectives to:

- Investigate the current speed limits to assess the requirement of reducing the speed to 40km/h or less to help support more vibrant businesses and for a safer urban environment with the provision of higher quality amenity in the residential streets in the City of Adelaide.
- Consider always extending the time periods for the 25 km/h speed limit at and near all schools in the City of Adelaide when children are present and to work with DIT to further understand what responsible safety measures may be added to assist with drop off/pick up of children.

In January 2023, the Council requested the administration to investigate and report by the end of the 2023 school year on the need for and the nature of any additional measures to enhance the safety of primary and secondary, public and private school students entering and leaving schools at the beginning and end of the school day, including the introduction of supervised or unsupervised so called "kiss and drop zones" at all schools in the City of Adelaide.

A School Safety Report was completed for St Aloysius College and presented to the Infrastructure and Public Works Committee held on 19 March 2024. At the Council Meeting on 26 March 2024, Council decided to complete school travel safety reviews for 11 other schools in the City of Adelaide.

1.2 Study Purpose and Scope

The purpose of the work is to develop and document an evidence-based approach using the Safe System approach to address road safety concerns for children, parents and carers, with recommended changes such as safer crossing outcomes and measures to reduce the danger from motorised vehicle movements. The key objectives of the school transport safety reviews are to:

- Review the extents of the existing school speed zones to achieve Safe System speed outcomes, and
- Identify and prioritise opportunities to improve safety outcomes around schools.

The following tasks were completed for this school travel safety review:

- Engage with each school Principal or relevant representative to discuss issues with student travel to and from the school and opportunities to improve school travel safety.
- With the support from the teachers, undertake a student travel mode survey.
- Conduct AM and PM site investigations to observe any unsafe movements, in particular at the Kiss and Drop areas.
- Identify and map the location of the:
  - Existing pick up and drop off areas.
  - Existing school zones and other speed limits, including signs.
  - Existing crossings by type and informal crossing points and pedestrian desire lines.
  - Proposed locations of any measures, such as indicative locations of new crossings, new/changed school zones and of pick-up and drop off areas.
- Document the research and site investigation findings with options and prioritised recommendations for infrastructure projects to improve school travel safety.

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1.3 School Location

North Adelaide Primary School is located on Tynte Street with a rear access on Gover Street on the block east of O'Connell Street and west of Margaret Street. The school site and the existing surrounding environs are shown in Figure 1.1.

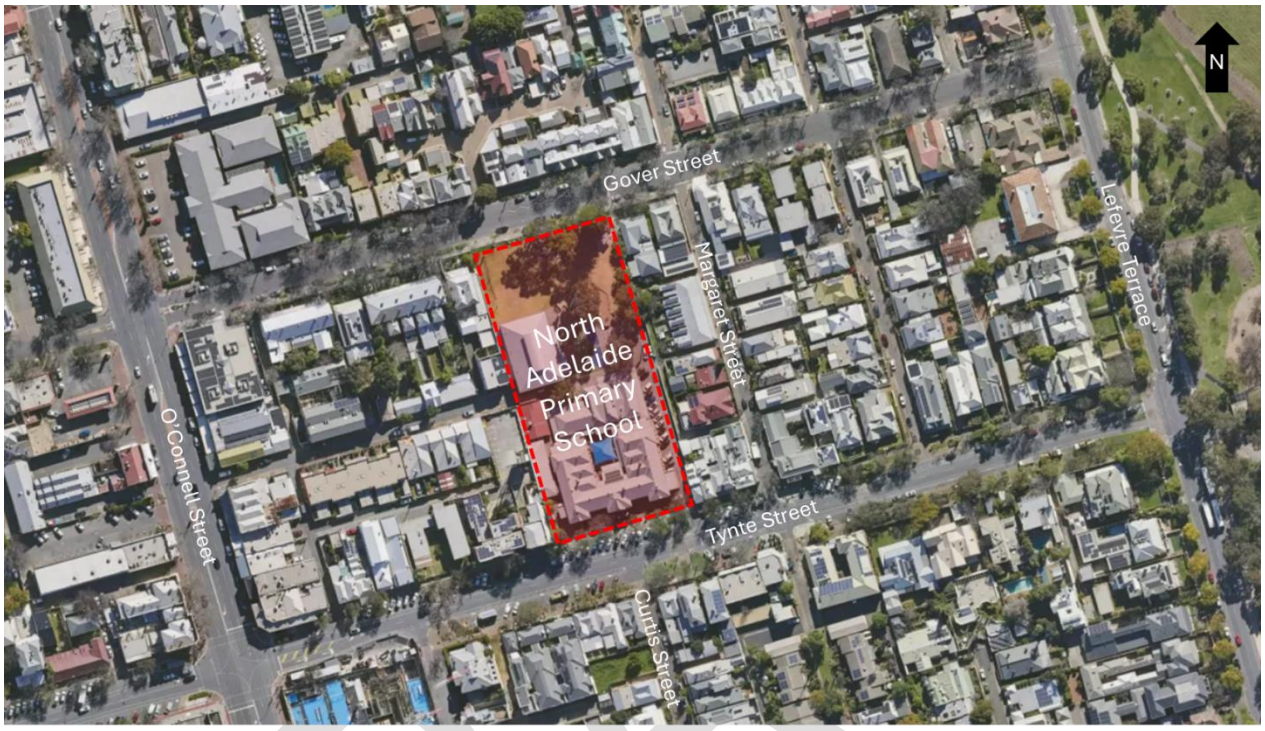
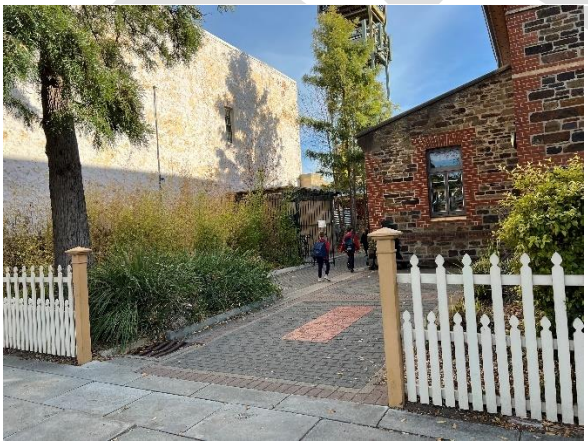


Figure 1.1 North Adelaide Primary School Location

North Adelaide Primary School has the main student entrance on Tynte Street and a rear access from Gover Street as shown in Figure 1.2.



Main student entrance on Tynte Street



Rear entrance to the school on Gover Street

Figure 1.2 Entrances to North Adelaide Primary School

2 Existing Conditions

The section provides the analysis of the existing school operations, the student population and travel patterns and an overview of transport access to the school by all transport modes.

2.1 School Operations

North Adelaide Primary School is a State Government public school that is located in a heritage building built in 1877. A major redevelopment of the building was completed in 2003 to provide space for 13 classes and shared teaching spaces such as the resource centre, a computer suite, an art studio, gymnasium, music practice rooms and a dedicated OSHC centre. All areas within the school are fully air-conditioned, bright and very well maintained. Staff, parents and children have very comfortable environment in which to work and play. The school site is heritage listed and is within one of Adelaide's heritage-listed precincts.

North Adelaide Primary School comprises years Reception to 6. The front office opens at 8:40 am and closes at 3:30 pm. The bell times are:

- 8:50 am with the start of classes at 9:00 am
- The gate to the student entrance on Tynte Street is locked at 9:15 am and reopened at 2:55 pm
- 3:00 pm with the finish of classes.

2.2 Student Enrolment Analysis

The North Adelaide Primary School enrolment area is shown in Figure 2.1. It includes all of the suburb of North Adelaide in the City of Adelaide, parts of Ovingham, Fitzroy and Thorngate in the City of Prospect and Medindie in the Town of Walkerville.

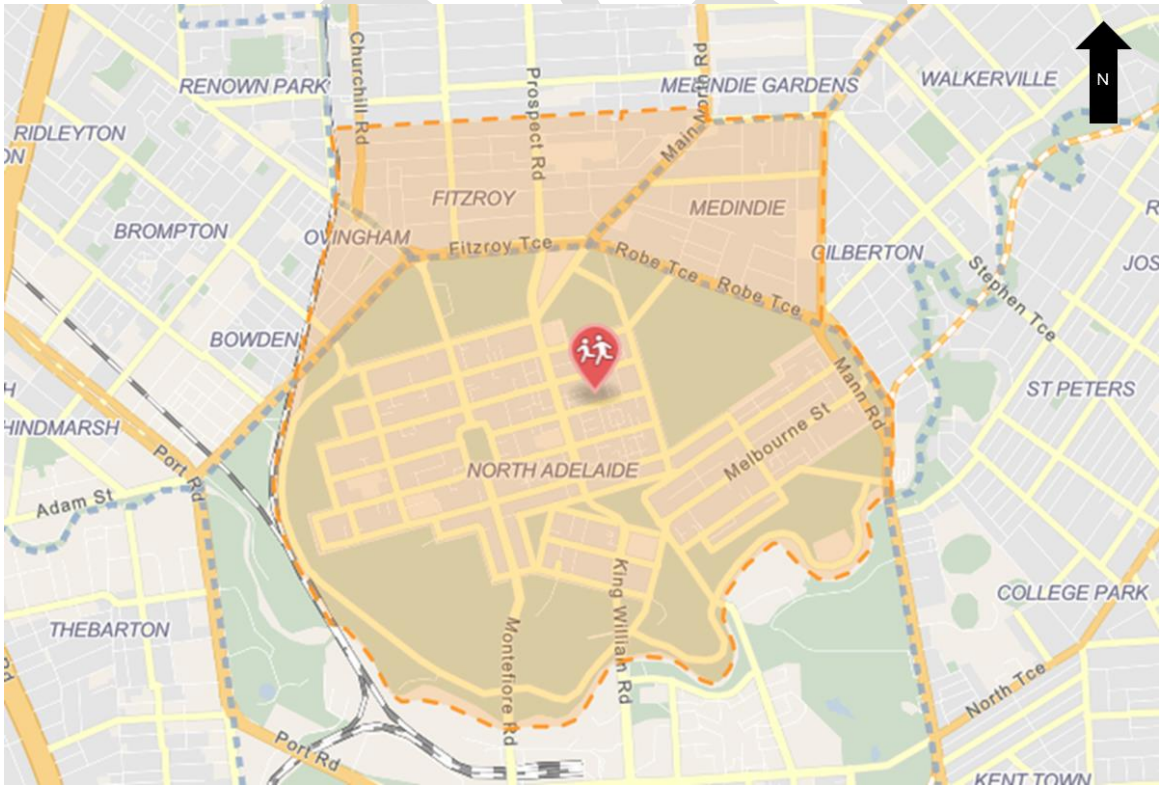


Figure 2.1 School Enrolment Area for North Adelaide Primary School

The school enrolment in Term 2 2024 is for 298 students out of a maximum 330 student capacity. The distribution of students by year is as follows:

- 30 students in Year R
- 137 students in Years 1 to 3
- 131 students in Years 4 to 6

The number of students by residence location and year is provided in Table 2.1 and is shown in the histogram in Figure 2.2. Over 44 per cent of the students live in North Adelaide with 15 per cent in the adjacent suburbs to the Ring Road or in Adelaide CBD.

Table 2.1 Student Residence per Location for North Adelaide Primary School

Location	Reception	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Total	Percent
North Adelaide	13	16	23	17	26	20	17	**132**	44.3%
Fitzroy	4	3	2	3	4	4	0	**20**	6.7%
Thorngate	0	1	1	2	1	0	0	**5**	1.7%
Medindie	2	1	1	1	1	1	1	**8**	2.7%
Gilberton	0	0	3	0	0	1	0	**4**	1.3%
Adelaide	0	0	0	0	0	0	1	**1**	0.3%
Other Inner Councils	11	20	18	24	17	17	17	**124**	41.6%
Outer North	0	0	1	0	0	1	2	**4**	1.3%
Total	**30**	**41**	**49**	**47**	**49**	**44**	**38**	**298**	**100.0%**

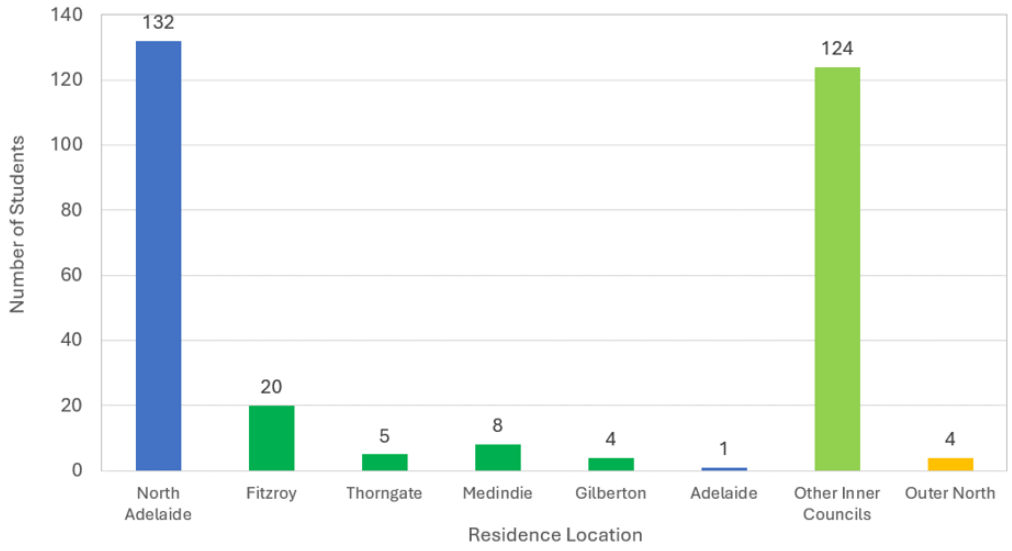


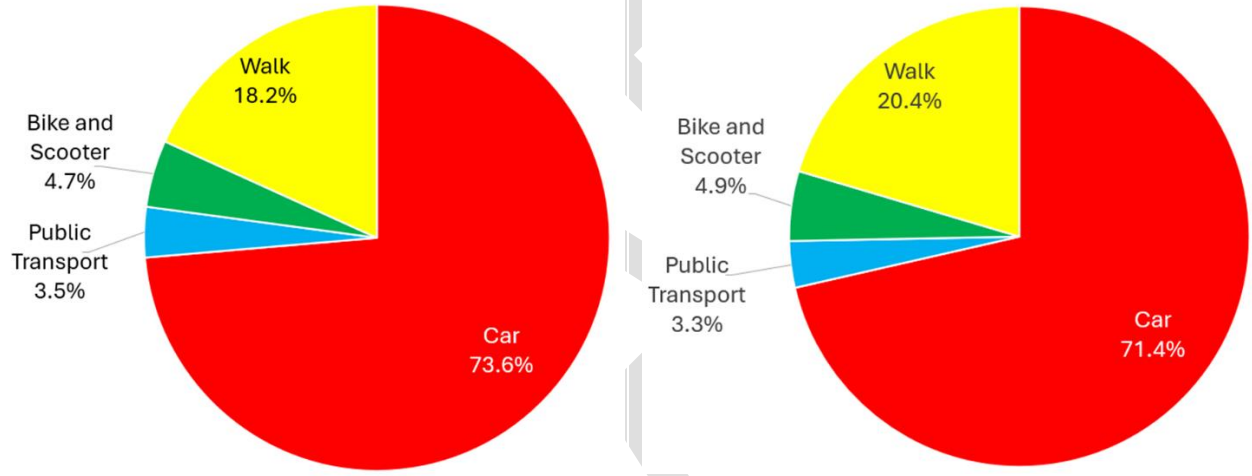
Figure 2.2 North Adelaide Primary School Student Residence Location Analysis

2.2.1 Student Travel Demand

The student travel mode survey was conducted during the first morning class on Wednesday 29 May 2024. A copy of the student travel mode survey form is included in Appendix A. The findings from the surveys were used to confirm the existing transport mode shares for:

- Car (as passenger for drop-off in the morning and pick-up in the afternoon)
- Walk for the entire trip
- Bus
- Bicycle or e-bike
- Scooter

The student travel mode shares to school in the AM period and from school in the PM period are shown in Figure 2.3. The AM and PM periods are very similar with about 74 and 71 per cent arriving or departing by car respectively. The walk mode share is about 20 per cent and travel by public transport is about 3.5 per cent.



AM Period Arrival Transport Mode Share **PM Period Departure Transport Mode Share**

Figure 2.3 North Adelaide Primary School Student Transport Mode Shares in May 2024

A breakdown of the transport mode share results by year groups (Reception to Year 3 and Years 4 to 6) is provided in Table 2.2. The transport mode share for students in reception to Year 3 who are driven to school is about five per cent less than the students in Years 4 to 6 in the AM period versus two per cent more in the PM period.

Table 2.2 Student Mode Shares by Year Group at North Adelaide Primary School in May 2024

Transport Mode	AM Arrivals Reception to Year 3	AM Arrivals Years 4 to 6	PM Departures Reception to Year 3	PM Departures Years 4 to 6
Car	72.2%	76.9%	72.2%	69.6%
Public Transport	3.9%	2.6%	2.8%	4.3%
Bike and Scooter	5.0%	3.8%	5.1%	4.3%
Walk	18.9%	16.7%	19.9%	21.7%

2.3 Transport Access

Transport access to the school via road, public transport, cycling and walking and the availability of on-street, on-site and off-site parking is provided in this section.

2.3.1 Road Network

The streets in the local road network at North Adelaide Primary School are provided in Table 2.3. The front entrance and main office of the school is provided on Tynte Street. The rear entrances, and location of the informal kiss and drop area, is located on Gover Street.

Table 2.3 Local Streets at North Adelaide Primary School

Road	Classification	Relevance to the School
Tynte Street	Local street	2-way traffic in on the southern side of the school; PAC located approximately at main entrance to the administration office of the school
Gover Street	Local street	2-way traffic on the northern side of the school; rear entrance and informal kiss and drop area
O'Connell Street	Arterial road	North-south road corridor located 200m west from school entrance
Margaret Street	Local street	1-way traffic northbound between Tynte Street and Gover Street on the eastern side of the school
Lefevre Terrace	Collector road	North-south road corridor located 250m east from school entrance

The attributes of the local road network at North Adelaide Primary School are summarised in Table 2.4. In areas where no data was provided, the field was labelled as not applicable (n/a). Generally, the posted speed limit was obeyed by drivers in the area.

Table 2.4 Local Road Network Attributes at North Adelaide Primary School

Road	Number of Lanes	Daily Traffic Volumes	Posted Speed (km/h)	Average Speed (km/h)	85th Percentile Speed (km/h)
Tynte Street	2	2,209	50	36.2	45.0
Gover Street	2	N/A	50	N/A	N/A
O'Connell Street	4	14,146	50	39.5	48.0
Margaret Street	1	N/A	50	N/A	N/A
Lefevre Terrace	2	8,913	50	44.1	49.5

2.3.2 Crash Analysis

A review of the latest crash data from 2018 to 2022 (five-year period) has been sourced from DataSA. During this time there has been the following crashes within direct vicinity of the school:

- Tynte Street: 2 minor injury and 1 property damage crash
- Gover Street: 1 property damage crash and 1 serious injury crash
- O'Connell Street
  - Intersection with Tynte Street: 2 property damage crashes
  - Intersection with Gover Street: 1 property damage crash
- Lefevre Terrace
  - Intersection with Tyne Street: 1 property damage crash

The crash statistics from 2018 to 2022 are shown by location in Figure 2.4.



Figure 2.4 Crashes on School Days at North Adelaide Primary School

2.3.3 Parking and Kiss and Drop Areas

The on-street car parking controls along the streets in the vicinity of the school are shown in Figure 2.5.

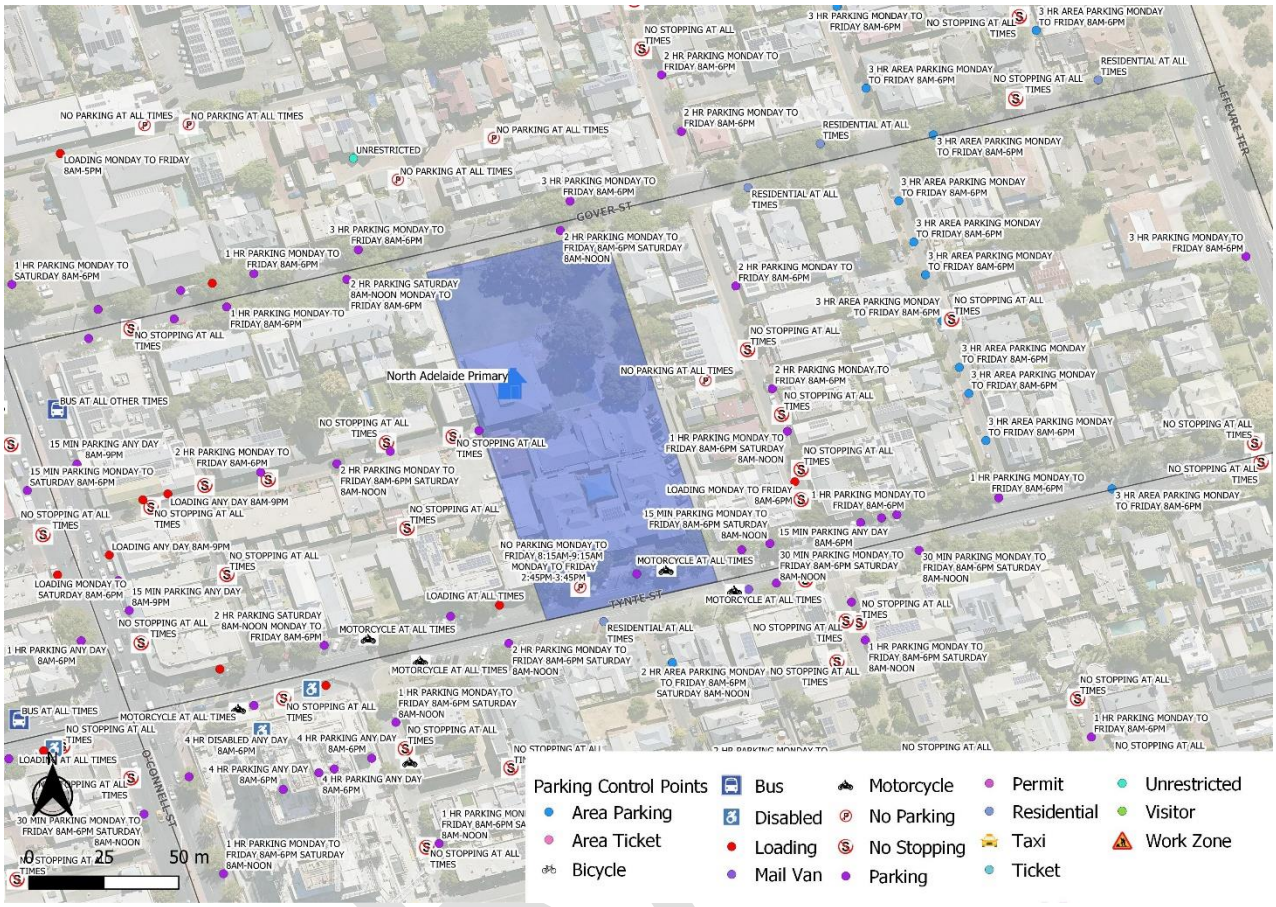


Figure 2.5 On-street Parking and Kiss and Drop Areas for North Adelaide Primary School

On-street parking on both sides of Tynte Street and Gover Street is used for Kiss and Drop activity as shown in Figure 2.6.



A mix of timed parking controls in Tynte Street



2P timed parking in Gover Street

Figure 2.6 On-street Parking Controls at North Adelaide Primary School

No formal Kiss and Drop areas are provided at the school. However, informal Kiss and Drop activity in the short-term parking zones occurs in Tynte Street and Gover Street as shown in Figure 2.7.



The timed angle parking in Tynte Street is used for the Kiss and Drop activity on both sides of the street.



The 2-hour parking areas in Gover Street in the school zone are used for the Kiss and Drop activity mostly on the southern side of the street.

Figure 2.7 Informal Kiss and Drop Areas at North Adelaide Primary School

2.3.4 Public Transport

Public transport services to North Adelaide Public School are provided with:

- the north-south bus services in O'Connell Street with two bus stops located 230 m west of the school. These bus stops have frequent bus routes that are in a Go Zone.
- Routes 98A/98C Connector Free bus with stops in Lefevre Terrace at Tynte Street and in Tynte Street at O'Connell Street.
- The Adelaide Metro bus services to the bus stops in O'Connell Street that is as Go Zone with frequent bus services between Adelaide CBD and the northern suburbs.
- The location of the bus stops that are within walking distance to the school are shown in Figure 3.14. Tram and train services are not used by students to travel to North Adelaide Primary School.

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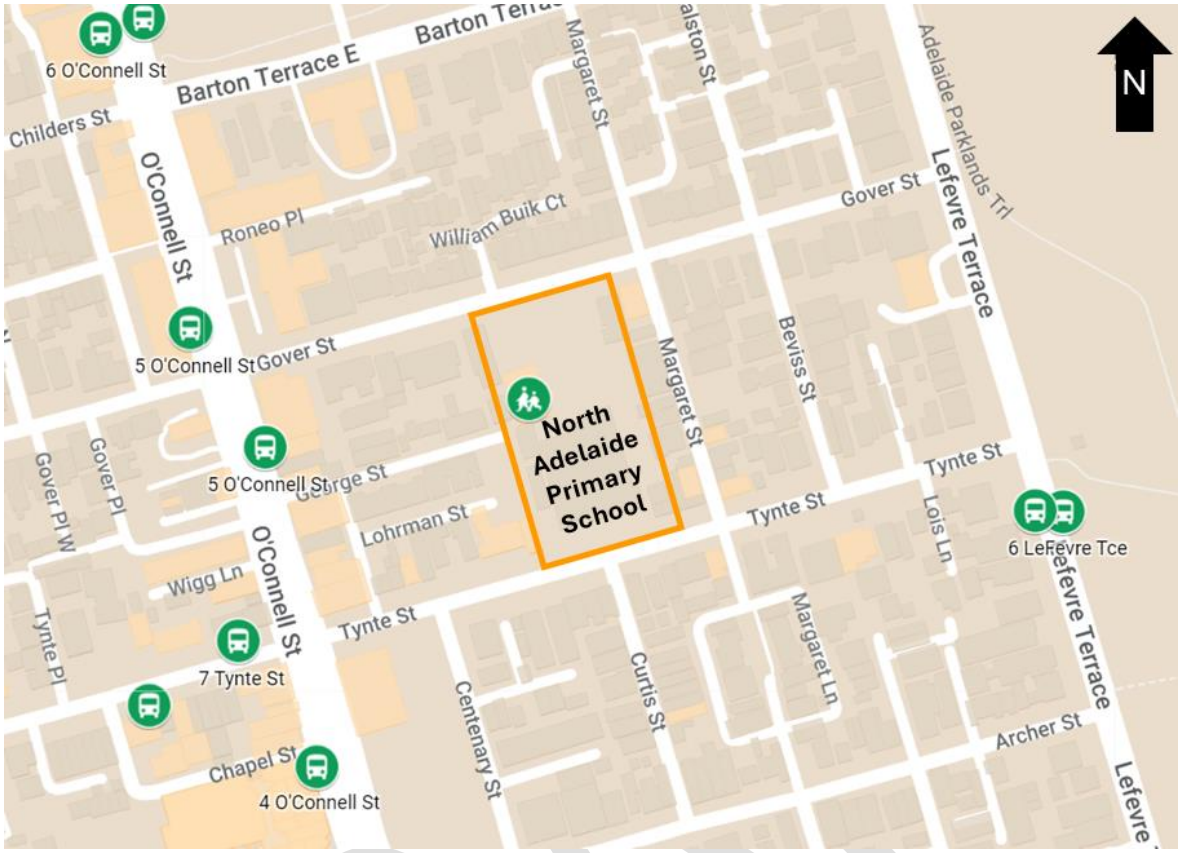


Figure 2.8 **Public Transport Services to North Adelaide Primary School**

2.3.5 Cycling

The secure bicycle storage area has 30 spaces available for students. The bicycle storage racks inside the secure locked area at the student entrance in Tynte Street and in the verge on the southside of Gover Street are shown in Figure 2.9. With the security and theft issues at the Tynte Street facility, the school is considering relocating the secure bicycle parking to a location internal to the school grounds.



Secure undercover bicycle parking with access from Tynte Street



Uncovered public bicycle parking in Gover Street

Figure 2.9 **Bicycle Storage Areas at North Adelaide Primary School**

The bicycle network in vicinity of the school with the connecting link to surrounding Park Land trails and the inner metropolitan cycling network is shown in Figure 2.10. Lefevre Terrace has an on-road bicycle lane on the western side and an off-road 1.5 m wide bike lane on the eastern side. Sealed shared paths exist throughout the Adelaide Park Lands.

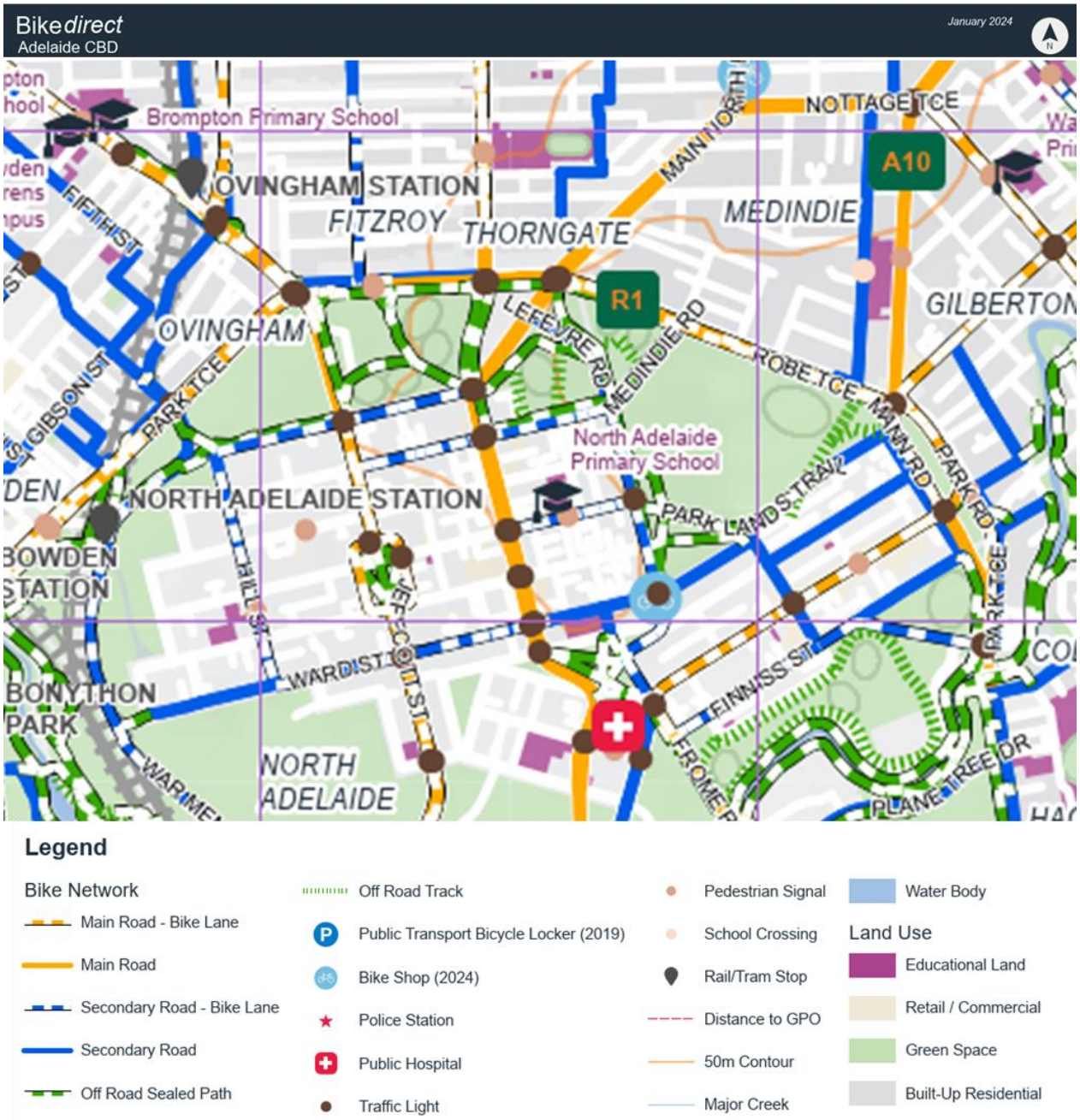


Figure 2.10 Cycling Network to North Adelaide Primary School

2.3.6 Pedestrian Access

Pedestrian crossings are located at North Adelaide Primary School in Tynte Street with a PAC and in Gover Street with an emu crossing as shown in Figure 2.11. Traffic signals are operational at the intersections of O'Connell Street/Tynte Street and Lefevre Terrace/Tynte Street. School zones for 25 km/h when children present are installed in Tynte Street between O'Connell Street and Lefevre Terrace and in Gover Street west of Lefevre Terrace.



Pedestrian Actuated Crossing in Tynte Street



Emu crossing in Gover Street

Figure 2.11 Pedestrian Crossings to North Adelaide Primary School

Walking to and from the school is an important transport mode for students who walk for their entire trip or as an access mode to the bus stops in O'Connell Street or Tynte Street on the Route 98 Connector bus. The footpath network in North Adelaide and through the Park Lands in Botanic Park needs to be well maintained and kept clear of fallen trees and debris by the City of Adelaide.

Footpaths are generally provided on both sides of the road within the North Adelaide suburbs built up suburbs. Multiple looping paths are typically seen within and surrounding the nearby the parklands. Pedestrian access to the school includes a pedestrian actuated crossing on Tynte Street and an emu crossing on Gover Street as shown in Figure 2.12.



Pedestrian crossing in Tynte Street that aligns with the main entrance to the school office



Pedestrian crossing in Gover Street that provides access to the rear entrance

Figure 2.12 Pedestrian Crossings at North Adelaide Primary School

The walkable catchment areas to North Adelaide Primary School are shown in Figure 2.13 based on an 800m walking distance along the footpath network. Students who walk their entire trip to school are likely walking from North Adelaide, Gilberton or the suburbs immediately to the north of Fitzroy Terrace and Robe Terrace.

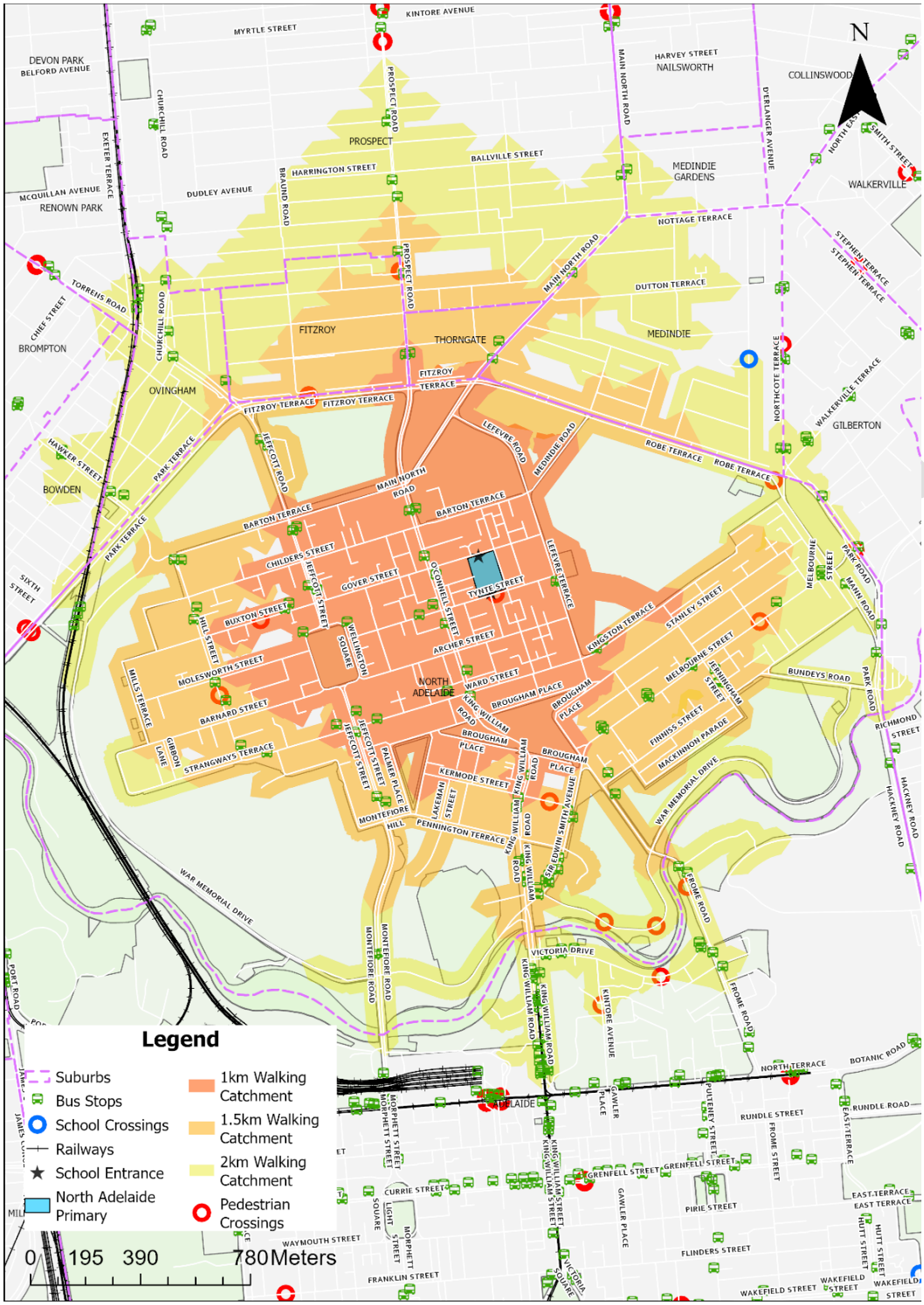


Figure 2.13 Walkable Access Catchment to North Adelaide Primary School

3 Issues and Opportunities

The issues and opportunities were identified with discussions with the school administration staff and site observations conducted during the AM drop-off period and the PM pick-up period.

3.1 Stakeholder Discussions

A meeting was held with North Adelaide Primary School Principal and Deputy Principal on Thursday 23 of May to discuss existing issues and any suggestions for new infrastructure. These were as follows:

- Issues with speeding in Tynte Street and Gover Street.
- Bike rack theft resulting in a secure location being required at the front of the school site
- Bike storage at the rear entrance only included the on-street facilities in Figure 2.9. This was utilised by 2 students for the day.
- Informal kiss and drop area on Tynte Street was hard to use due to the angled parking
- The construction of 88 O'Connell Street development resulted in carparking being utilised by nearby workers.
- The construction of the development is scheduled to be completed by early 2025.
- Staff carparking is limited at the school. Many staff park on the nearby local streets with the time limit restrictions and limited spaces result in staff leaving classrooms to shift vehicles.

No school expansion is currently planned for as the buildings were upgraded in 2003. Internal renovations are underway for the heating and air conditioning and other repairs in the heritage building.

3.2 Site Observations

The existing student arrival and departure movements at the North Adelaide Primary School were observed on Thursday 23 May 2024 from 8 am to 9 am and from 2:30 pm to 3:30 pm.

3.2.1 AM Arrival Period

The pedestrian, cyclist, bus passenger and Kiss and Drop activity was observed during AM arrival period from 8:30 am to 9:30 am. The AM period arrival profile was relatively distributed over the hour before the school start time, with the peak activity of arrivals between 8:30 am and 9:00 am. The entrances that were observed are shown in Figure 3.1.



Car making an unsafe U-turn in Gover Street



Cars observed double parking in Gover Street

Figure 3.1 AM Peak Safety Issues in Gover Street at North Adelaide Primary School

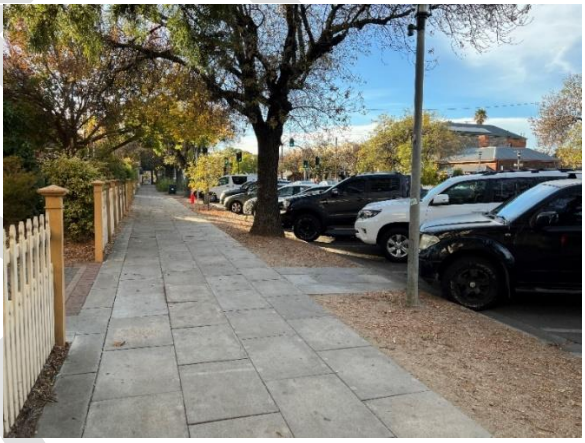
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Other findings from the AM observations are:

- Carparking was generally available across the peak hour in Tynte Street, with vehicles not staying for more than 5 minutes as shown in Figure 3.2. However, some of the construction workers and non-school visitors to the area were parking for more than an hour or longer.
- Some vehicles stayed longer as parents escorted their children within the school gates.
- Some instances of speeds over 25km/h on Gover Street.
- The signage does indicate that this only needs to occur when children are present.
- Some instances of failure to give way at Emu crossing on Gover Street.
- U-turn movements within the street on both Tynte and Gover Street.
- Drivers were attempting to change direction at the Gover Street / Margaret Street intersection and head back towards Lefevre Road.
- Pedestrians were likely to use the PAC provided at the front entrance on Tynte Street.
- Pedestrians on Gover Street where the traffic volume is low were more inclined to jaywalk on either side of the emu crossing.
- Likely due to the typically lower movements and road width.



A car entering the angle parking on Tynte Street that are delayed the through traffic



Cars use all of the spaces in the angle parking on the north side of Tynte Street in front of the school entrance

Figure 3.2 AM Parking in Tynte Street at North Adelaide Primary School

3.2.2 PM Departure Period

The pedestrian, cyclist, bus passenger and Kiss and Drop activity was observed during PM departure period from 2:30 pm to 3:30 pm. The PM period departure profile included a significant movement of vehicles within a 15-minute timeslot after the school bell. Vehicles occupied most of the carparking spaces in front of the school in the 30-minute lead up to the school bell, with these vehicles typically moving on quickly. Some parents in vehicles who stayed for over 30 minutes after the school bell, gathering in the courtyard near Gover Street.



Parking in Gover Street near the school entrance



Parking in Tynte Street near the school entrance

Figure 3.3 PM Peak Conditions at North Adelaide Primary School

Other findings from the PM observations are:

- Carparking was generally occupied before the school bell and for 10 minutes after the school bell.
  - Workers on O'Connell Street were seen getting into their cars on Tynte Street during the PM peak period
- Some instances of failure to give way at Emu crossing on Gover Street
- U-turn movements within the street on both Tynte and Gover Street
  - Drivers were attempting to change direction at the Gover Street / Margaret Street intersection and head back towards Lefevre Road.
- Pedestrians were likely to use the PAC provided at the front entrance on Tynte Street
  - Some situations were observed were parents crossed over Tynte Street mid-block with their children
- Pedestrians on Gover Street (where the road volume is anticipated to be low) were more inclined to jaywalk on either side of the Emu Crossing.
  - Likely due to the typically lower movements and road width

3.3 Summary of the Issues and Opportunities

The key issues for students and parents access the school are:

- Carparking was limited during the 15-minute peak periods around both AM and PM peak times. This was largely attributed to staff and nearby worker demand in the area, especially on Tynte Street.
- Angled carparking in Tynte Street was also difficult to navigate for school drop off / pick up.
- Parents were observed making mid-block U-turn movements in Gover Street.
- Some issues with higher speeds and failure to give way at the Gover Street emu crossing.

4 Travel Safety Options and Assessment

4.1 Student Travel Safety Options

Options to improve the travel safety for students at the school were developed under three categories, namely:

- Infrastructure treatments requiring civil works with changes to signals or pedestrian crossings.
- Operational efficiencies, with changes to parking controls, Kiss and Drop aeras or school zones.
- Safety promotions to increase awareness of the school with warning signage or information.

The options for the assessment are provided in **Error! Reference source not found.** with a description o f the initiative and the issue to be addressed.

Table 4.1 School Travel Safety Options for North Adelaide Primary School

Type of Option	Description	Issue Addressed
Infrastructure Treatments	Convert the emu crossing in Gover Street to a koala crossing with flashing warning lights during the AM arrival and PM departure periods.	Drivers do not slow down in the school zone in Gover Street because the emu crossing is not obvious with the on-street parking and treed street
	Reconfigure the footpath and kerb in front of the former fire station entrance that is immediately west of the student entrance in Tynte Street to allow for short term 15-minute parking during the AM and PM school peak hours. The 'No Stopping" yellow line would be removed to allow for angle parking spaces to be implemented. This would require minor changes to the footpath and kerbing in front of the former fire station entrance.	Illegal parking in front of the former fire station entrance that is currently a no stopping zone. This would provide spaces for short term 15-minute parking close to the student entrance for the Kiss and Drop activity.
	Investigate options for safer pedestrian movements by parents and students in Tynte Street opposite the student entrance immediately east of the former fire station entrance.	During the school drop-off and pick-up periods, parents and students who are walking from the south side of Tynte Street west of the school are crossing Tynte Street opposite the student entrance.
Operational Efficiencies	Change the 1P timed parking areas in Tynte Street in front of the school to 15-minute parking for the AM and PM school periods. This parking change will need to be enforced on a regular basis.	The workers and non-school visitors to the area are parking in the spaces on the north side of Tynte Street in front of the school for extended periods. These angle parking spaces are needed for the Kiss and Drop activity at the school because they are the safest and most convenient to the school entrance.

Type of Option	Description	Issue Addressed
	Organise for more staff to be available in the AM peak during the busiest period for student arrivals and in the PM departure period at the Tynte Street and Gover Street entrances.	The pedestrian activity for the 15-minute periods in the AM and PM school peaks is very busy with safety risks to students. Students in the AM period are not organised into queues and in the PM period they are blocking the footpaths.
	Staff parking improvements with the provision of permits for staff in the local streets, including Gover Street. This is not in the scope of this school travel safety review.	With the limited on-site parking for staff and the timed parking controls in the local streets close to the school, many teachers leave their class to move their cars during the school day leaving students unattended for short periods. This is a safety issue for students because they are left unaccompanied in the classroom.
Safety Promotions	Install additional signage to promote the school area for traffic approaching the school zones at the O'Connell Street and Lefevre Terrace ends of Gover Street and Tynte Street.	Reinforce the awareness for drivers entering a "school precinct area"
	Prepare a consolidated travel access guide for students and parents that would be promoted on the school website in location that is easy to find, in additional to the school newsletter.	Students and parents may not be aware of their travel choices for bicycle routes, facilities at the school or public transport services.

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4.2 Recommended School Travel Safety Initiatives

The recommended school travel safety initiatives are shown on Figure 4.1. They include:

- Convert the emu school crossing to a koala pedestrian crossing in Gover Street.
- Reconfigure the footpath and kerb in front of the former fire station entrance that is immediately west of the student entrance in Tynte Street to allow for short term 15-minute parking during the AM and PM school peak hours. The 'No Stopping" yellow line would be removed to allow for angle parking spaces to be implemented.
- Implement changes to the timed angle parking on the north side of Tynte Street in front of the school to be 15-minute limits from 8 am to 9 am and 2:30 pm to 3:30 pm on school days, instead of the mixture of 15-minute and 1P parking spaces. This will provide additional parking capacity for the Kiss and Drop activity in Tynte Street.
- Investigate options for safer pedestrian movements by parents and students in Tynte Street opposite the student entrance immediately east of the former fire station entrance.
- Installing new unique different school zone advance warning signage at the entry points in Gover Street and O'Connell Street at the O'Connell Street and Lefevre Terrace ends.



Legend

Existing Pedestrian Crossing in Tynte Street

Proposed Koala Crossing (flashing lights on school days from 8 to 9 am, 2:30 to 3:30 pm)

Add and Modify Timed Parking Spaces

Existing Traffic Signal

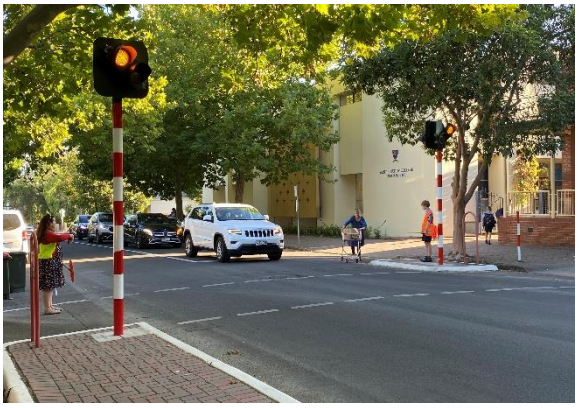
25 km/h school zone

Install new School Zone warning sign at street entry point

Figure 4.1 Recommended Initatives at North Adelaide Primary School

4.2.1 Koala Crossing in Gover Street

Examples of koala pedestrian crossing at primary schools is shown in Figure 4.2. In order to apply for a koala crossing the DIT Pedestrian Guidelines require the following evidence to be provided to support the warrant for a koala crossing.



Koala crossing with yellow flashing lights and school crossing monitors at St Ignatius' College Junior School in Queen Street, Norwood



Koala crossing at St Joseph's Memorial School in William Street, Norwood

Figure 4.2 Examples of Koala Crossings at Primary Schools

The DIT warrant for a koala crossing requires pedestrian surveys for two separate one hour periods of a typical school day with:

- 50 or more children actually cross the road and could reasonably be expected to use the crossing; and
- 200 or more vehicles per hour pass the site where the children will cross during the same two hours.

These surveys are usually conducted for the continuous period from 8:00 am to 6:00 pm on a typical weekday, but may be extended if the time of peak pedestrian movement is outside that period. The section of road under consideration is divided into zones of approximately 30 m in length.

The numbers of pedestrians categorised according to type (such as Adult / Adult with bike / Child / Child with bike / Older person / Person with a disability etc) crossing the road in each zone are counted and the totals recorded for each 15-minute period.

When the category includes 'bike', only those who cross the road are counted; not those riding along the road or footpath. Young children, the elderly and people with a disability should be given greater recognition in the pedestrian surveys by weighing their numbers. The observed numbers of:

- children under 10 year old who are not accompanied by an adult,
- older people who may exhibit a degree of frailty or difficulty in crossing the road in a timely manner,
- people recognised as having a disability should be weighted by being multiplied by a factor of 1.5.

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4.2.2 Options to Improve Pedestrian Crossing Safety in Tynte Street

In order to improve the pedestrian crossing safety to the school entrance in Tynte Street, several options are provided for further consideration. These options are provided with the advantages and disadvantages in Table 4.2. They require further site observations, data collection for pedestrian volumes crossings during the AM and PM school peak hours and a more detailed assessment.

Table 4.2 Options to Improve Pedestrian Crossing Safety in Tynte Street

Option ID	Description	Advantages	Disadvantages
A	Relocate the PAC 40 m west to align with student entrance and the pedestrian desire line.	Significantly improves safety for pedestrians crossing Tynte Street with one crossing located where most pedestrians want to cross. Provides multiple safe crossing points in Tynte Street for most students.	Costly up to $500,000 to move and reinstate on street parking in front of main entrance to the school. The PAC would be located further west from the bakery and café on the corner of Tynte Street and Margaret Street.
B	Apply to install at koala crossing at the entrance and retain the PAC	Provides a safer pedestrian crossing location for most students.	Not accepted by DIT pedestrian crossing warrants Costly up to $2000,000 to install a new koala crossing
C	Install physical measures to channel the pedestrians along the footpath on the north side of Tynte Street between existing PAC and student entrance.	Provides a safer pedestrian crossing location for most students.	Cost up to $20,000 Affects access from the parked cars and Kiss and Drop activity to the school entrance. Pedestrians and school students would be forced to use the footpath with pedestrian congestion during the school drop-off and pick-up times.
D	Install a median with a fence in middle of Tynte Street.	A fence will discourage walking across Tynte Street at midblock locations,	Cost up to $50,000 Not a good urban design outcome Impact on bus and large vehicles in Tynte Street
E	Clear trees and plantings inside the school fence for students and parents to walk between the school building and the fence in Tynte Street between the PAC and the student entrance.	Provides an alternate safe walk route on the school property between the PAC and main entrance to the student entrance.	Impact on heritage building façade with removal of greenery Cost up to $10,000

4.2.3 Signage to Increase the Awareness of the School for Motorists

An issue for school student travel safety is many motorists in Tynte Street and Gover Street are not aware that North Adelaide Primary School is located here with the heritage buildings that are set-back from the streets. It is proposed to install larger and more prominent information signage (not regulatory signage) to increase the awareness of the school. The signs could be installed at either end of Tynte Street and Gover Street for motorists to see when entering from O'Connell Street and Lefevre Terrace.

Examples of signage at the entry points to a school precinct are shown in Figure 4.3. These information and advisory advance warning signs are not standard for the DIT guidelines. Council will need to discuss with DIT about these types of signs that are intended to increase awareness to traffic in Tynte Street and Gover Street that a primary school is in the



Large entry signage that is visible to traffic on the street



Advanced warning sign for a school zone

Figure 4.3 Alternative School Precinct Warning Signage

4.2.4 Information to Promote Safer Student Travel to the School

The school provides limited information to promote safer student travel to school. Examples of the types of information brochures, known as school Travel Access Guides in NSW, are provided for a primary school in Appendix B. The Travel Access Guide is prepared with a consistent template for all government schools in NSW in collaboration with the school principals and a school travel coordinator.

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4.3 Assessment and Indicative Cost Estimates

The school travel safety options were assessed under the safe systems approach and indicative cost estimates are provided for each travel safety option in Table 4.3. The options were given labels under the following categories:

- T for Traffic control device or treatment that requires civil works and construction with cost estimates.
- P for Parking control with new signage or to pavement markings for the on-street parking or a school zone.
- I for information to the school community with signage or online promotional brochure.

Table 4.3 Indicative Cost Estimates for the Travel Safety Options at North Adelaide Primary School

Option ID	Description	Indicative Cost Estimate	Comments
T1	Convert the emu crossing in Gover Street to a koala crossing with flashing warning lights during the AM arrival and PM departure periods.	Up to $200,000	Council to prepare evidence to support the warrant for a koala crossing and liaise with DIT for the approval to install a koala crossing. Council responsible for the design and installation if approved.
T2	Reconfigure the footpath and kerb in front of the former fire station entrance that is immediately west of the student entrance in Tynte Street to allow for short term 15-minute parking during the AM and PM school peak hours. The 'No Stopping" yellow line would be removed to allow for angle parking spaces to be implemented. This would require minor changes to the footpath and kerbing in front of the former fire station entrance.	Less than $20,000	The footpath and parking controls in front of the former fire station are under the control of Council to design and implement.
T3	Investigate options for safer pedestrian movements by parents and students in Tynte Street opposite the student entrance immediately east of the former fire station entrance.	Undetermined	Requires additional data collection, site observations and further analysis to determine a preferred option
P1	Change the 1P timed parking areas in Tynte Street in front of the school to 15-minute parking for the AM and PM school periods. This parking change will need to be enforced on a regular basis.	Less than $1,000	parking controls in front of the former fire station are under the control of Council to design and implement.

Option ID	Description	Indicative Cost Estimate	Comments
I1	Install additional signage and promotion of the school area for traffic approaching the school zones at the O'Connell Street and Lefevre Terrace ends of Gover Street and Tynte Street.	Less than $1,000	The selection of information signage and installation in Tynte Street and Gover Street is under the control of the Council.
I2	Prepare a consolidated travel access guide for students and parents that would be promoted on the school website in location that is easy to find, in additional to the school newsletter.	No cost to Council	This would be prepared and promoted by the school administration.

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5 References

The following references were used in the preparation of the school travel safety review.

- Guide to Traffic Management Part 8, Local Area Traffic Management, Austroads, Sydney, 2016, Section 7.5.7 School Zones, page 114
- Guide to Traffic Management Part 10, Traffic Control and Communication Devices, Austroads, Sydney, 2019, Section 6.5.8 Zig Zag Markings, page 105,
- Speed Limit Guideline for South Australia, Department for Infrastructure and Transport, October 2023, Appendix C School Zones
- Supplement to AS 1742.10, Manual of uniform traffic control devices, Part 10, Pedestrian control and protection, Department for Infrastructure and Transport, April 2024
- Manual of Legal Responsibilities and Technical Requirements for Traffic Control Devices Part 2: Code of Technical Requirements, Department for Infrastructure and Transport, March 2024, Section 9.3 Drop off and pick up zones, page 34
- School Transport Policy, Department for Education, South Australia, January 2024

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Appendix A – Student Travel Survey Form

CITY OF ADELAIDE

School Travel Survey for Students

School:	North Adelaide Primary School

Tonkin on behalf of the City of Adelaide is conducting a survey to determine the main modes of travel for students to understand the travel behaviour to the school. Please assist us by undertaking a short student survey during the first period class.

Questions for the Teacher

Date (day/month/year):	
Weather (Daytime temperature and sky conditions):	
Please enter the name or number of your class or year group.	
How many students are absent today in your class?	

Questions for the Students in Your Class / Year Group

Please ask the students with a 'hands-up' survey in the classroom.

AM Period Travel

How did you travel to school this morning? (If you travelled by more than one mode, please answer with the longest part of your journey - e.g. "car" for "car and scooter".)

Main Mode of Travel in the AM Period	Number of Students
Car (as passenger with drop-off in Tynte Street)	
Car (as passenger with drop-off in Gover Street)	
Car (as passenger with drop-off in other streets)	
Walk for the entire trip	
Bus	
Train	
Tram	
Bicycle, e-bike or moped	
Scooter	

PM Period Travel

How will you travel from school this afternoon? (If you will travel by more than one mode, please answer with the longest part of your journey - e.g. "car" for "car and scooter".)

Main Mode of Travel in the PM Period	Number of Students
Car (as passenger with pick-up in Tynte Street)	
Car (as passenger with pick-up in Gover Street)	
Car (as passenger with pick-up in other streets)	
Walk for the entire trip	
Bus	
Train	
Tram	
Bicycle, e-bike or moped	
Scooter	

If you travelled by car, would you prefer any of these modes? (multiple answers)

Walking for the entire trip	
Bicycle, e-bike or scooter	
Public Transport (bus, tram or train)	

Appendix B –School Travel Access Guide in NSW

NSW Department of Education – School Infrastructure



Meadowbank Public School
Travel Access Guide

Effective: September 2023

Introduction

Our school community of parents/carers, staff and students live within a reasonable walk or cycle trip of the school. This Travel Access Guide provides suggested safe and accessible options for travelling to and from school.

Active ways to get to school

Walking to and from school

- Walking is a fun way to keep active and healthy.
- Stay alert and watch out for any potential hazards, including cars reversing out of driveways, bikes and other pedestrians.
- Remember to STOP, LOOK, LISTEN and THINK every time you cross the road.

Ride your bike

- 278 bike racks are available for everyone and 42 scooter racks for K-6 students.
- All bicycle riders are required by law to wear a correctly fitted Australian standards approved helmet and is highly recommended when riding a scooter.
- Children under the age of 16 are allowed to cycle on the footpath, keeping them safer and more protected from road traffic.

Kiss and drop expectations

- For parents/carers who drive their child/ren to school, the kiss and drop zone is located along Rhodes Street starting from Hermitage Road.
- This space is a 'No Parking' zone, meaning that you may stop for up to a maximum of 2 minutes and move no more than 3 metres from the vehicle.

Message from our principal

- Meadowbank Public School supports sustainable and environmentally friendly transport practices.
- Students up to 8 years of age should hold the hand of an adult when walking or be accompanied by an adult when riding
- Students from 8 to 10 years of age should be actively supervised by an adult

School bell times

Start Times	End Times
8:45 am	2:45 pm

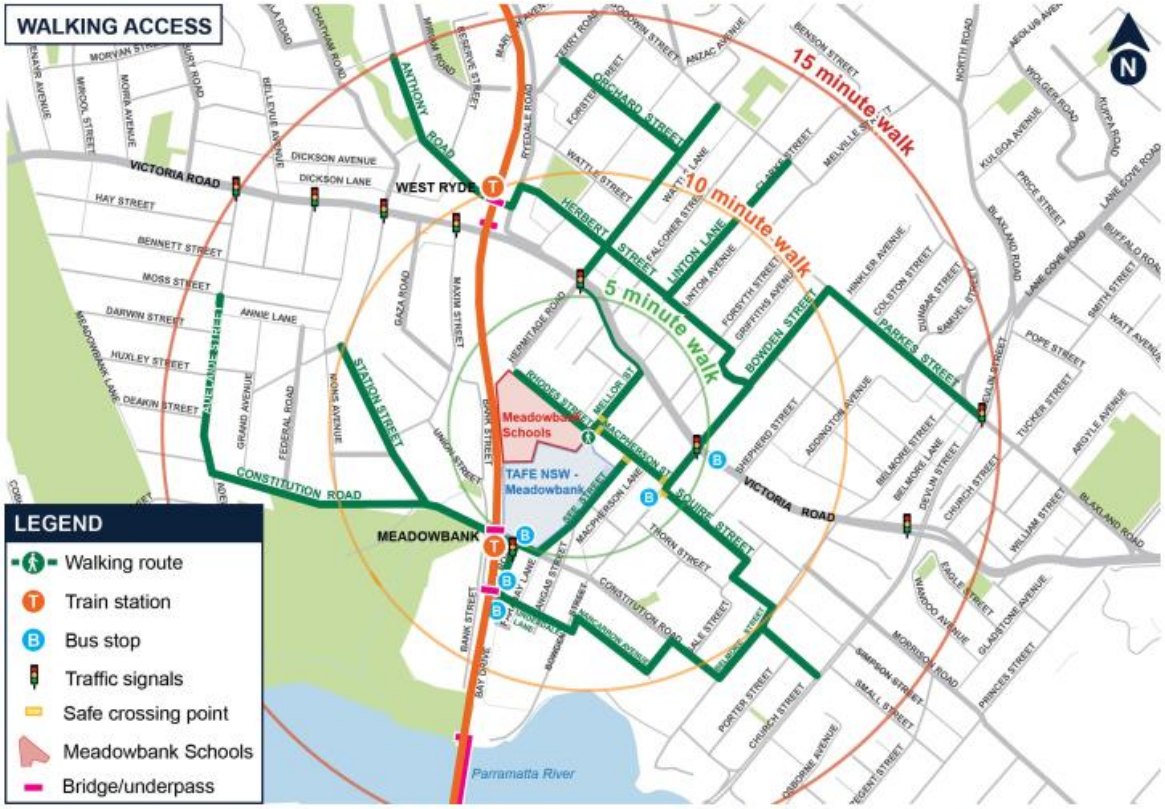
The outside school hour times for the primary school are: 7:00 am - 8:45 am and 2:45 pm - 6:00 pm.

For more information contact:

School Infrastructure NSW
Email: schoolinfrastructure@det.nsw.edu.au
Phone: 1300 482 651
www.schoolinfrastructure.nsw.gov.au

NSW GOVERNMENT

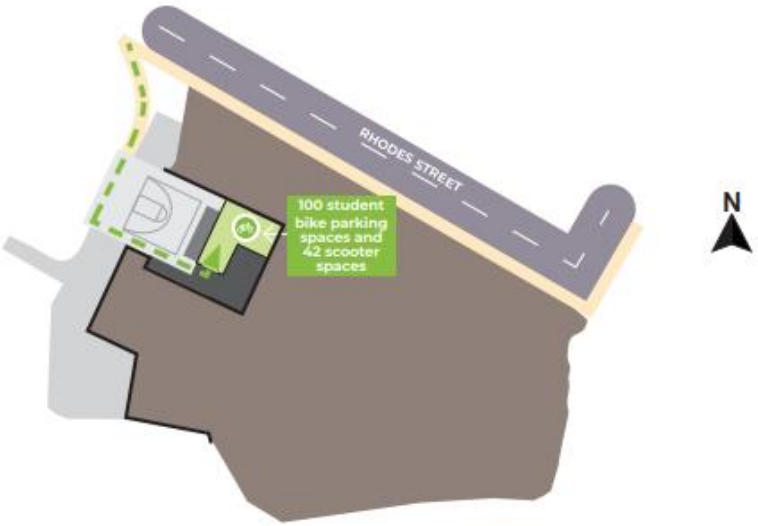
NSW Department of Education – School Infrastructure



Please use the Trip Planner at transportnsw.info/ for additional information about cycling routes to the school.

End of trip facilities

Playground level:
For students attending
Meadowbank Public School



NSW Department of Education – School Infrastructure

Where do you ride?

Footpath/shared path/cycleway:

- Children under 16 can ride on a footpath.
- Adults supervising children under 16 can also ride on the footpath.
- Be careful of cars entering and exiting driveways.
- Watch out for pedestrians, other riders and animals.

Look out for pedestrians on shared paths.



Crossing the road:

- Be extra careful.
- Walk your bicycle when you cross at a pedestrian crossing.

Give a metre:

Give pedestrians 1 metre of space when riding past.



3 steps to follow when riding a bike:

Clip, check, chime.

Clip your helmet

1



You must always wear a helmet when riding your bike.

Check your brakes

2



Make sure your brakes are working.

Chime your bell

3



If you pass another rider or pedestrian, chime your bell.

Things to remember

- Always ask your parents permission to ride.
- Loose clothing and items can get caught in your wheels. Secure any loose items, like backpack straps





- Shoes with a good tread on the soles will help you grip the pedals and protect your feet. Make sure your laces are tied.



Always remember to watch out for hazards



1. Wet leaves
2. Big puddles
3. Storm grates
4. Gravel or rocks
5. Little kids
6. Animals
7. Changes in the road/ footpath/cycleway surfaces

For more information contact:

School Infrastructure NSW
Email: schoolinfrastructure@det.nsw.edu.au
Phone: 1300 482 651
www.schoolinfrastructure.nsw.gov.au

NSW GOVERNMENT



Pulteney Grammar School

School Travel Safety Review – Draft Report

City of Adelaide

CLC003491
10 July 2024
Ref: 240706

Building exceptional outcomes together

Document History and Status

Rev	Description	Author	Reviewed	Approved	Date
A	Draft Report	Kaitlin Neave	John Devney	John Devney	10 July 2024

DRAFT

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Client: City of Adelaide
Ref: 240706

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Appendix A – Student Travel Survey Form

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Executive Summary

Overview

Pulteney Grammar School is a private school that accommodates students from Reception to Year 12. The school also has an Early Learning Centre (ELC) for children aged 3 to 5 years old that is part of the Junior School. In Term 2 2024, the school had 876 students enrolled with the number of students by year groups given are:

- Reception to Year 3 with 158 students (18 per cent)
- Years 4 to 6 with 186 students (21 per cent)
- Years 7 to 9 with 269 students (31 per cent)
- Years 10 to 12 with 263(30 per cent)

Key Findings

The Pulteney Grammar School does not have an enrolment zone and therefore students can live anywhere in metropolitan Adelaide and regional South Australia. Only 91 students or about 10 per cent live in the City of Adelaide. With 83 per cent of the students living in the inner metropolitan suburbs, most would have good access to public transport by train, tram or bus services. The frequent Go Zone bus corridors have bus stops in King William Street and Pulteney Street at both ends of Gilles Street within 300 m of the school.

In the AM period, 81 per cent of students travelled to school by car with 74 per cent in the PM period. This result is likely because parents drop off their children on the way to work in the CBD for the morning commute trip, but the students travel home by public transport when the parent is still working in the PM school departure period. Conversely, public transport was 12 per cent in the AM period and 20 per cent in in PM period.

The walk and cycling modes in the AM and PM periods was only for about six to seven per cent of students.

Traffic and parking issues near the school were observed on Gilles Street and South Terrace. The traffic safety issues that are for the City of Adelaide to address are:

- Delays for pedestrians to wait to cross at the PAC signalised crossing in Gilles Street.
- Traffic speeding in South Terrace in the school zone area during AM peak period.
- Parked vehicles extended the time limits in South Terrace that did not provide opportunities for parents for Kiss and Drop activity close to the school.

Key Recommendations

Options to improve the travel safety for students were developed and include the following recommendations:

- Install red light cameras along South Terrace around the school zone area.
- Review the signal timing at the signalised crossing Grote Street and improve the pedestrian green light waiting time during school peak hours.

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Abbreviations

Abbreviation	Description
DfE	Department for Education, South Australia
DIT	Department for Infrastructure and Transport, South Australia
PAC	Pedestrian Actuated Crossing with traffic signals

Glossary of Terms

Term	Description
Bicycle lane	On-road kerbside lane allocated for bicycles with pavement markings
Emu crossing	A pedestrian crossing with white road markings, red and white posts and operate only when the children's crossing flags are displayed. They are placed within school zones and a speed limit of 25 km/h applies to drivers when children are present. Drivers must stop for pedestrians using or about to use the crossing.
Kiss and Drop zone	A location designated on the street or on the school grounds for parents and carers in vehicles to drop-off or pick-up students typically with a 2-minute waiting limit. Parents are to stay in the vehicle.
Koala crossing	A pedestrian crossing with white road markings, red and white posts and two yellow alternating flashing lights. They are only operational when the yellow lights are flashing and a speed limit of 25 km/h applies to drivers between signs on the approach to the crossing. Drivers must stop for pedestrians using or about to use the crossing.
Shared path	Off-road pathway for pedestrians and cyclists
Go Zone	A high frequency bus corridor with one or more bus routes with a service headway of every 15 minutes on weekdays and every 30 minutes at other times. Stops and stations within a 'Go Zone' provide a bus, train or tram operating: • every 15 minutes between 7.30 am and 6.30 pm, Monday–Friday • every 30 minutes between 6.30 pm and 10 pm, Monday–Friday • every 30 minutes on Saturday, Sunday and South Australian public holidays.

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1 Introduction

This section provides the background for the school travel safety reviews and the study purpose and scope with an overview of the school location.

1.1 Background

The City of Adelaide is conducting School Travel Safety Reviews with the key objectives to:

- Investigate the current speed limits to assess the requirement of reducing the speed to 40km/h or less to help support more vibrant businesses and for a safer urban environment with the provision of higher quality amenity in the residential streets in the City of Adelaide.
- Consider always extending the time periods for the 25 km/h speed limit at and near all schools in the City of Adelaide when children are present and to work with DIT to further understand what responsible safety measures may be added to assist with drop off/pick up of children.

In January 2023, the Council requested the administration to investigate and report by the end of the 2023 school year on the need for and the nature of any additional measures to enhance the safety of primary and secondary, public and private school students entering and leaving schools at the beginning and end of the school day, including the introduction of supervised or unsupervised so called "kiss and drop zones" at all schools in the City of Adelaide.

A School Safety Report was completed for St Aloysius College and presented to the Infrastructure and Public Works Committee held on 19 March 2024. At the Council Meeting on 26 March 2024, Council decided to complete school travel safety reviews for 11 other schools in the City of Adelaide.

1.2 Study Purpose and Scope

The purpose of the work is to develop and document an evidence-based approach using the Safe System approach to address road safety concerns for children, parents and carers, with recommended changes such as safer crossing outcomes and measures to reduce the danger from motorised vehicle movements. The key objectives of the school transport safety reviews are to:

- Review the extents of the existing school speed zones to achieve Safe System speed outcomes, and
- Identify and prioritise opportunities to improve safety outcomes around schools.
- The following tasks were completed for this school travel safety review:
- Engage with each school Principal or relevant representative to discuss issues with student travel to and from the school and opportunities to improve school travel safety.
- With the support from the teachers, undertake a student travel mode survey.
- Conduct AM and PM site investigations to observe any unsafe movements, in particular at the Kiss and Drop areas.
- Identify and map the location of the:
  - Existing pick up and drop off areas.
  - Existing school zones and other speed limits, including signs.
  - Existing crossings by type and informal crossing points and pedestrian desire lines.
  - Proposed locations of any measures, such as indicative locations of new crossings, new/changed school zones and of pick-up and drop off areas.
- Document the research and site investigation findings with options and prioritised recommendations for infrastructure projects to improve school travel safety.

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1.3 School Location

Pulteney Grammar School is located on Gilles Street in Adelaide city centre on the block bounded by Gilles Street, Symponds Place, and South Terrace. It is in the immediate west to Gilles Primary School. The school site and the existing surrounding environs are shown in Figure 1.1.



Figure 1.1 Pulteney Grammar School Location

The entrances to Pulteney Grammar School in Gilles Street and South Terrace are shown in Figure 1.2.



Entrance to Pulteney Grammar School in Gilles Street at Dumphries Place



Entrance to Pulteney Grammar School from the pedestrian bridge over South Terrace

Figure 1.2 Entrances to Pulteney Grammar School

2 Existing Conditions

The section provides the analysis of the existing school operations, the student population and travel patterns and an overview of transport access to the school by all transport modes.

2.1 School Operations

Pulteney Grammar School is a private school that accommodates students from Reception to Year 12. The school also provides an Early Learning Centre (ELC) is part of the Junior School building for children aged 3 to 5 years old. The ELC closes for two weeks over the Christmas and New Year period. Individual closure days also occur throughout the year for Pulteney Grammar School professional development.

The school office hours are 8 am to 4:30 pm, Monday to Friday. The bell times are:

- Early Learning Centre (ELC) operates from 7:30 am to 6:00 pm
- Junior School operates from 8.20 am to 3.25 pm
- Middle School operates from 8.15 am to 3.30 pm
- Senior School operates from 8.15 am to 3.30 pm

2.2 Student Enrolment Analysis

The school enrolment in 2024 is for 876 students with a distribution by year as follows:

- 36 students in Reception
- 39 students in Year 1
- 45 students in Year 2
- 38 students in Year 3
- 53 students in Year 4
- 65 students in Year 5
- 68 students in Year 6
- 82 students in Year 7
- 98 students in Year 8
- 89 students in Year 9
- 78 students in Year 10
- 88 students in Year 11
- 97 students in Year 12

In summary, the number of students by year groups and percentage are:

- Reception to Year 3 with 158 students (18 per cent)
- Years 4 to 6 with 186 students (21 per cent)
- Years 7 to 9 with 269 students (31 per cent)
- Years 10 to 12 with 263(30 per cent)

Reception to Year 3 is the smallest year group with 18 per cent of the student enrolments.

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The Pulteney Grammar School does not have an enrolment zone and therefore students can live anywhere in metropolitan Adelaide and regional South Australia. The number of students by areas of suburb is shown in Figure 2.1. Only 91 students or about 10 per cent live in the City of Adelaide.

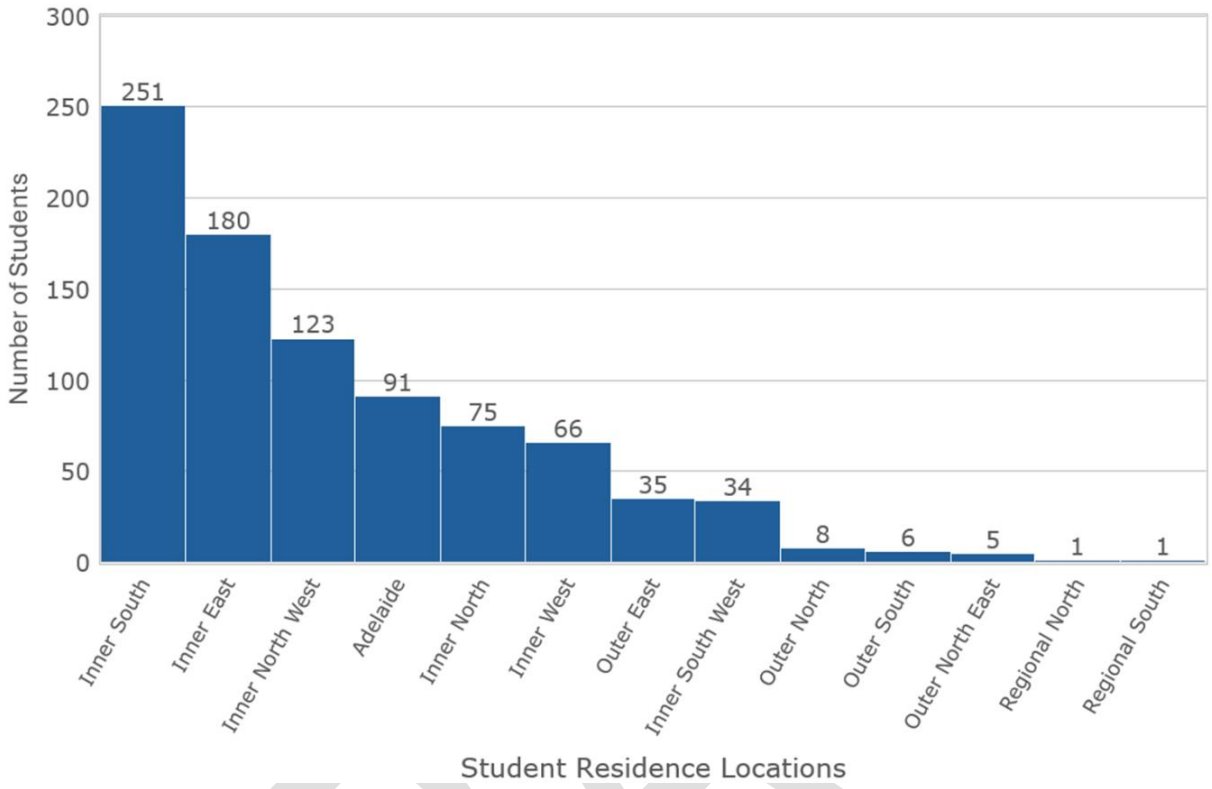


Figure 2.1 Pulteney Grammar School Student Residence Location Analysis

In Term 2 2024, 820 students or about 94 per cent live in the City of Adelaide or Inner suburbs. The remaining 56 students are from the outer suburbs or regional areas that are living in metropolitan Adelaide during the school terms. With over 10 per cent of the students living in the City of Adelaide, they have options to walk, cycle or use public transport to school. With 83 per cent of the students living in the inner metropolitan suburbs, most would have good access to public transport by train, tram or bus services. The frequent Go Zone bus corridors have bus stops in King William Street and Pulteney Street at both ends of Gilles Street within 300 m of the school.

2.3 Student Travel Demand

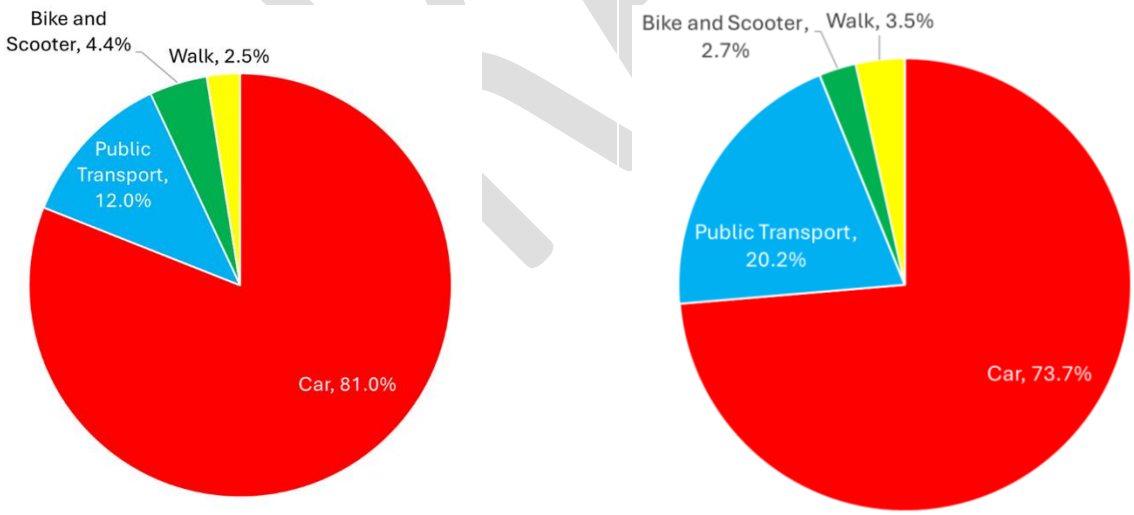
The existing school travel activity to and from the Pulteney Grammar School was reviewed through site observations, a Hands-up travel mode survey to determine the existing school transport modes and a staff travel survey to confirm their travel to work modes on typical workdays. A copy of the survey form is included in **Appendix A**.

The "Hands-up" student travel survey was conducted during the first morning class on Friday 24th, Monday 27th, and Tuesday 28th in May 2024. The findings from the surveys were used to confirm the existing transport mode shares for:

- Car (as driver)
- Car (as passenger with drop-off)
- Walk for the entire trip
- Bus, Train or Tram
- Bicycle or e-bike
- Scooter

The student travel mode shares to school in the AM period and from school in the PM period for all years are shown in Figure 2.2. In the AM period, 81 per cent of students travelled to school by car with 74 per cent in the PM period. This result is likely because parents drop off their children on the way to work in the CBD for the morning commute trip, but the students travel home by public transport when the parent is still working in the PM school departure period. Conversely, public transport was 12 per cent in the AM period and 20 per cent in in PM period.

The walk and cycling modes in the AM and PM periods was only for about six to seven per cent of students.



AM Period Arrival Transport Mode Share **PM Period Departure Transport Mode Share**

Figure 2.2 Pulteney Grammar School Student Transport Mode Shares in May 2024

A breakdown of the student mode shares by year group for the AM arrivals from the survey conducted in May 2024 is provided in Table 2.1. Key insights from the AM survey results are:

- The students in Reception to Year 6 were mostly driven to school.
- Only seven per cent of the students in Reception to Year 3 used the public transport, walking and cycling.
- The highest usage of public transport was for students in Years 7 to 9 at 34 per cent. Students in Years 10 to 12 had 12 per cent less use of public transport, but five per cent more use of cycling at 6.7 per cent than students in Years 7 to 9.

Table 2.1 Student Transport Mode Shares for the AM Arrivals by Year Group in May 2024

AM Arrivals Transport Mode	REC to 3	4 to 6	7 to 9	10 to 12	Total
Car	93.3%	89.7%	70.3%	79.1%	**81.0%**
Public Transport	3.8%	5.2%	24.2%	12.0%	**12.0%**
Bike and Scooter	1.0%	2.1%	1.6%	6.7%	**4.4%**
Walk	1.9%	3.1%	3.9%	2.2%	**2.5%**

A breakdown of the student mode shares by year group for the PM departures from the survey conducted in May 2024 is provided in Table 2.2. Key insights from the PM survey results are:

- Three per cent of the students in Reception to Year 3 and 5.8 per cent in Years 7 to 9 walked home. 5.8 per cent of students in Years 7 to 9 walked home from school which is higher than the other year groups. Over 93 per cent of the students in Reception to Year 3 travelled home by car which is the same as the AM period.
- 84.5 per cent of the students in Years 4 to 6 were picked up by car which is five per cent less than the AM period. In the PM period, two per cent more students in Years 4 to 6 waled or cycled home from school.
- 69.2 per cent of students in Years 10 to 12 used the car mode to travel home.
- The highest usage of public transport was for students in Years 7 to 9 at 28.5 per cent. About 25 per cent of students in Years 10 to 12 used public transport to travel home which is 12 per cent more than the AM period.

Table 2.2 Student Transport Mode Shares for the PM Departures by Year Group in May 2024

PM Departures Transport Mode	REC to 3	4 to 6	7 to 9	10 to 12	Total
Car	93.3%	84.5%	64.2%	69.2%	**73.7%**
Public Transport	2.9%	8.2%	28.5%	24.7%	**20.2%**
Bike and Scooter	1.0%	3.1%	1.5%	3.4%	**2.7%**
Walk	2.9%	4.1%	5.8%	2.7%	**3.5%**

2.4 Transport Access

Transport access to the school via road, public transport, cycling, and walking and the availability of on-street, on-site and off-site parking is provided in this section.

2.4.1 Road Network

Access to the school is provided on Gilles Street and South Terrace. The school office is located on South Terrace.

Gilles Street

Gilles Street is a two-way two-lane Collector, aligned in an east-west direction. It is under the jurisdiction of the City of Adelaide. Each lane is around 3.6 m to 3.7 m, with concrete central median islands intermittently placed in the proximity of the school and Gilles Street Primary School.

Sealed footpaths are available on both sides of the street.

An extended 25 km/hr school zone and a PAC is located in Gilles Street for Pulteney Grammar School and Gilles Street Primary School as shown in Figure 2.3.



Gilles Street looking west to the 25 km/h school zone with rubbish bins on the street and footpath



PAC in Gilles Street for Pulteney Grammar School students to cross the street safely

Figure 2.3 Gilles Street at Pulteney Grammar School

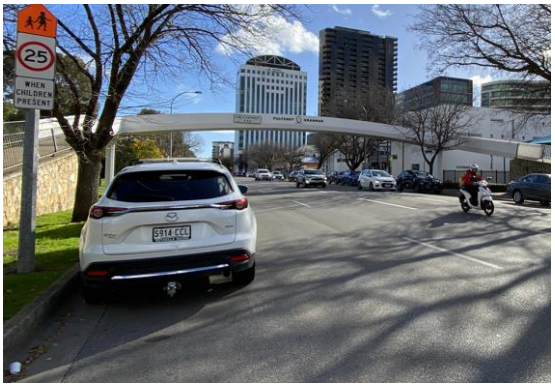
South Terrace

South Terrace is classified as SubArterial, with daily volume estimated to be 16,900 vehicles per day. It is a two-way road with two lanes for each direction. On-road parking with time restriction is available on both sides of the road in proximity to the school.

Sealed footpath is along the northern side of the road, while there is a shared user path along the southern side.

A pedestrian overpass connects the Park Lands sports grounds with the school so that pedestrians and cyclists can cross over South Terrace safely.

The road layout and the pedestrian overpass of South Terrace are shown in Figure 2.4 with the 25 km/hr school zone.



Looking west in South Terrace towards King William Street with the pedestrian overpass connecting the Park Lands to the school



Looking east in South Terrace to Pulteney Street and Glen Osmond Road

Figure 2.4 South Terrace at Pulteney Grammar School

2.4.2 Crash History

A review of the latest crash data from 2018 to 2022 was sourced from DataSA. Over this five-year period, the crashes by type are shown in Figure 2.5. The crashes in both Gilles Street and South Terrace near the school were for one minor injury and one property damage only.

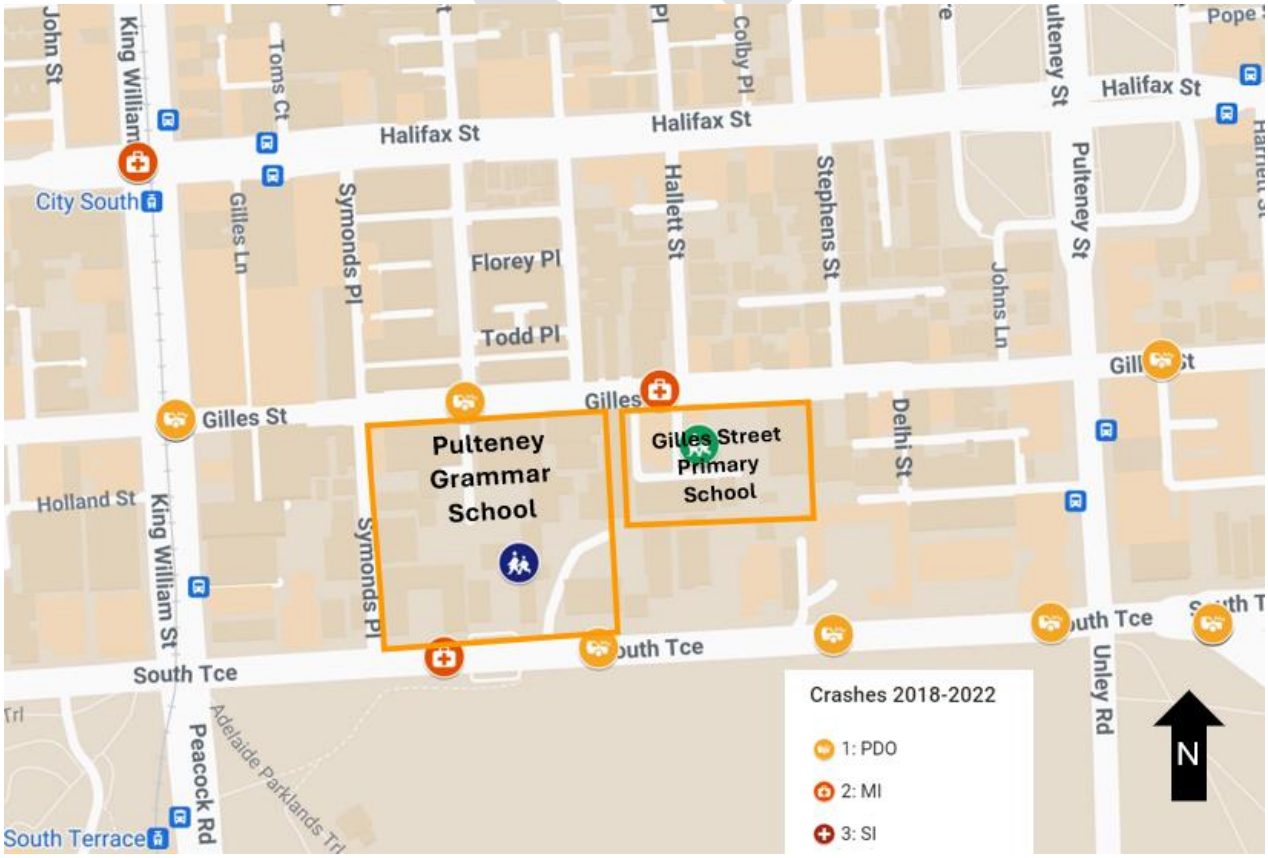


Figure 2.5 Crash History near Pulteney Grammar School

2.4.3 Parking and Kiss and Drop Areas

The on-street car parking controls along the streets in the vicinity of the school are shown in Figure 2.6. The kiss and drop areas are shown in red line. They are next to the school access points on Gilles Street and South Terrace. These areas have a 10-minute parking restriction from 8am to 9am, and 3pm to 4pm on Monday to Friday.

Parents who do not work in Adelaide CBD are unlikely to regularly drive into the CBD to drop off or pick up their child. Many students, who 13 years of age or older, are capable of travelling on their own and would use public transport.

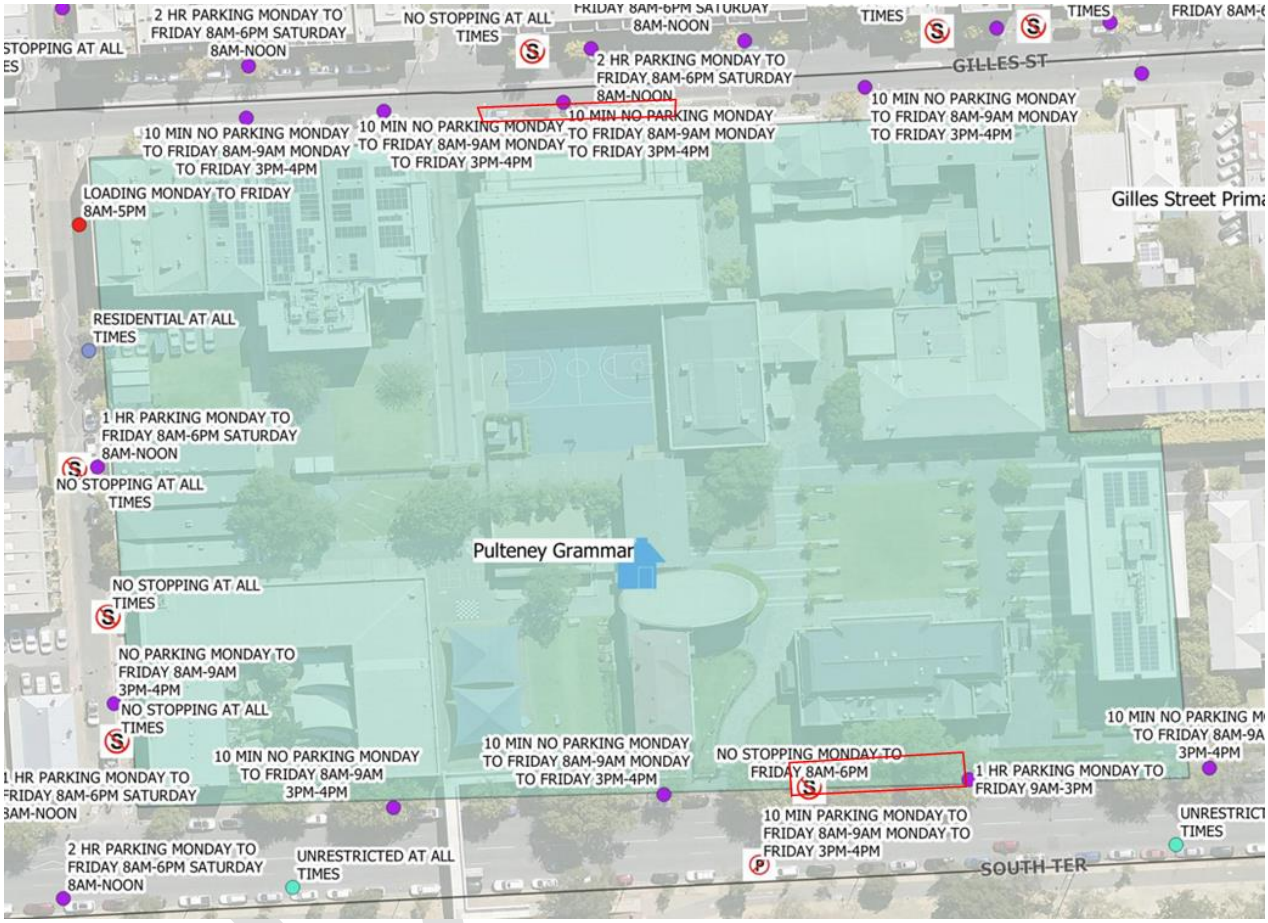


Figure 2.6 On-street Parking and Kiss and Drop Areas for Pulteney Grammar School

2.4.4 Public Transport

Adelaide CBD is the hub for the public transport in Adelaide with train, tram and bus services for students to travel to the school. The available public transport facilities within the walkable access from Pulteney Grammar School are bus stops on King Williams Street and Pulteney Street, and tramline on King William Street. The closest bus and tram stops that are within a 400 m walk distance to Pulteney Grammar School are shown in Figure 2.7.

Train services for all metropolitan train lines are at Adelaide Railway Station which is located 1.8 km north of the school and can be accessed by the free tram services from the City South tram stop in King William Street at Halifax Street that is 350 m from the south via Gilles Street and King William Street.

Pulteney Grammar School has a regular school bus service that operates from a bus zone in South Terrace.

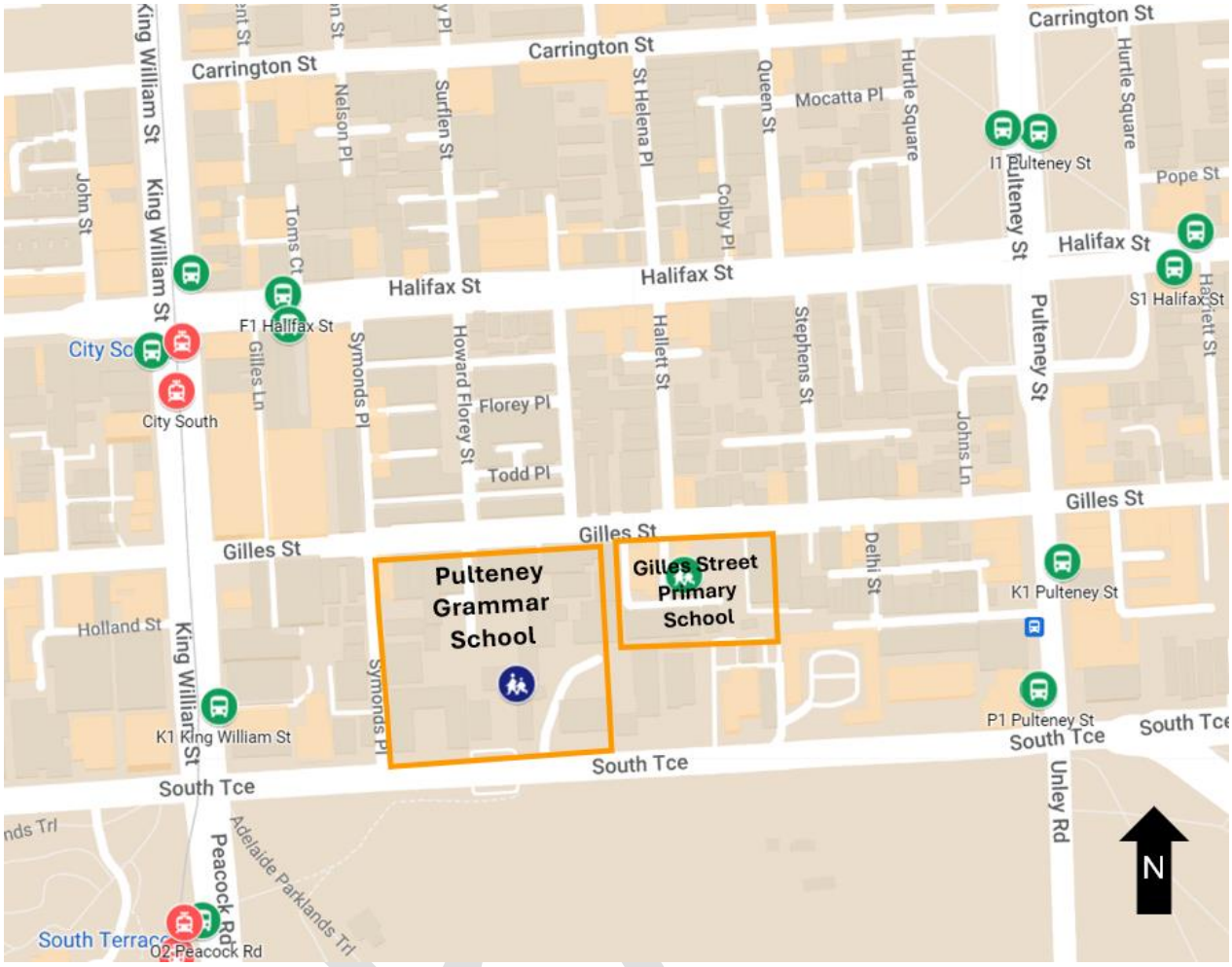


Figure 2.7 Public Transport Services to Pulteney Grammar School

2.4.5 Cycling

The bicycle network in vicinity of the school with the connecting link to the adjacent south park lands and the inner metropolitan cycling network is shown in Figure 2.8.

Both Franklin Street and Grote Street have on-road bicycle lanes on both sides of the road. Sealed shared paths exist throughout Ellis Park.

No cycle lanes are provided in Gilles Street. A shared user path exists along the southern side of South Terrace in the Park Lands that connects from Glen Osmond Road to Goodwood Road.

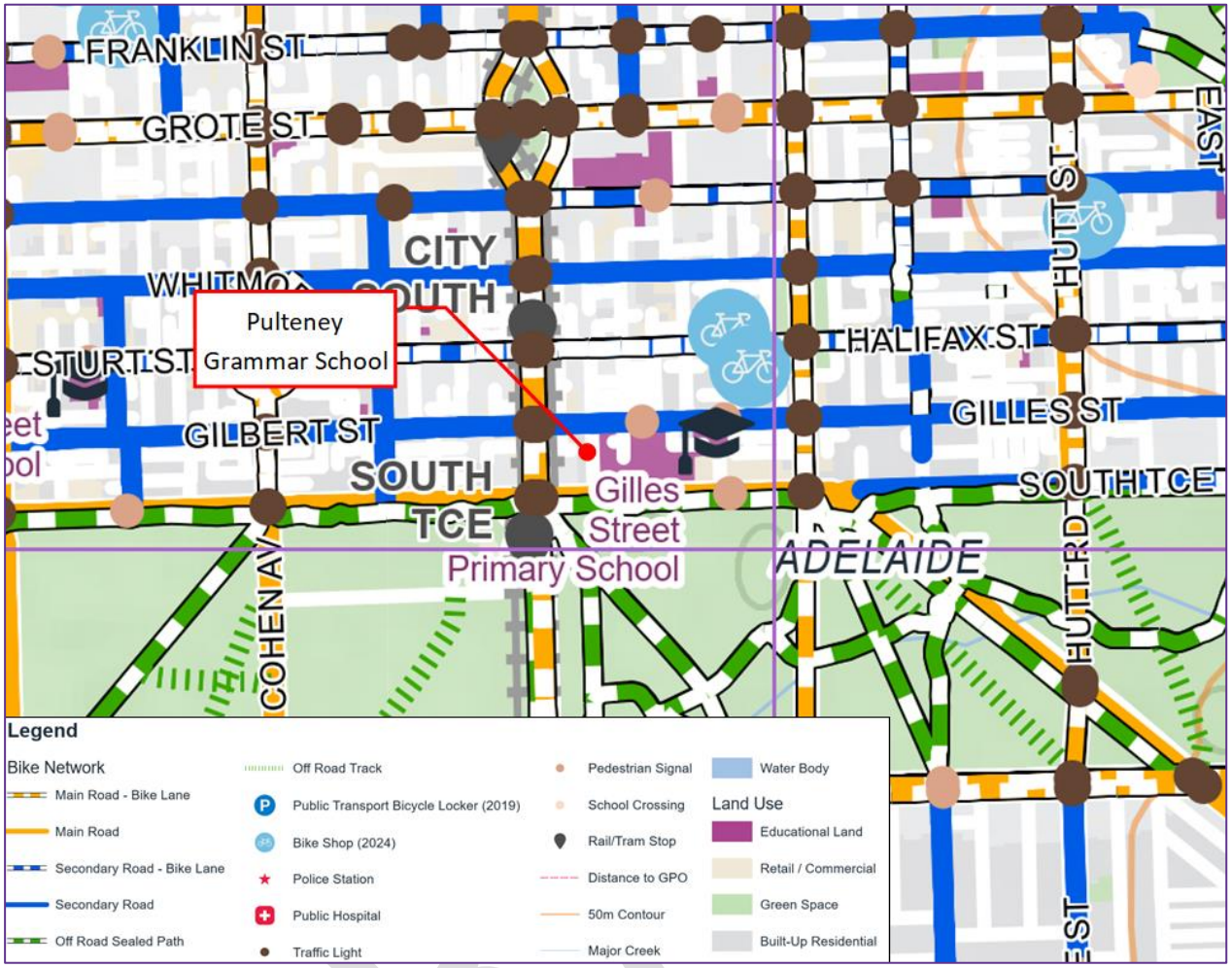


Figure 2.8 Cycling Network to Pulteney Grammar School

2.4.6 Pedestrian Access

Walking to and from the school is an important transport mode for students, staff, and visitors who walk for their entire trip or as an access mode to the bus stops on King William Street, Pulteney Street, and South Terrace, and tram stops on King William Street.

The footpath network along Gilles Street and South Terrace needs to be well maintained and kept clear of fallen trees and debris by the City of Adelaide.

The school has good pedestrian access from all directions from Adelaide CBD, as shown in Figure 2.9, which has also shown a 5, 10, and 15-minute walkable catchment areas to Pulteney Grammar School. Students who walk their entire trip to school are likely walking from Adelaide city centre.

The signalised crossing on Gilles Street and the overpass bridge on South Terrace are the main facilities walking that connect the foot traffic from the school to the external wider network.

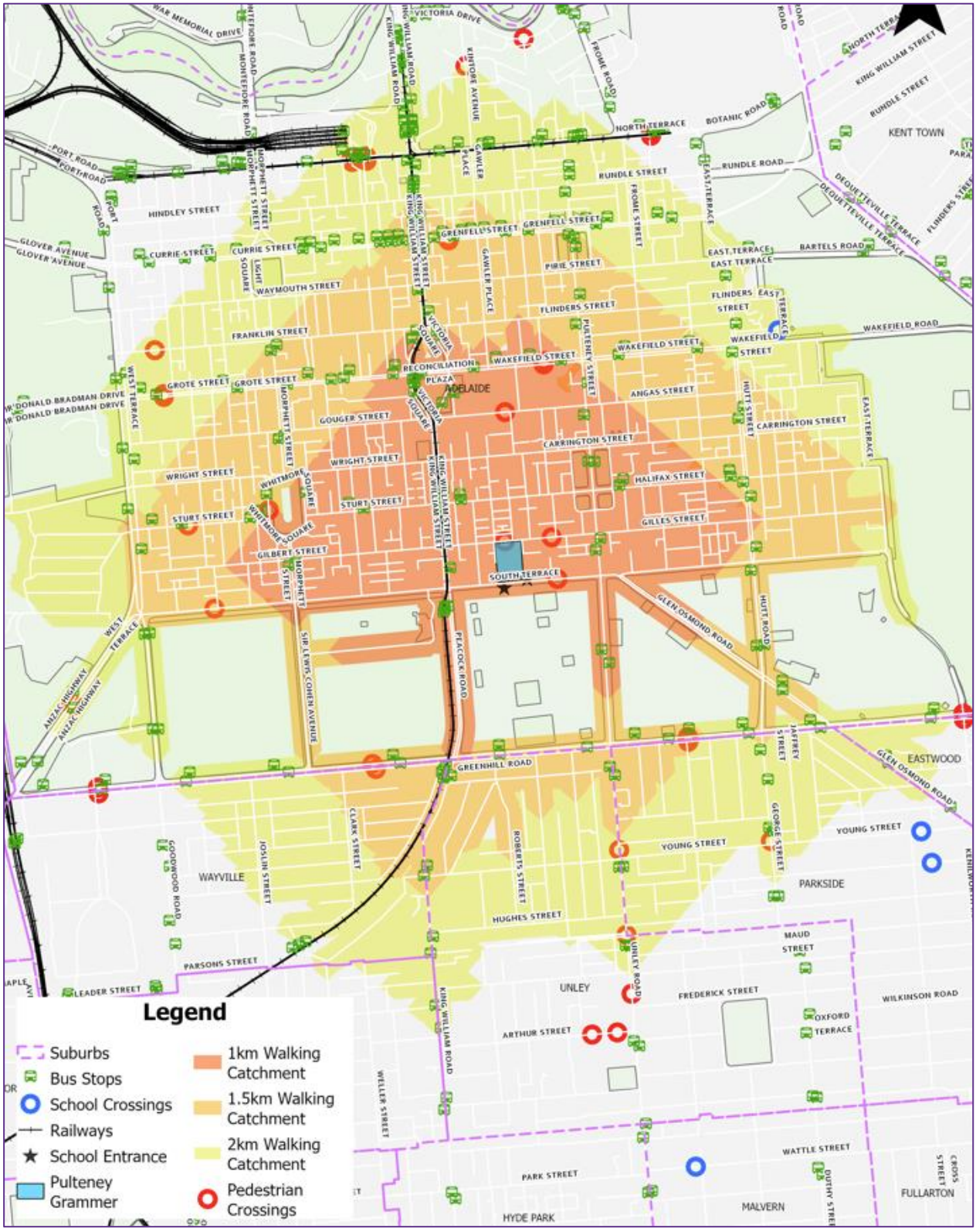


Figure 2.9 Walkable Access Catchment to Pulteney Grammar School

3 Issues and Opportunities

The issues and opportunities were identified with discussions with the school administration staff and site observations conducted during the AM drop-off period and the PM pick-up period.

3.1 Stakeholder Discussions

A meeting was held with Pulteney Grammar School's principal on 22nd May 2024 to discuss existing issues. The school principal explained that the school does not have significant concerns with traffic safety or Kiss and Drop issues.

3.2 Site Observations

The existing staff and student transport mode activity to and from the Pulteney Grammar School were observed during the AM peak arrival period and the PM peak departure period on a typical school day, on 29th May 2024, 8 am to 9 am, and 3 pm to 4 pm.

3.2.1 AM Arrival Period

The key findings from the AM observations are summarised as follows:

Gilles Street

- The traffic on Gilles Street was in general in an orderly manner, as the central concrete median island prevented vehicles from speeding or overtaking.
- There is a 25 km/hr school zone in place, and most people were observed to be compliant.
- The pedestrian green light timing at the signalised crossing on Gilles Street near the school gate appears to be overly lengthy.
- Some drivers were impatient to run across the signalised crossing, resulting in both abrupt braking and stopping over the crossing and obstructed pedestrians.

South Terrace

- Around 3 to 4 cars were observed to use the entrance area of Sage Hotel Adelaide to drop off students.
- Several school buses were operating along South Terrace on the northern side with minibuses to coaches.
- One person was observed crossing South terrace without using the pedestrian overpass.
- Most drivers complied with the 25 km/hr school zone speed limit in South Terrace during the morning peak hour.

3.2.2 PM Departure Period

The key findings from the PM observations are summarised as below:

Gilles Street

- Much busier traffic than in the morning, therefore vehicles were in general moving at a slower pace.
- The concrete central islands prohibited vehicles from driving around those entering or exiting a roadside parking space.
- No staff were seen to be operating on Gilles Street to monitor students and traffic during the pick-up periods.

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South Terrace

- Many students were observed to use the overpass.
- multiple school buses were seen operating along South Terrace on the northern side, of both small and large sizes.
- Many parents arrived at around 3pm to park and wait along the south side of South Terrace. Majority of them parked longer than the posted limit of 10 minutes, as the bell time is at 3:25 pm and 3:30 pm.
- no staff was seen to be operating on South Terrace.

Symonds Place

- Double parking in Symonds Place south of Gilles Street was observed for student pick-ups as shown in Figure 3.1.
- No staff were observed to monitor student and vehicle movements in Symonds Place.
- Vehicles stopping in the middle of the road to pick up students and this blocked traffic in the street.



Figure 3.1 Vehicles Double Parking in Symonds Place south of Gilles Street

3.3 Summary of the Issues and Opportunities

Traffic and parking issues near the school were observed on Gilles Street and South Terrace. The traffic safety issues that are for the City of Adelaide to address are:

- Delays for pedestrians to wait to cross at the PAC signalised crossing in Gilles Street.
- Traffic speeding in South Terrace in the school zone area during AM peak period.
- Parked vehicles extended the time limits in South Terrace that did not provide opportunities for parents for Kiss and Drop activity close to the school.

4 Travel Safety Options and Assessment

4.1 Options Development

Options to improve the travel safety for students were developed under two categories, namely:

- Operational efficiencies
- Increased awareness of the area

The options for the assessment are provided in Table 4.1 with a description of the initiative and the issue to be addressed.

Table 4.1 Travel Safety Options for Pulteney Grammar School

Type of Option	Description	Issue Addressed
Operational Efficiencies	Review the signal timing at the signalised crossing on Gilles Street and improve the pedestrian green light waiting time during school peak hours.	Improve the travel time for students and parents
Increased awareness of the area	Install red light cameras along South Terrace.	The speeding behaviour around the school zone on South Terrace.

4.2 Indicative Cost Estimates

- The school travel safety options were assessed under the safe systems approach and indicative cost estimates are provided for each travel safety option in S for Signal timing changes at an intersection.

Table 4.2. The options were given labels under the following categories:

- T for Traffic control device or treatment that requires civil works and construction with cost estimates.
- S for Signal timing changes at an intersection.

Table 4.2 Indicative Cost Estimates for the Travel Safety Options at Pulteney Grammar School

Option	Priority Assessment	Indicative Cost Estimate	Comments
T1	Install red light cameras along South Terrace around the school zone area.	$200,000	Council to apply to DIT for installation of the cameras.
S1	Review the signal timing at the signalised crossing Grote Street and improve the pedestrian green light waiting time during school peak hours.	$3,000	Requires consultation with DIT for approval

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5 References

The following references were used in the preparation of the school travel safety review.

- Guide to Traffic Management Part 8, Local Area Traffic Management, Austroads, Sydney, 2016, Section 7.5.7 School Zones, page 114.
- Guide to Traffic Management Part 10, Traffic Control and Communication Devices, Austroads, Sydney, 2019, Section 6.5.8 Zig Zag Markings, page 105.
- Speed Limit Guideline for South Australia, Department for Infrastructure and Transport, October 2023, Appendix C School Zones.
- Supplement to AS 1742.10, Manual of uniform traffic control devices, Part 10, Pedestrian control and protection, Department for Infrastructure and Transport, April 2024.
- Manual of Legal Responsibilities and Technical Requirements for Traffic Control Devices Part 2: Code of Technical Requirements, Department for Infrastructure and Transport, March 2024, Section 9.3 Drop off and pick up zones, page 34.
- School Transport Policy, Department for Education, South Australia, January 2024.

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Appendix A – Student Travel Survey Form

CITY OF ADELAIDE

School Travel Survey for Students

School:	Pulteney Grammar School

Tonkin on behalf of the City of Adelaide is conducting a survey to determine the main modes of travel for students to understand the travel behaviour to the school. Please assist us by undertaking a short student survey during the first period class.

Questions for the Teacher

Date (day/month/year):	
Weather (Daytime temperature and sky conditions):	
Please enter the name or number of your class or year group.	
How many students are absent today in your class?	

Questions for the Students in Your Class / Year Group

Please ask the students with a 'hands-up' survey in the classroom.

AM Period Travel

How did you travel to school this morning? (If you travelled by more than one mode, please answer with the longest part of your journey - e.g. "car" for "car and scooter".)

Main Mode of Travel in the AM Period	Number of Students
Car (as driver)	
Car (as passenger with drop-off)	
Walk for the entire trip	
Bus	
Train	
Tram	
Bicycle or e-bike	
Scooter	

PM Period Travel

How will you travel from school this afternoon? (If you will travel by more than one mode, please answer with the longest part of your journey - e.g. "car" for "car and scooter".)

Main Mode of Travel in the PM Period	Number of Students
Car (as driver)	
Car (as passenger with pick-up)	
Walk for the entire trip	
Bus	
Train	
Tram	
Bicycle or e-bike	
Scooter	

If you travelled by car, would you prefer any of these modes? (multiple answers)

Walking for the entire trip	
Bicycle, e-bike or scooter	
Public Transport (bus, tram or train)	



St Dominic's Priory College

School Travel Safety Review – Draft Report

City of Adelaide

CLC003491
8 July 2024
Ref: 240706

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Building exceptional outcomes together

Document History and Status

Rev	Description	Author	Reviewed	Approved	Date
A	Draft Report	John Devney	James Arnold	James Arnold	8 July 2024

DRAFT

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Client: City of Adelaide
Ref: 240706

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Executive Summary

Overview

St Dominic's Priory College is a private school that comprises Reception to Year 12 with an enrolment of 1,226 students in Term 2 2024 with the distribution of students by year as follows:

- 107 students in Year R to 3
- 233 students in Year 4 to 6
- 228 students in Year 7 to 9
- 658 students in Year 10 to 12

Key Findings

The St Dominic's Priory College does not have an enrolment area so students can live and travel from anywhere. However, most students reside in inner Adelaide suburbs with clusters of students in Port Adelaide and Elizabeth that have special bus services to the school.

The student travel surveys that were conducted in May 2024 showed the following:

- The car mode share is 81 per cent in the AM period and 79 per cent in the PM period so that most students are travelling by car.
- Public transport is used by 15 per cent of the students in the AM period and over 20 per cent the PM period. The PM departure period has 6 per cent more students using public transport than in the AM period, and 2 per cent fewer students using private vehicles. This result is likely because parents drop of their children on the way to work in the CBD for the morning commute trip, but the students travel home by public transport when the parent is still working in the PM school departure period.
- The bicycle mode share is less than three per cent and walk mode share is less than two per cent that indicates a very low interest in travelling by active transport modes.

From the discussions with the school and the site observations, the following student travel safety issues were identified:

- Double parking was continuous over a 20-minute period on Barnard Street. This exceeded 125m in length, reaching to the Mills Terrace intersection.
- Angled carparking in Molesworth Street was also difficult to navigate for school drop off / pick up.
- Large crossing distances across Molesworth Street at the Hill Street intersection resulted in issues with pedestrian / vehicle conflicts.
- Some issues with jaywalking across Molesworth Street and Barnard Street
- Many staff park on the nearby local streets (mostly Molesworth Street) with the time limit restrictions and limited spaces result in staff leaving classrooms to shift vehicles.

Key Recommendations

Infrastructure Treatments

- Ban the right turn movements from Molesworth Street into Hill Street during peak periods.
- Rearrange the car spaces in Molesworth Street with a parallel parking to provide a formal 2-minute Kiss and Drop zone near the entrance to the student entrance (Years 7 to 11).
- Extend the existing Kiss and Dop area in Barnard Street for the junior school.
- Provide a central median within the Molesworth Street corridor between Hill Street and Barnard Street. This could also be explored along Barnard Street.
- Investigate the inclusion of further pedestrian crossings mid-block of Molesworth Street and Barnard Street. This could be integrated with a central median treatment.

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Operational Efficiencies

- Staff parking improvements with the provision of permits for staff in the local streets, mostly focused on the 4P sections on Molesworth Street. This is not in the scope of this school travel safety review.

Safety Promotions

- Install additional signage to promote the school area for traffic approaching the school zones at the Hill Street and Mills Terrace ends of Molesworth Street and Barnard Street.
- Prepare a consolidated travel access guide for students and parents that would be promoted on the school website in location that is easy to find, in additional to the school newsletter.

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Abbreviations

Abbreviation	Description
DfE	Department for Education, South Australia
DIT	Department for Infrastructure and Transport, South Australia
PAC	Pedestrian Actuated Crossing with traffic signals

Glossary of Terms

Term	Description
Bicycle lane	On-road kerbside lane allocated for bicycles with pavement markings
Emu crossing	A pedestrian crossing with white road markings, red and white posts and operate only when the children's crossing flags are displayed. They are placed within school zones and a speed limit of 25 km/h applies to drivers when children are present. Drivers must stop for pedestrians using or about to use the crossing.
Kiss and Drop zone	A location designated on the street or on the school grounds for parents and carers in vehicles to drop-off or pick-up students typically with a 2-minute waiting limit. Parents are to stay in the vehicle.
Koala crossing	A pedestrian crossing with white road markings, red and white posts and two yellow alternating flashing lights. They are only operational when the yellow lights are flashing and a speed limit of 25 km/h applies to drivers between signs on the approach to the crossing. Drivers must stop for pedestrians using or about to use the crossing.
Shared path	Off-road pathway for pedestrians and cyclists
Go Zone	A high frequency bus corridor with one or more bus routes with a service headway of every 15 minutes on weekdays and every 30 minutes at other times. Stops and stations within a 'Go Zone' provide a bus, train or tram operating: • every 15 minutes between 7.30 am and 6.30 pm, Monday–Friday • every 30 minutes between 6.30 pm and 10 pm, Monday–Friday • every 30 minutes on Saturday, Sunday and South Australian public holidays.

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1 Introduction

This section provides the background for the school travel safety reviews and the study purpose and scope with an overview of the school location.

1.1 Background

The City of Adelaide is conducting School Travel Safety Reviews with the key objectives to:

- Investigate the current speed limits to assess the requirement of reducing the speed to 40km/h or less to help support more vibrant businesses and for a safer urban environment with the provision of higher quality amenity in the residential streets in the City of Adelaide.
- Consider always extending the time periods for the 25 km/h speed limit at and near all schools in the City of Adelaide when children are present and to work with DIT to further understand what responsible safety measures may be added to assist with drop off/pick up of children.

In January 2023, the Council requested the administration to investigate and report by the end of the 2023 school year on the need for and the nature of any additional measures to enhance the safety of primary and secondary, public and private school students entering and leaving schools at the beginning and end of the school day, including the introduction of supervised or unsupervised so called "kiss and drop zones" at all schools in the City of Adelaide.

A School Safety Report was completed for St Aloysius College and presented to the Infrastructure and Public Works Committee held on 19 March 2024. At the Council Meeting on 26 March 2024, Council decided to complete school travel safety reviews for 11 other schools in the City of Adelaide.

1.2 Study Purpose and Scope

The purpose of the work is to develop and document an evidence-based approach using the Safe System approach to address road safety concerns for children, parents and carers, with recommended changes such as safer crossing outcomes and measures to reduce the danger from motorised vehicle movements. The key objectives of the school transport safety reviews are to:

- Review the extents of the existing school speed zones to achieve Safe System speed outcomes, and
- Identify and prioritise opportunities to improve safety outcomes around schools.

The following tasks were completed for this school travel safety review:

- Engage with each school Principal or relevant representative to discuss issues with student travel to and from the school and opportunities to improve school travel safety.
- With the support from the teachers, undertake a student travel mode survey.
- Conduct AM and PM site investigations to observe any unsafe movements, in particular at the Kiss and Drop areas.
- Identify and map the location of the:
  - Existing pick up and drop off areas.
  - Existing school zones and other speed limits, including signs.
  - Existing crossings by type and informal crossing points and pedestrian desire lines.
  - Proposed locations of any measures, such as indicative locations of new crossings, new/changed school zones and of pick-up and drop off areas.
- Document the research and site investigation findings with options and prioritised recommendations for infrastructure projects to improve school travel safety.

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1.3 School Location

St Dominic's Priory College is located on both sides of Hill Street between Molesworth Street and Barnard Street in North Adelaide. The school site and the existing surrounding environs are shown in Figure 1.1.



Figure 1.1 St Dominic's Priory College Location

The school provide a copy of the college floorplan as shown in Figure 1.2 that are located:

- Barnard Street for the junior school (Reception to Year 6)
- Molesworth Street for the college administration offices and Years 7 to 11.
- Hill Street on the eastern side for Year 12.

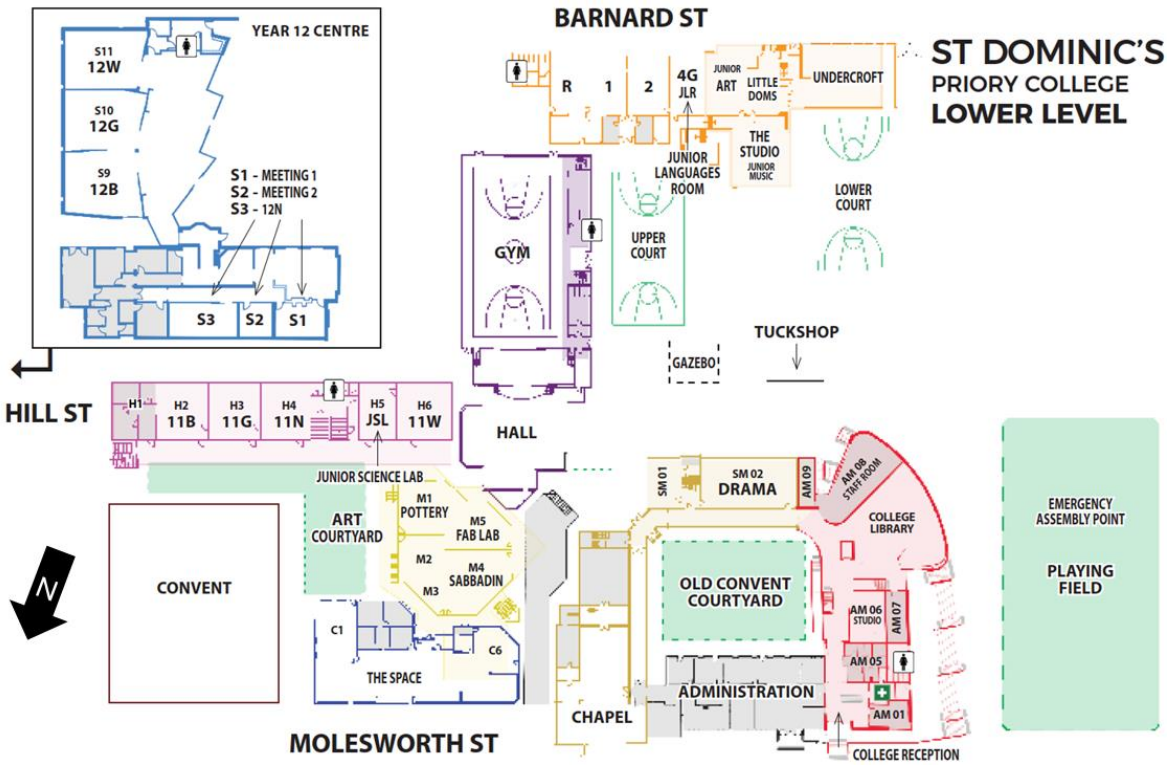


Figure 1.2 Entrances to St Dominic's Prory College

The student entrances in Barnard Street and Molesworth Street are shown in Figure 1.3.



Entrance to the Junior School on Barnard Street



Entrance for students to Years 7 to 11 in Molesworth Street

Figure 1.3 Entrances to St Dominic's Priorty College in Barnard Street and Molesworth Street

2 Existing Conditions

The section provides the analysis of the existing school operations, the student population and travel patterns and an overview of transport access to the school by all transport modes.

2.1 School Operations

St Dominic's Priory College comprises years Reception to 12. Students can enter the school building at 8:30 am. They are to be seated in their home class by 8:40 am. For the PM, the Junior School which is Years R to 6 finishes at 3:10 pm. The Middle (Years 7 to 9) and the Senior School (Years 10 to 12) finishes at 3:25 pm.

The school office hours are 8 am to 4 pm on school days.

2.2 Student Enrolment Analysis

The school enrolment in Term 2 2024 was for 1,226 students with a distribution by year as follows:

- 107 students in Year R to 3
- 233 students in Year 4 to 6
- 228 students in Year 7 to 9
- 658 students in Year 10 to 12

The St Dominic's Priory College does not have an enrolment area so students can live and travel from anywhere. However, most students reside in inner Adelaide suburbs with clusters of students in Port Adelaide and Elizabeth that have special bus services to the school. The number of households by sub areas for groups of suburbs in the inner and outer metropolitan areas is shown in Figure 2.1.

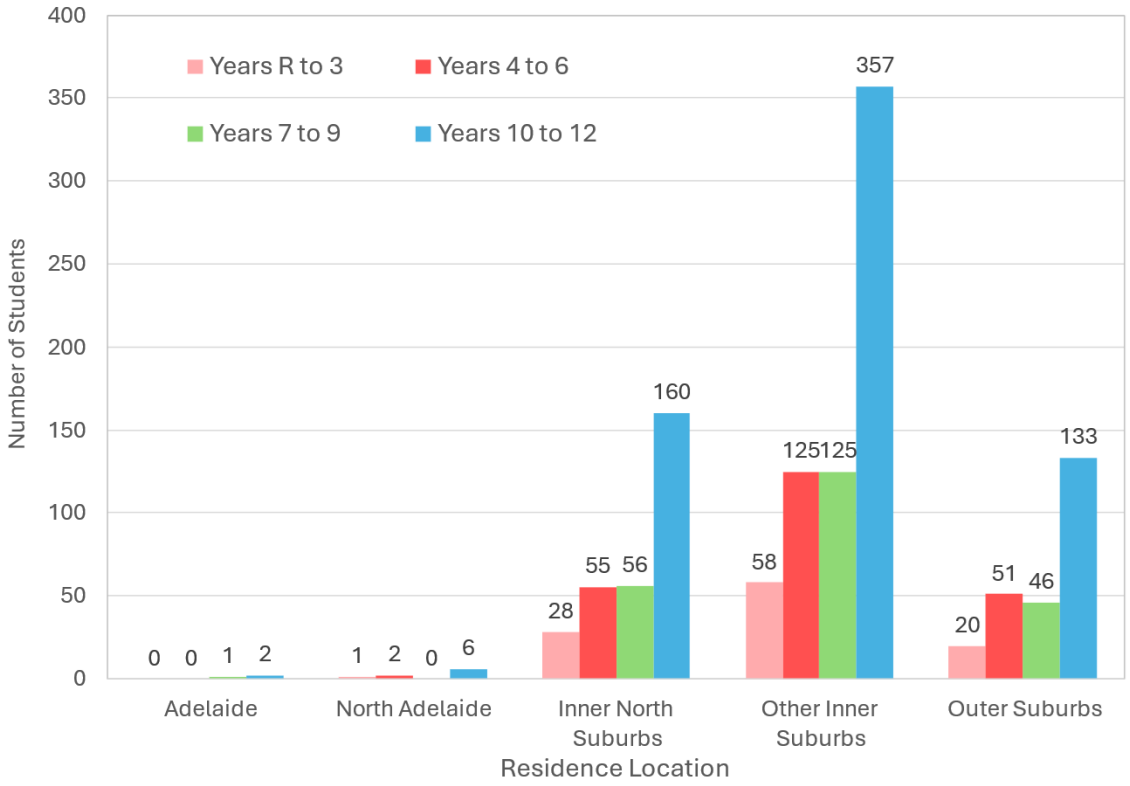


Figure 2.1 St Dominic's Priory College Student Residence Location Analysis

2.3 Student Travel Demand

The existing school travel activity to and from the St Dominic's Priory College was reviewed through site observations and a student travel mode survey on a typical school day. The student travel mode survey form is included in **Appendix A**.

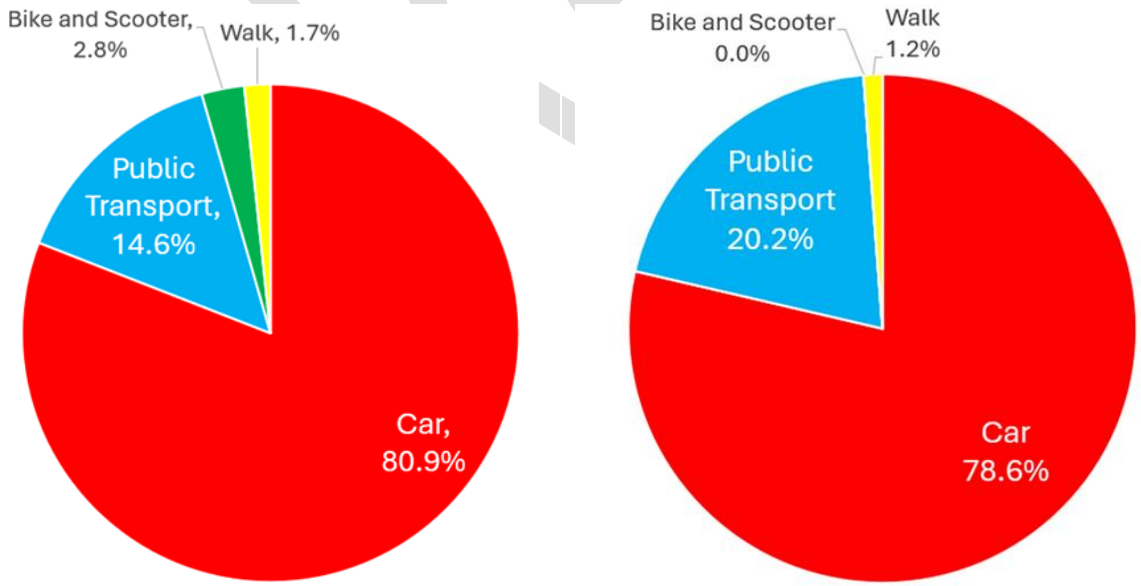
The "Hands-up" student travel survey was conducted during the first morning class on Thursday 30 May 2024. The findings from the surveys were used to confirm the existing transport mode shares for:

- Car (as driver)
- Car (as passenger with drop-off)
- Walk for the entire trip
- Bus, Train or Tram
- Bicycle or e-bike
- Scooter

A total of 650 students were surveyed.

The student travel mode shares to school in the AM period and from school in the PM period are shown in Figure 2.2. The car mode share is 81 per cent in the AM period and 79 per cent in the PM period so that most students are travelling by car.

Public transport is used by 15 per cent of the students in the AM period and over 20 per cent the PM period. The PM departure period has 6 per cent more students using public transport than in the AM period, and 2 per cent fewer students using private vehicles. This result is likely because parents drop of their children on the way to work in the CBD for the morning commute trip, but the students travel home by public transport when the parent is still working in the PM school departure period. The bicycle mode share is less than three per cent and walk mode share is less than two per cent that indicates a very low interest in travelling by active transport modes.



AM Period Arrival Transport Mode Share **PM Period Departure Transport Mode Share**

Figure 2.2 St Dominic's Priory College Student Transport Mode Shares in May 2024

2.4 Transport Access

Transport access to the school via road, public transport, cycling and walking and the availability of on-street, on-site and off-site parking is provided in this section.

2.4.1 Road Network

The streets in the local road network at St Dominic's Priory College are provided in Table 2.1. The front entrance and main office of the school is provided on Molesworth Street. The rear entrance, and location of the kiss and drop area, is located on Barnard Street.

Table 2.1 Local Streets at St Dominic's Priory College

Road	Classification	Relevance to the School
Molesworth Street	Local street	2-way traffic in on the northern side of the school and the location of the front entrance. Informal kiss and drop area
Hill Street	Local street	30 m opposite school on both sides of street; PAC located mid-block to facilitate smooth movements between east and western sides
Barnard Street	Local street	Rear entrance of the school with a Kiss and Drop area
Mills Terrace	Local street	100 m from school, unlimited parking used by P-platers

The attributes of the local road network at St Dominics are summarised in Table 2.2. In areas where no data was provided, the field was labelled as not applicable (n/a). Generally, the posted speed limit was obeyed by drivers in the area.

Table 2.2 Local Road Network Attributes at St Dominic's Priory College

Road	Number of Lanes	Daily Traffic Volumes	Posted Speed (km/h)	Average Speed (km/h)	85th Percentile Speed (km/h)
Molesworth Street	2	486	50	43.1	52.0
Hill Street	2	2,212	50	40.0	48.5
Barnard Street	2	411	50	33.1	45.0
Mills Terrace	2	326	50	36.5	45.0

The road network north, south and east of the main campus are included within a 25km/h school zone during AM and PM peak times. As noted previously, a PAC is provided on Hill Street and is typically manned by students and teachers.

Table 2.3 Local Road Network Attributes at St Dominic's Priory College

Road	25 km/h School Zone in Street	Type of Crossing in Street
Molesworth Street	Yes	none
Hill Street	Yes	PAC
Barnard Street	Yes	none
Mills Terrace	No	none

2.4.2 Crash Analysis

A review of the latest crash data from 2018 to 2022 (five-year period) has been sourced from DataSA. During this time there has been the following crashes within direct vicinity of the school:

- Bernard Street: 2 property damage crashes
- Hill Street: 2 property damage crashes
  - Intersection with Bernard Street: 1 property damage crash
  - Intersection with Molesworth Street: 1 property damage crash

The crash statistics by location near the St Dominic's Priory College are shown in Figure 2.3.

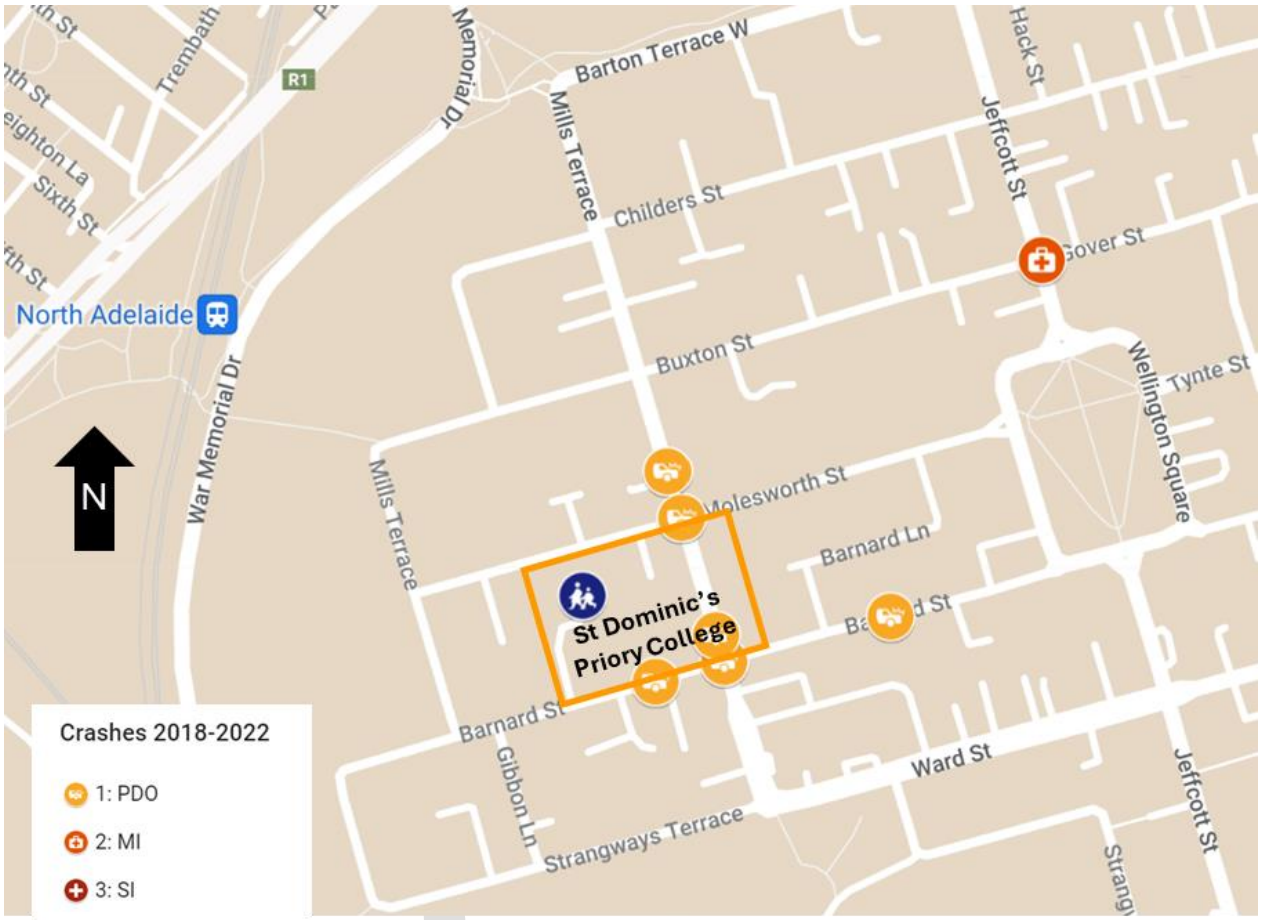


Figure 2.3 Crashes on School Days at St Dominic's Priory College

2.4.3 Parking and Kiss and Drop Areas

The types of carparking provided in the streets surrounding the school are provided in Table 2.4. These parking controls are also shown in Figure 2.4.

Table 2.4 Parking Types at St Dominic's Priory College

Road	Type of Parking	Time Restrictions
Molesworth Street	Angled Timed	4-hour parking Monday to Friday 8 am to 6 pm
Hill Street	Angled Timed	3-hour parking Monday to Friday 8 am to 6 pm
Barnard Street	Parallel Timed	3-hour parking Monday to Friday 8 am to 6 pm
Mills Terrace	Unlimited on the west side, Parallel Timed on the east side	3-hour parking Monday to Friday 8 am to 6 pm

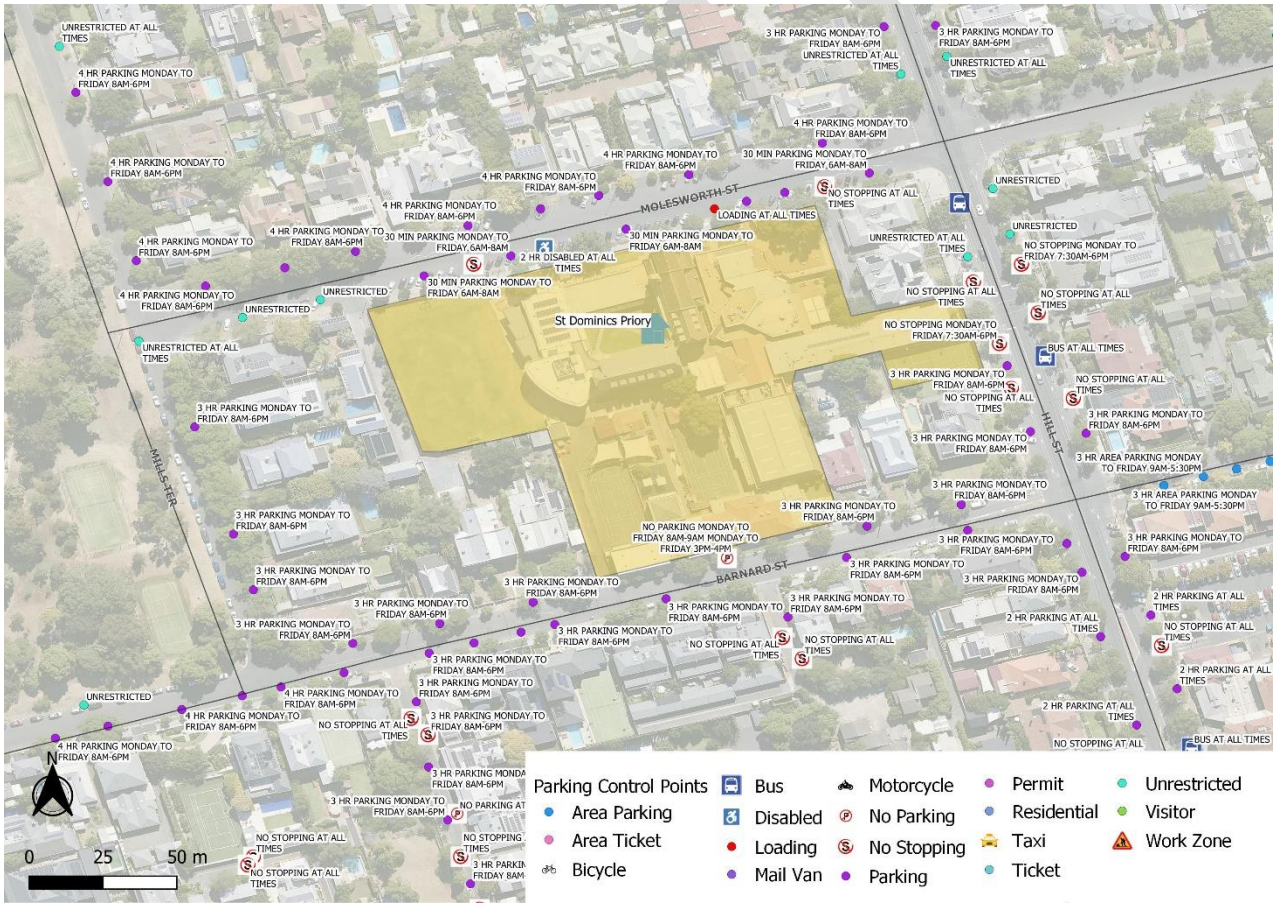


Figure 2.4 On-street Parking and Kiss and Drop Areas for St Dominic's Priory College

On-street parking on both sides of Barnard Street is used for Kiss and Drop activity on school days. Double parking was observed from the kiss and drop spot at the southern entrance to the Mills Terrace intersection.

A small area located near the front entrance on Molesworth Street is provided for informal Kiss and Drop activity. However, most pick up and drop off activity occurs in the angled parking along both sides of Molesworth Street.

2.4.4 Public Transport

Public transport services to St Dominic's Priory College are provided very conveniently at bus stop 5A in Hill Street as shown in Figure 2.5. Routes 251, 252, 253 and 254 that are in a Go Zone to Hawker Street and the Route 98 Connector bus operate from these stops. The school has two special services operated by Torrens Transit under contract to Adelaide Metro from Elizabeth in the AM period and to Adelaide CBD in the PM period.

Other bus routes that operate in a Go Zone corridor to Adelaide CBD are within a 400 m walk along Molesworth Street to Stop 5 in Jeffcott Street (Routes 230, 232, 235, 238 and 239) and within 1 km to O'Connell Street for the Routes G10 and 222.

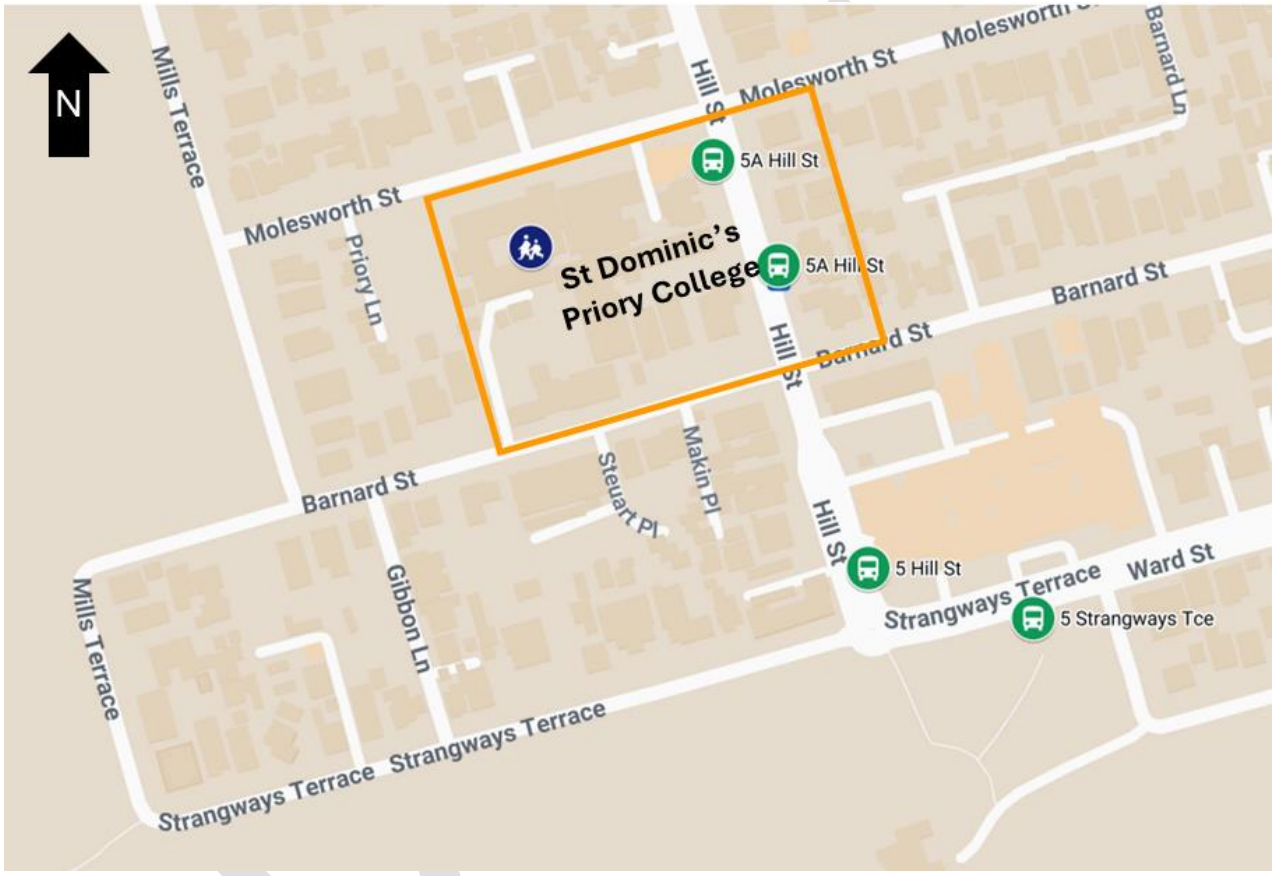


Figure 2.5 Public Transport Services to St Dominic's Priory College

The arrival or departure times of the bus services at Stop 5A in Hill Street are listed by route number within one hour of the school AM and PM bell times in Table 2.5. The school promotes these bus services in the newsletter at the start of each school year and are included with the road safety information in **Appendix B**.

Table 2.5 Public Transport Services at Stop 5A in Hill Street at St Dominic's Priory College

Stop 5A Direction	Route	Timetable Schedule
Northbound West side	98C to North Adelaide	8:14 am, 8:44 am, 3:14 pm, 3:44 pm
	251 to Port Adelaide from Adelaide CBD	8:41 am, 8:56 am, 3:13 pm, 3:29 pm, 3:36 pm, 3:45 pm
	477 from Elizabeth	8:14 am
Southbound East side	98A to Adelaide CBD	7:29 am, 8:29 am, 8:59 am, 3:29 pm, 3:59 pm
	251 and 252 from Port Adelaide to Adelaide CBD	8:04 am, 8:11 am, 8:19 am, 8:34 am, 8:49 am, 8:57 am, 3:30 pm, 3:15 pm, 3:31 pm, 3:47 pm, 4:02 pm
	958 to Adelaide CBD	3:35 pm

St Dominic's Priory College has organised and chartered school bus services contracted to Grant's Coachlines with the buses shown in Figure 2.6. In May 2024, a special bus route was implemented with Adelaide Metro fares and tickets from the school. The service operated with one trip in the AM period from Port Adelaide and in the PM period to Port Adelaide with stops all the route. The route travels north of the school and stops at Port Adelaide. The route and timetable with key stop times are provided in Figure 2.7.



Grant's Coachlines bus in Hill Street with the timetable to Port Adelaide



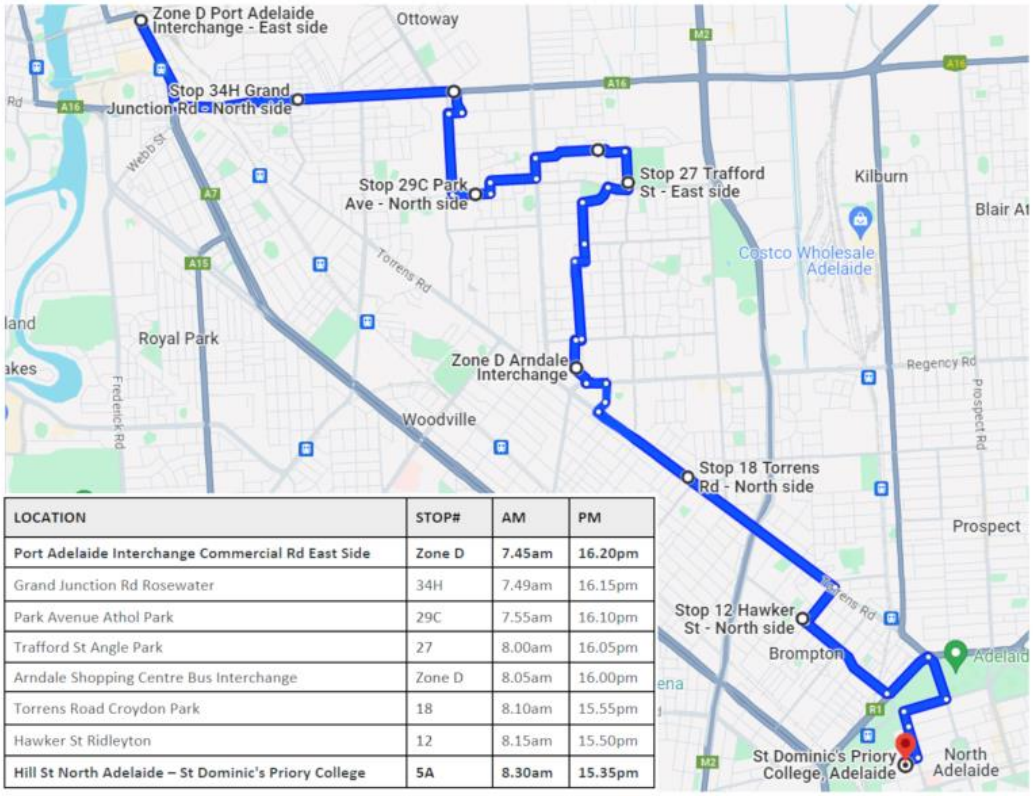
Shuttle bus in Barnard Street for the junior school students

Figure 2.6: Grant's Coachlines Bus at St Dominic's Priory College

ST DOMINIC'S PRIORY COLLEGE

EDUCATING GIRLS, INSPIRING CONFIDENCE

School Bus
North Service



LOCATION	STOP#	AM	PM
Port Adelaide Interchange Commercial Rd East Side	**Zone D**	**7.45am**	**16.20pm**
Grand Junction Rd Rosewater	34H	7.49am	16.15pm
Park Avenue Athol Park	29C	7.55am	16.10pm
Trafford St Angle Park	27	8.00am	16.05pm
Arndale Shopping Centre Bus Interchange	Zone D	8.05am	16.00pm
Torrens Road Croydon Park	18	8.10am	15.55pm
Hawker St Ridleyton	12	8.15am	15.50pm
Hill St North Adelaide – St Dominic's Priory College	**5A**	**8.30am**	**15.35pm**

Catching the bus

The dedicated bus will be branded with St Dominic's Priory College logos, making it easy for the girls to identify.

St Dominic's/Grant's Coachlines school bus will stop at all Adelaide Metro yellow bus stops along the route.

Please ensure students clearly hail the bus as it approaches.

Fares

Tickets are available for purchase from the College Reception starting Monday 20 May, Week 4.

The prices of tickets are as follows:

- $2.40 for a Single Trip
- $20 for Ten Trips
- $180 for a Term Pass (available for purchase from Term 3).

ST.DOMINIC'S PRIORY COLLEGE
139 Molesworth Street.
North Adelaide SA 5006
(08) 8331 5100

inspiring confidence

Figure 2.7: St Dominic's School Bus Service operated by Grant's Coachlines

2.4.5 Cycling

The bicycle network in vicinity of the school with the connecting link to surrounding Park Land trails and the inner metropolitan cycling network is shown in Figure 2.8. Hill Street has an on-road bicycle lane on both sides of the road. Storage space for 12 bicycles is provided on the eastern side of the campus, nearby to the Hill Street PAC.

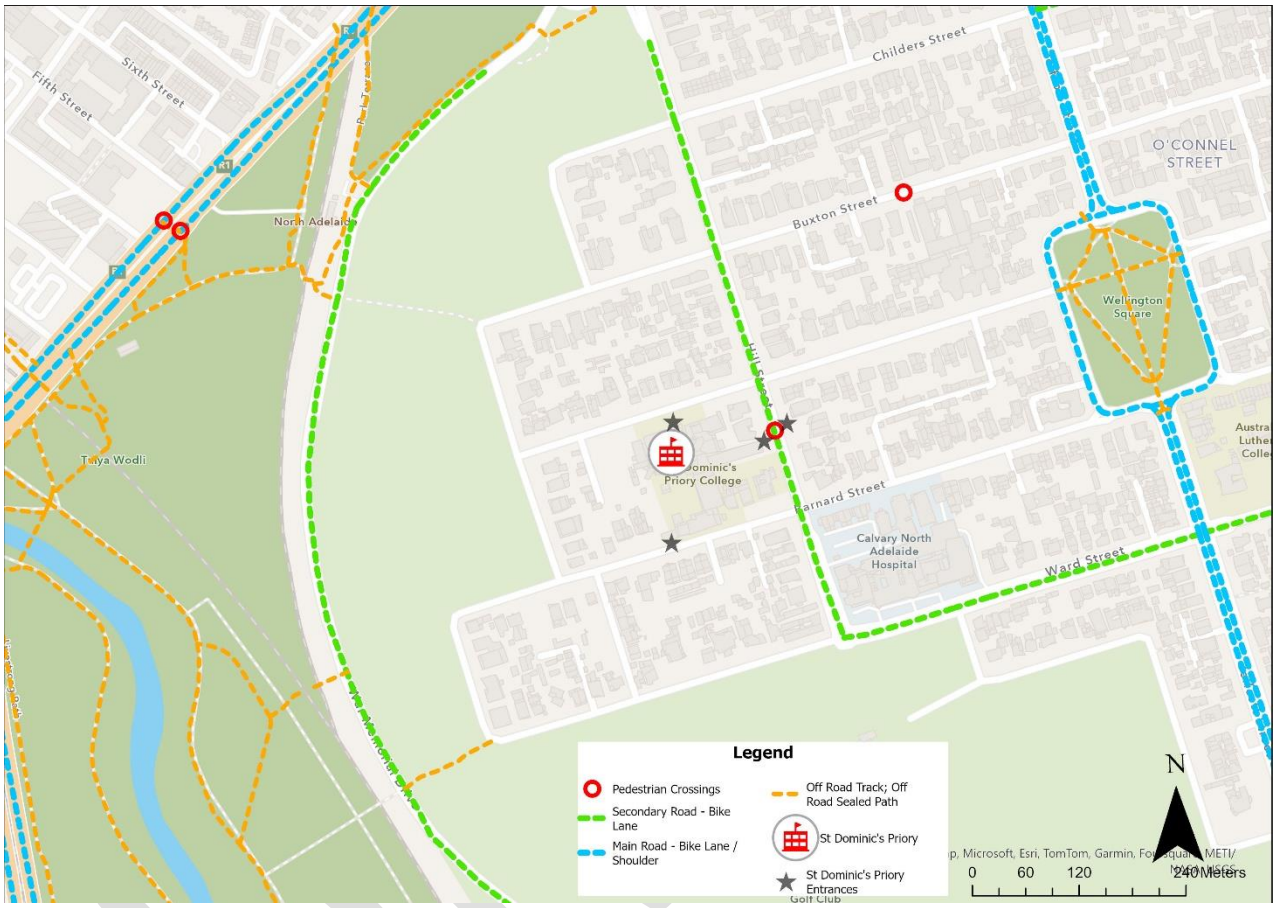


Figure 2.8 Cycling Network to St Dominic's Priory College

2.4.6 Pedestrian Access

Walking to and from the school is an important transport mode for students, staff and visitors who walk for their entire trip or as an access mode to the bus stops in Hills Street.

Pedestrian access routes to the high school are via:

- Sealed footpaths exist along all road corridors to the school.
- Footpaths through the path network in the nearby parklands.

The walkable catchment areas for 1km, 1.5km and 2km to St Dominic's Priory College are shown in Figure 2.9. Students who walk their entire trip to school are likely walking from North Adelaide, the Mile End Train Station, and suburbs such as Bowden and Ovingham.

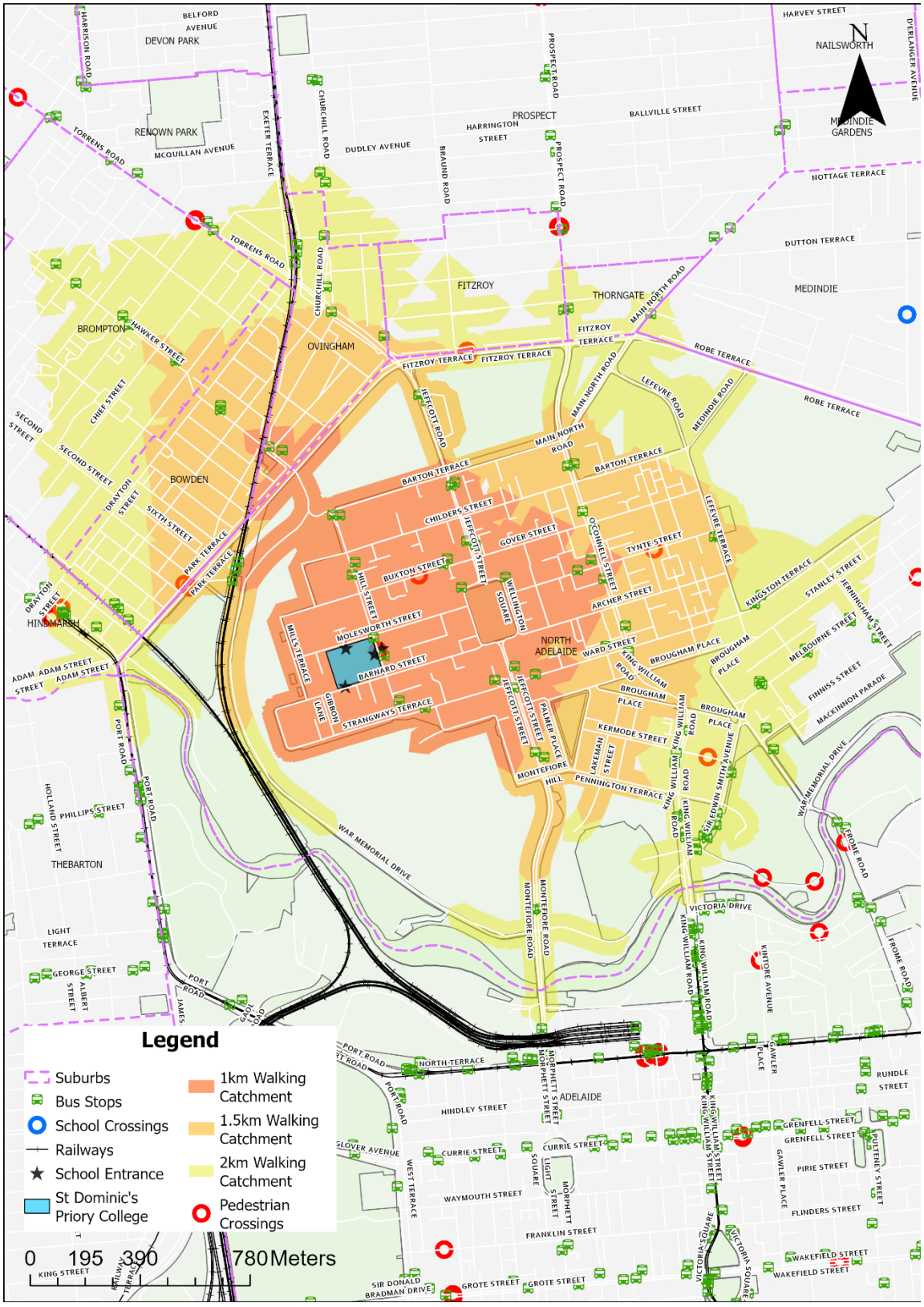


Figure 2.9 **Walkable Access Catchment to St Dominic's Priory College**

3 Issues and Opportunities

The issues and opportunities were identified with discussions with the school administration staff and site observations conducted during the AM drop-off period and the PM pick-up period.

3.1 Stakeholder Discussions

A meeting was held with St Dominic's Priory College leadership on Wednesday 5 of June to discuss existing issues and any suggestions for new infrastructure. These were as follows:

- The informal Kiss and Drop area on Molesworth Street was difficult to use due to the angled parking
- The 13 m long loading zone on Molesworth Street was utilised for kiss and drop activity, resulting in double parking and reduced movement for vehicles travelling west.
- Kiss and drop area on Barnard Street resulting in significant double parking back to the west
- Drivers were observed regularly performing U-turns in the middle of the both Barnard Street and Molesworth Street
- 3 significant crashes and near miss incidents were reported by the school in Hill Street between students and other vehicles
- Staff carparking is limited at the school. Many staff park on the nearby local streets with the time limit restrictions and limited spaces result in staff leaving classrooms to shift vehicles.

No school expansion is currently planned.

3.2 Site Observations

The existing student arrival and departure movements at the St Dominic's Priory College were observed on Thursday 30 May 2024 from 8 am to 9 am and on Wednesday 5 June from 2:30 pm to 3:30 pm.

3.2.1 AM Arrival Period

The pedestrian, cyclist, bus passenger and Kiss and Drop activity was observed during the AM arrival period from 8:00 am to 9:00 am. The AM period arrival profile was relatively distributed over the 30 minutes before the school start time, with the peak activity of arrivals between 8:15 am and 8:30 am. This weather for this AM period was stormy, with rain continuing through the entire morning period. This likely resulted in a higher number of private vehicle travel for school drop off than typical days.



Parking in Molesworth Street



Parking in Barnard Street

Figure 3.1 AM Peak Conditions at St Dominic's Priory College

Other findings from the AM observations are:

- Carparking was generally available across the peak hour in both Molesworth Street and Barnard Street. Kiss and drop activity also occurred on Hill Street, either side of the PAC. Vehicles typically stayed for less than 2 minutes.
- Some vehicles stayed longer as parents escorted their children within the school gates at the junior campus entrance on Barnard Street.
- Some instances of speeds over 25 km/h on Molesworth Street.
- Several students utilised the bus on Hill Street.
- U-turn movements within the street on Molesworth Street to turn back towards the east.
- Pedestrians were likely to use the PAC provided on Hill Street.
- Pedestrians on Barnard Street, where the traffic volume is low and the road width is shorter than Molesworth Street, were more inclined to jaywalk to travel to the school entrance.
- Minimal drop off activity occurred on the northern side of Molesworth Street, however in situations where it did occur, students jaywalked to the school entrance on the southern side.

3.2.2 PM Departure Period

The pedestrian, cyclist, bus passenger and Kiss and Drop activity was observed during PM departure period from 2:30 pm to 3:30 pm. The PM period departure profile included a significant movement of vehicles within a 20-minute timeslot after the school bell. Vehicles occupied most of the carparking spaces in front of the school in the 30-minute lead up to the school bell, with these vehicles typically moving on quickly.



Parking near the Molesworth Street school entrance



Parking in Barnard Street near the junior school entrance

Figure 3.2 PM Peak Conditions at St Dominic's Priory College

Other findings from the PM observations are:

- Carparking was quickly utilised on both sides of Barnard Street and the southern side of Molesworth Street in the 30-minute lead up to the school bell.
- Kiss and drop activity on Barnard Street was conducted by releasing the junior students individually to the waiting cars lined up
  - This line up of cars resulted in double parking exceeding 125 m in length to the Mills Terrace intersection. The delay of these vehicles picking up students ranged from 5-15 minutes.
- Vehicle parking limits on Barnard Street generally allows for 3-hour parking, with parents utilising these car spots if they wanted to park for more than five minutes and pick up their children inside the school.
- Some instances of speeds over 25km/h on Molesworth Street.

- Over 20 students utilised the bus on Hill Street.
- U-turn movements within the street on Molesworth Street to turn back towards the east. Instances of u-turning was not prevalent on Barnard Street due to the shorter road width.
- Pedestrians were likely to use the PAC provided on Hill Street if travelling in that direction.
- Parents on Barnard Street did jaywalk across the road to meet with students at the junior school entrance.
- Students walked at midblock locations across Molesworth Street to meet vehicles parked on the northern side of the road.



Car making an unsafe U-turn in Hill Street



Cars observed double parking in Barnard Street

Figure 3.3 PM Peak Safety Issues in Gover Street at St Dominic's Priory College

3.3 Summary of the Issues and Opportunities

The key issues for students and parents access the school are:

- Double parking was continuous over a 20 minute period on Barnard Street. This exceeded 125m in length, reaching to the Mills Terrace intersection.
- Angled carparking in Molesworth Street was also difficult to navigate for school drop off / pick up.
- Large crossing distances across Molesworth Street at the Hill Street intersection resulted in issues with pedestrian / vehicle conflicts.
- Some issues with jaywalking across Molesworth Street and Barnard Street
- Many staff park on the nearby local streets (mostly Molesworth Street) with the time limit restrictions and limited spaces result in staff leaving classrooms to shift vehicles.

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4 Travel Safety Options and Assessment

4.1 Options Development

Options to improve the travel safety for students at the school were developed under three categories, namely:

- Infrastructure treatments requiring civil works with changes to signals or pedestrian crossings.
- Operational efficiencies, with changes to parking controls, Kiss and Drop aeras or school zones.
- Safety promotions to increase awareness of the school with warning signage or information.

The options for the assessment are provided in Table 4.1 with a description of the initiative and the issue to be addressed.

-
-

Table 4.1 School Travel Safety Options for St Dominic's Priory College

Type of Option	Description	Issue Addressed
Infrastructure Treatments	Ban the right turn movements from Molesworth Street into Hill Street during peak periods	This reduces delays and safety issues for pedestrians and vehicles in the area.
	Rearrange the car spaces in Molesworth Street with a parallel parking to provide a formal 2-minute Kiss and Drop zone near the entrance to the student entrance (Years 7 to 11).	Unsafe conditions for parents to reverse out of carparking during busy periods. This will also help improve double parking currently positioned at the loading bay area.
	Extend the existing Kiss and Dop area in Barnard Street for the junior school.	This aims to reduce double parking currently positioned in peak times.
	Provide a central median within the Molesworth Street corridor between Hill Street and Barnard Street. This could also be explored along Barnard Street.	Remove U-turn movements mid-block and prevent unsafe vehicle manoeuvres around school entrances.
	Investigate the inclusion of further pedestrian crossings mid-block of Molesworth Street and Barnard Street. This could be integrated with a central median treatment.	Reduction of jaywalking by students and parents crossing the road to drop off or meet each other at parked vehicles.
Operational Efficiencies	Staff parking improvements with the provision of permits for staff in the local streets, mostly focused on the 4P sections on Molesworth Street. This is not in the scope of this school travel safety review.	With the limited on-site parking for staff and the timed parking controls in the local streets close to the school, many teachers leave their class to move their cars during the school day leaving students unattended for short periods. This is a safety issue for

Type of Option	Description	Issue Addressed
		students because they are left unaccompanied in the classroom. This would potentially allow for staff to park on the north side of Molesworth Street and free up space in the unrestricted carparking areas on Molesworth Street in the PM period pick up.
Safety Promotions	Install additional signage to promote the school area for traffic approaching the school zones at the Hill Street and Mills Terrace ends of Molesworth Street and Barnard Street.	Reinforce the awareness for drivers entering a "school precinct area"
	Prepare a consolidated travel access guide for students and parents that would be promoted on the school website in location that is easy to find, in additional to the school newsletter.	Students and parents may not be aware of their travel choices for different modes. The private school bus service is promoted but other modes could be consolidated.

4.2 Recommended School Travel Safety Initiatives

The recommended school travel safety initiatives are shown on Figure 4.1. They include:

- Investigate the inclusion of a central median treatment. This could be integrated with pedestrian crossings mid-block of Molesworth Street and Barnard Street.
- Rearrange the car spaces in Molesworth Street with a parallel parking to provide a formal 2-minute Kiss and Drop zone near the entrance to the student entrance (Years 7 to 11).
- Extend the existing Kiss and Dop area in Barnard Street for the junior school.
- Investigate a ban of the right turn movements from Molesworth Street into Hill Street during peak periods.
- Staff parking improvements with the provision of permits for staff in the local streets, mostly focused on the 4P sections on Molesworth Street.
- Inclusion of additional signage to promote the school area for traffic approaching the school zones at the Hill Street and Mills Terrace ends of Molesworth Street and Barnard Street.

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Figure 4.1 Recommended Initatives at St Dominic's Priory College

4.2.1 Options to Improve Pedestrian Crossing Safety in Tynte Street

In order to improve the pedestrian crossing safety to the school entrance and prevent jaywalking in peak times, an option could be to include a central median and pedestrian refuges through Molesworth Street and Barnard Street. A continuous solid median on both streets would prevent dangerous u-turn movements by vehicles during peak pedestrian periods. This option requires further site observations, data collection for pedestrian volumes crossings during the AM and PM school peak hours and a more detailed assessment. Examples of pedestrian refuges at the Hill Street intersections of both Molesworth Street and Barnard Street could be transferred further along the road corridor.



Figure 4.2 Pedestrian Refuge Example – Hill Street / Molesworth Street

4.2.2 Signage to Increase the Awareness of the School for Motorists

An issue for school student travel safety is many motorists in streets approaching the schools are not aware that St Dominic's Priory College is located here until they enter the 25km/h zones near the school entrances. It is proposed to install larger and more prominent information signage (not regulatory signage) to increase the awareness of the school. The signs could be installed at either end of Molesworth Street and Barnard Street for motorists to see when entering the school area.

Examples of signage at the entry points to a school precinct are shown in Figure 4.3. These information and advisory advance warning signs are not standard for the DIT guidelines. Council will need to discuss with DIT about these types of signs that are intended to increase awareness to traffic in Hill Street.



Large entry signage that is visible to traffic on the street



Advanced warning sign for a school zone

Figure 4.3 Alternative School Precinct Warning Signage

4.2.3 Information to Promote Safer Student Travel to the School

The school provides some information to promote different travel modes such as the Adelaide Metro and private school buses. However, a specific brochure/pamphlet could be provided to school students, separate to newsletter articles. An example of the types of the school information brochures, known as school Travel Access Guides in NSW, are provided for a primary school in **Appendix C**. The Travel Access Guide is prepared with a consistent template for all government schools in NSW in collaboration with the school principals and a school travel coordinator.

4.3 Assessment and Indicative Cost Estimates

The school travel safety options were assessed under the safe systems approach and indicative cost estimates are provided for each travel safety option in Table 4.2. The options were given labels under the following categories:

- P for Parking control with new signage or to pavement markings for the on-street parking or a school zone.
- T for Traffic control device or treatment that requires civil works and construction with cost estimates.
- I for information to the school community with signage or online promotional brochure.

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Table 4.2 Indicative Cost Estimates for the Travel Safety Options at St Dominic's Priory College

Option ID	Description	Indicative Cost Estimate	Comments
P1	Ban the right turn movements from Molesworth Street into Hill Street during peak periods	Less than $1,000 for signage	Council to liaise with DIT on this change since it may affect traffic volumes in Hill Street.
P2	Rearrange the car spaces in Molesworth Street with a parallel parking to provide a formal 2-minute Kiss and Drop zone near the entrance to the student entrance (Years 7 to 11).	Less than $20,000	This would require consultation with the residents in Molesworth Street.
P3	Extend the existing Kiss and Dop area in Barnard Street for the junior school.	Less than $1,000 for signage	Council would need to consult with residents in Barnard Street if the on-street parking was affected.
P4	Staff parking improvements with the provision of permits for staff in the local streets, mostly focused on the 4P sections on Molesworth Street. This is not in the scope of this school travel safety review.	To be determined	This is not a priority action within the scope of this school travel safety review. Parking in Molesworth Street was previously changed with community input.
T1	Provide a linemarked central median within the Molesworth Street corridor between Hill Street and Barnard Street. This could also be explored along Barnard Street.	Less than $1,000 for line marking.	Council would need to consult with the school and residents in Molesworth Street.
T2	Investigate the inclusion of further pedestrian crossings mid-block of Molesworth Street and Barnard Street. This could be integrated with a central median treatment.	Up to $10,000	Council would need to consult with the school and residents in Molesworth Street.
I1	Install additional signage to promote the school area for traffic approaching the school zones at the Hill Street and Mills Terrace ends of Molesworth Street and Barnard Street.	Less than $1,000	The selection of information signage and installation is under the control of the Council.
I2	Prepare a consolidated travel access guide for students and parents that would be promoted on the school website in location that is easy to find, in additional to the school newsletter.	No cost to Council	This would be prepared and promoted by the school administration.

5 References

The following references were used in the preparation of the school travel safety review.

- Guide to Traffic Management Part 8, Local Area Traffic Management, Austroads, Sydney, 2016, Section 7.5.7 School Zones, page 114
- Guide to Traffic Management Part 10, Traffic Control and Communication Devices, Austroads, Sydney, 2019, Section 6.5.8 Zig Zag Markings, page 105,
- Speed Limit Guideline for South Australia, Department for Infrastructure and Transport, October 2023, Appendix C School Zones
- Supplement to AS 1742.10, Manual of uniform traffic control devices, Part 10, Pedestrian control and protection, Department for Infrastructure and Transport, April 2024
- Manual of Legal Responsibilities and Technical Requirements for Traffic Control Devices Part 2: Code of Technical Requirements, Department for Infrastructure and Transport, March 2024, Section 9.3 Drop off and pick up zones, page 34
- School Transport Policy, Department for Education, South Australia, January 2024

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Appendix A – Student Travel Survey Form

CITY OF ADELAIDE

School Travel Survey for Students

School:	St Dominic's Priory College

Tonkin on behalf of the City of Adelaide is conducting a survey to determine the main modes of travel for students to understand the travel behaviour to the school. Please assist us by undertaking a short student survey during the first period class.

Questions for the Teacher

Date (day/month/year):	
Weather (Daytime temperature and sky conditions):	
Please enter the name or number of your class or year group.	
How many students are absent today in your class?	

Questions for the Students in Your Class / Year Group

Please ask the students with a 'hands-up' survey in the classroom.

AM Period Travel

How did you travel to school this morning? (If you travelled by more than one mode, please answer with the longest part of your journey - e.g. "car" for "car and scooter".)

Main Mode of Travel in the AM Period	Number of Students
Car (as driver if applicable)	
Car (as passenger with drop-off in Barnard Street)	
Car (as passenger with drop-off in Molesworth Street)	
Car (as passenger with drop-off in Hill Street)	
Car (as passenger with drop-off in other streets)	
Walk for the entire trip	
Bus	
Train	
Tram	
Bicycle, e-bike or moped	
Scooter	

PM Period Travel

How will you travel from school this afternoon? (If you will travel by more than one mode, please answer with the longest part of your journey - e.g. "car" for "car and scooter".)

Main Mode of Travel in the PM Period	Number of Students
Car (as driver if applicable)	
Car (as passenger with pick-up in Barnard Street)	
Car (as passenger with pick-up in Molesworth Street)	
Car (as passenger with pick-up in Hill Street)	
Car (as passenger with pick-up in other streets)	
Walk for the entire trip	
Bus	
Train	
Tram	
Bicycle, e-bike or moped	
Scooter	

If you travelled by car, would you prefer any of these modes? (multiple answers)	
Walking for the entire trip	
Bicycle, e-bike or scooter	
Public Transport (bus, tram or train)	

Appendix B –Term 1 Road Safety and Transport News

ROAD SAFETY INFORMATION

KEEPING KIDS SAFE AROUND SCHOOLS - A MESSAGE FROM THE CITY OF ADELAIDE

With of the resumption of learning for all students, we wish to remind families of the road safety measures that help keep all members of our Community safe.

Parking Zones around the school are put in place to ensure pedestrian safety. Children are in particular danger near schools because:

- Their small size makes it hard for drivers to see them between traffic, parked cars, stobie poles and other obstacles.
- They are easily distracted and may not be aware of traffic.
- They may suddenly run onto the road - e.g. to meet a parent.

Some road rules you particularly need to be aware of are:

- You must not stop in a No Stopping Zone, even for a few seconds to pick up your child.
- You may stop in a No Parking Zone / Kiss & Drop Zone for ***a few seconds only*** to pick up a child who is already waiting nearby. You must not linger in this zone in wait, park, or leave the vehicle.
- You must not Double Park, or stop in the line of traffic, to pick up or drop off a child.
- You must not stop in a Bicycle Lane.
- You must not stop within 20 metres before a crossing or 10 metres after a crossing.
- You must not stop within 10 metres of an intersection or junction without traffic lights.
- If you have an enquiries regarding this information, please contact City of Adelaide on 8203 7203.

City of Adelaide Parking and Information Officers and SAPOL are aware of these issues and will monitor the situation and deal with breaches accordingly, to ensure children's safety. Expiations will be issued to vehicles contravening these rules.

In addition to the information above, as provided by City of Adelaide, the College would further wish to request that drivers please be mindful of our neighbours in:

- Not pulling into, or parking across driveways or no standing zones.
- Not making U Turns at busy pick up/drop off times. This obstructs the flow of traffic and may endanger children crossing the road. Please drive around the block.

Please be mindful of your own behaviour around schools, whether in relation to where you park or the respect shown to those trying to ensure pedestrian safety - you are our children's greatest role model.

ADELAIDE METRO BUS SERVICES

PLAN YOUR TRIP TO SCHOOL WITH ADELAIDE METRO

The nearest bus stop to St Dominic's is **HILL STREET STOP 5A**. It is serviced by two student-only School Bus services:

477 Elizabeth Station to St Dominic's
985 St Dominic's to City (afternoons only)

For current timetables for these routes, as well as other (general public) services that are within the vicinity of the College, visit: www.adelaidemetro.com.au

Appendix C – NSW School Travel Access Guide

NSW Department of Education – School Infrastructure



Meadowbank Public School
Travel Access Guide

Effective: September 2023

Introduction

Our school community of parents/carers, staff and students live within a reasonable walk or cycle trip of the school. This Travel Access Guide provides suggested safe and accessible options for travelling to and from school.

Active ways to get to school

Walking to and from school

- Walking is a fun way to keep active and healthy.
- Stay alert and watch out for any potential hazards, including cars reversing out of driveways, bikes and other pedestrians.
- Remember to STOP, LOOK, LISTEN and THINK every time you cross the road.

Ride your bike

- 278 bike racks are available for everyone and 42 scooter racks for K-6 students.
- All bicycle riders are required by law to wear a correctly fitted Australian standards approved helmet and is highly recommended when riding a scooter.
- Children under the age of 16 are allowed to cycle on the footpath, keeping them safer and more protected from road traffic.

Kiss and drop expectations

- For parents/carers who drive their child/ren to school, the kiss and drop zone is located along Rhodes Street starting from Hermitage Road.
- This space is a 'No Parking' zone, meaning that you may stop for up to a maximum of 2 minutes and move no more than 3 metres from the vehicle.

Message from our principal

- Meadowbank Public School supports sustainable and environmentally friendly transport practices.
- Students up to 8 years of age should hold the hand of an adult when walking or be accompanied by an adult when riding
- Students from 8 to 10 years of age should be actively supervised by an adult

School bell times

Start Times	End Times
8:45 am	2:45 pm

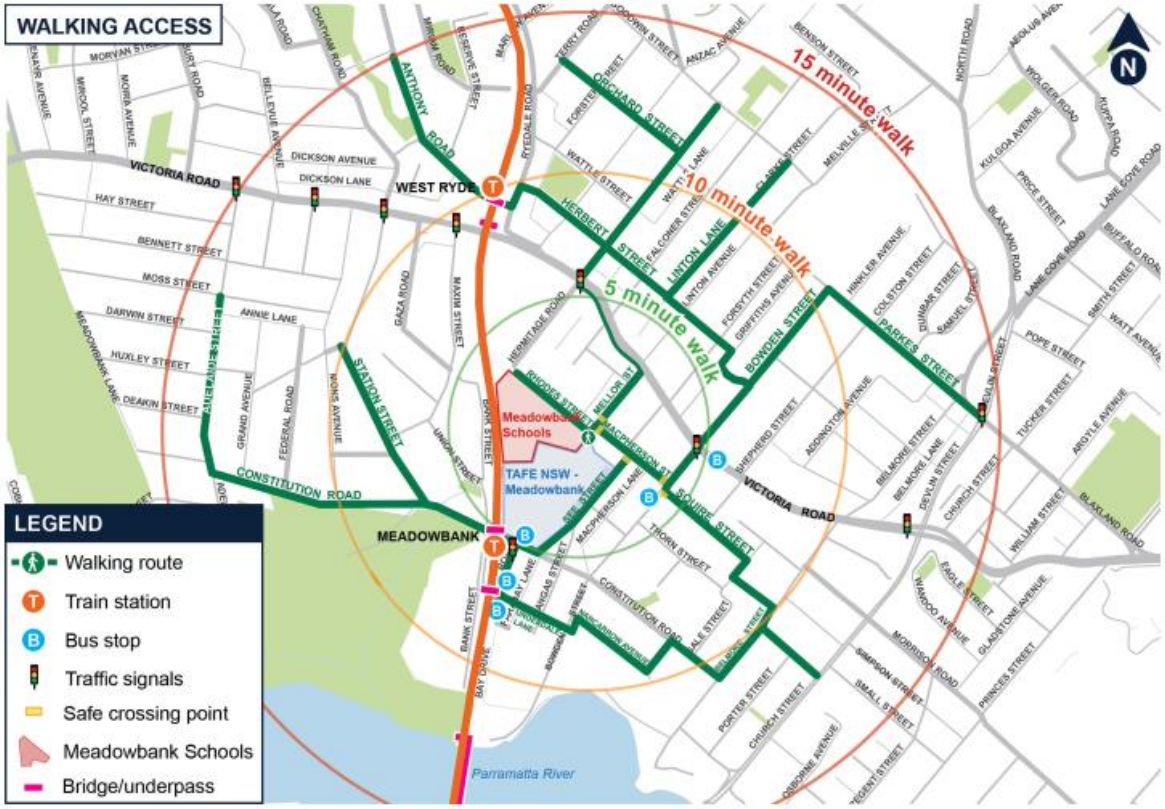
The outside school hour times for the primary school are: 7:00 am - 8:45 am and 2:45 pm - 6:00 pm.

For more information contact:

School Infrastructure NSW
Email: schoolinfrastructure@det.nsw.edu.au
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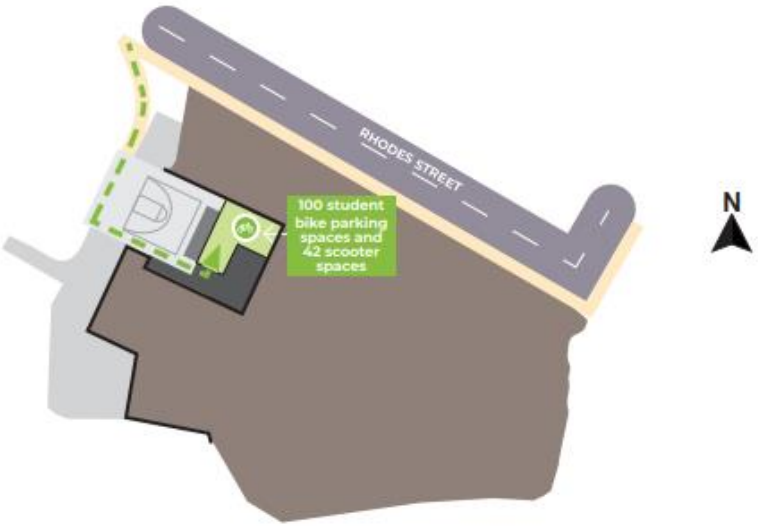
NSW Department of Education – School Infrastructure



Please use the Trip Planner at transportnsw.info/ for additional information about cycling routes to the school.

End of trip facilities

Playground level:
For students attending
Meadowbank Public School



NSW Department of Education – School Infrastructure

Where do you ride?

Footpath/shared path/cycleway:

- Children under 16 can ride on a footpath.
- Adults supervising children under 16 can also ride on the footpath.
- Be careful of cars entering and exiting driveways.
- Watch out for pedestrians, other riders and animals.

Look out for pedestrians on shared paths.



Crossing the road:

- Be extra careful.
- Walk your bicycle when you cross at a pedestrian crossing.

Give a metre:

Give pedestrians 1 metre of space when riding past.



3 steps to follow when riding a bike:

Clip, check, chime.

Clip your helmet

1



You must always wear a helmet when riding your bike.

Check your brakes

2



Make sure your brakes are working.

Chime your bell

3



If you pass another rider or pedestrian, chime your bell.

Things to remember

- Always ask your parents permission to ride.
- Loose clothing and items can get caught in your wheels. Secure any loose items, like backpack straps





- Shoes with a good tread on the soles will help you grip the pedals and protect your feet. Make sure your laces are tied.



Always remember to watch out for hazards



1. Wet leaves
2. Big puddles
3. Storm grates
4. Gravel or rocks
5. Little kids
6. Animals
7. Changes in the road/ footpath/cycleway surfaces

For more information contact:

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St Mary's College

School Travel Safety Review – Draft Report

City of Adelaide

CLC003491
28 June 2024
Ref: 240706

tonkin
Building exceptional outcomes together

Document History and Status

Rev	Description	Author	Reviewed	Approved	Date
A	Draft Report	Kaitlin Neave	John Devney	John Devney	28 June 2024

DRAFT

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Client: City of Adelaide
Ref: 240706

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Executive Summary

Overview

St Mary's College is a Reception to Year 12 Catholic girls' school located on the block between Franklin Street, West Terrace, Grote Street and Gray Street in Adelaide CBD. The College had 686 students enrolled in Term 2 2024 with 145 students in Reception to Year 3, 225 students in Years 7 to 9 and 313 students in Years 10 to 12.

Key Findings

Issues for accessing the school that were observed in Franklin Street and Grote Street. These traffic safety issues that are for the City of Adelaide to address are:

- Extensive queues of cars were formed in Franklin Street creating local traffic congestion.
- Parents and children not watching the traffic as they enter the roadway in Franklin Street.
- Parents were observed parking or stopping where they should not be, or parking for longer than the posted time limits.
- Signal timing at the crossings in Franklin Street and Grote Street need to be modified to provide priority for pedestrians, especially during school peak hours.

Key Recommendations

Infrastructure

- Install overhead mast arm at the signalised Crossing in Grote Street. This is an issue because drivers are not seeing/aware of the signalised crossing in Grote Street.
- Install solid white line in Franklin Street to ban U-turn movements in Franklin Street.
- Install built-out islands or extension at the signalised crossing in Grote Street. This will prevent vehicles from travelling on cycle lane and road shoulder as a jump lane to West Terrace.

Operational Efficiencies

- Convert the no stopping to a kiss and drop area at the indented bay west of the signalised crossing in Grote Street.
- Review the signal timing at the signalised crossing in Grote Street and improve the pedestrian green light waiting time.

Increased Awareness of the Area

- Implement school zones and corresponding the 25km/hr speed limit conditions in Franklin Street.
- Install red light cameras at the signalised crossings in Franklin Street and Grote Street.

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Abbreviations

Abbreviation	Description
DfE	Department for Education, South Australia
DIT	Department for Infrastructure and Transport, South Australia
PAC	Pedestrian Actuated Crossing with traffic signals

Glossary of Terms

Term	Description
Bicycle lane	On-road kerbside lane allocated for bicycles with pavement markings
Emu crossing	A pedestrian crossing with white road markings, red and white posts and operate only when the children's crossing flags are displayed. They are placed within school zones and a speed limit of 25 km/h applies to drivers when children are present. Drivers must stop for pedestrians using or about to use the crossing.
Kiss and Drop zone	A location designated on the street or on the school grounds for parents and carers in vehicles to drop-off or pick-up students typically with a 2-minute waiting limit. Parents are to stay in the vehicle.
Koala crossing	A pedestrian crossing with white road markings, red and white posts and two yellow alternating flashing lights. They are only operational when the yellow lights are flashing and a speed limit of 25 km/h applies to drivers between signs on the approach to the crossing. Drivers must stop for pedestrians using or about to use the crossing.
Shared path	Off-road pathway for pedestrians and cyclists

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1 Introduction

This section provides the background for the school travel safety reviews and the study purpose and scope with an overview of the school location.

1.1 Background

The City of Adelaide is conducting School Travel Safety Reviews with the key objectives to:

- Investigate the current speed limits to assess the requirement of reducing the speed to 40km/h or less to help support more vibrant businesses and for a safer urban environment with the provision of higher quality amenity in the residential streets in the City of Adelaide.
- Consider always extending the time periods for the 25 km/h speed limit at and near all schools in the City of Adelaide when children are present and to work with DIT to further understand what responsible safety measures may be added to assist with drop off/pick up of children.

In January 2023, the Council requested the administration to investigate and report by the end of the 2023 school year on the need for and the nature of any additional measures to enhance the safety of primary and secondary, public and private school students entering and leaving schools at the beginning and end of the school day, including the introduction of supervised or unsupervised so called "kiss and drop zones" at all schools in the City of Adelaide.

A School Safety Report was completed for St Aloysius College and presented to the Infrastructure and Public Works Committee held on 19 March 2024. At the Council Meeting on 26 March 2024, Council decided to complete school travel safety reviews for 11 other schools in the City of Adelaide.

1.2 Study Purpose and Scope

The purpose of the work is to develop and document an evidence-based approach using the Safe System approach to address road safety concerns for children, parents and carers, with recommended changes such as safer crossing outcomes and measures to reduce the danger from motorised vehicle movements. The key objectives of the school transport safety reviews are to:

- Review the extents of the existing school speed zones to achieve Safe System speed outcomes, and
- Identify and prioritise opportunities to improve safety outcomes around schools.
- The following tasks were completed for this school travel safety review:
- Engage with each school Principal or relevant representative to discuss issues with student travel to and from the school and opportunities to improve school travel safety.
- With the support from the teachers, undertake a student travel mode survey.
- Conduct AM and PM site investigations to observe any unsafe movements, in particular at the Kiss and Drop areas.
- Identify and map the location of the:
  - Existing pick up and drop off areas.
  - Existing school zones and other speed limits, including signs.
  - Existing crossings by type and informal crossing points and pedestrian desire lines.
  - Proposed locations of any measures, such as indicative locations of new crossings, new/changed school zones and of pick-up and drop off areas.
- Document the research and site investigation findings with options and prioritised recommendations for infrastructure projects to improve school travel safety.

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1.3 School Location

St Mary's College is located in Franklin Street in Adelaide city centre on the block bounded by West Terrace, Franklin Street, Gray Street, and Grote Street. The school site and the existing surrounding environs are shown in Figure 1.1.



Figure 1.1 St Mary's College Location



Figure 1.2 St Mary's College in Franklin Street

2 Existing Conditions

The section provides the analysis of the existing school operations, the student population and travel patterns and an overview of transport access to the school by all transport modes.

2.1 School Operations

St Mary's College is a Reception to Year 12 Catholic girls' school, established in 1869. It is the oldest continuously running school for girls in South Australia.

The school office opens at 8am and closes at 4pm. The bell times are:

- Start of classes at 8:40 am Monday to Friday.
- End of classes at 2:30pm on Monday.
- End of classes at 3:15pm on Tuesday to Friday.

2.2 Student Enrolment Analysis

The school enrolment in Term 2 2024 is for 686 students with a distribution by year as follows:

- 13 students in Reception
- 16 students in Year 1
- 19 students in Year 2
- 12 students in Year 3
- 24 students in Year 4
- 21 students in Year 5
- 41 students in Year 6
- 65 students in Year 7
- 81 students in Year 8
- 80 students in Year 9
- 108 students in Year 10
- 105 students in Year 11
- 101 students in Year 12

The number of students by year group is:

- 59 students in Reception to Year 3
- 86 students in Years 4 to 6
- 225 students in Years 7 to 9
- 313 students in Years 10 to 12

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2.2.1 Existing School Travel Activity

The St Mary's College catchment boundary area includes all suburbs in metropolitan Adelaide. The number of households by sub areas of each suburb is shown in Figure 2.1.

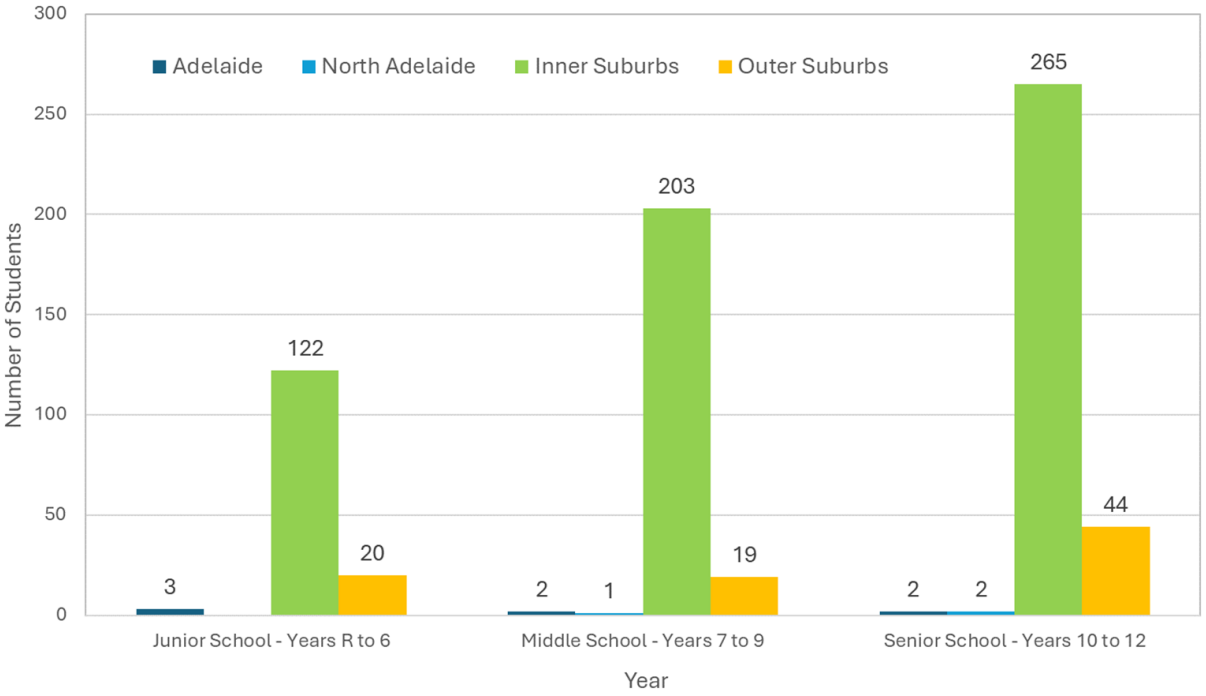


Figure 2.1 St Mary's College Student Residence Location Analysis

A breakdown of the number of students by year groups with the percentages by location are provided in Table 2.1. Over 86 per cent of the students live in the inner suburbs of Adelaide that is beyond an easy walk or bicycle trip to the school. Only 1.4 per cent of the students live in the City of Adelaide.

Table 2.1 Student Residence per Location for St Mary's College

Location	Junior School - Years R to 6	Middle School - Years 7 to 9	Senior School - Years 10 to 12	Total	Percentage
Adelaide	3	2	2	**7**	**1.0%**
North Adelaide	0	1	2	**3**	**0.4%**
Inner Suburbs	122	203	265	**590**	**86.4%**
Outer Suburbs	20	19	44	**83**	**12.2%**
Total	**145**	**225**	**313**	**683**	**100.0%**

2.2.2 Student Travel Demand

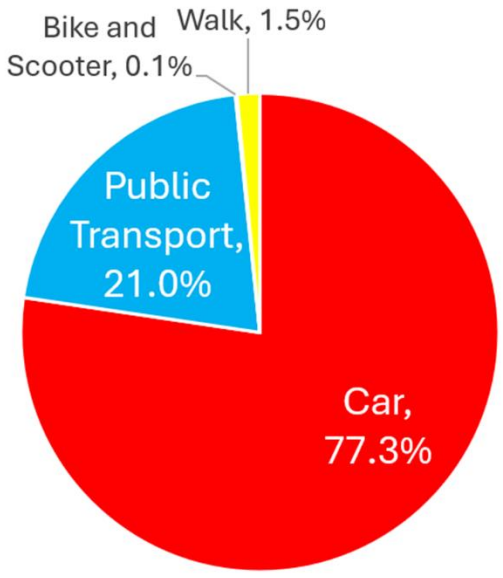
The existing school travel activity to and from the St Mary's College was reviewed through site observations and a student travel mode survey to determine the existing school transport modes on a typical school day. A copy of the student travel mode survey form is included in Appendix A.

The student travel mode survey was conducted on the week of 21st to 28th May 2024. The findings from the surveys were used to confirm the existing transport mode shares for:

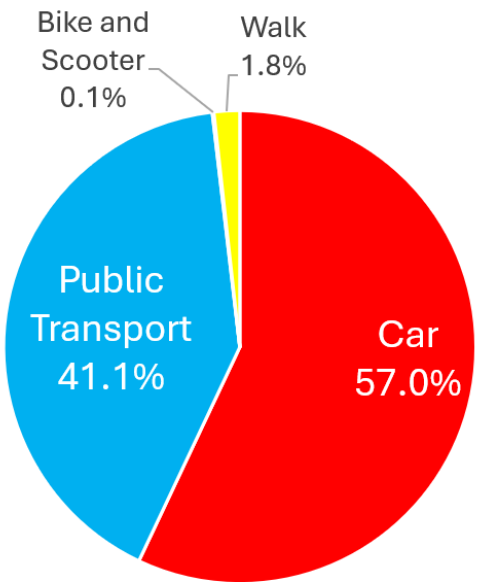
- Car (as driver)
- Car (as passenger with drop-off)
- Walk for the entire trip
- Bus
- Train
- Tram
- Bicycle or e-bike
- Scooter

A total of 628 students were at school for the "morning Connect" class meeting when the survey was conducted. 128 students were absent from school and 46 students were at an offsite activity.

The student travel mode shares to school in the AM period and from school in the PM period are shown in Figure 2.2 and with a breakdown by year group in Table 2.2. The PM departure period has 20 per cent more students using public transport than in the AM period, and 45 students fewer using private vehicles. This result is likely because parents drop of their children on the way to work in the CBD for the morning commute trip, but the students travel home by public transport when the parent is still working in the PM school departure period.



AM Period Arrival Transport Mode Share



PM Period Departure Transport Mode Share

Figure 2.2 St Mary's College Student Transport Mode Shares in May 2024

A breakdown of the student mode shares by year group for the AM arrivals from the survey conducted in May 2024 is provided in Table 2.2. Key insights from the AM survey results are:

- The students in Reception to Year 3 were mostly driven to school.
- Over 82 per cent of students in Years 4 to 6 were drive to school.
- The highest usage of public transport was for students in Years 7 to 9 at 36 per cent.
- Cycling to the school for the girls was very low for all year groups.

Table 2.2 Student Transport Mode Shares for the AM Arrivals by Year Group in May 2024

AM Arrivals Transport Mode	REC to 3	4 to 6	7 to 9	10 to 12	Total
Car	97.8%	82.1%	62.5%	77.3%	**94.1%**
Public Transport	2.2%	16.2%	35.6%	21.0%	**3.2%**
Bike and Scooter	0.0%	0.2%	0.1%	0.1%	**0.1%**
Walk	0.0%	1.6%	1.8%	1.5%	**2.7%**

A breakdown of the student mode shares by year group for the PM departures from the survey conducted in May 2024 is provided in Table 2.3. Key insights from the PM survey results are:

- Five per cent of the students in Reception to Year 3 walked home.
- Over 91 per cent of students in Years 4 to 6 were picked up by car.
- About 40 per cent of students in Years 10 to 12 used the car mode to travel home.
- The highest usage of public transport was for students in Years 10 to 12 at 58 per cent.
- Cycling to the school for the girls was very low for all year groups.

Table 2.3 Student Transport Mode Shares for the PM Departures by Year Group in May 2024

PM Departures Transport Mode	REC to 3	4 to 6	7 to 9	10 to 12	Total
Car	84.2%	91.3%	60.9%	40.5%	**57.0%**
Public Transport	10.9%	8.3%	37.5%	57.4%	**41.1%**
Bike and Scooter	0.0%	0.4%	0.0%	0.1%	**0.1%**
Walk	5.0%	0.0%	1.6%	2.1%	**1.8%**

2.3 Transport Access

Transport access to the school via road, public transport, cycling, and walking and the availability of on-street, on-site and off-site parking is provided in this section.

2.3.1 Road Network

Access to the to the school is provided in Franklin Street and Grote Street. The front entrance, kiss and drop area, and main office of the school is located in Franklin Street. The rear entrance with a kiss and drop area is provided in Grote Street.

Franklin Street

Franklin Street is a two-way two lane Collector, and is under the care and control of the City of Adelaide. At the frontage of the school, each lane is around 3.5m wide, with on-road cycle lane and 45-degree angle parking provided on both sides of the road. In front of the school there is a signalised crossing.

Sealed bitumen footpaths are on both sides of Franklin Street. The traffic volume in Franklin Street is about 11,000 vehicles per day. It has a posted speed limit of 50 km/h. The kerbside parking, bicycle lanes, and traffic lanes in Franklin Street is shown in Figure 2.3.



Figure 2.3 Franklin Street, Looking West

Grote Street

Grote Street is classified as a SubArterial road, with two lanes in each direction. It is under the jurisdiction of the City of Adelaide council. In the proximity to the school there is a signalised crossing. Each lane is approximately 3.6m wide, with on-road cycle lane on each side. There is no provision for on-street parking.

Sealed bitumen footpaths are on both sides of Grote Street. The traffic volume in Grote Street is about 22,800 vehicles per day. It has a posted speed limit of 50 km/h. The kerbside parking, bicycle lanes, and traffic lanes in Grote Street is shown in Figure 2.4.



Figure 2.4 Grote Street, Looking West

2.3.2 Crash History

A review of the latest crash data from 2018 to 2022 (five-year period) has been sourced from DataSA. During this time there has been 2 crashes in Franklin Street with 1 minor injury and 1 serious injury. There was one serious injury at the intersection of Franklin Street and Gray Street. There were two property damage only collisions in Grote Street.

The number and type of crashes is not considered high for this type of road treatment and intersection design. An overview of the latest crash data is presented in Figure 2.5.



Figure 2.5 Crash History in the Streets near St Mary's College

2.3.3 Parking and Kiss and Drop Areas

The on-street car parking controls along the streets in the vicinity of the school, and the kiss and drop areas are shown in Figure 2.6.

The kiss and drop area in Franklin street is operative between 8am to 9am, and 2:30pm to 4pm, Monday to Friday, when no parking is allowed. From 9am to 2:30pm up to 2 hours of parking is permitted.

The kiss and drop area in Grote Street has spaces for two hours of parking any day from 8 am to 6 pm.

The students who may use a Kiss and Drop area are:

- Students with a disability
- Students whose parents work close to the school, such as in Adelaide CBD or North Adelaide.
- Students who are carrying heavy bulky equipment.

Parents who do not work in Adelaide CBD are unlikely to regularly drive into the CBD to drop off or pick up their child. Many students, who 13 years of age or older, are capable of travelling on their own and would use public transport.

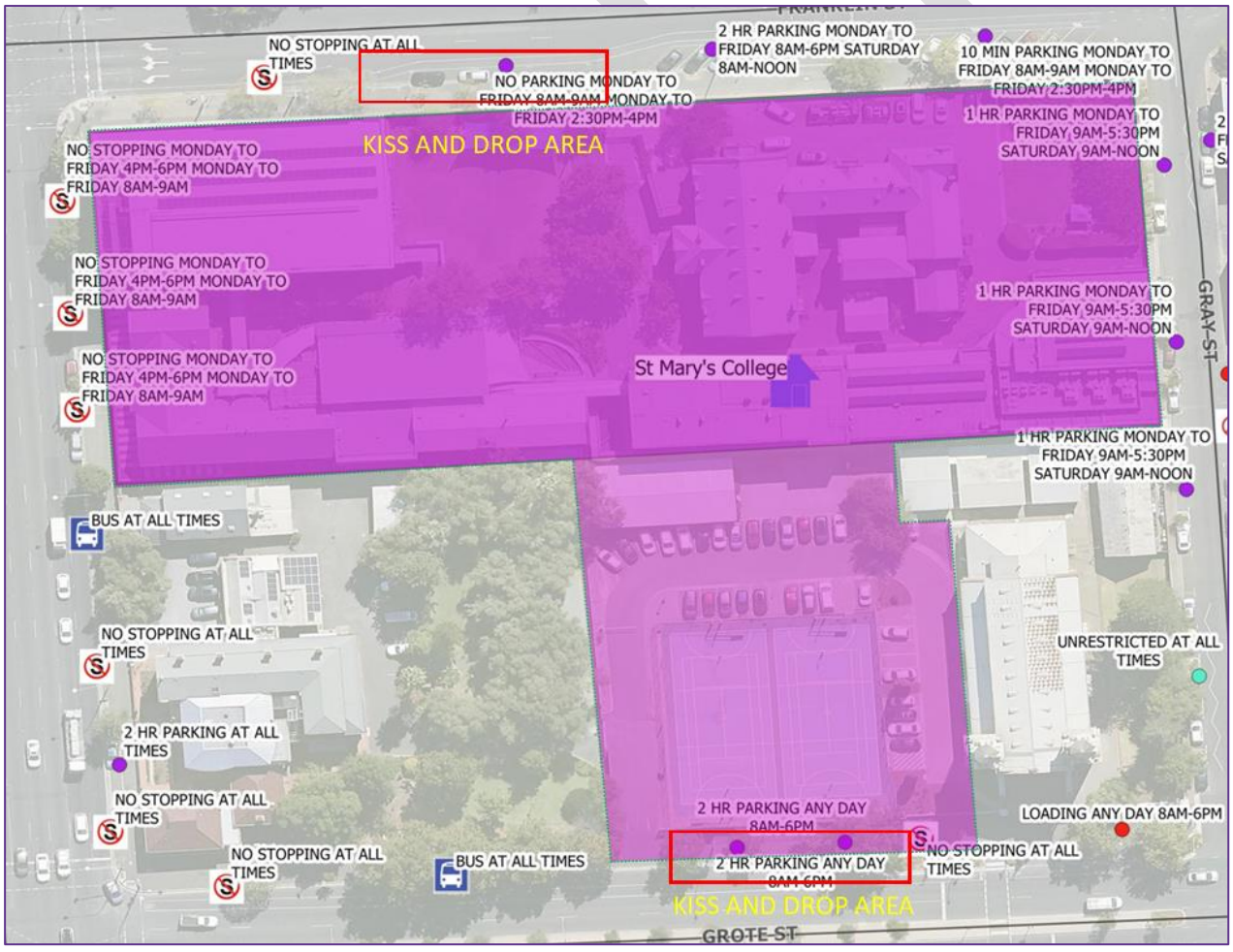


Figure 2.6 On-street Parking and Kiss and Drop Areas for St Mary's College

2.3.4 Public Transport

Adelaide CBD is the focus of the bus, tram, and train network with the walkable access from St Mary's College, as there are bus stops on West Terrace and Grote Street.

The walkable access from these public transport services to the school is shown in Figure 3.14.

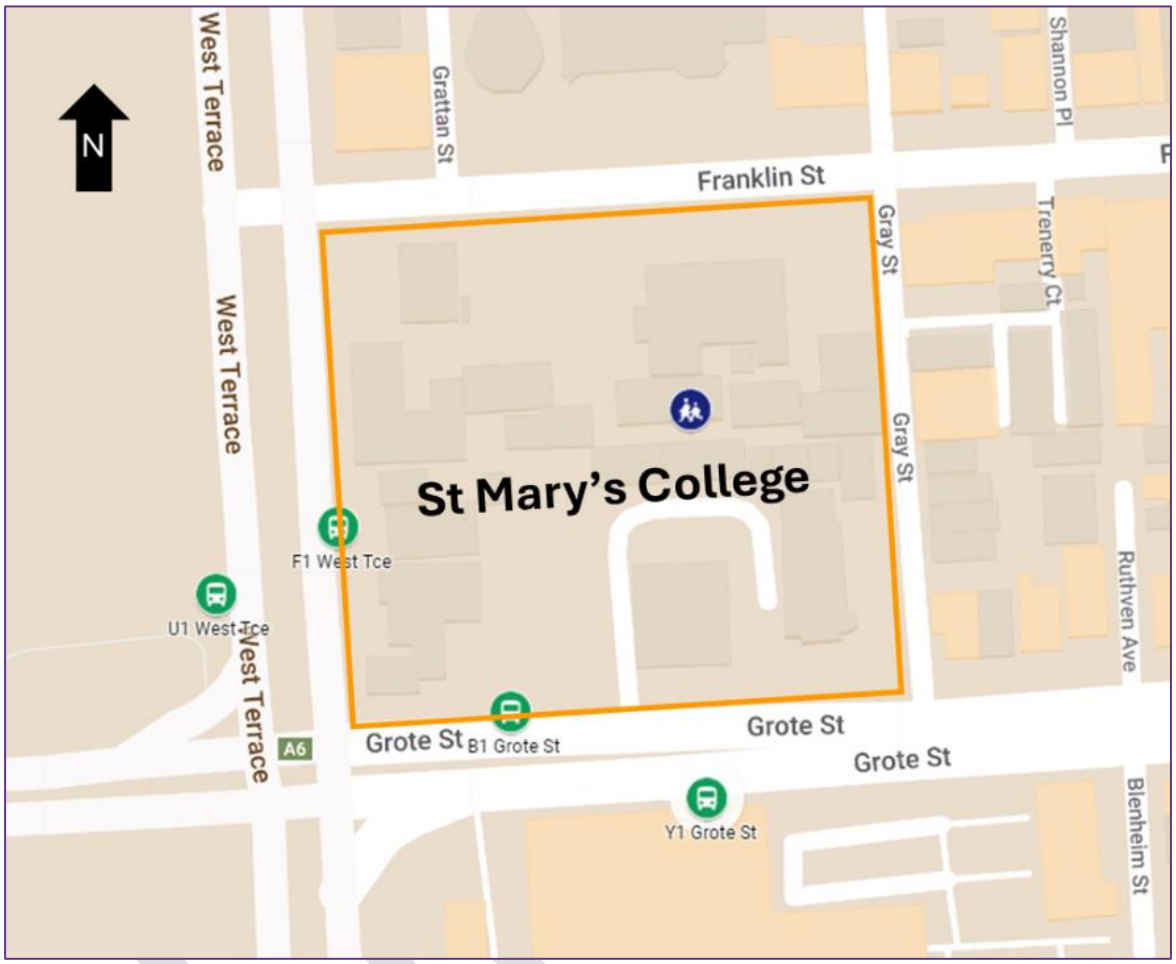


Figure 2.7 Public Transport Stops at St Mary's College

The Adelaide Metro bus services to the bus stops in Grote Street and West Terrace are considered sufficient for the demand based on the site observations. Many students are likely using public transport services from the CBD.

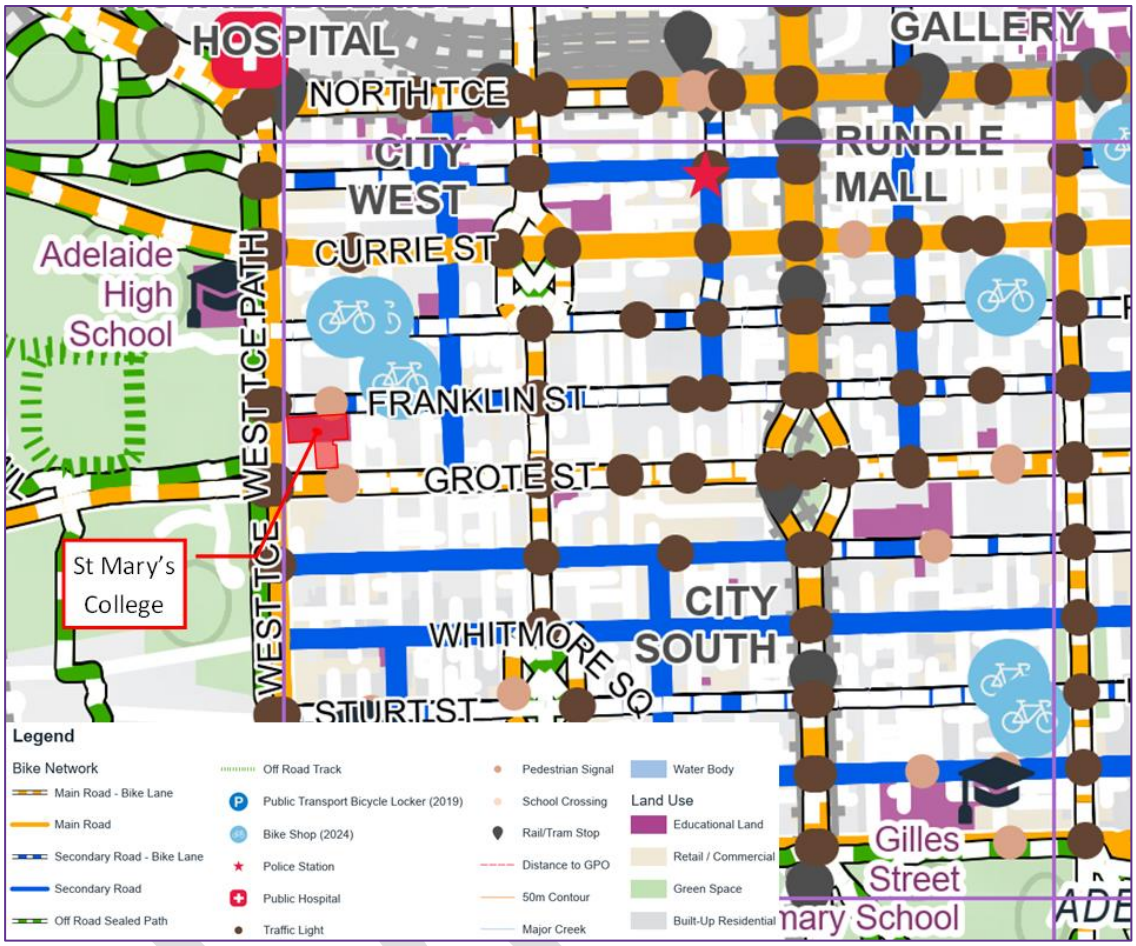
St Mary's College does have any special school bus services, provided by Adelaide Metro or privately operated.

Train services for all metropolitan train lines are at Adelaide Railway Station which is located 1.6 km northeast of the school.

2.3.5 Cycling

The bicycle network in vicinity of the school with the connecting link to surrounding Park Land trails and the inner metropolitan cycling network is shown in Figure 2.8.

Both Franklin Street and Grote Street have on-road bicycle lanes on both sides of the road. Sealed shared paths exist throughout the Adelaide Park Lands.



Source: BikeDirect map, January 2024

Figure 2.8 Cycling Network to St Mary's College

2.3.6 Pedestrian Access

Walking to and from the school is an important transport mode for students, staff, and visitors who walk for their entire trip or as an access mode to the bus stops, tram stops in North Terrace, and train services at Adelaide Railway Station. The footpath network along Franklin Street, Gray Street, West Terrace, and Grote Street needs to be well maintained and kept clear of fallen trees and debris by the City of Adelaide.

The school has good pedestrian access from all directions from Adelaide CBD, as shown in Figure 2.9. There are one signalised pedestrian crossing adjacent to the school in Franklin Street and Grote Street.

A 5, 10 and 15-minute walkable catchment areas to St Mary's College are also shown in Figure 2.9. Students who walk their entire trip to school are likely walking from Adelaide city centre.

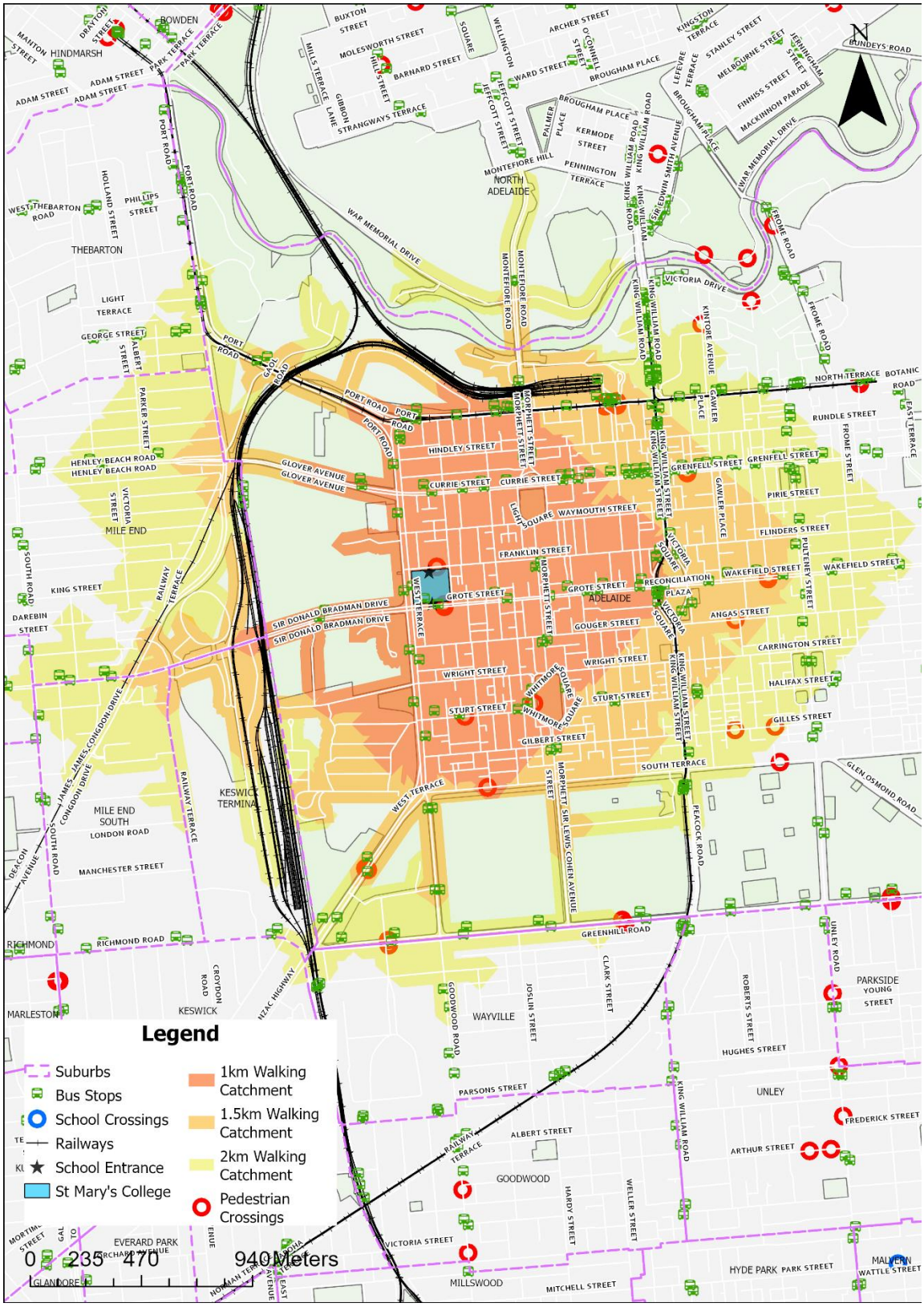


Figure 2.9 Walkable Access Catchment to St Mary's College

3 Issues and Opportunities

The issues and opportunities were identified with discussions with the school administration staff and site observations conducted during the AM drop-off period and the PM pick-up period.

3.1 Stakeholder Discussions

A meeting was held with St Mary's College Principal on 20th May 2024 to discuss existing issues. The following concerns were raised by the school:

Franklin Street

- The queues formed during the PM peak period could form extensively in Franklin Street, and the queue could also extend to Gray Street. The queuing cars would also block on-road cycle lane, the signalised crossing, and the school gate. This is illustrated in Figure 3.1.

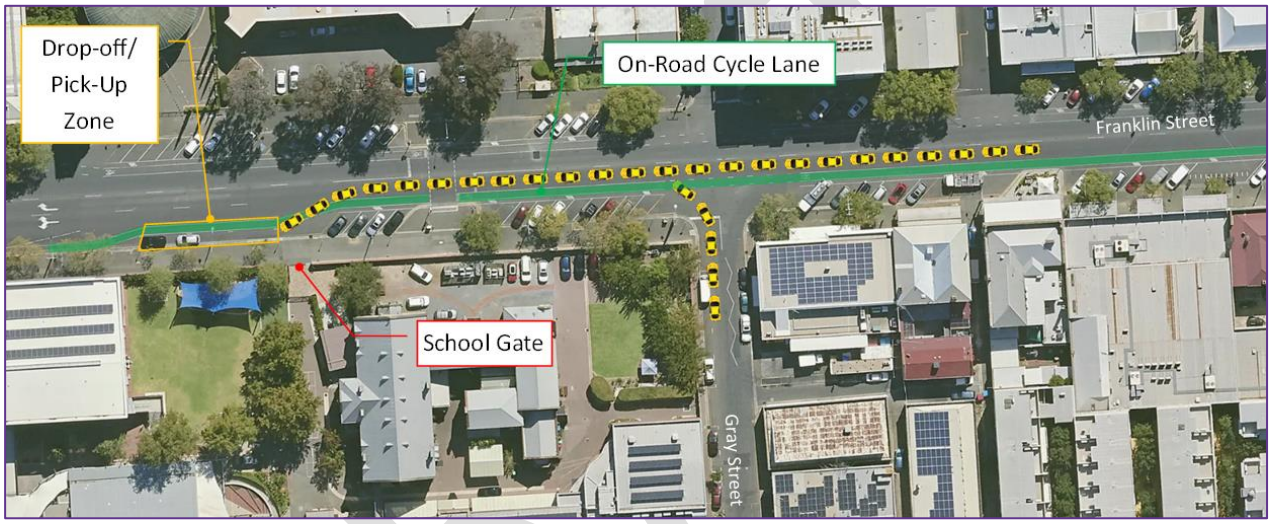


Figure 3.1 Queuing in Franklin Street and Gray Street during PM Peak

- Red light running behaviour is reported at the signalised crossing in Franklin Street.
- The school reports that if green paint is applied to the on-road cycle lane, parking inspectors will be able to enforce vehicles from stopping or parking over the on-road cycle lane. The parking inspector has claimed that it's currently not enforceable to do so.

Grote Street

- Red light running at the crossing in Grote Street, likely due to the inconspicuous positioning of the traffic lights. Sun glare – as the street sits in an east-west orientation – has also contributed.

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Figure 3.2 Signalised Crossing in Grote Street

- Vehicles are observed to drive on on-road cycle lane and road shoulders to skip the queuing vehicles in the through lanes, in order to get to the left turning lane at the intersection with West Terrace, as illustrated in Figure 3.3.

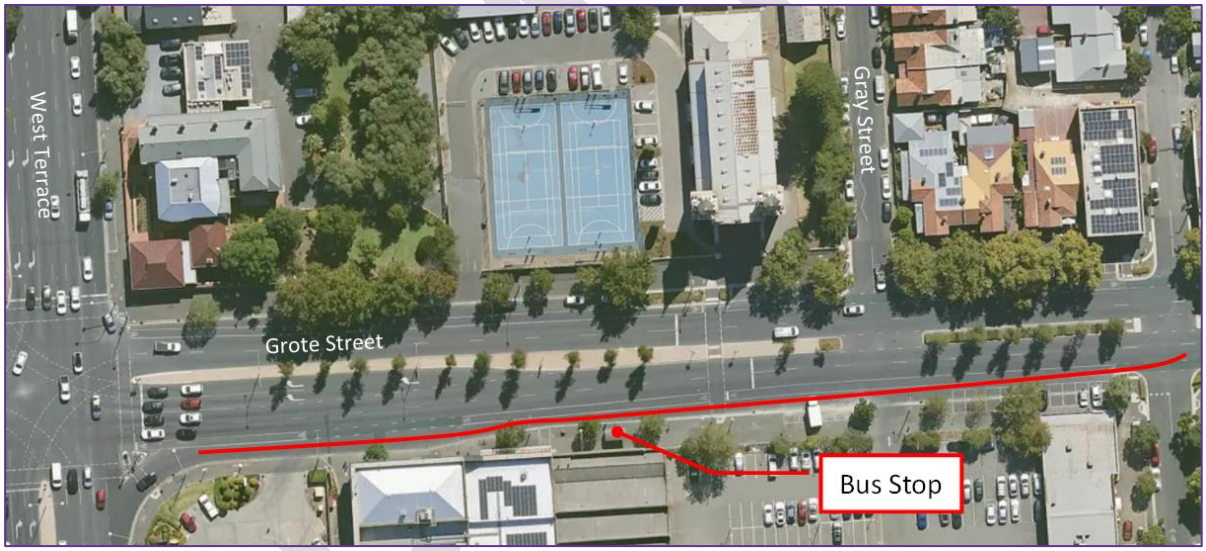


Figure 3.3 Vehicles Travelling on On-Road Cycle Lane and Road Shoulders

This is mainly due to the wide width in the road shoulder, which was intended for the bus stop. It was to allow buses to pull over without blocking the traffic flow.

Combining the on-road cycle lane, the available width is around 4m, as shown in Figure 3.4. This width is wider than the typical lane width of 3.5m.



Figure 3.4 Width of Shoulder and On-Road Cycle Lane

- Pedestrians tend to wait for longer than usual after pressing the button to cross at the signalised crossing in Grote Street.

3.2 Site Observations

The existing staff and student transport mode activity to and from the St Mary's College were observed during the AM peak arrival period and the PM peak departure period on typical school days in May 2024. The site visits were conducted on Tuesday 28 May 2024 for both the AM and PM peaks.

3.2.1 AM Arrival Period

The Kiss and Drop activity was observed during AM arrival period from 8 am to 9 am. The AM period arrival profile was relatively distributed over the hour before the school start time, with the peak activity of arrivals between 8:30 am and 8:45 am. Some behaviours were observed to be of concerns, as shown in Figure 3.5.

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Car queuing at the kiss and drop zone



cars blocking access school bus

Figure 3.5 AM Peak Safety Issues at St Mary's College

Other findings from the AM observations are:

- Most of the drop off activity for students occurred on the south side of Franklin Street with the busiest period between 8:30 am and 9:45 am with no safety issues or traffic delays.
- The kiss and drop area in Franklin Street was generally available across the peak hour, with vehicles not staying for more than 5 minutes. However, the school bus was observed to be waiting for a few minutes before the bay was clear (Figure 3.5).
- Excessive U-turns are observed in Franklin Street by eastbound vehicles to get to the drop-off / pick-up zone, as shown in Figure 3.6. Regardless, many parents did park on the north side of Franklin Street and walked their children across at the signalised crossing.

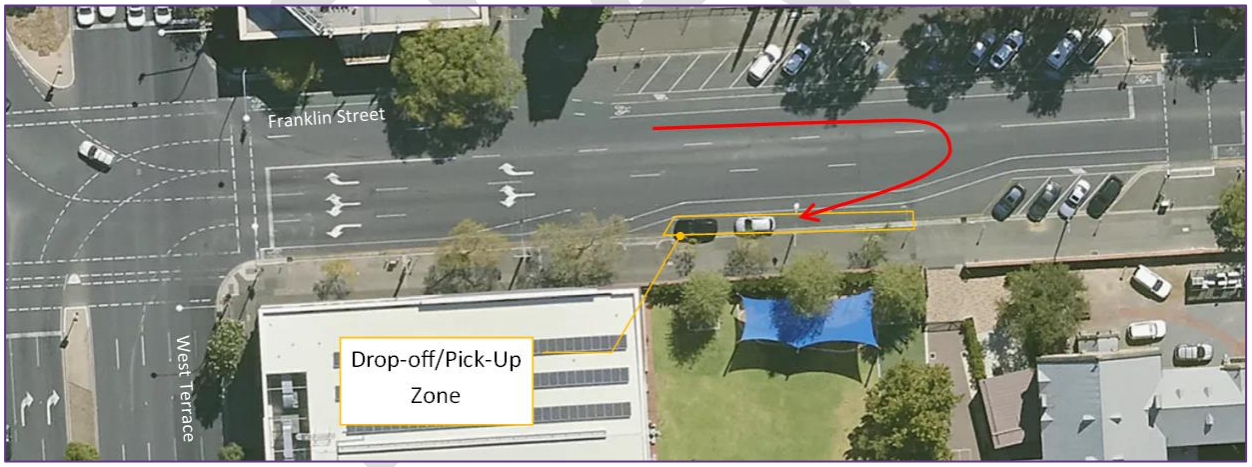


Figure 3.6 U-Turning Movements in Franklin Street

- Some vehicles were observed to drive at an inappropriate speed approaching the signalised crossing in Franklin Street.
- parents and students mostly arrived by private cars and public buses.
- A low level of drop off activity was observed in Grote Street with less than 20 vehicles.
- The signal timing at the signalised crossing in Grote Street was observed to take up to 2 minutes to turn green for pedestrians.
- Many students were observed to get off buses in Grote Street.

3.2.2 PM Departure Period

The pedestrian, cyclist, bus passenger and Kiss and Drop activity was observed during PM departure period from 3:15 pm to 3:30 pm. The key findings from the observations are as follows:

- The peak period for departure activity was between 3:10pm to 3:30 pm.
- The pick-up activities occurred on both sides of Franklin Street.
- Extensive queues were formed from the pick-up area towards east, as indicatively shown in Figure 3.1. The queuing vehicles obstruct through movement near the intersection with West Terrace in shown in Figure 3.7.



Figure 3.7 PM Peak – Queues from Pick Up Activities

- Some children were observed to walk unsafely between stopped or parked vehicles without giving heed to moving traffic.
- No students or parents were observed to be riding bicycles or scooters.
- Many older students were observed to be travelling northbound and westbound in Franklin Street, likely to be catching public transport on Currie Street and West Terrace.
- Many students were observed to use the public buses on the northern side of Grote Street.
- Many parents were observed to use the on-street parking spaces on the southern side of Grote Street to wait for their children, sometimes over the 30-minute limit, as shown in Figure 3.8.

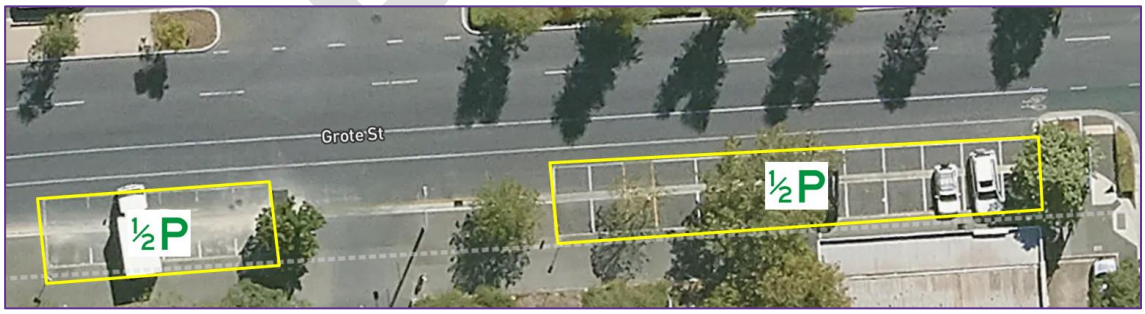


Figure 3.8 Cars Parked along Southern Side in Grote Street

- Many parents are observed to use the bay area east of the signalised crossing in Grote Street as a pickup zone, although there is a no stopping yellow line, as shown in Figure 3.9.

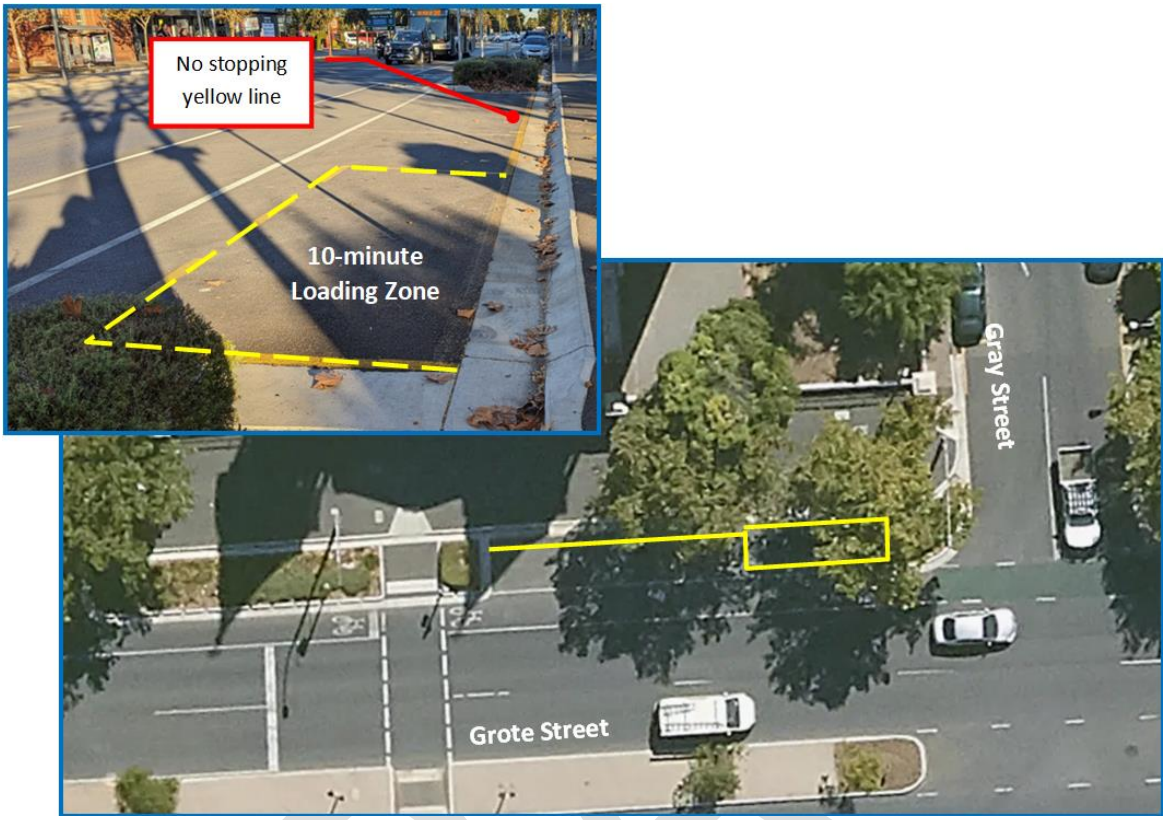


Figure 3.9 Parking Control East of Signalised Crossing in Grote Street

- Cars were observed to be parking at both no parking zone and 15-minute parking zone for over 30 minutes in Grote Street outside of the school, as shown in Figure 3.10.



Figure 3.10 Cars in Parking Spaces Over the Time Limit in Grote Street

- The signal timing at the signalised crossing in Grote Street was observed to take up to 2 minutes to turn green for pedestrians.
- Vehicles were observed to stop in front of the driveway to the private car park in Grote Street to pick up students, as shown in Figure 3.11.

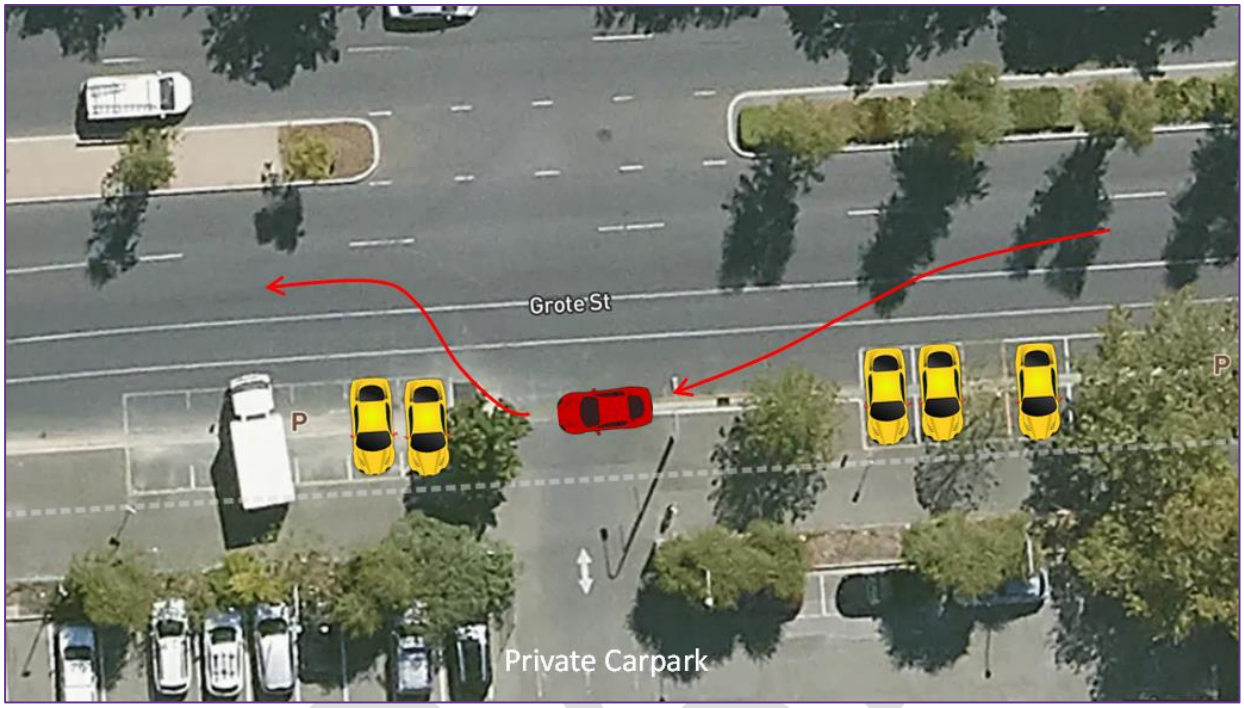


Figure 3.11 Cars Blocking a Driveway to a Private Carpark in Grote Street

3.3 Summary of the Issues and Opportunities

Issues for accessing the school that were observed in Franklin Street and Grote Street. These traffic safety issues that are for the City of Adelaide to address are:

- Extensive queues of cars were formed in Franklin Street creating local traffic congestion.
- Parents and children not watching the traffic as they enter the roadway in Franklin Street.
- Parents were observed parking or stopping where they should not be, or parking for longer than the posted time limits.
- Signal timing at the crossings in Franklin Street and Grote Street need to be modified to provide priority for pedestrians, especially during school peak hours.

4 Travel Safety Options and Assessment

Recommendations to improve the travel safety for students at the school were developed under three categories, namely:

- Infrastructure
- Operational efficiencies
- Increased awareness of the area

The options for the assessment are provided in Table 4.1 with a description of the initiative and the issue to be addressed.

Table 4.1 School Travel Safety Options

Type of Option	Description	Issue Addressed
Infrastructure	Install overhead mast arm at the signalised Crossing in Grote Street	Drives are not seeing/aware of the signalised crossing in Grote Street.
	Install solid white line in Franklin Street	Traffic and pedestrian safety in Franklin Street to prohibit U-turn movements.
	Install built-out islands or extension at the signalised crossing in Grote Street	Prevent vehicles from travelling on cycle lane and road shoulder as a jump lane to West Terrace
Operational Efficiencies	Convert the no stopping yellow line to a kiss and drop area at the indented bay west of the signalised crossing in Grote Street, as shown in Figure 3.9.	Allow parents more space to pick up and drop off students in Grote Street
	Review the signal timing at the signalised crossing Grote Street and improve the pedestrian green light waiting time during school peak hours.	Improve the travel time for students and parents
Increased awareness of the area	Implement 25 km/hr school zone in Franklin Street.	Speeding issue
	Install red light cameras at the signalised crossings in Franklin Street and Grote Street	To enforce red light running behaviour

The recommended actions are explained with more detail as follows:

Infrastructure

- Install overhead mast arm at the signalised crossings in Franklin Street and Grote Street, as indicatively shown in Figure 4.1.



Figure 4.1 Install Overhead Mast Arm at the Signalised Crossing

- Install solid white line in Franklin Street, to prohibit U-turn movements, as shown in Figure 4.2.

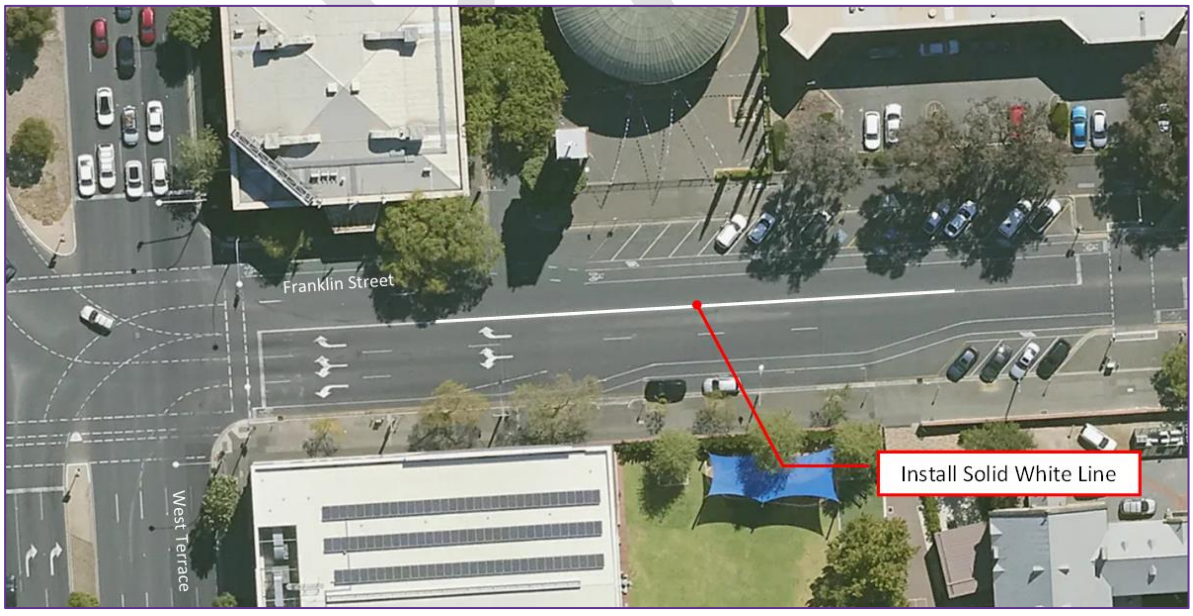


Figure 4.2 Width of Shoulder and On-Road Cycle Lane

- Install kerb built-outs or extension at the signalised crossing in Grote Street, as shown in Figure 4.3.

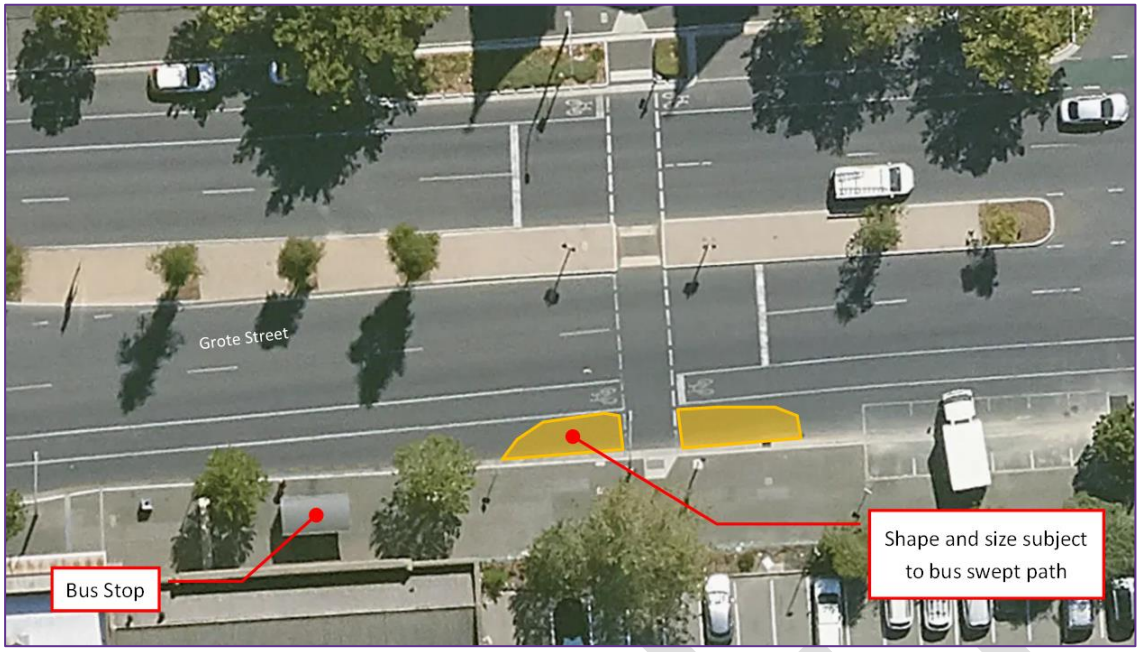


Figure 4.3 Kerb Built-Out or Extension at the Signalised Crossing

Operational Efficiencies

- Convert the no stopping to a kiss and drop area at the indented bay west of the signalised crossing, as shown in Figure 3.9.
- Review the signal timing at the signalised crossing in Grote Street and improve the pedestrian green light waiting time.

Increased Awareness of the Area

- Implement school zones and corresponding the 25km/hr speed limit conditions in Franklin Street.
- Install red light cameras at the signalised crossings in Franklin Street and Grote Street.

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5 References

The following references were used in the preparation of the school travel safety review.

- Guide to Traffic Management Part 8, Local Area Traffic Management, Austroads, Sydney, 2016, Section 7.5.7 School Zones, page 114
- Guide to Traffic Management Part 10, Traffic Control and Communication Devices, Austroads, Sydney, 2019, Section 6.5.8 Zig Zag Markings, page 105,
- Speed Limit Guideline for South Australia, Department for Infrastructure and Transport, October, 2023, Appendix C School Zones
- Supplement to AS 1742.10, Manual of uniform traffic control devices, Part 10, Pedestrian control and protection, Department for Infrastructure and Transport, April 2024
- Manual of Legal Responsibilities and Technical Requirements for Traffic Control Devices Part 2: Code of Technical Requirements, Department for Infrastructure and Transport, March 2024, Section 9.3 Drop off and pick up zones, page 34
- School Transport Policy, Department for Education, South Australia, January 2024

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Appendix A – Student Travel Survey Form

CITY OF ADELAIDE

School Travel Survey for Students

School:	St Mary's College

Tonkin on behalf of the City of Adelaide is conducting a survey to determine the main modes of travel for students to understand the travel behaviour to the school. Please assist us by undertaking a short student survey during the first period class.

Questions for the Teacher

Date (day/month/year):	
Weather (Daytime temperature and sky conditions):	
Please enter the name or number of your class or year group.	
How many students are absent today in your class?	

Questions for the Students in Your Class / Year Group

Please ask the students with a 'hands-up' survey in the classroom.

AM Period Travel

How did you travel to school this morning? (If you travelled by more than one mode, please answer with the longest part of your journey - e.g. "car" for "car and scooter".)

Main Mode of Travel in the AM Period	Number of Students
Car (as driver)	
Car (as passenger with drop-off)	
Walk for the entire trip	
Bus	
Train	
Tram	
Bicycle or e-bike	
Scooter	

PM Period Travel

How will you travel from school this afternoon? (If you will travel by more than one mode, please answer with the longest part of your journey - e.g. "car" for "car and scooter".)

Main Mode of Travel in the PM Period	Number of Students
Car (as driver)	
Car (as passenger with pick-up)	
Walk for the entire trip	
Bus	
Train	
Tram	
Bicycle or e-bike	
Scooter	

If you travelled by car, would you prefer any of these modes? (multiple answers)

Walking for the entire trip	
Bicycle, e-bike or scooter	
Public Transport (bus, tram or train)	



Sturt Street Community School

School Travel Safety Review – Draft Report

City of Adelaide

CLC003491
2 July 2024
Ref: 240706

tonkin
Building exceptional outcomes together

Document History and Status

Rev	Description	Author	Reviewed	Approved	Date
A	Draft Report	Kaitlin Neave	John Devney	John Devney	2 July 2024

DRAFT

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Client: City of Adelaide
Ref: 240706

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Appendix A – Student Travel Survey Form

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Executive Summary

Overview

Sturt Street Community School is located on Franklin Street in Adelaide city centre. The total number of students enrolled in Term 2 2024 is 191 students. The Sturt Street Community School does not have an enrolment zone and includes all suburbs in metropolitan Adelaide. Over 55 per cent of the students live in the City of Adelaide and they have an easy walk or bicycle trip to the school is possible.

Key Findings

The walk mode share is 22 and 26 per cent in the AM and PM periods respectively with 68 and 61 per cent using the car mode in the AM and PM periods responds. Travel to school by bicycle and scooters is six per cent. Four per cent of students travel to school by public transport in the AM period and seven per cent from school in the PM departure period.

The PM period has 2 per cent more students using public transport and 4 per cent more walking than in the AM period. This result is likely because parents drop of their children on the way to work in the CBD for the morning commute trip, but the students travel home by public transport or walking when the parent is still working in the PM school departure period.

Issues observed from the site visits and raised by the principal are summarised as follows.

- Implement 25 km/hr school zone on Sturt Street.
- Increase police patrolling around the school.
- Review the waiting area at the intersection of West Terrace and Sturt Street.
- Implement a formal Kiss and Drop zone in Sturt Street near the school entrance.

Key Recommendations

Infrastructure Treatments

- Install red light cameras at the signalised crossing on Sturt Street to enforce the red light running of traffic at the PAC.
- Implement a formal Kiss and Drop area near the school entrance in Sturt Street.
- Implement a 25 km/hr school zone in Sturt Street with Council discussions and approval from DIT.

Operational Efficiencies

- Increase police enforcement for speeding in Sturt Street to prevent and address the anti-social and homeless activity in the area.

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Abbreviations

Abbreviation	Description
DfE	Department for Education, South Australia
DIT	Department for Infrastructure and Transport, South Australia
PAC	Pedestrian Actuated Crossing with traffic signals

Glossary of Terms

Term	Description
Bicycle lane	On-road kerbside lane allocated for bicycles with pavement markings
Emu crossing	A pedestrian crossing with white road markings, red and white posts and operate only when the children's crossing flags are displayed. They are placed within school zones and a speed limit of 25 km/h applies to drivers when children are present. Drivers must stop for pedestrians using or about to use the crossing.
Kiss and Drop zone	A location designated on the street or on the school grounds for parents and carers in vehicles to drop-off or pick-up students typically with a 2-minute waiting limit. Parents are to stay in the vehicle.
Koala crossing	A pedestrian crossing with white road markings, red and white posts and two yellow alternating flashing lights. They are only operational when the yellow lights are flashing and a speed limit of 25 km/h applies to drivers between signs on the approach to the crossing. Drivers must stop for pedestrians using or about to use the crossing.
Shared path	Off-road pathway for pedestrians and cyclists
Go Zone	A high frequency bus corridor with one or more bus routes with a service headway of every 15 minutes on weekdays and every 30 minutes at other times. Stops and stations within a 'Go Zone' provide a bus, train or tram operating: • every 15 minutes between 7.30 am and 6.30 pm, Monday–Friday • every 30 minutes between 6.30 pm and 10 pm, Monday–Friday • every 30 minutes on Saturday, Sunday and South Australian public holidays.

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1 Introduction

This section provides the background for the school travel safety reviews and the study purpose and scope with an overview of the school location.

1.1 Background

The City of Adelaide is conducting School Travel Safety Reviews with the key objectives to:

- Investigate the current speed limits to assess the requirement of reducing the speed to 40km/h or less to help support more vibrant businesses and for a safer urban environment with the provision of higher quality amenity in the residential streets in the City of Adelaide.
- Consider always extending the time periods for the 25 km/h speed limit at and near all schools in the City of Adelaide when children are present and to work with DIT to further understand what responsible safety measures may be added to assist with drop off/pick up of children.

In January 2023, the Council requested the administration to investigate and report by the end of the 2023 school year on the need for and the nature of any additional measures to enhance the safety of primary and secondary, public and private school students entering and leaving schools at the beginning and end of the school day, including the introduction of supervised or unsupervised so called "kiss and drop zones" at all schools in the City of Adelaide.

A School Safety Report was completed for St Aloysius College and presented to the Infrastructure and Public Works Committee held on 19 March 2024. At the Council Meeting on 26 March 2024, Council decided to complete school travel safety reviews for 11 other schools in the City of Adelaide.

1.2 Study Purpose and Scope

The purpose of the work is to develop and document an evidence-based approach using the Safe System approach to address road safety concerns for children, parents and carers, with recommended changes such as safer crossing outcomes and measures to reduce the danger from motorised vehicle movements. The key objectives of the school transport safety reviews are to:

- Review the extents of the existing school speed zones to achieve Safe System speed outcomes, and
- Identify and prioritise opportunities to improve safety outcomes around schools.
- The following tasks were completed for this school travel safety review:
- Engage with each school Principal or relevant representative to discuss issues with student travel to and from the school and opportunities to improve school travel safety.
- With the support from the teachers, undertake a student travel mode survey.
- Conduct AM and PM site investigations to observe any unsafe movements, in particular at the Kiss and Drop areas.
- Identify and map the location of the:
  - Existing pick up and drop off areas.
  - Existing school zones and other speed limits, including signs.
  - Existing crossings by type and informal crossing points and pedestrian desire lines.
  - Proposed locations of any measures, such as indicative locations of new crossings, new/changed school zones and of pick-up and drop off areas.
- Document the research and site investigation findings with options and prioritised recommendations for infrastructure projects to improve school travel safety.

1.3 School Location

Sturt Street Community School is located on Franklin Street in Adelaide city centre on the block bounded by Sturt Street, O'Brien Street, Little Sturt Street, and Maxwell Street. The school site and the existing surrounding environs are shown in Figure 1.1.



Figure 1.1 Sturt Street Community School Location

The entrance to the school in Sturt Street at the PAC is shown in Figure 1.2.



Figure 1.2 Sturt Street Entrance to the Sturt Street Community School

2 Existing Conditions

The section provides the analysis of the existing school operations, the student population and travel patterns and an overview of transport access to the school by all transport modes.

2.1 School Operations

Sturt Street Community School is a public school that comprises years Reception to Year 6. It is located in a heritage building that was established in 1883 and was refurbished in 2004.

The bell times are 8:45 am and 3:10 pm, Monday to Friday. The school office hours are 7:45 am to 6 pm, Monday to Friday.

2.2 Student Enrolment Analysis

The total students enrolled at the school in Term 2 2024 is 191 with a breakdown shown by year is Figure 2.1.

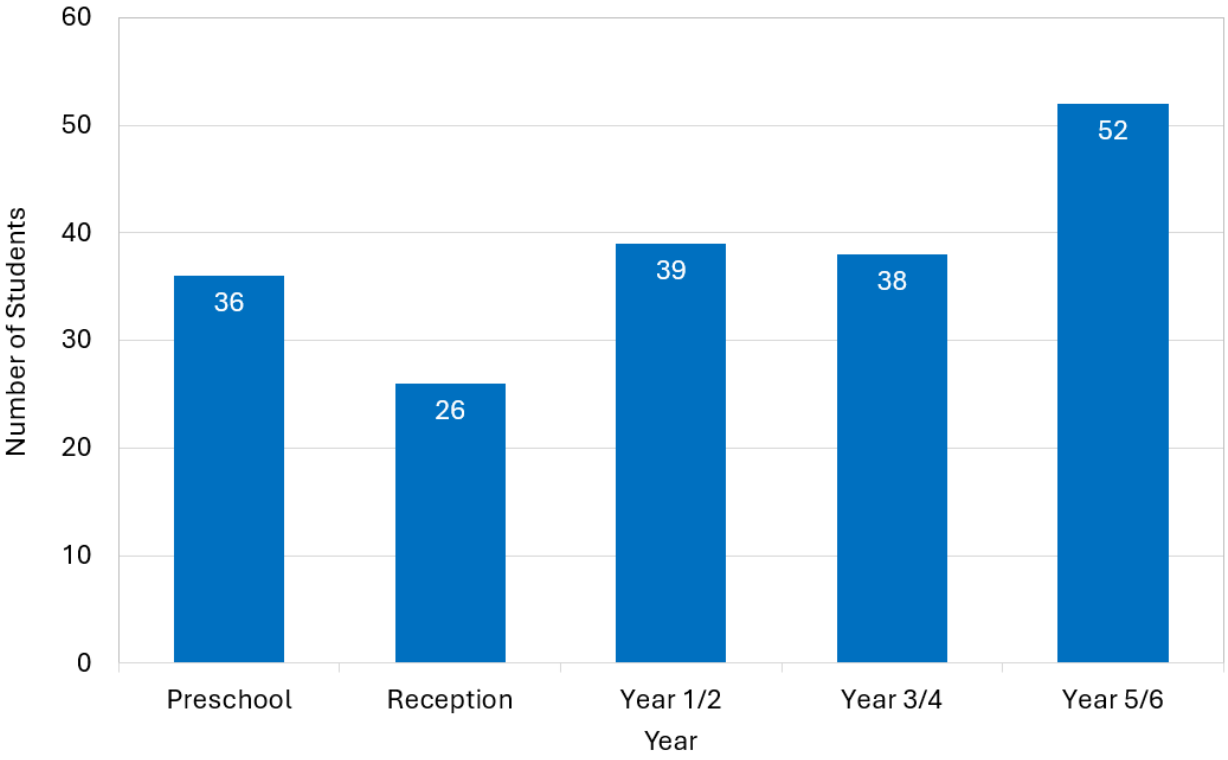


Figure 2.1 Sturt Street Community School Student Enrollment in May 2024 by Year

2.2.1 Existing School Travel Activity

The existing school travel activity to and from the Sturt Street Community School was reviewed through site observations and a student travel mode survey on typical school days. The student travel mode survey form is included in Appendix A.

The Sturt Street Community School does not have an enrolment zone and includes all suburbs in metropolitan Adelaide. The number of students by residential sub areas is shown in Figure 2.2.

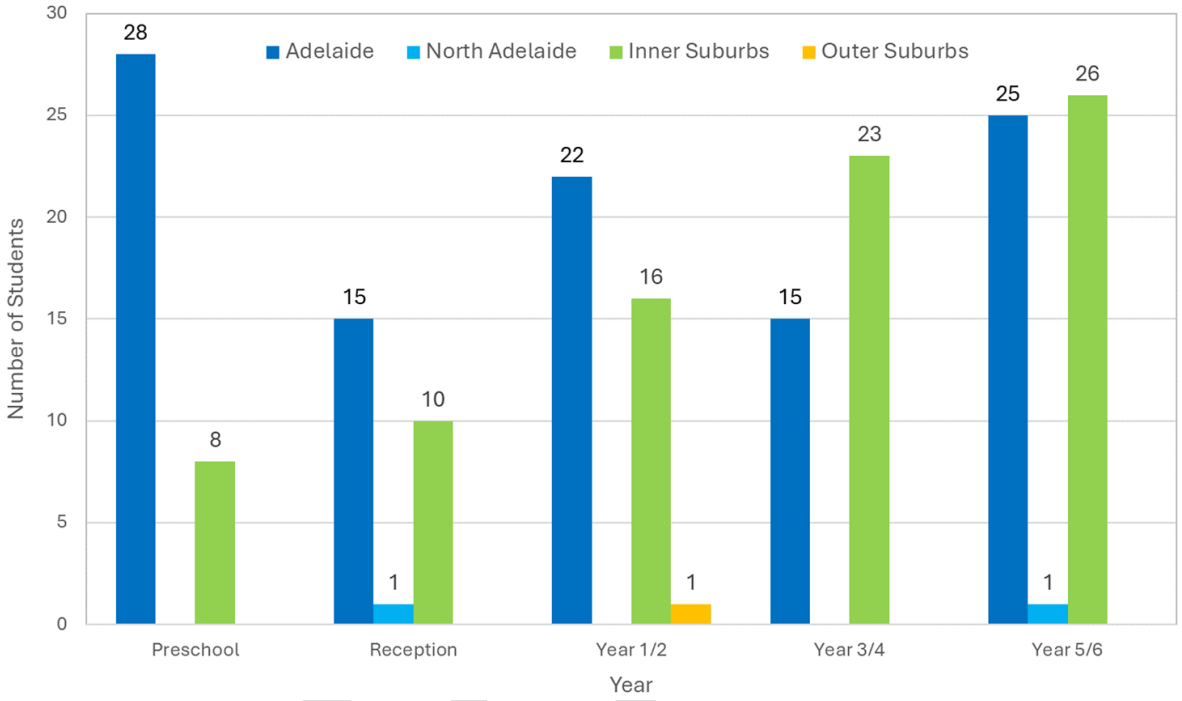


Figure 2.2 Sturt Street Community School Student Residence Location Analysis

A breakdown of the number of students by year groups with the percentages by location are provided in Table 2.1. Over 55 per cent of students live in the City of Adelaide where they have an easy walk or bicycle trip to the school is possible.

Table 2.1 Student Residence per Location for St Mary's College

Location	Junior School - Years R to 6	Middle School - Years 7 to 9	Senior School - Years 10 to 12	Total	Percentage
Adelaide	28	15	22	**105**	**55%**
North Adelaide	0	1	0	**2**	**1%**
Inner Suburbs	8	10	16	**83**	**44%**
Outer Suburbs	0	0	1	**1**	**0.5%**
Total	**36**	**26**	**39**	**191**	**100%**

2.2.2 Student travel demand

The student travel mode survey was conducted during the first morning class from Wednesday 29 May to Tuesday 4 June 2024. The findings from the surveys were used to confirm the existing transport mode shares for:

- Car (as passenger with drop-off)
- Walk for the entire trip
- Bus
- Train
- Tram
- Bicycle or e-bike
- Scooter

The student travel mode shares to school in the AM period and from school in the PM period are shown in Figure 2.3. The walk mode share is 22 and 26 per cent in the AM and PM periods respectively with 68 and 61 per cent using the car mode in the AM and PM periods responds. Travel to school by bicycle and scooters is six per cent. Four per cent of students travel to school by public transport in the AM period and seven per cent from school in the PM departure period.

The PM period has 2 per cent more students using public transport and 4 per cent more walking than in the AM period. This result is likely because parents drop of their children on the way to work in the CBD for the morning commute trip, but the students travel home by public transport or walking when the parent is still working in the PM school departure period.

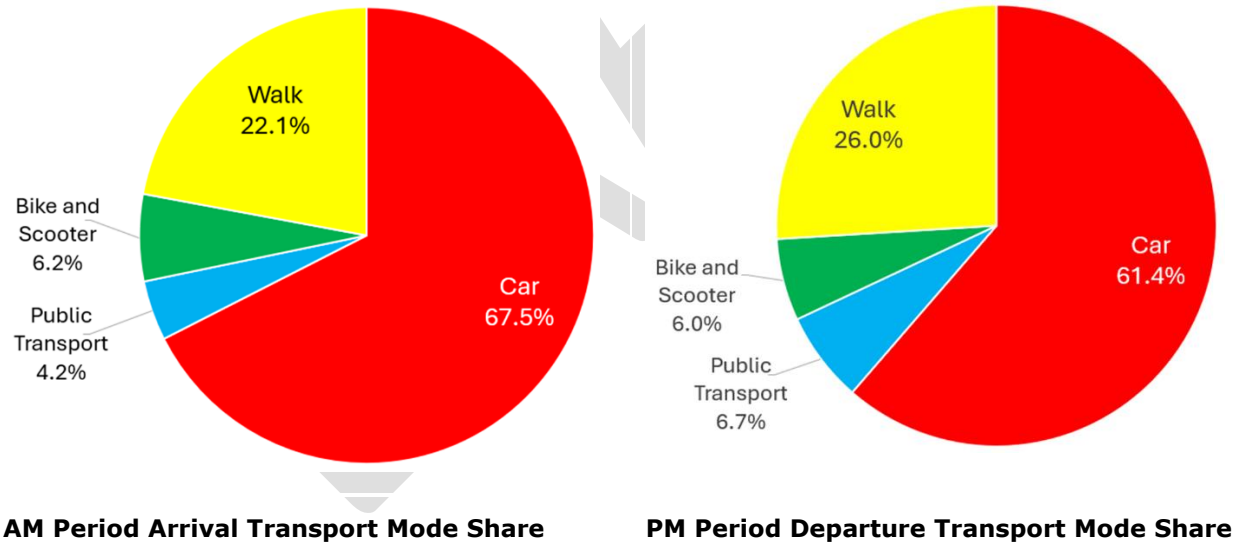


Figure 2.3 Sturt Street Community School Student Transport Mode Shares in May 2024

2.3 Transport Access

Transport access to the school via road, public transport, cycling, and walking and the availability of on-street, on-site and off-site parking is provided in this section.

2.3.1 Road Network

Vehicular access to the to the underground level of the school is by majority by the main access on Sturt Street. The school office, staff parking areas, the kiss and drop area, and the school gate are all located on Sturt Street.

Sturt Street

Sturt Road is a two-way two-lane Collector aligned in an east to west direction and is under the care and control of the City of Adelaide. At the frontage of the school, each lane is around 3m wide, with 30-degree angle parking on the northern side, and 90 degree angle parking on the southern side, along the road.

Sealed bitumen footpaths are on both sides of Sturt Street. On-road cycle lane has also been provided on both directions. It has a posted speed limit of 50 km/h. The kerbside usage, bicycle lanes and traffic lanes in Frome Road north of Victoria Drive next to Botanic Park is shown in Figure 2.4.



Figure 2.4 Sturt Street at the Signalised Crossing, Looking East

2.3.2 Crash History

A review of the latest crash data from 2018 to 2022 (five-year period) has been sourced from DataSA. During this time there has not been any crashes in the direct proximity of the school, as presented in Figure 2.5.

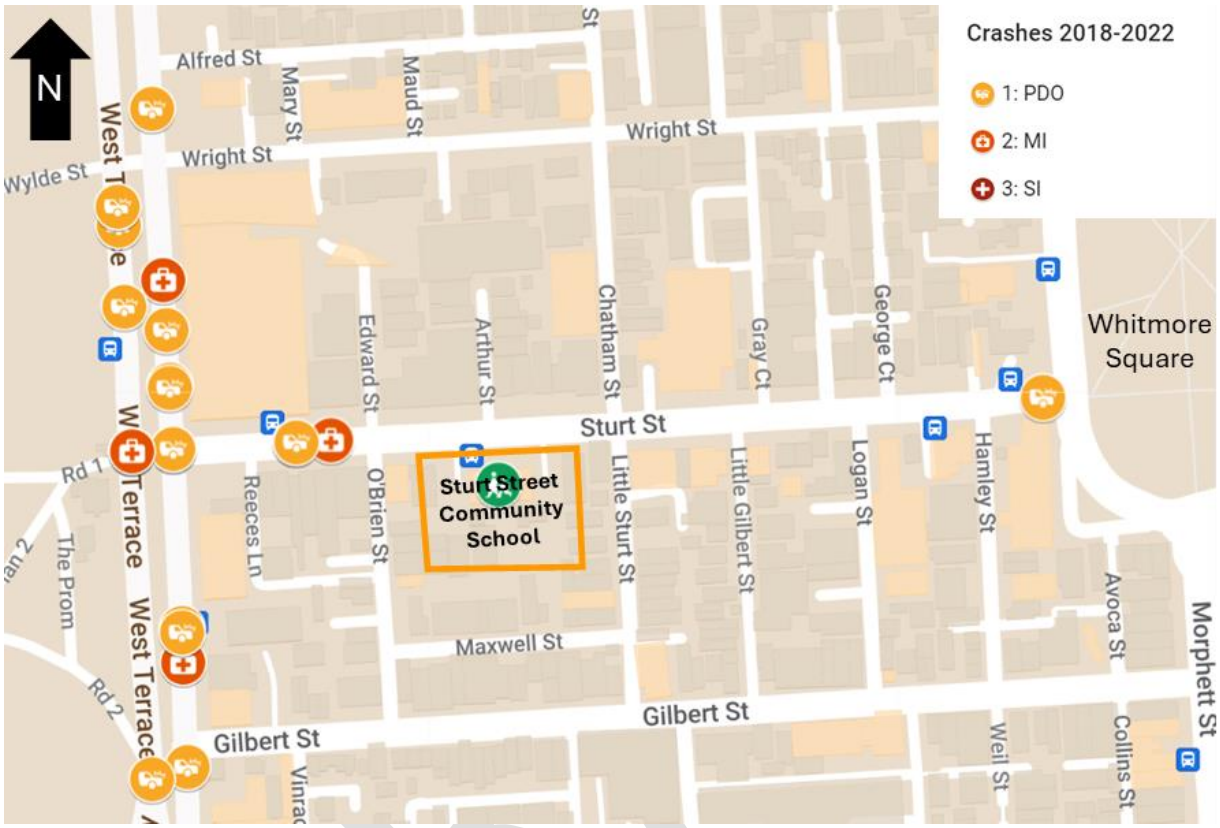


Figure 2.5 Crashes from 2018-2022 near the Sturt Street Community School

2.3.3 Parking Areas

The on-street car parking controls along Sturt Street in the vicinity of the school are shown in Figure 2.6.

The area that some parents use as kiss and drop off – shown in red rectangle – is operative 8:30am to 9:30am and 3pm to 4pm, Monday to Friday, when 15 minutes of parking duration is allowed.

Parents who do not work in the CBD are unlikely to regularly drive into the CBD to drop off or pick up their child. Many students, who 13 years of age or older, are capable of travelling on their own and would use public transport.

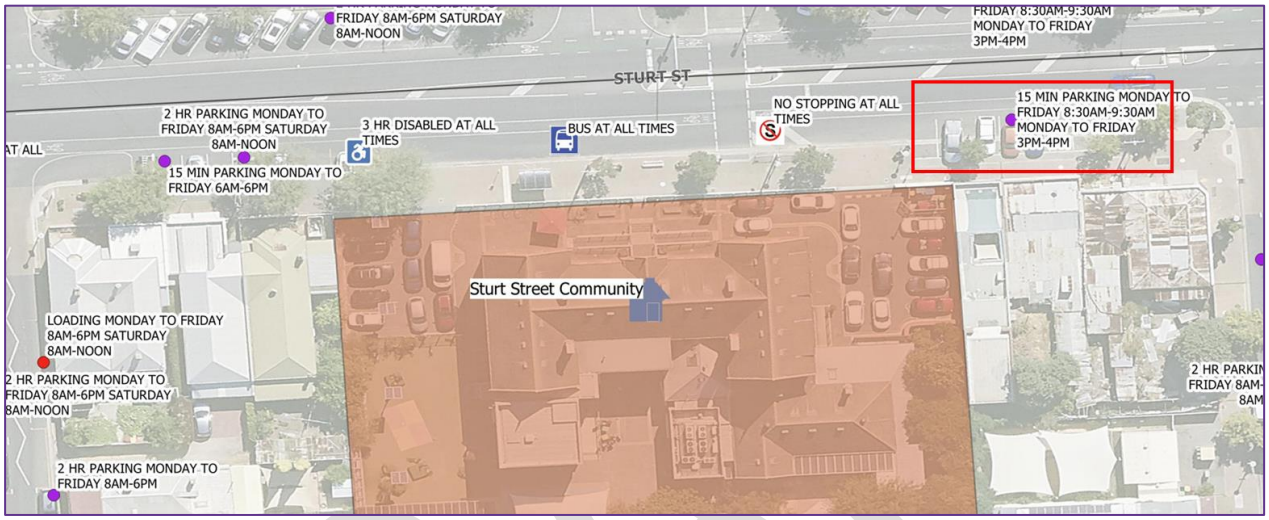


Figure 2.6 On-street Parking and Kiss and Drop Areas for Sturt Street Community School

2.3.4 Public Transport

Adelaide CBD is the focus of the bus, tram and train network. Sturt Street Community School has a bus stop that is immediately outside of the school gate, and more along Sturt Street and West Terrace.as shown in Figure 3.14. The Go Zone route G10 stops in Sturt Street.

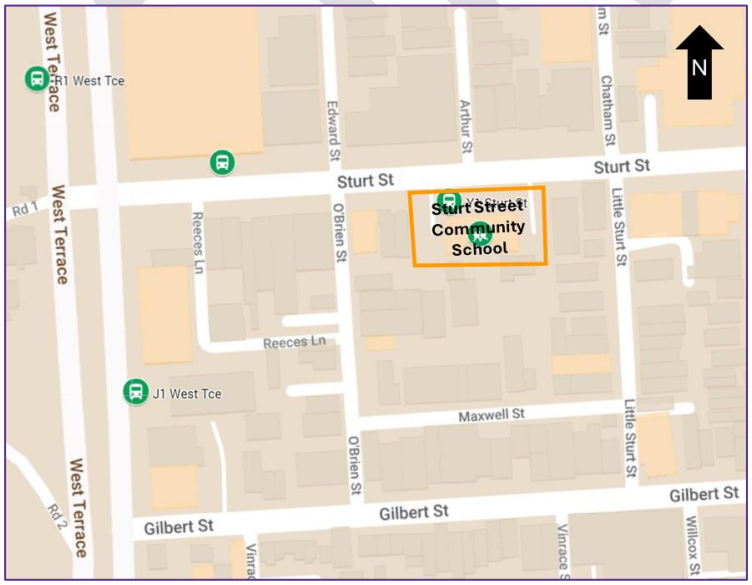


Figure 2.7 Public Transport Stops at Sturt Street Community School

2.3.5 Cycling

The bicycle network in vicinity of the school with the connecting link to the adjacent G S Kingston Park and the West Terrace cemetery, and the inner metropolitan cycling network is shown in Figure 2.8.

Based on Figure 2.8, Sturt Street is a secondary road with on-road bike lane provided on both sides of the road. Sealed shared paths exist throughout the Adelaide Park Lands.

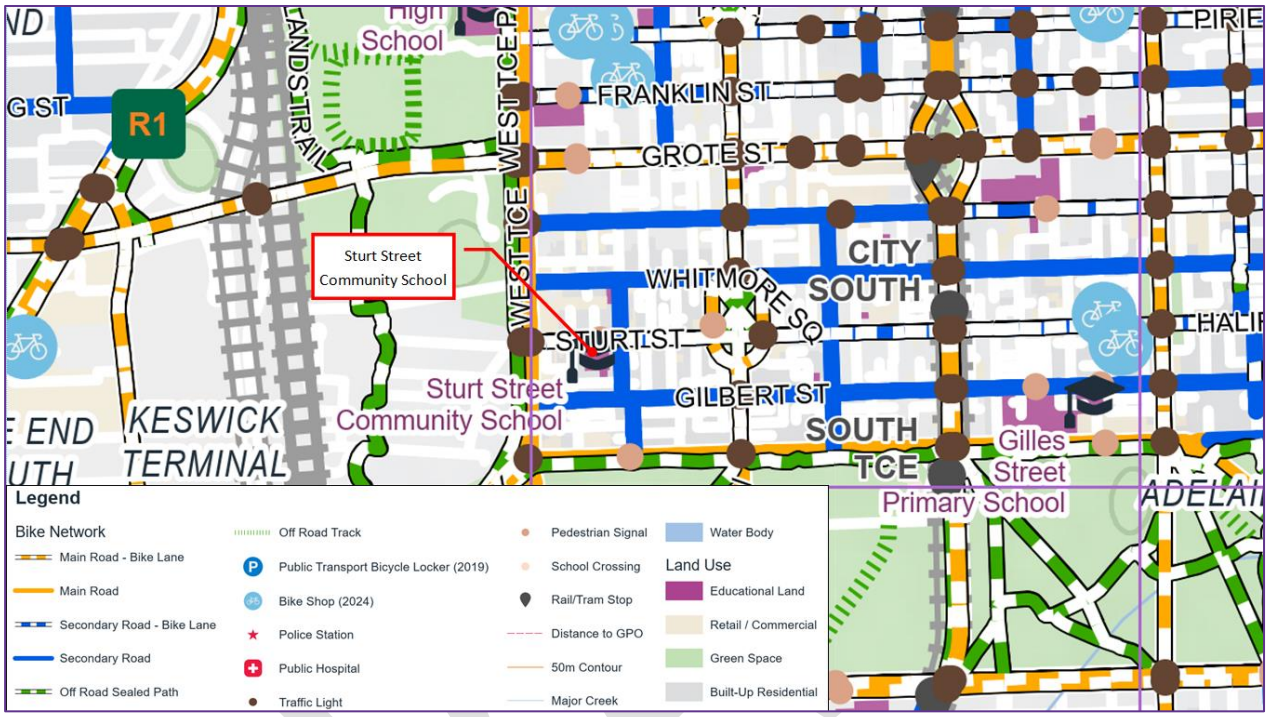


Figure 2.8 Cycling Network to Sturt Street Community School

2.3.6 Pedestrian Access

Walking to and from the school is an important transport mode for students, staff, and visitors who walk for their entire trip or as an access mode to the school, as many students live within the Adelaide CBD area. The footpath network along Sturt Street needs to be well maintained and kept clear of fallen trees and debris by the City of Adelaide.

The high school has good pedestrian access from all directions from Adelaide CBD, as shown in Figure 2.9. There is a signalised pedestrian crossing adjacent to the school on Sturt Street.

A 5, 10 and 15-minute walkable catchment areas to Sturt Street Community School are shown in Figure 2.9. Students who walk their entire trip to school are likely walking from Adelaide city centre or G S Kingston Park.

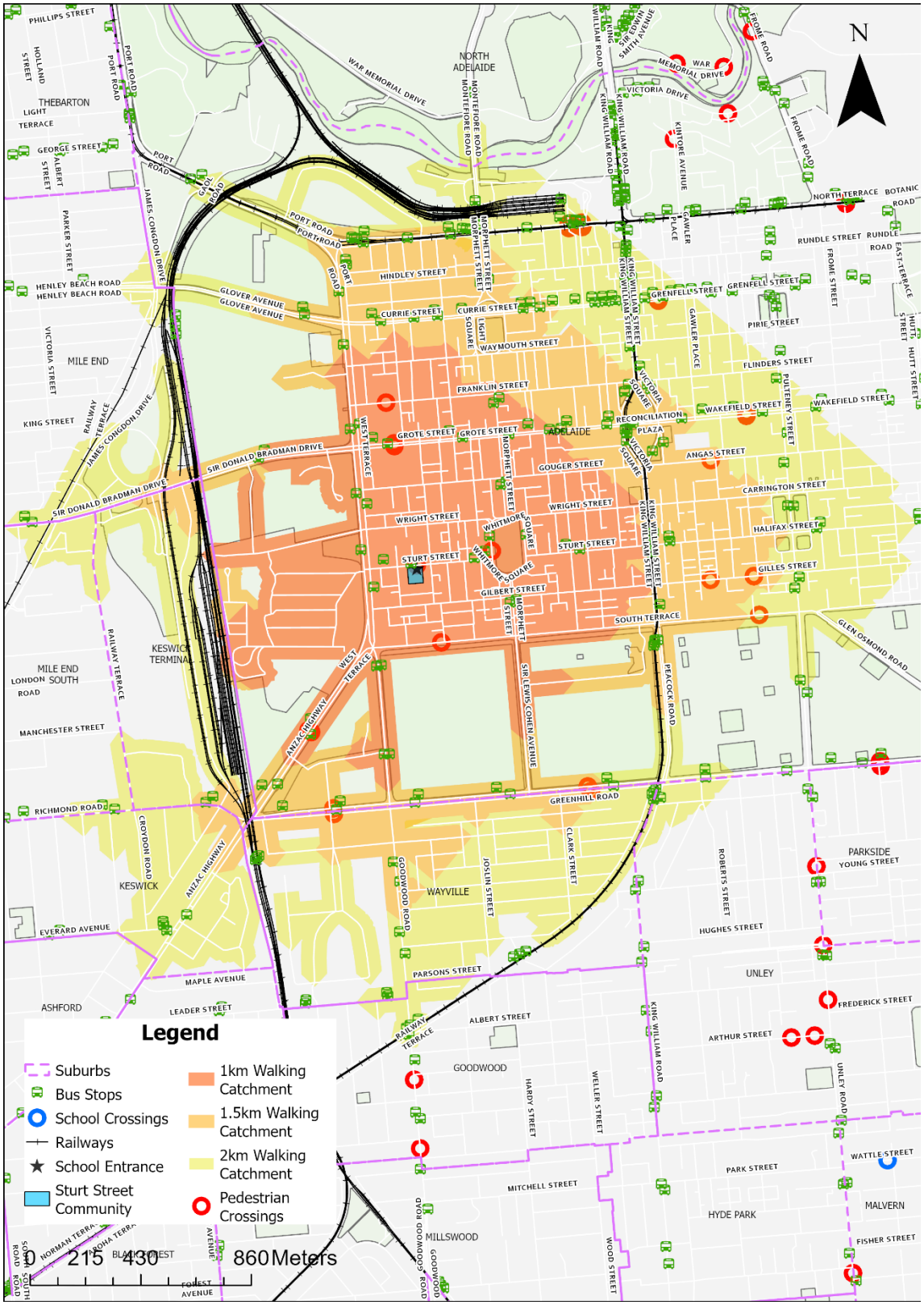


Figure 2.9 Walkable Access Catchment to Sturt Street Community School

3 Issues and Opportunities

The issues and opportunities were identified with discussions with the school administration staff and site observations conducted during the AM drop-off period and the PM pick-up period.

3.1 Stakeholder Discussions

The following issues were discussed with the school at a meeting held in May 2024:

- The general public are not aware of the school zone in Sturt Street.
- Speeding traffic in Sturt Street is significant concern, in particular at school drop-off and pick-up times.
- Vehicles are observed to run red lights at the signalised crossing.
- There is no designated kiss and drop off area for the school. Consequently, some parents would use the bus stop area in front of the school to drop off or pick up students.
- Due homeless camping out in Edwards Park, some homeless people have been spotted on using school facilities.
- Anti-social behaviour and criminal activity occurring on Sturt Street in close proximity to the school.
- The school conducts a daily bicycle ride with around 20 students to ride from the school along the bicycle trails in Edwards Park. When crossing at West Terrace and Sturt Street intersection, as shown in Figure 3.1, the space at the signalised crossing is very limited, where the shared user path is in direct conflict. This is problematic when a cyclist rides along the shared user path and is blocked by the crowd of students on bicycles waiting for the light.



Figure 3.1 Limited Space at Signalised Crossing in West Terrace at Sturt Street

3.2 Site Observations

The existing staff and student transport mode activity to and from the Sturt Street Community School were observed during the AM peak arrival period and the PM peak departure period on typical school days in May 2024. The site visits were conducted on Thursday 30 May for the AM and PM peak periods.

3.2.1 AM Arrival Period

The pedestrian, cyclist, bus passenger, and drop-off activity were observed during AM arrival period from 8:30 am to 9:00 am. The AM period arrival profile was relatively distributed over the 15-minute block before 8:30 am, then the activity peaked from 8:30 am to 8:45 am.

The findings from the AM observations are:

- Many parents and students were observed to have walked or cycled for the drop off, despite of the raining weather.
- No private passenger cars were observed to occupy the bus stop area.
- Drivers were overall respectful to the pedestrians walking on the signalised crossing.

3.2.2 PM Departure Period

The pick-up activities were observed during PM departure period from 3:00 pm to 3:30 pm. The key findings from the PM observations are:

- Many parents were observed to arrive on foot, some on bicycles.
- Some students were observed to take buses on Sturt Street and West Terrace.
- No private passenger cars were observed to occupy the bus stop area.
- Drivers were overall respectful to the pedestrians walking on the signalised crossing.

3.3 Summary of the issues and opportunities

Issues observed from the site visits and raised or suggested by the principal are summarised as follows.

- Implement a 25 km/hr school zone on Sturt Street.
- Increase police patrolling around the school.
- Review the waiting area at the intersection of West Terrace and Sturt Street.
- Implement a formal Kiss and Drop zone in Sturt Street near the school entrance.

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4 Travel Safety Options and Assessment

4.1 Student Travel Safety Options

Options to improve the travel safety for students at the school were developed under two categories, namely:

- Infrastructure treatments requiring civil works with changes to signals or pedestrian crossings.
- Operational efficiencies, with changes to parking controls, Kiss and Drop aeras or school zones.

The options for the assessment are provided in Table 4.1 with a description of the initiative and the issue to be addressed.

Table 4.1 School Travel Safety Options

Type of Option	Description	Issue Addressed
Infrastructure Treatments	Implement a formal Kiss and Drop area near the school entrance in Sturt Street.	Parents occupying bus stop areas for drop off / pick up activity.
	Implement a 25 km/hr school zone in Sturt Street.	Traffic speeding issues in Sturt Street would be help with a 25 km/h speed limit during the school drop-off and pick-up times.
	Install red light cameras at the signalised crossing on Sturt Street	To enforce red light running behaviour.
Operational Efficiencies	Increase police enforcement	To prevent and address the anti-social and homeless activity in the area.

4.2 Recommended School Travel Safety Initiatives

The recommended school travel safety initiatives are explained with more detail as follows:

- Implement a Kiss and Drop area near the gate of the school in Sturt Street as shown in Figure 4.1.



Figure 4.1 Parking Time Limit at Drop Off Area in Sturt Street

4.3 Indicative Cost Estimates

The school travel safety options were assessed under the safe systems approach and indicative cost estimates are provided for each travel safety option in Table 4.2. The options were given labels under the following categories:

- T for Traffic control device or treatment that requires civil works and construction with cost estimates.
- P for Parking control changes with new signage and pavement markings for a Kiss and Drop or school zone.

Table 4.2 Indicative Cost Estimates for the Travel Safety Options at Sturt Community School

Option	Priority Assessment	Indicative Cost Estimate	Comments
T1	Install red light cameras at the PAC signalised crossing on Sturt Street.	$200,000	Council to apply to DIT for installation of the cameras.
T2	Implement 25 km/hr school zone in Franklin Street.	Less than $5,000	Council to design and install this treatment. Consult with DIT for approval.
P1	Implement Kiss and Drop area in Sturt Street in front of the school.	Less than $2,000	Council to install line marking and changes to the signage.

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5 References

The following references were used in the preparation of the school travel safety review.

- Guide to Traffic Management Part 8, Local Area Traffic Management, Austroads, Sydney, 2016, Section 7.5.7 School Zones, page 114.
- Guide to Traffic Management Part 10, Traffic Control and Communication Devices, Austroads, Sydney, 2019, Section 6.5.8 Zig Zag Markings, page 105.
- Speed Limit Guideline for South Australia, Department for Infrastructure and Transport, October 2023, Appendix C School Zones.
- Supplement to AS 1742.10, Manual of uniform traffic control devices, Part 10, Pedestrian control and protection, Department for Infrastructure and Transport, April 2024.
- Manual of Legal Responsibilities and Technical Requirements for Traffic Control Devices Part 2: Code of Technical Requirements, Department for Infrastructure and Transport, March 2024, Section 9.3 Drop off and pick up zones, page 34.
- School Transport Policy, Department for Education, South Australia, January 2024.

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Appendix A – Student Travel Survey Form

CITY OF ADELAIDE

School Travel Survey for Students

School:	Sturt Street Community School

Tonkin on behalf of the City of Adelaide is conducting a survey to determine the main modes of travel for students to understand the travel behaviour to the school. Please assist us by undertaking a short student survey during the first period class.

Questions for the Teacher

Date (day/month/year):	
Weather (Daytime temperature and sky conditions):	
Please enter the name or number of your class or year group.	
How many students are absent today in your class?	

Questions for the Students in Your Class / Year Group

Please ask the students with a 'hands-up' survey in the classroom.

AM Period Travel

How did you travel to school this morning? (If you travelled by more than one mode, please answer with the longest part of your journey - e.g. "car" for "car and scooter".)

Main Mode of Travel in the AM Period	Number of Students
Car (as passenger with drop-off)	
Walk for the entire trip	
Bus	
Train	
Tram	
Bicycle or e-bike	
Scooter	

PM Period Travel

How will you travel from school this afternoon? (If you will travel by more than one mode, please answer with the longest part of your journey - e.g. "car" for "car and scooter".)

Main Mode of Travel in the PM Period	Number of Students
Car (as passenger with pick-up)	
Walk for the entire trip	
Bus	
Train	
Tram	
Bicycle or e-bike	
Scooter	

If you travelled by car, would you prefer any of these modes? (multiple answers)

Walking for the entire trip	
Bicycle, e-bike or scooter	
Public Transport (bus, tram or train)	



University Senior College

School Travel Safety Review – Draft Report

City of Adelaide

CLC003491
9 July 2024
Ref: 240706

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Building exceptional outcomes together

Document History and Status

Rev	Description	Author	Reviewed	Approved	Date
A	Draft Report	John Devney	James Arnold	James Arnold	9 July 2024

DRAFT

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Client: City of Adelaide
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Executive Summary

Overview

University Senior College (USC) comprises years 10 to 12. The school does not have an enrolment area and students are accepted from anywhere. The school operates like a university with no set bell times. Students arrive and depart at irregular times each day to suit the courses that they are enrolled in. Students also do not have uniforms as with other high schools.

Key Findings

The students University Senior College can have a home location anywhere in the metropolitan Adelaide area and in regional South Australia. Students beyond a commuting distance typically live with short-term accommodation elsewhere. Very few students live in the City of Adelaide and therefore walking to school is not a convenient travel option.

From the student travel survey conducted in May 2024, most students are using public transport to and from the school with 75 per cent in the AM arrival period and 90 per cent in the PM departure period. This excellent result is because the students are older and confident to use the train, bus and tram network services that converge in Adelaide CBD.

The PM departure period has 15 per cent more students using public transport than in the AM period, and a similar percentage fewer using private vehicles. This result is likely because some parents drop off their children on the way to work in the CBD for the morning commute trip, but the students travel home by public transport when the parent is still working in the PM school departure period.

Transport safety issues that affect the USC students that were identified through a discussion with the school administrator are:

- Safety for walking along footpaths in the city streets with trip hazards, in particular along Kintore Avenue.
- Risks for incidents between pedestrians and vehicles entering and exiting the U-Park in Gawler Place that at the entrance of the Gawler Place campus.
- Traffic entering the University of Adelaide at Gates 11, 12 and 13 often do not give way to pedestrians and are travelling too fast.
- The U-Park parking facility in Gawler Place attracts anti-social behaviour in the stairwells and on the street. This is a security issue for students entering and exiting the building.

Key Recommendations

The recommended school travel safety initiatives include:

- Maintain footpaths along Kintore Avenue.
- Install warning signs at the entrance and exit of the U-Park in Gawler Place.
- Council to follow up on security issues with the monitoring of the video surveillance cameras at the Gawler Place U-Park entrance and stairwells.
- Prepare a promotional brochure about public transport and safe cycling routes to Adelaide CBD.

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Abbreviations

Abbreviation	Description
DfE	Department for Education, South Australia
DIT	Department for Infrastructure and Transport, South Australia
PAC	Pedestrian Actuated Crossing with traffic signals

Glossary of Terms

Term	Description
Bicycle lane	On-road kerbside lane allocated for bicycles with pavement markings
Emu crossing	A pedestrian crossing with white road markings, red and white posts and operate only when the children's crossing flags are displayed. They are placed within school zones and a speed limit of 25 km/h applies to drivers when children are present. Drivers must stop for pedestrians using or about to use the crossing.
Kiss and Drop zone	A location designated on the street or on the school grounds for parents and carers in vehicles to drop-off or pick-up students typically with a 2-minute waiting limit. Parents are to stay in the vehicle.
Koala crossing	A pedestrian crossing with white road markings, red and white posts and two yellow alternating flashing lights. They are only operational when the yellow lights are flashing and a speed limit of 25 km/h applies to drivers between signs on the approach to the crossing. Drivers must stop for pedestrians using or about to use the crossing.
Shared path	Off-road pathway for pedestrians and cyclists
Go Zone	A high frequency bus corridor with one or more bus routes with a service headway of every 15 minutes on weekdays and every 30 minutes at other times. Stops and stations within a 'Go Zone' provide a bus, train or tram operating: • every 15 minutes between 7.30 am and 6.30 pm, Monday–Friday • every 30 minutes between 6.30 pm and 10 pm, Monday–Friday • every 30 minutes on Saturday, Sunday and South Australian public holidays.

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1 Introduction

This section provides the background for the school travel safety reviews and the study purpose and scope with an overview of the school location.

1.1 Background

The City of Adelaide is conducting School Travel Safety Reviews with the key objectives to:

- Investigate the current speed limits to assess the requirement of reducing the speed to 40km/h or less to help support more vibrant businesses and for a safer urban environment with the provision of higher quality amenity in the residential streets in the City of Adelaide.
- Consider always extending the time periods for the 25 km/h speed limit at and near all schools in the City of Adelaide when children are present and to work with DIT to further understand what responsible safety measures may be added to assist with drop off/pick up of children.

In January 2023, the Council requested the administration to investigate and report by the end of the 2023 school year on the need for and the nature of any additional measures to enhance the safety of primary and secondary, public and private school students entering and leaving schools at the beginning and end of the school day, including the introduction of supervised or unsupervised so called "kiss and drop zones" at all schools in the City of Adelaide.

A School Safety Report was completed for St Aloysius College and presented to the Infrastructure and Public Works Committee held on 19 March 2024. At the Council Meeting on 26 March 2024, Council decided to complete school travel safety reviews for 11 other schools in the City of Adelaide.

1.2 Study Purpose and Scope

The purpose of the work is to develop and document an evidence-based approach using the Safe System approach to address road safety concerns for children, parents and carers, with recommended changes such as safer crossing outcomes and measures to reduce the danger from motorised vehicle movements. The key objectives of the school transport safety reviews are to:

- Review the extents of the existing school speed zones to achieve Safe System speed outcomes, and
- Identify and prioritise opportunities to improve safety outcomes around schools.

The following tasks were completed for this school travel safety review:

- Engage with each school Principal or relevant representative to discuss issues with student travel to and from the school and opportunities to improve school travel safety.
- With the support from the teachers, undertake a student travel mode survey.
- Conduct AM and PM site investigations to observe any unsafe movements, in particular at the Kiss and Drop areas.
- Identify and map the location of the:
  - Existing pick up and drop off areas.
  - Existing school zones and other speed limits, including signs.
  - Existing crossings by type and informal crossing points and pedestrian desire lines.
  - Proposed locations of any measures, such as indicative locations of new crossings, new/changed school zones and of pick-up and drop off areas.
- Document the research and site investigation findings with options and prioritised recommendations for infrastructure projects to improve school travel safety.

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1.3 School Location

University Senor College (USC) is a Government-supported high school that has two buildings in Adelaide CBD in Kintore Avenue at Victoria Drive and in Gawler Place as shown in Figure 1.1.



Figure 1.1 University Senior College Locality Plan

The USC campus site plan provided in Figure 1.2 shows the location of the Kintore Avenue and Gawler Place campuses.

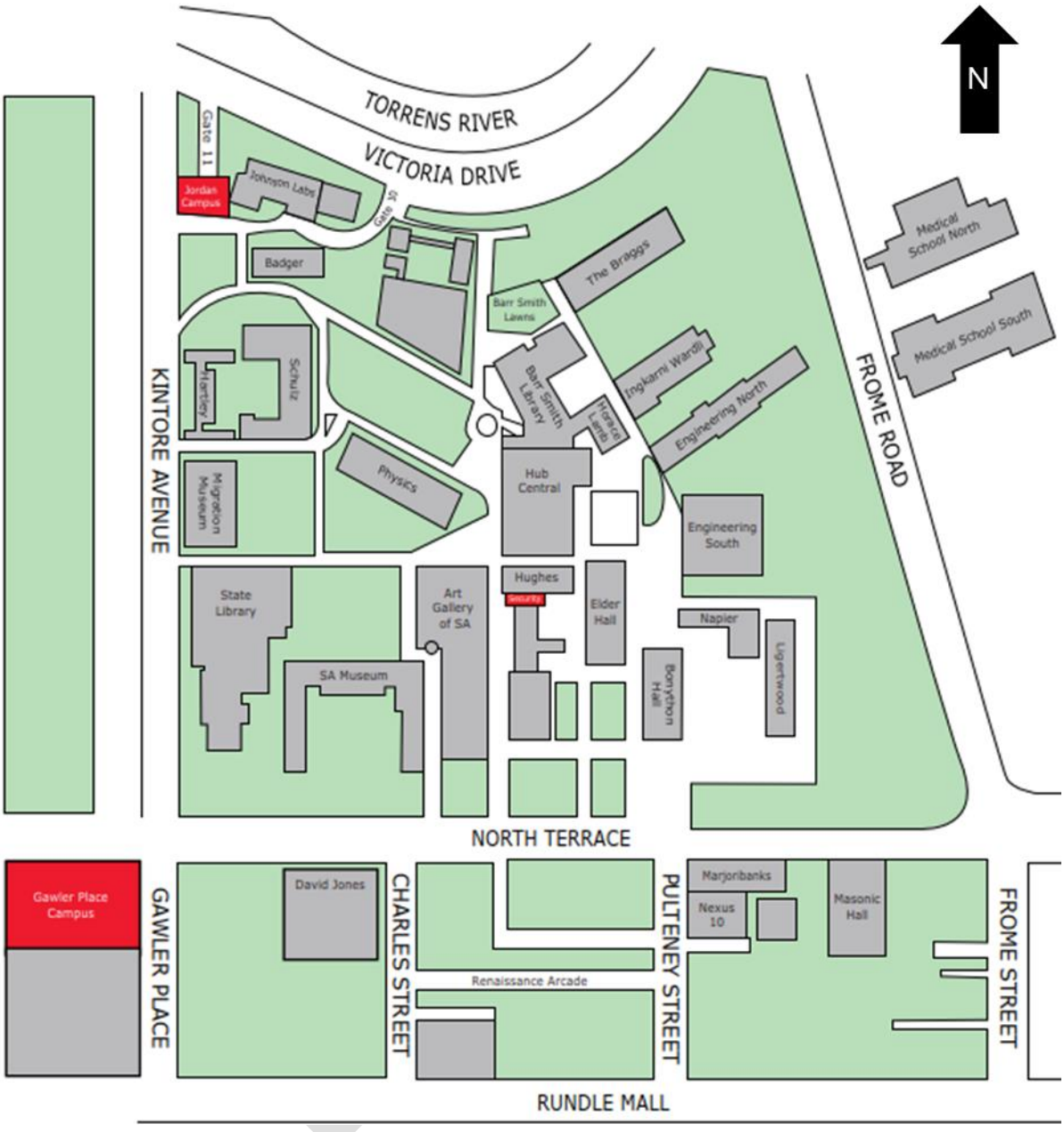


Figure 1.2 University Senior College Campus Site Plan

The two campuses at University Senior College are located:

- on Kintore Avenue at Victoria Drive as shown in Figure 1.3.
- in Gawler Place in the Parc Arcade building as shown in Figure 1.5.



Figure 1.3 University Senior College – Kintore Avenue Location

The entrances to the USC Kintore Avenue campus are shown in Figure 1.4.



USC Campus in Kintore Avenue with the car park with access from Victoria Drive



USC Campus in Kintore Avenue the short-term parking in Kintore Avenue

Figure 1.4 Entrances to the University Senior College Kintore Avenue Campus



Figure 1.5 University Senior College – Gawler Place Location

The entrance to the USC campus in Gawler Place is shown in Figure 1.6



The USC Gawler Place campus entrance with a car exiting from the Parc Arcade in Gawler Place.



Footpath on the west side of Gawler Place to the USC Gawler Place campus entrance.

Figure 1.6 Entrance to the USC Gawler Place Campus

2 Existing Conditions

The section provides the analysis of the existing school operations, the student population and travel patterns and an overview of transport access to the school by all transport modes.

2.1 School Operations

University Senior College (USC) comprises years 10 to 12. The hours of operations by year are:

- Year 10 classes typically start at 9 am and finish at 4 pm whilst on Fridays finish at 3 pm. Year 10 students will engage in 1- and 2-hour classes which provide them with time to go deeply into their learning, and while experiencing a range of subjects.
- For Year 11 and 12 students, the USC school day begins at 8.10 am and on most days ends at 5.00pm. This extended day has the benefit of a flexible timetable structure, based upon two-hour blocks. At Year 11, students have two 2-hour lessons in each subject, providing greater opportunity to engage with the subject in considerable depth. At Year 12, many subjects have two one-hour lectures delivered in the USC and University of Adelaide lecture theatres and one 2-hour tutorial.

The school office hours generally follow the timetables of students within both campuses.

2.2 Student Enrolment Analysis

The school enrolment in Term 2 2024 is for 471 students with a distribution by year as follows:

- 100 students in Year 10
- 189 students in Year 11
- 182 students in Year 12

Students attending USC can have a home location anywhere in the metropolitan Adelaide area and in regional South Australia. Students beyond a commuting distance typically live with short-term accommodation elsewhere. The number of students by sub area are shown in Figure 2.1. Very few students live in the City of Adelaide and therefore walking to school is not a convenient travel option.

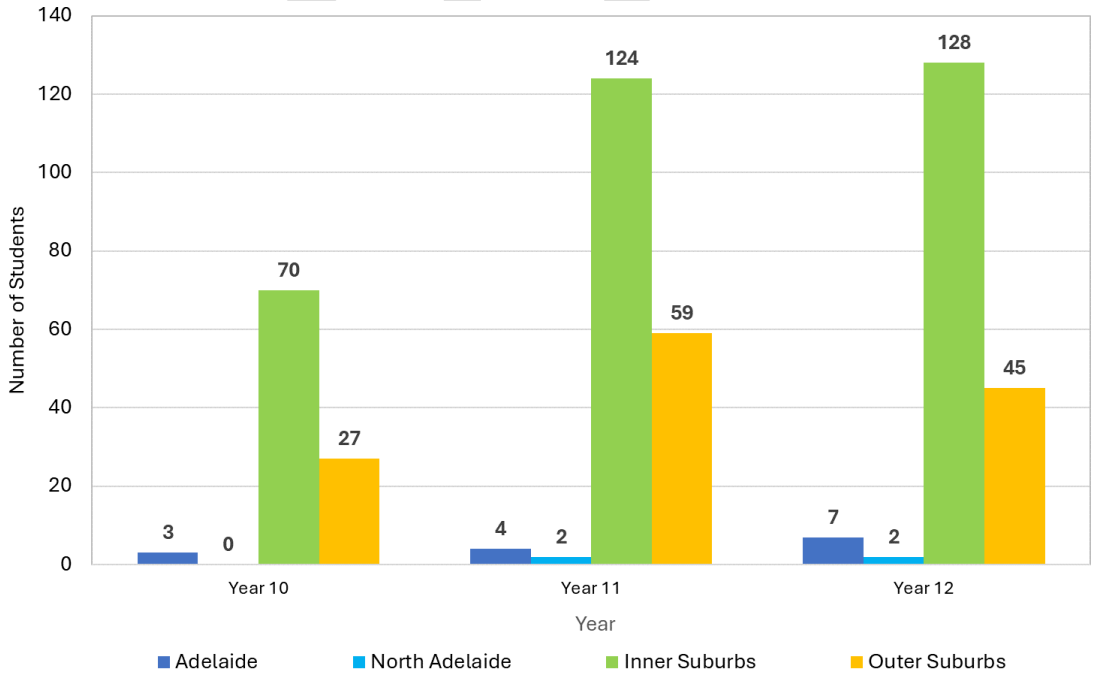


Figure 2.1 University Senior College Residence Locations by Sub-Area

2.3 Student Travel Demand

The existing school travel activity to and from the University Senior College was reviewed through site observations and a student travel mode survey on typical school days. The student travel mode survey questions using the Survey Monkey online tool is included in **Appendix A**.

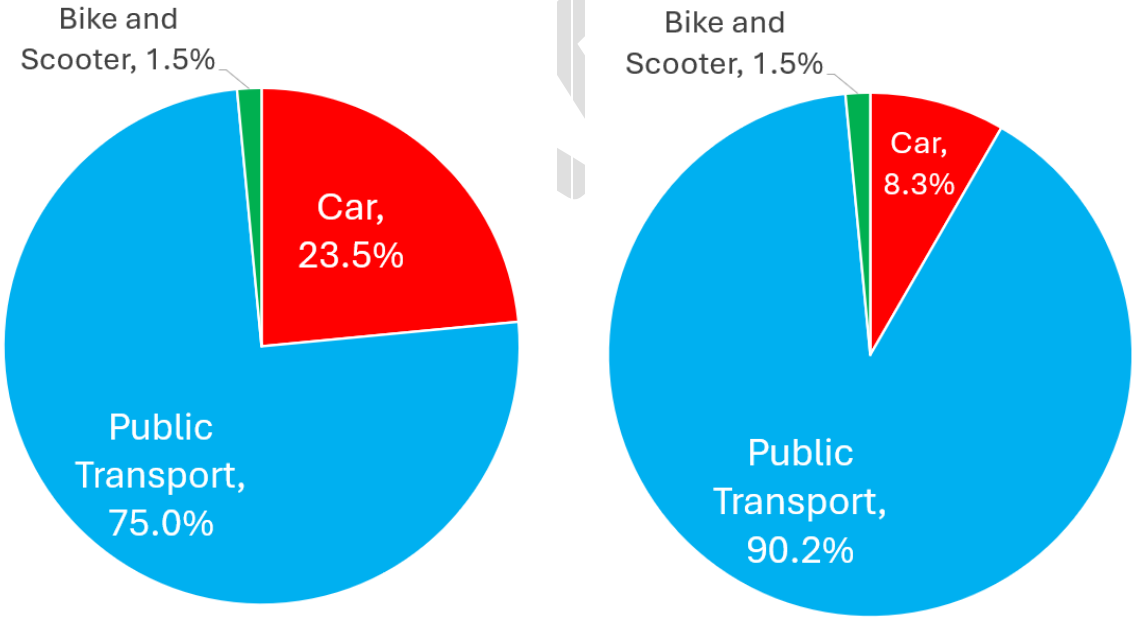
The student travel survey was conducted across 5 days between Friday May 24 and Thursday May 30 2024. With 132 surveys completed, the response rate 28 per cent with an enrolment of 471 students. This is considered a valid sample of the student population for statistical purposes.

The findings from the surveys were used to confirm the existing transport mode shares for:

- Car (as driver)
- Car (as passenger with drop-off)
- Walk for the entire trip
- Bus, Train or Tram
- Bicycle or e-bike
- Scooter

The student travel mode shares to school in the AM period and from school in the PM period are shown in Figure 2.2. Most students are using public transport to and from the school with 75 per cent in the AM arrival period and 90 per cent in the PM departure period. This excellent result is because the students are older and confident to use the train, bus and tram network services that converge in Adelaide CBD.

The PM departure period has 15 per cent more students using public transport than in the AM period, and a similar percentage fewer using private vehicles. This result is likely because some parents drop off their children on the way to work in the CBD for the morning commute trip, but the students travel home by public transport when the parent is still working in the PM school departure period.



AM Period Arrival Transport Mode Share **PM Period Departure Transport Mode Share**

Figure 2.2 University Senior College Student Transport Mode Shares in May 2024

A more detailed breakdown of the transport mode survey for the AM travel to University Senior College is provided in Table 2.1. The bus services at the stops in Grenfell Street/Currie Street were used by 17 per cent of the students and 25 per cent of the students arrived by train.

Table 2.1 AM Travel Mode Survey Results for University Senior College by Year

Transport Mode	Year 10	Year 11	Year 12	Total
Car	6 (19.4%)	11 (21.2%)	14 (28.6%)	**31 (23.5%)**
Bus in Grenfell Street/ Currie Street	3	10	10	23 (17.4%)
Bus in King William Street	3	8	6	17 (12.9%)
Bus in North Terrace	1	6	1	8 (6.1%)
Train	6	14	13	33 (25.0%)
Tram	3	1	2	6 (4.5%)
Public Transport	**24 (77.4%)**	**40 (76.9%)**	**35 (71.4%)**	**99 (75.0%)**
Bike and Scooter	1 (3.2%)	1 (1.9%)	0 (0.0%)	**2 (1.5%)**
Total	**31**	**52**	**49**	**132**

A more detailed breakdown of the transport mode survey for the PM travel from University Senior College is provided in Table 2.2. The bus services at the stops in Grenfell Street/Currie Street were used by 24 per cent of the students and 29 per cent of the students travelled home by train.

Table 2.2 PM Travel Mode Survey Results for University Senior College by Year

Transport Mode	Year 10	Year 11	Year 12	Total
Car	1 (3.2%)	4 (7.7%)	6 (12.2%)	**11 (8.3%)**
Bus in Grenfell Street/ Currie Street	9	11	12	32 (24.2%)
Bus in King William Street	3	9	8	20 (15.2%)
Bus in North Terrace	3	9	3	15 (11.4%)
Train	8	17	13	38 (28.8%)
Tram	2	0	2	4 (3.0%)
Public Transport	**29 (93.5%)**	**47 (90.4%)**	**43 (87.8%)**	**119 (90.2%)**
Bike and Scooter	1 (3.2%)	1 (1.9%)	0 (0.0%)	**2 (1.5%)**
Total	**31**	**52**	**49**	**132**

2.4 Transport Access

Transport access to the school via road, public transport, cycling and walking and the availability of on-street, on-site and off-site parking is provided in this section.

2.4.1 Road Network

The streets in the local road network at University Senior College are provided in Table 2.3. The front entrance and schools are from Kintore Avenue and Gawler Place for the Kintore and Gawler campuses respectively.

Table 2.3 Local Streets at University Senior College

Road	Campus	Classification	Relevance to School
Kintore Avenue	Kintore	Local street	Front entrance – Kintore Campus
Victoria Drive	Kintore	Local street	20 m from Kintore Avenue school entrance
North Terrace	Gawler	Sub-Arterial	Northern boundary of Gawler Place campus, location of nearby bus stops and trams
Gawler Place	Gawler	Local street	Front Entrance of Gawler Place campus

The attributes of the local road network at University Senior College are provided in Table 2.4. In areas where no data was provided, the field was labelled as not applicable (n/a). North Terrace has a high traffic volume and is a busy east-west that students walking between the two campuses must cross.

Table 2.4 Local Road Network Attributes at University Senior College

Road	Number of Lanes	Daily Traffic Volumes (veh/day)	Posted Speed (km/h)
Kintore Avenue	2	-	50
Victoria Drive	2	-	50
North Terrace	4	22,700	50
Gawler Place	2	-	50

The road network does not include any 25 km/h school zone during AM and PM peak times. Signalised pedestrian crossing is provided at the North Terrace / Gawler Place / Kintore Avenue intersection.

Table 2.5 Local Road Network Attributes at University Senior College

Road	25 km/h School Zone in Street	Type of Crossing in Street
Kintore Avenue	No	Signalised Crossing
Victoria Drive	No	N/A
North Terrace	No	Signalised Crossing
Gawler Place	No	Signalised Crossing

2.4.2 Crash Analysis

A review of the latest crash data from 2018 to 2022 (five-year period) has been sourced from DataSA. During this time there has been the following crashes within direct vicinity of the school:

- Kintore Avenue: 3 property damage crashes
- Victoria Drive: 3 property crashes
  - Intersection with Kintore Avenue: 1 property damage crash
- Gawler Place: 1 property damage crash
  - Intersection with North Terrace: 2 property damage crashes

The crash statistics in the vicinity of Kintore Avenue and Victoria Drive and near Gawler Place are presented in Figure 2.3.



Figure 2.3 Crashes on School Days at University Senior College

2.4.3 Parking and Kiss and Drop Areas

The types of carparking provided in the streets surrounding the both school locations are separated in Table 2.6 and Table 2.7. The on-street car parking controls along the streets in the vicinity of the school are also shown in Figure 2.4 and Figure 2.5 for the Kintore Avenue and Gawler Place campuses respectively.

On-street parking on both sides of Kintore Avenue and Victoria Drive is available. This is provided for motorcycles and vehicles. Kiss and Drop activity can occur on these streets, however it is does not an issue with the distributed times for the start and finish of classes and the high public transport usage for students.

Table 2.6 Parking Types at University Senior College – Kintore Avenue

Road	Type of Parking
Kintore Avenue	Motorcycle all times, Angled timed (3-hour ticket parking 9 am to 3 pm any day}
Victoria Drive	Motorcycle all times, Angled timed (3-hour ticket parking 9 am to 3 pm any day}

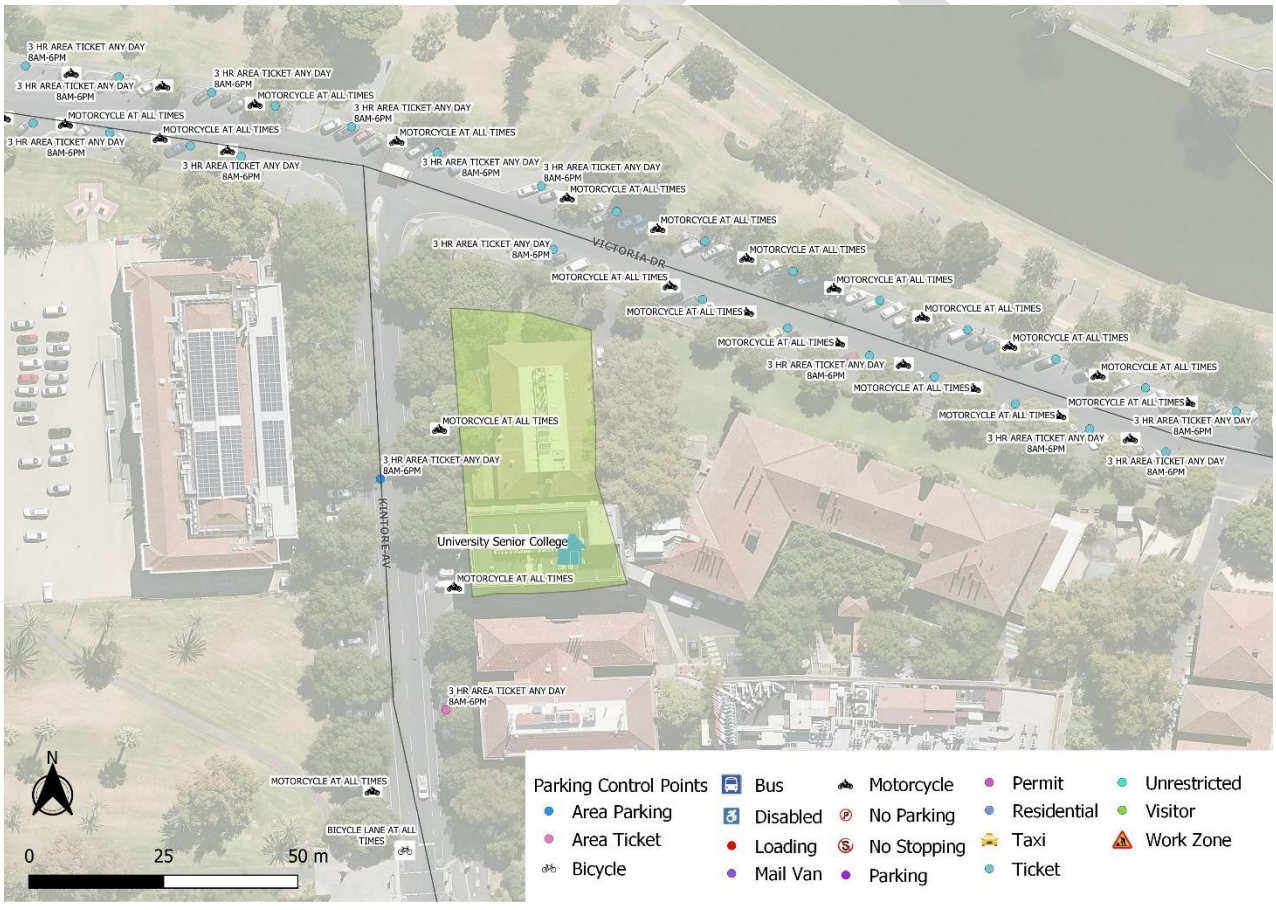


Figure 2.4 On-street Parking and Kiss and Drop Areas for University Senior College - Kintore Avenue

On-street parking on North Terrace and Gawler Place is limited to taxi parking, with no designated drop-off or pick-up zone for the school. Kiss and Drop activity occurs informally in the Gawler Place in the turnaround area before the entrance to the Council car park or in other CBD streets where the students walk through Rundle Mall and Gawler Place.

Table 2.7 Parking Types at University Senior College – Gawler Place

Road	Type of Parking
North Terrace	No Stopping at all times with the tram line
Gawler Place	Taxi access at all times, no stopping at all times with access to the City of Adelaide U-Park facility

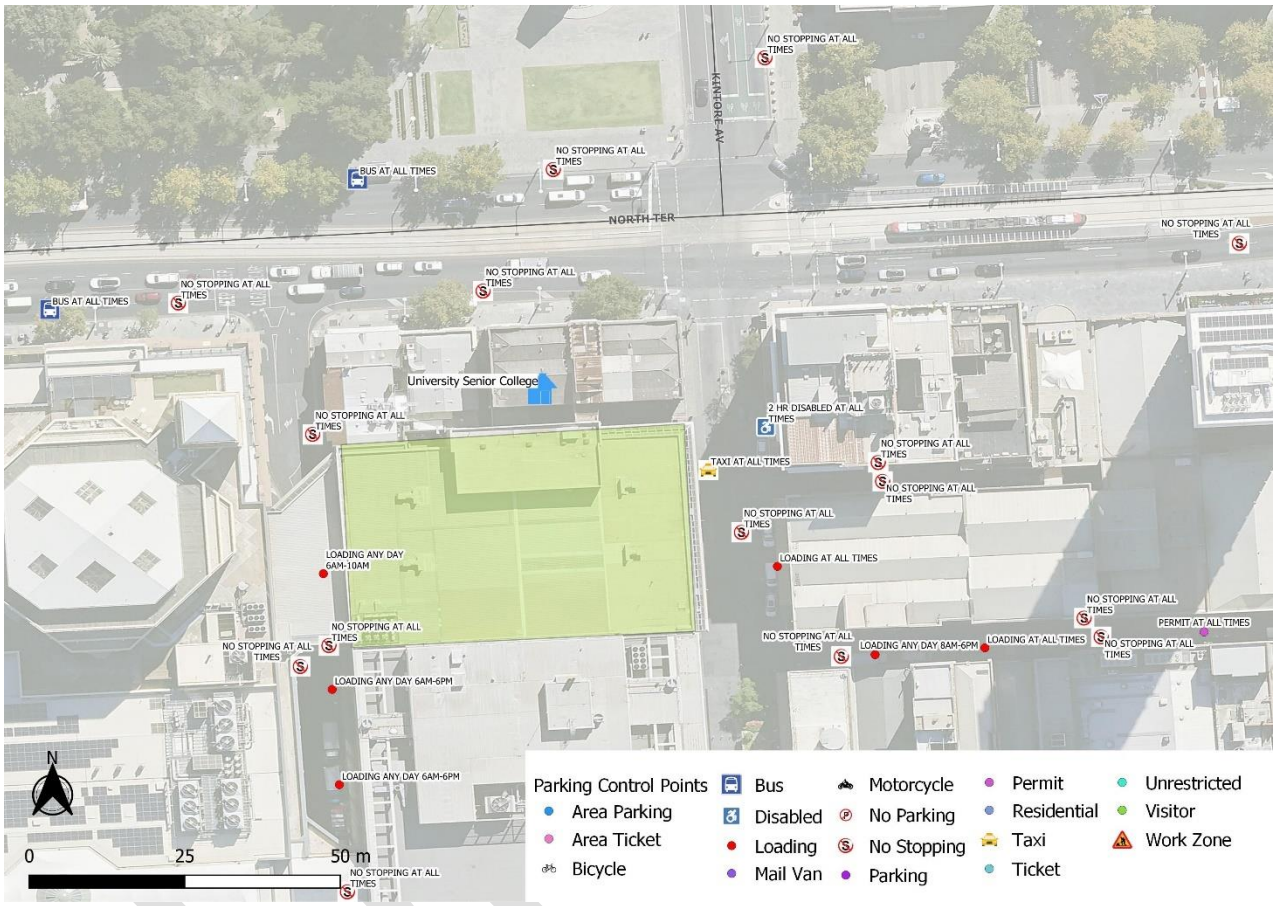


Figure 2.5 On-street Parking and Kiss and Drop Areas for University Senior College – Gawler Place

2.4.4 Public Transport

Students have convenient walk access to all train lines at Adelaide railway station, to the tram network with stops in King William Street at Rundle Mall and North Terrace at the Art Gallery and to all CBD bus routes in Grenfell Street/Currie Street, King William Street, King William Road and North Terrace as shown in Figure 2.6.

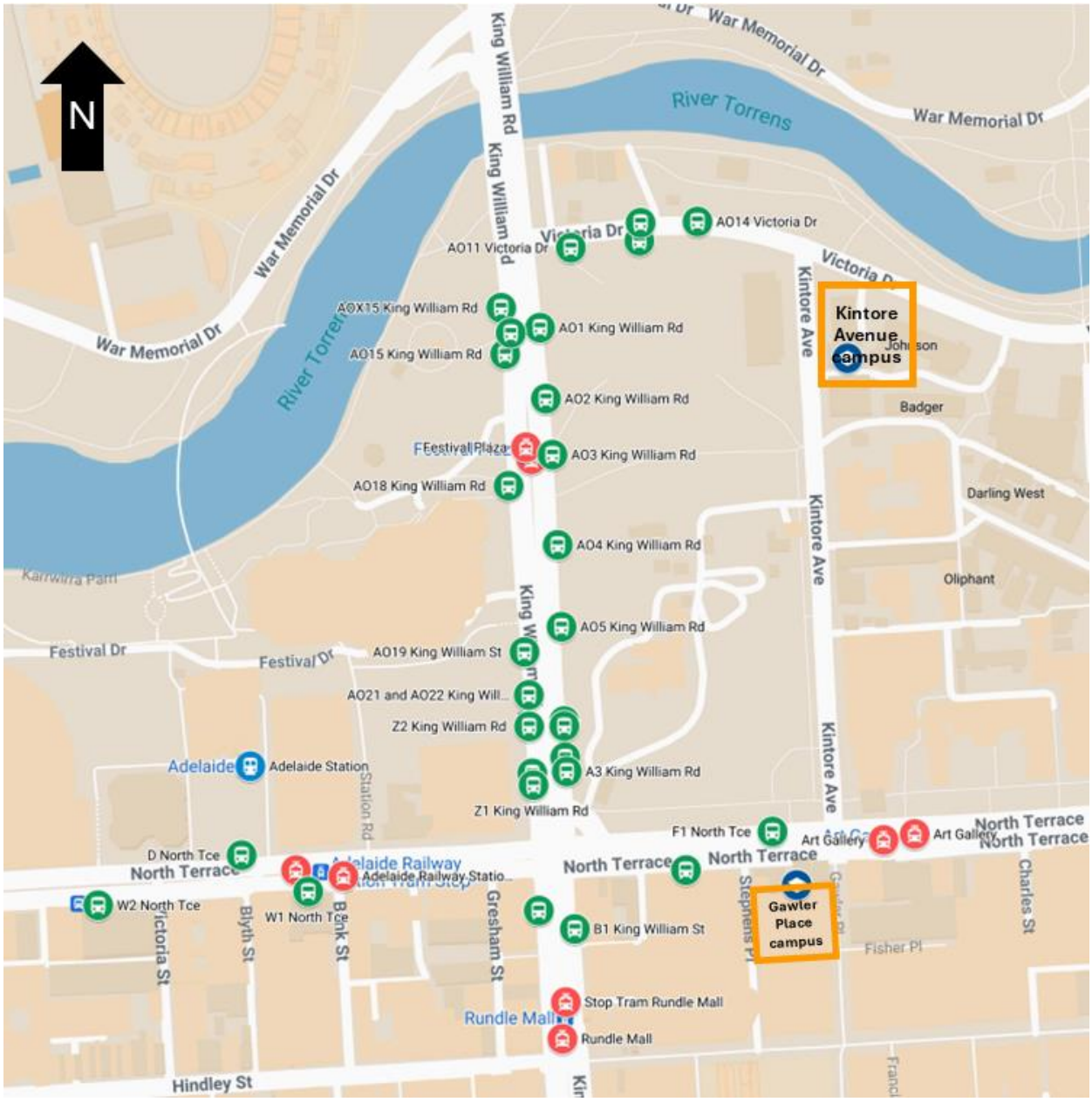


Figure 2.6 Public Transport Services to University Senior College

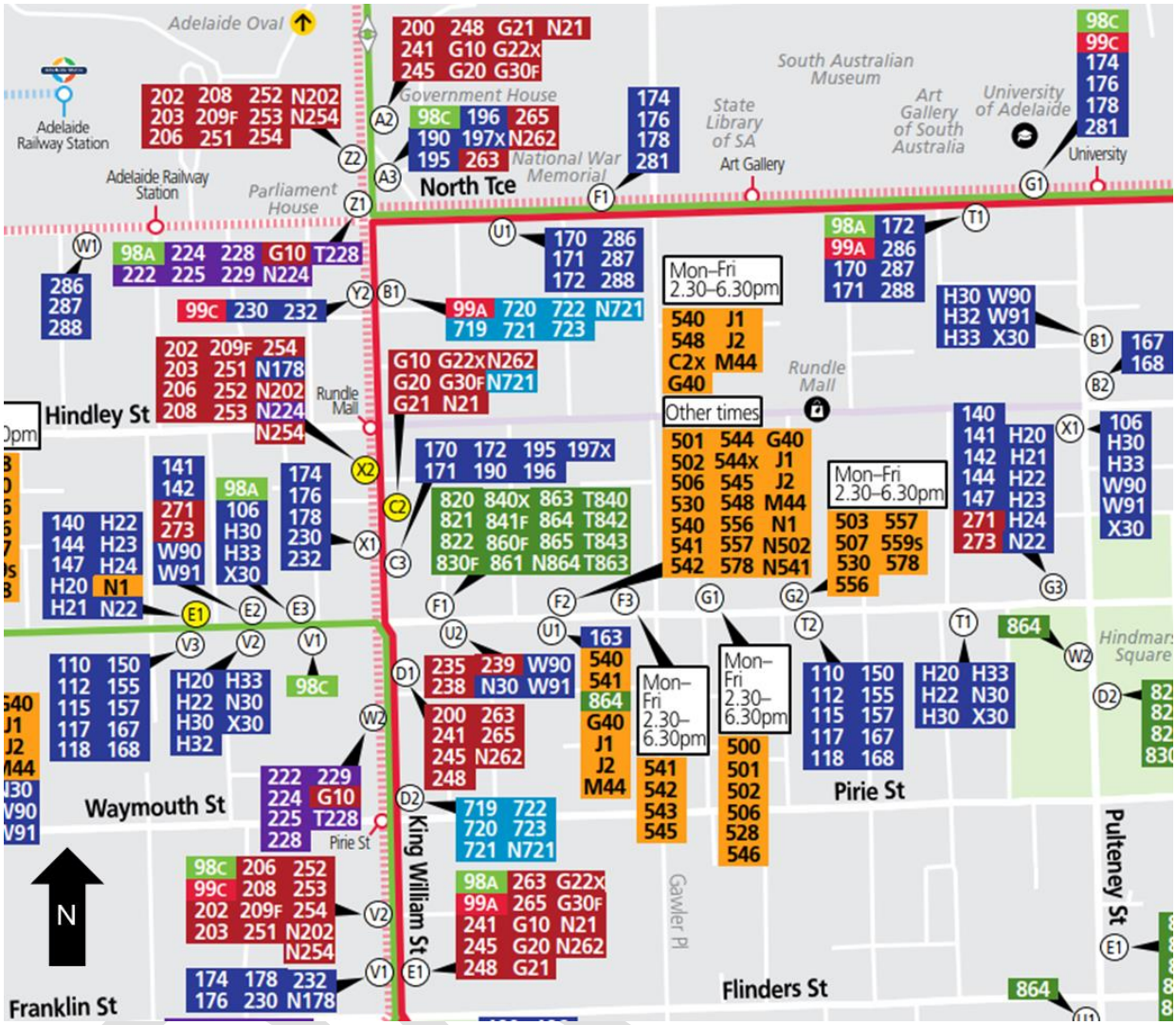
Public transport services for students to travel to University Senior College are provided by train, tram and bus with the locations, routes and walk distances to the Kintore Avenue and Gawler Place campuses provided in Table 2.8.

Table 2.8 Public Transport Services for Students at University Senior College

Public Transport Location	Public Transport Routes	Walk Distance to USC in Kintore Avenue (m)	Walk Distance to USC in Gawler Place (m)
Adelaide Railway Station	All train lines (Gawler, Seaford, Flinders, Outer Harbor, Grange and Belair)	750 m via Victoria Drive to King William Road	450 m via North Terrace
Art Galley tram stop in North Terrace	Botanic Gardens to Entertainment Centre tram line	350 m along Kintore Avenue to North Terrace	20 m via North Terrace
Rundle Mall tram stop in King William Street	Glenelg tram line	750 m via Kintore Avenue, Gawler Place and Rundle Mall to King William Street	300 m via Gawler Place and Rundle Mall to King William Street
Buses in Grenfell Street/Currie Street	Multiple Go Zone bus corridors for the East-West, Hills and O-Bahn routes	750 m via Kintore Avenue and Gawler Place to Grenfell Street 950 m via Kintore Avenue, Gawler Place and Grenfell Street to Currie Street	300 m via Gawler Place to Grenfell Street 500 m via Gawler Place and Grenfell Street to Currie Street
Buses in King William Street	Multiple Go Zone bus corridors for the North-South and East-West bus routes	600 m via Kintore Avenue and North Terrace to King William Street	400 m via Gawler Place and Rundle Mall to King William Street
Buses in North Terrace	Go Zone for the East-West bus routes	500 m via Kintore Avenue to North Terrace	130 m via North Terrace

The public transport network in Adelaide CBD is the hub of the train, tram and bus services where all train lines terminate at Adelaide railway station, the two tram lines operating in King William Street or North Terrace and all Go Zone high frequency bus corridors and Free Connector bus (98/99) route meet as shown in Figure 2.7.

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Source: Adelaide Metro city network map, January 2024

Figure 2.7 Public Transport Network to University Senior College

2.4.5 Cycling

The bicycle network in vicinity of the school with the connecting link to surrounding Park Land trails and the inner metropolitan cycling network is shown in Figure 2.8. The schools are located within walking distance to several on and off-road cycling paths within the CBD and surround parklands. Students using bikes are provided several options to travel to and from school grounds.

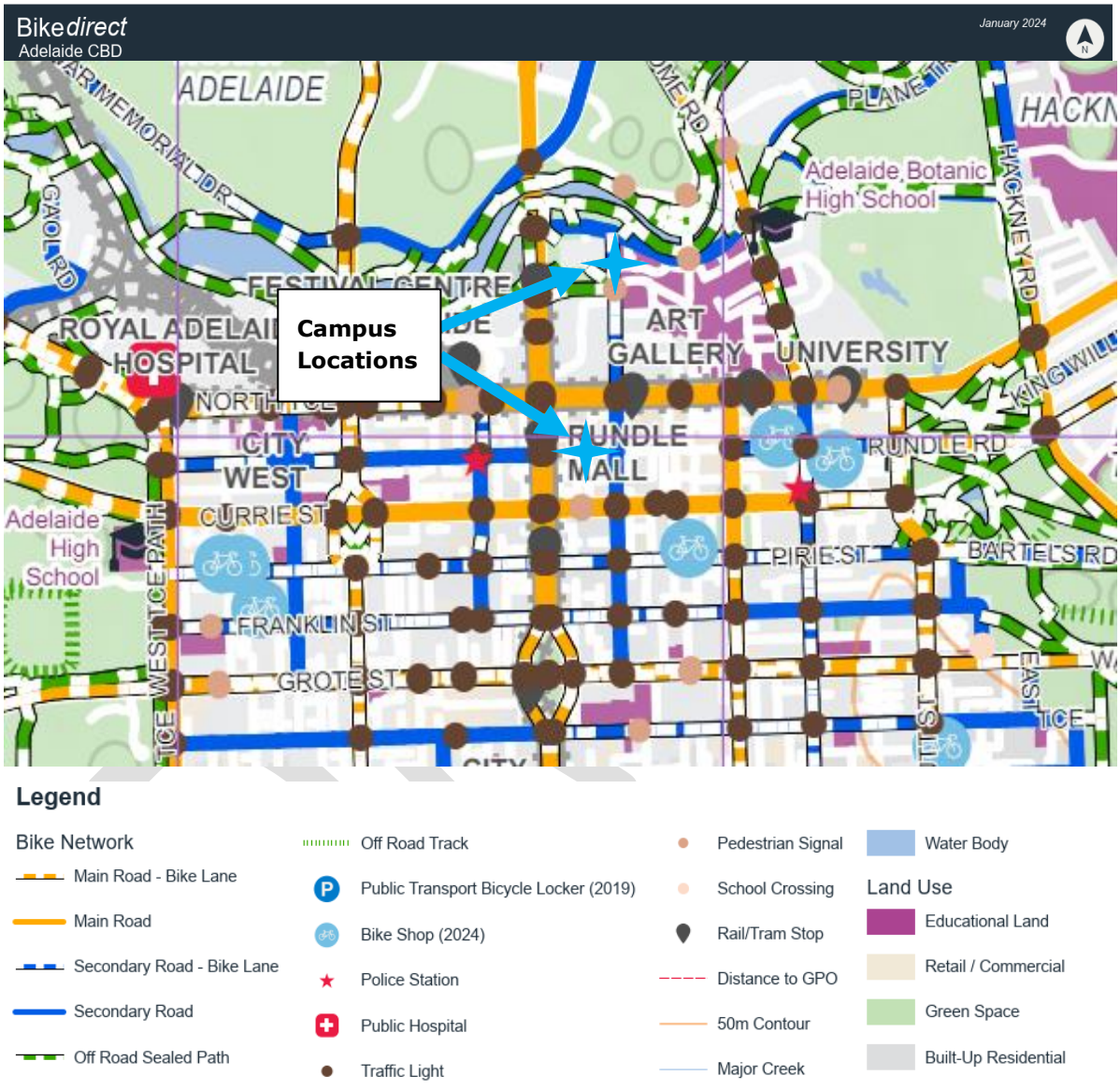


Figure 2.8 Cycling Network to University Senior College

Bicycle end-of-trip facilities, such as secure off-road bicycle storage or racks are not provided for students.

2.4.6 Pedestrian Access

Walking to and from the school is an important transport mode for students, staff and visitors who walk for their entire trip or as an access mode to nearby public transport stops.

Pedestrian access routes to the high school are via:

- Sealed footpaths exist along all road corridors to the school.
- Footpaths through the path network in the nearby parklands.

The 1 km, 1.5 km and 2 km walkable access catchment areas to University Senior College that were calculated using the footpath network are shown in Figure 2.9. Students who walk their entire trip to school are likely walking from Adelaide city centre and North Adelaide.

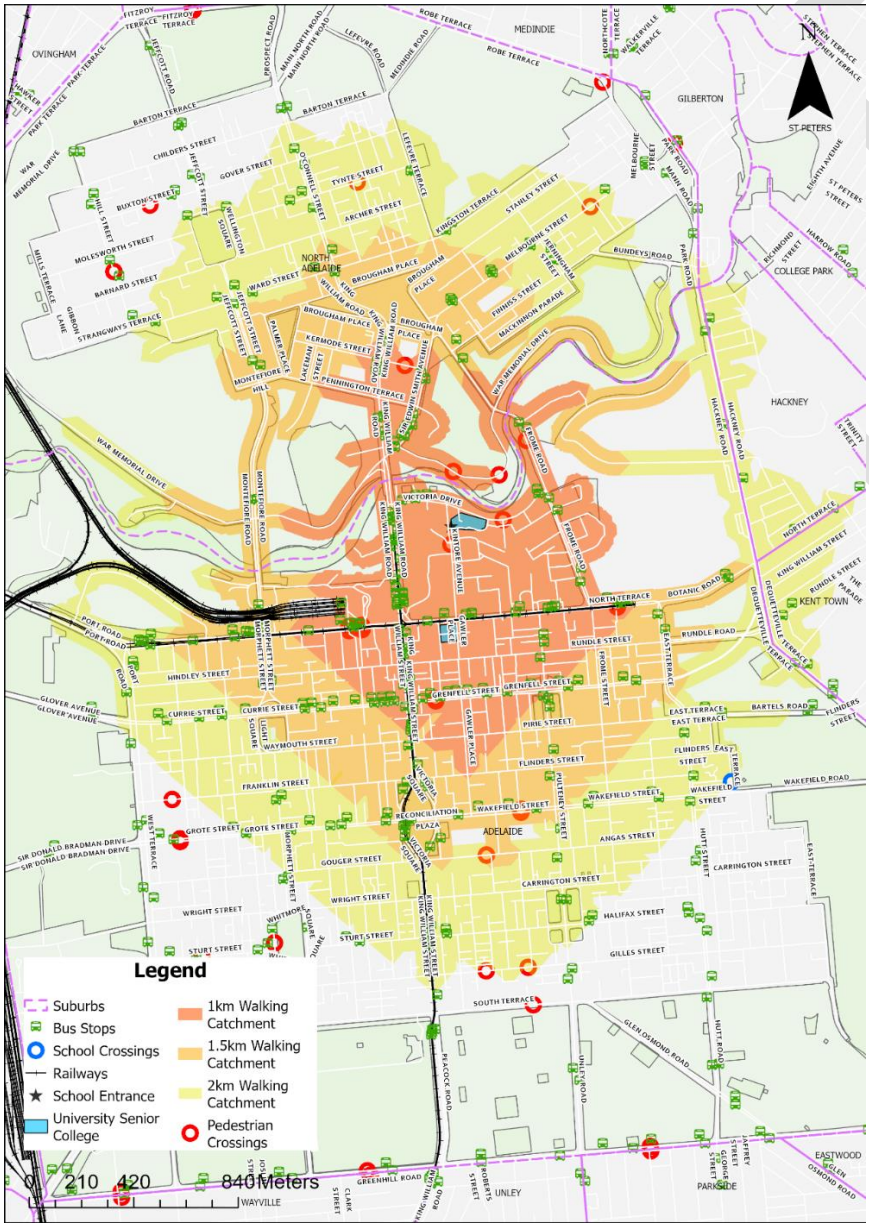


Figure 2.9 Walkable Access Catchment to University Senior College

3 Issues and Opportunities

The issues and opportunities were identified with discussions with the school administration staff. Site observations were not conducted because the high school does have set times for the start and end of the school day.

3.1 Stakeholder Discussions

A telephone meeting was held with Mr Matthew Noble on 4 June 2024 to discuss the survey results and issues for student safety when travelling to and from school.

- All students live in metropolitan Adelaide. They do not have remote learning, however teachers record all lectures. Students must attend on campus.
- Students with a parent living in regional areas typically board with relatives or privately with families in Adelaide.
- Students do not wear school uniforms as required by other high schools. Therefore, they are not identifiable on the street and mix in with the other university students, young workers and visitors.

Safety issues that affect the USC students and staff:

- Uneven footpaths creating hazards. They have had several students and staff trip the footpaths along Kintore Avenue.
- The traffic in Gawler Place from North Terrace. Despite signage many cars use Gawler Place for making a U-turn at the entrance to the car parkade. Cars accelerate quickly to beat the traffic lights. That part of Gawler Place could be restricted to only vehicles entering the U-park carpark.
- Traffic entering the University of Adelaide at Gates 11, 12 and 13 often do not give way to pedestrians and are travelling too fast.
- The U-Park parking facility in Gawler Place attracts anti-social behaviour in the stairwells and on the street. This is a security issue for students entering and exiting the building.

3.2 Site Observations

A site visit was conducted during April 2024 on a non-school day to confirm the parking and access to the two campuses in Kintore Avenue and Gawler Place.

Formal site observations at the two campuses of University Senior College were not conducted because:

- The students do not start and finish classes at the same times and it varies by day of the week.
- University Senior College operates like a university with variable lesson times.
- Students do not wear uniforms and therefore students arriving and departing are not easy to distinguish from the general public or university students.

3.3 Summary of the Issues and Opportunities

Issues for safety for students accessing the high school are:

- Safety for walking along footpaths in the city streets with trip hazards, in particular along Kintore Avenue.
- Risks of incidents between pedestrians and vehicles entering and exiting the U-Park in Gawler Place that at the entrance of the Gawler Place campus.
- Traffic entering the University of Adelaide at Gates 11, 12 and 13 often do not give way to pedestrians and are travelling too fast.
- The U-Park parking facility in Gawler Place attracts anti-social behaviour in the stairwells and on the street. This is a security issue for students entering and exiting the building.

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4 Travel Safety Options and Assessment

4.1 Student Travel Safety Options

Options to improve the travel safety for students were developed under three categories, namely:

- Infrastructure treatments requiring civil works with changes to signals or pedestrian crossings.
- Operational efficiencies, with changes to parking controls, Kiss and Drop aeras or school zones.
- Safety promotions to increase awareness of the school with warning signage or information.

The options for the assessment are provided in Table 4.1 with a description of the initiative and the issue to be addressed.

Table 4.1 School Travel Safety Options for University Senior College

Type of Option	Description	Issue Addressed
Infrastructure Treatments	Maintain footpaths along Kintore Avenue	Reduce the risk of pedestrian trip hazards
Operational Efficiencies	Install warning signs at the entrance and exit of the U-Park in Gawler Place	Improve the safety for students and pedestrians in Gawler Place
	Council to follow up on security issues with the monitoring of the video surveillance cameras at the Gawler Place U-Park entrance and stairwells	Reduce the risk of harassment of students at the U-Park facility in Gawler Place
Safety Promotions	Prepare a promotional brochure about public transport and safe cycling routes to Adelaide CBD	Encourage more students to use walking, cycling or public transport than using private vehicles

4.2 Recommended School Travel Safety Initiatives

The recommended school travel safety initiatives include:

- Maintain footpaths along Kintore Avenue.
- Install warning signs at the entrance and exit of the U-Park in Gawler Place.
- Council to follow up on security issues with the monitoring of the video surveillance cameras at the Gawler Place U-Park entrance and stairwells.
- Prepare a promotional brochure about public transport and safe cycling routes to Adelaide CBD. Since USC is not a typical high school with set start and finish times on school days, a travel access guide that is designed for class times that are variable by day and student is proposed. An example of a Travel Access Guide that was prepared for a TAFE campus in NSW is provide in **Appendix B**.

4.3 Assessment and Indicative Cost Estimates

The school travel safety options were assessed under the safe systems approach and indicative cost estimates are provided for each travel safety option in Table 4.2. The options were given labels under the following categories:

- T for Traffic control device or treatment that requires civil works and construction with cost estimates.
- I for information to the school community with signage or online promotional brochure.

Table 4.2 Indicative Cost Estimates for the Travel Safety Options at University Senior College

Option ID	Description	Indicative Cost Estimate	Comments
T1	Maintain footpaths along Kintore Avenue	Less than $5,000	Council has a responsibility for regular maintenance of footpaths in the CBD.
T2	Install warning signs at the entrance and exit of the U-Park in Gawler Place	Less than $500	A larger more conspicuous warning sign would help alert motorists and pedestrians that Gawler Place is a shared zone.
T3	Council to follow up on security issues with the monitoring video surveillance cameras at the Gawler Place U-Park entrance and stairwells	Operational cost for the City of Adelaide	The video cameras need to be monitored by Council staff to observe for any security issues at the car park.
P1	Prepare a promotional brochure about public transport and safe cycling routes to Adelaide CBD	Not a cost for the City of Adelaide	USC administration has a role to promote non-car transport to the school. This information could have the format of a webpage or brochure that is similar to the example provided in **Appendix B**.

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5 References

The following references were used in the preparation of the school travel safety review.

- Guide to Traffic Management Part 8, Local Area Traffic Management, Austroads, Sydney, 2016, Section 7.5.7 School Zones, page 114
- Guide to Traffic Management Part 10, Traffic Control and Communication Devices, Austroads, Sydney, 2019, Section 6.5.8 Zig Zag Markings, page 105,
- Speed Limit Guideline for South Australia, Department for Infrastructure and Transport, October 2023, Appendix C School Zones
- Supplement to AS 1742.10, Manual of uniform traffic control devices, Part 10, Pedestrian control and protection, Department for Infrastructure and Transport, April 2024
- Manual of Legal Responsibilities and Technical Requirements for Traffic Control Devices Part 2: Code of Technical Requirements, Department for Infrastructure and Transport, March 2024, Section 9.3 Drop off and pick up zones, page 34
- School Transport Policy, Department for Education, South Australia, January 2024

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Appendix A – Student Travel Survey Form

UNIVERSITY SENIOR COLLEGE ADELAIDE

University Senior College

Student Transport Survey

Tonkin on behalf of the City of Adelaide is conducting a survey to determine the main modes of travel for students to understand the travel behaviour to the school. Please assist us by completing the following questions. Thank you for your participation to support safer and more sustainable transport to University Senior College.

* 1. Please enter your Year of study.

- ◯ Year 10
- ◯ Year 11
- ◯ Year 12

* 2. Please enter your gender.

- ◯ Male
- ◯ Female
- ◯ Prefer not to answer

* 3. Please enter your suburb of residence.

* 4. On a typical school day, how do you travel to school?

- ◯ Car (as driver)
- ◯ Car (as passenger with drop-off in North Terrace)
- ◯ Car (as passenger with drop-off in Gawler Place)
- ◯ Car (as passenger with drop-off in Kintore Avenue)
- ◯ Car (as passenger with drop-off in Victoria Drive)
- ◯ Car (as passenger with drop-off elsewhere in Adelaide CBD)
- ◯ Bus (from bus stop in North Terrace)
- ◯ Other (please specify)
- ◯ Bus (from bus stop in Grenfell Street/Currie Street)
- ◯ Bus (from bus stop in King William Street/King William Road)
- ◯ Tram
- ◯ Train
- ◯ Walk for the entire trip
- ◯ Bicycle for the entire trip
- ◯ Scooter for the entire trip

* 5. On a typical school day, how do you travel from school?

- ◯ Car (as driver)
- ◯ Car (as passenger with pick-up in North Terrace)
- ◯ Car (as passenger with pick-up in Gawler Place)
- ◯ Car (as passenger with pick-up in Kintore Avenue)
- ◯ Car (as passenger with pick-up in Victoria Drive)
- ◯ Car (as passenger with pick-up elsewhere in Adelaide CBD)
- ◯ Bus (from bus stop in North Terrace)
- ◯ Other (please specify)
- ◯ Bus (from bus stop in Grenfell Street/Currie Street)
- ◯ Bus (from bus stop in King William Street/King William Road)
- ◯ Tram
- ◯ Train
- ◯ Walk for the entire trip
- ◯ Bicycle for the entire trip
- ◯ Scooter for the entire trip

6. If you travelled to or from school by car, would you consider any the following modes? (answer all that are applicable).

- ☐ Walking for the entire trip
- ☐ Bicycle, e-bike or scooter
- ☐ Bus, tram and/or train
- ☐ Other (please specify)

Appendix B – Travel Access Guide for TAFE NSW



This Travel Access Guide (TAG) provides information on the different travel choices available for you to travel to and from the TAFE Meadowbank Campus.

TAFE Meadowbank Campus is well serviced by many public transport services nearby as well as accessible walking and cycling routes.

Pedestrian Access



Cycling Access and Bicycle End-of-Trip Facilities

Bicycle end-of-trip facilities are available at level 2 of the Multi-Trades and Digital Technology Hub building accessible via carpark entry from See St Laneway.



Getting to TAFE Meadowbank Campus

Walking

The Meadowbank Campus is a 2-minute walk from Meadowbank Station and up to a 10-minute walk from Meadowbank Ferry Wharf and nearby bus stops.

When walking, watch out for any potential hazards, including cars reversing out of driveways, bikes and other pedestrians. Remember to STOP, LOOK, LISTEN and THINK before you cross.

Cycling

Suggested cycling routes which connect to Meadowbank Station, Meadowbank Ferry Wharf and surrounding residential suburbs are labelled on the area map opposite. For all on-road and off-road cycle paths, visit the City of Ryde Bike Map **www.ryde.nsw.gov.au**. Always wear a helmet when you ride.

Train

Meadowbank Station is a 2-minute walk to the campus via pedestrian entries on Constitution St. The station is on T9 Northern Line (Hornsby-North Shore via City).

Ferry

Meadowbank Ferry Wharf is a 10-minute walk to the campus via Bay Dr or Angas St, and a 3-minute ride to the campus via Bus Route 507. The wharf is on F3 Parramatta River Ferry Route (Circular Quay-Sydney Olympic Park).

Bus

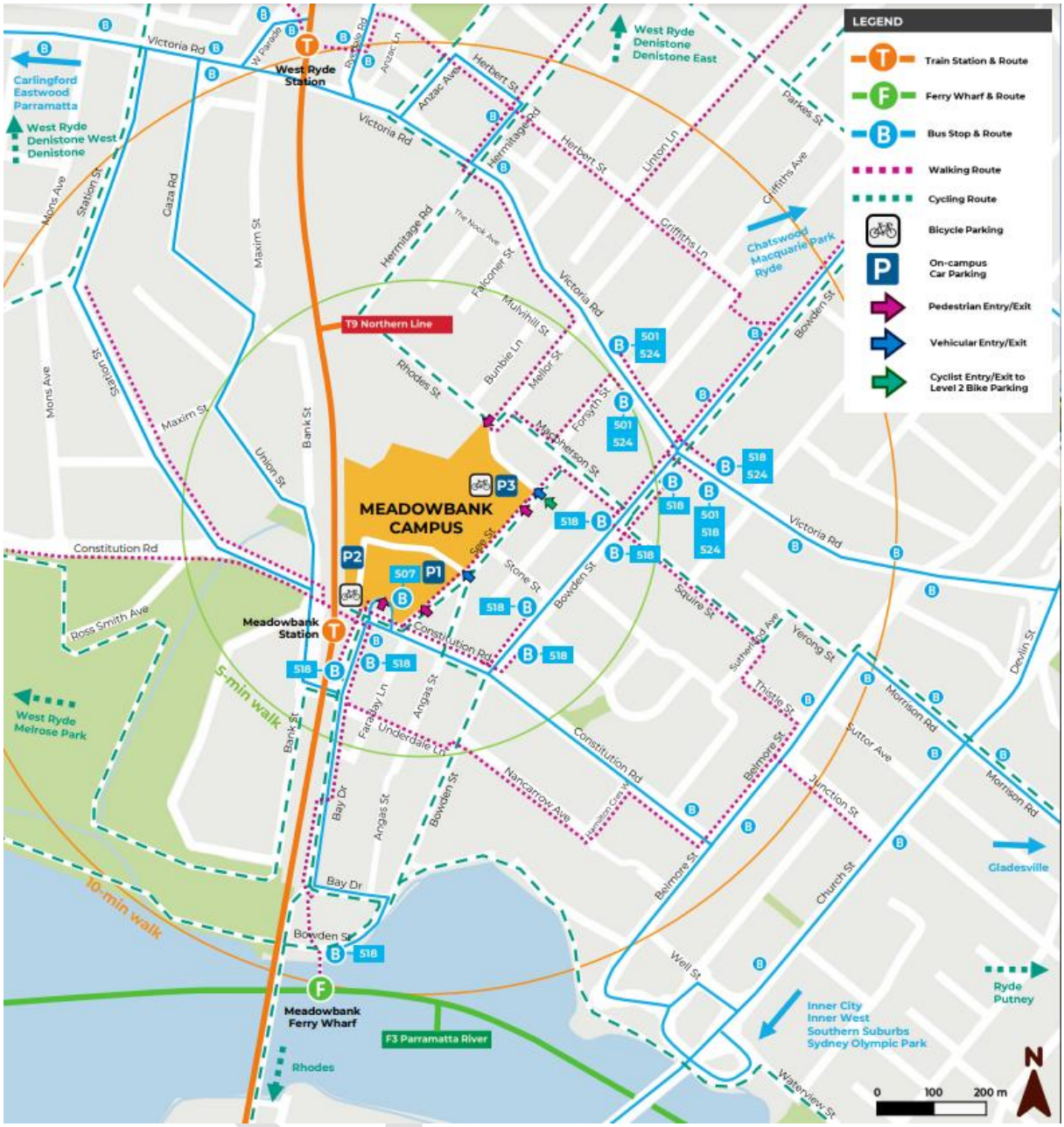
Via Meadowbank Station
Route 507 – Gladesville & City Hyde Park to Meadowbank
Route 518 – Macquarie University to Meadowbank Wharf

Along Bowden St opp TAFE Meadowbank
Route 518 – Macquarie University to Meadowbank Wharf

Along Victoria Rd opp TAFE Meadowbank
Route 501 – Parramatta to Central Pitt St
Route 518 – Macquarie University to Meadowbank Wharf
Route 524 – Parramatta to Ryde via West Ryde

Planning your Trip

To plan your trip from start to finish with train, bus and ferry service information, plus stop locations and platform numbers, visit Transport for NSW Trip Planner **https://transportnsw.info/trip#/**.


LEGEND
Train Station & Route
Ferry Wharf & Route
Bus Stop & Route
Walking Route
Cycling Route
Bicycle Parking
On-campus Car Parking
Pedestrian Entry/Exit
Vehicular Entry/Exit
Cyclist Entry/Exit to Level 2 Bike Parking
MEADOWBANK CAMPUS
West Ryde Station
Meadowbank Station
Meadowbank Ferry Wharf
T9 Northern Line
F3 Parramatta River
5-min walk
10-min walk
Carlingford Eastwood Parramatta
West Ryde Denistone West Denistone
West Ryde Denistone Denistone East
Chatswood Macquarie Park Ryde
West Ryde Meirose Park
Rhodes
Gladesville
Ryde Putney
Inner City Inner West Southern Suburbs Sydney Olympic Park
Victoria Rd
Constitution Rd
Bowden St
Bay Dr
Bank St
Maxim St
Herbert St
Hermitage Rd
Griffiths Ln
Belmore St
Church St
Morrison Rd
Junction St
Suttor Ave
Nancarrow Ave
Well St
Waterview St
0 100 200 m
N

Capital Works Monthly Project Update - June 2025

Tuesday, 22 July 2025
Council

Strategic Alignment - Our Corporation

Program Contact:
Mark Goudge, Associate Director Infrastructure

Public

Approving Officer:
Tom McCready, Director City Infrastructure

This report provides a summary view of the Capital Works Program delivery and financial performance as of 30 June 2025 including a snapshot of headline projects either complete or in progress, future procurement activities and upcoming community consultation and engagement activities.

The Infrastructure Program will present a monthly report to Council reflecting the previous monthly performance.

Due to end of financial year reporting requirements, the figures within the report do not reflect final end of financial year values and should be treated as preliminary pending the inclusion of accruals and / or provisions (write-off's).

The final capital figures will be provided in the 2024/25 Business and Budget Quarter 4 update report.

RECOMMENDATION

THAT COUNCIL:

1. Notes the Capital Works Program Update for 30 June 2025 as contained within this report and Attachment A to Item 13.1 on the Agenda for the meeting of the Council held on 22 July 2025.

IMPLICATIONS AND FINANCIALS

City of Adelaide 2024-2028 Strategic Plan	Strategic Alignment – Our Corporation Strategy, Value and Efficiency - Strategic and Capital Projects are delivered on time and on budget (target 75%)
Policy	Not as a result of this report
Consultation	Consultation and/or engagement to various levels as required for the delivery of each project has or will be undertaken.
Resource	Projects delivered through a combination of Council resources, contract staff and external contractors and suppliers.
Risk / Legal / Legislative	Not as a result of this report
Opportunities	Not as a result of this report
25/26 Budget Allocation	This report tracks capital works performance against the revised 2024/25 Capital Works budget of $112.909m.
Proposed 26/27 Budget Allocation	Not as a result of this report
Life of Project, Service, Initiative or (Expectancy of) Asset	Life expectancy of assets varies by asset class.
26/27 Budget Reconsideration (if applicable)	Not as a result of this report
Ongoing Costs (eg maintenance cost)	Ongoing costs for the maintenance of new and/or renewed assets will be factored into future Asset Management and Maintenance Plans, Business Plans and Budgets.
Other Funding Sources	Projects reported on are primarily funded from Council's Capital Budget, however various State and Federal grant funding opportunities have been leveraged against a number of projects.

DISCUSSION

1. The total revised Capital Expenditure Budget for 2024/25 approved by Council was $112.909m.

2. The Capital Works Program is itemised as follows.

    2.1. New and Upgrade Projects are identified through Council's Strategies and Plans and defined as complex in nature, installation of new infrastructure and upgrades to existing infrastructure. The funding allocated within the 2024/25 financial period totalled $56.613m.

    2.2. Renewal Projects are grouped against multiple asset categories and are directly aligned to maintenance service levels contained within Council's Asset Management Plans. The funding allocated within the 2024/25 financial period totalled $56.296m.

3. The monthly Capital Works Update provides the status of these two capital programs as at the end of each calendar month.

4. The figures presented within the June Capital Works Monthly Project Update include spend based on amounts for which invoices have been processed through Accounts Payable within the 2024/25 financial year. It does not reflect end of financial year values and should be treated as a preliminary result.

5. The following activities are in progress and will be presented to Council in the 2024/25 Business and Budget Quarter 4 update report:

    5.1. Works which have been undertaken in 2024/25 but not yet invoiced. This work will be accrued into 2024/25.

    5.2. Direct Recharging of internal labour to capital projects.

    5.3. Provision for Works in Progress Write-off.

    5.4. Allocation of additional overheads including interest expense on New and Upgrade Projects.

    5.5. Reconciliation of project contingencies (unspent funds / savings).

        5.5.1. The original 2024/25 adopted budget assumed $4.296m of budgeted contingency within the capital renewal program.

        5.5.2. As at the time of preparing this report, $647k of the contingency budget remained. Effectively, the program has to date realised net contingency savings of $3.649m with $3.725m gross savings being realised, of which $76k was reallocated to other projects.

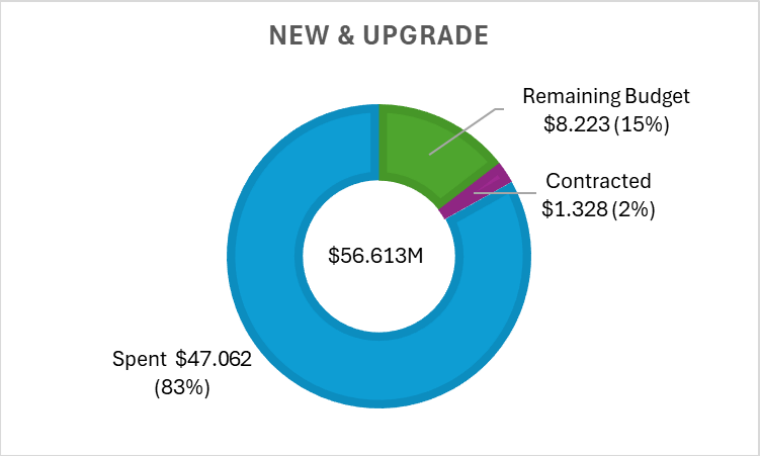
        5.5.3. Year to date, $243k (5.6% of the original budget) of contingency has been utilised. Noting the remaining budget of $647k, there is potential for further savings up to approximately $404k.

        5.5.4. Noting that achieving the target 93.5% ARFR is based on expending the total annual budget, the significant savings in contingency will have a downward impact on the ARFR KPI. In this case, an ARFR adjusted for the impact of the contingency savings will also be reported at year end.

    5.6. Any further adjustments required during the final review and close out of the financial year.

New and Upgrade

6. New and Upgrade Projects as of 30 June 2025 reflects $47.062m in spend and a further $1.328m in contracted works



7. New and Upgrade Summary:

   7.1. Our New and Upgrade projects include standalone assets as well as infrastructure that incorporates a renewals component to the scope. The contribution between New and Upgrade and Renewals varies dependent on project type. Our streetscapes and pathways projects by example, include both New and Upgrade as well as Renewals elements.

   7.2. Major contributions to New and Upgrades this financial year have come through the Streetscape program, Central Market Arcade Redevelopment and Aquatic Centre. Completion of the completed North South Bikeways has also marked significant New and Upgrade milestone.

   7.3. In June 2025 we achieved Practical Completion on six New and Upgrade projects including:

      7.3.1. Field Street Planters.
      7.3.2. Frome Street - Footpath Upgrades.
      7.3.3. Greening - Worsnop Avenue - Frome Street to Dead End.
      7.3.4. Greening - Charlotte Place.
      7.3.5. North-South Bikeway Pavement Rehabilitation - Frome Street - North Terrace to Rundle Street.
      7.3.6. Road Rejuvenation & Patching - Frome Road - North Terrace to Victoria Drive.

8. June's New and Upgrades examples include the completion of infrastructure outcomes for the Park Lands, as well as two CBD streetscapes with bespoke elements and preparation for delivery of another important bikeway along one of the City's busiest thoroughfares.

   8.1. Rymill Park / Murlawirrapurka (Park 14) Masterplan Safety & Accessibility Works: This project is enabling the delivery of key Rymill Park Masterplan works that aim to improve safety, accessibility and amenity within Park 14 and ensure the current Rymill Park Lake renewal project is completed in-line with community expectations. Key works include installation of new public lighting, renewal and upgrade of the existing path network and landscaping improvements.

      8.1.1. Works recommenced in early June and are expected to be completed in late August. The outcomes represent the second stage of the Rymill Park Lake project and follow significant works undertaken prior to the 2024/25 event season. The project team has proactively engaged with interfacing projects, the events team and horticulture stakeholders to ensure minimal impact on other Rymill Park Lake activities. The project budget is $1.8m.

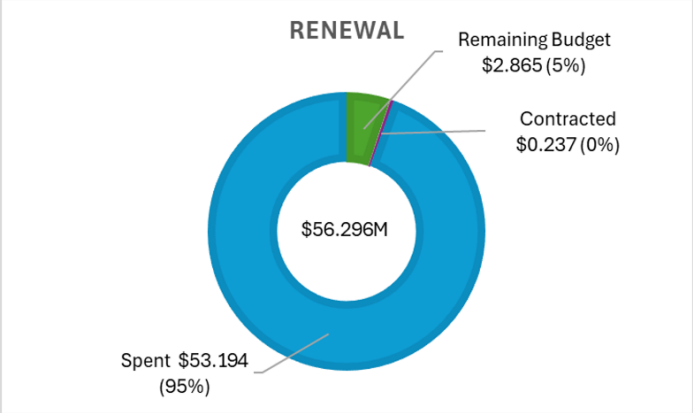
   8.2. Royal Avenue: A full refresh of this heritage-style street was completed in June, including upgrades to the road, kerb, water table, and footpath assets. Street surfaces have been invigorated with no loss of parking and enhancement of green assets. The project also made use of bespoke water-sensitive urban design kerb inlets directing street stormwater to support growing tree growth—a positive greening outcome. The project was delivered with a budget of $850,000.

   8.3. Vincent Street: Improvements on Vincent Street & Vincent Place (Gilles Street to South Terrace) are well advanced. Scope of work includes road rehabilitation, kerb and water table, footpath and stormwater upgrades, as well as public lighting improvements. Street greening, pedestrian and cycling improvements will also be delivered as part of the scope. Works are in progress and are expected to take approximately 5 months to complete. Budget for the project is $1.9m.

8.4. Peacock Road Cycleway: This important protected cycle route along Peacock Road is one of the busiest commuter cycling corridors to and from the city. The route is identified as part of the strategic cycling network connecting to the Mike Turtur Cycleway. It was also identified by the CEO Cycling Working Group in 2022 as one of the priority routes for a separated cycleway trial. The route upgrade will tie into the wider cycle network and cycle route improvements that City of Unley is planning. The original 70% bikeway design was completed in 2016, and a more recent design review has been completed. The project was initiated in Quarter 3 2024/25. The project budget is $550,000 with design anticipated to be complete by December 2025 and construction expected in the first half of 2026.

Renewal Projects

9. Renewal Projects as of 30 June 2025 reflects $53.194m in spend and a further $0.237m in contracted works.



10. Renewal Project Summary:

10.1. Our renewals portfolio over 2024/25 has included more than 301 projects across major and minor infrastructure. Notable outcomes in 2024/25 have included improvements to critical stormwater assets, and resurfacing of 61,000m^2 or 3% of our road network. The renewals portfolio has also included contributions to major outcomes at the Central Market, smaller city streetscapes and the bikeways network. Refreshed footpaths, and pavement rehabilitation have also been completed along major thoroughfares, and our electrical portfolio of public lighting and signals is finalised for the year.

10.2. In June 2025 we achieved practical completion on 35 renewals projects including:

10.2.1. 2024/25 - Traffic Signal Cables and Conduits - Frome Street/ Flinders Street.
10.2.2. 2024/25 Public Lighting LED Renewal Program – Construct.
10.2.3. 2024/25 Stormwater Culvert Renewal - Unley Road (2nd culvert down from South Terrace).
10.2.4. 2024/25 Traffic Signal Cables and Conduits - Frome Street/Angas Street.
10.2.5. Adelaide Central Market - Market Floor Tenant Stall Renewal.
10.2.6. Conservation and Restoration of significant archival and civic collection items 2024/25.
10.2.7. Currie-Grenfell Strategic Rehabilitation Project.
10.2.8. Gawler UPark Drainage Replacement.
10.2.9. Heavy patching - Gouger Street - Coglin Street to Mill Street.
10.2.10. Heavy patching - Morphett Street - Franklin Street to Gouger Street.
10.2.11. Heavy Patching - Wakefield Street - Victoria Square to Hutt Street.
10.2.12. ICT - Wide Format Printers and Scanners Replacement (2024/25).
10.2.13. ICT Renewals - MediaStar – accelerated.
10.2.14. ICT Renewals - Network & Security (2024/25).
10.2.15. ICT Renewals - PC & Laptop Replacement – accelerated.
10.2.16. ICT Renewals - Tape Backup Replacement – accelerated.
10.2.17. Irrigation Mains Connection - Victoria Park/ Pakapakanthi (Park 16) East Terrace.
10.2.18. North / South Bikeway Pavement Rehab - Frome Street - North Terrace to Rundle Street.
10.2.19. Parking Meter Solution Renewal.
10.2.20. Pioneer War Memorial Garden Heritage Wall Reinstatement.
10.2.21. Public Art - The Voyagers - Whitmore Square.
10.2.22. Public Art - Victoria Square Captain Charles Sturt - (Detailed Design).
10.2.23. Public Art Refurbishment - Naval Memorial Anchor and Naval Memorial - Red Gum Park / Karrawirra (Park 12).
10.2.24. Public Art Refurbishment - North Terrace - Venere di Canova.
10.2.25. Public Art Refurbishment - Rundle Park / Kadlitpina (Park 13) - The Light Horse Memorial Obelisk.
10.2.26. Public Art Refurbishment - Park 13 - The War Horse Memorial Trough.

10.2.27. Public Art Refurbishment - Prince Harry Gardens - Robert Burns.
10.2.28. Public Art Refurbishment - Victoria Square - Queen Victoria.
10.2.29. Road Rejuvenation & Patching - Frome Road - North Terrace to Victoria Drive.
10.2.30. Sportsfields Resurfacing - Golden Wattle Park / Mirnu Wirra (Park 21W) Cricket Pitch.
10.2.31. Traffic Signal Cables, Conduits and Controller - Frome Road/Victoria Drive.
10.2.32. Urban Elements - Fence & Gate Renewal Program.
10.2.33. Urban Elements - Planter Box Renewal Program.
10.2.34. Urban Elements - Retaining Wall Renewal Program.
10.2.35. Urban Elements - Seat Renewal Program.

11. Our minor electrical renewals form an invaluable 24/7 function that must remain failsafe. By example, our traffic signals and cables projects are part of these key deliverables.

11.1. Several traffic signal and intersection improvements delivered in 2024/25 ensure our planned asset renewals provide safe and efficient traffic control for all road users.

11.2. Over recent months, traffic signal cables and conduits projects have been completed for the following intersections:

11.2.1. Pulteney Street – Wakefield Street.
11.2.2. Frome Road – Angas Street.
11.2.3. Frome Road – Flinders Street.
11.2.4. Frome Road – Pirie Street.
11.2.5. Frome Road – Grenfell Street.
11.2.6. Grenfell Street – Adelaide Arcade.

11.3. Completed renewal works have included conduits and cables, traffic signal controllers, new footings to allow for larger capacity cables and conduits and renewed traffic signal pits. Notably, several traffic signals at key Frome Road intersections required installation of mast arms to meet compliance. The 2024/25 program budget for these renewals was approximately $2m.

11.4. The project team have also completed multiple switchboard renewals over 2024/25. Renewal of our switchboard assets ensures that street lighting and associated electrical assets continue to provide safe, secure and continuous public lighting to residents, visitors and general community. Recently completed switchboards at various locations include – Park 12, North Terrace, John E Brown Park (Park 27a), Blue Gum Park / Kurangga (Park 20) and Park 14.

11.5. Above Ground Electrical Switchboard Renewal Projects typically involve replacement of the following components: above ground electrical switchboard enclosure (and associated switchgear etc), Consumer Mains (cable from the SA Power Networks point of supply to the board, and any pits in between where applicable) and earth stakes.

12. The Christmas Tree Structure and Lighting Renewal project will deliver a new Christmas Tree for Victoria Square in 2026. To ensure we achieve the most cost-effective and impactful result, a comprehensive stakeholder engagement process to understand the quality and functional requirements of the tree has been undertaken (Stage 1), before exploration of options available in the market for both structural enhancements and lighting solutions (Stage 2). The procurement process reached tender in May 2025 and a preferred tree supplier was identified. The tree contract will require the supplier to assemble the structure annually, maintain, dismantle and store in between seasons. This arrangement will recognise significant savings to our City Operations team. The project budget is $833,000.

13. Town Clerks Walk and Park 12 Improvements project is currently in planning phase. Works to occur between King William Road & Frome Road along with the renewal of the Park Lands access road from Sir Edwin Smith Avenue into the University Cricket Club will include the installation of new conduits and pits under the pathway to future proof public lighting improvements, as well as footpath widening to 2.5m in asphalt with exposed aggregate concrete nodes. The project remains on track for construction in 2025/26 with a budget of $637,000.

Greening Adelaide Streets

14. The month of June was busy with tree planting activities, achieving the target of more than 200 trees for the 2025/2026 program with 273 trees planted.

15. A large proportion of the number of trees were planted in Wakefield Street median (46 trees) and West Terrace median (65 trees).

16. Tree pits that were prepared during May have now been planted including Gawler Place, King William Street, Royal Place, Mill Street, James Street, Buxton Street and Strangways Terrace.

17. Tree planting is ongoing in Ifould Street, Market Street, Barton Terrace and Whitmore Square.

18. Street designs are still progressing to ensure that tree planting will continue into the 2025/2026 financial year as part of 2025 planting season, which ends in Spring. Finalised designs that were not implemented in 2024/25 will form part of 2025/26 planting season.

19. The following table shows the 273 trees that have been planted in each street as part of the 2024/25 tree planting program up to and including 30 June 2025:

Ward	Street	Tree Species (Common Name)	273 Trees Planted 2024/25
North Ward	Greening - Barton Terrace East & West (verge)	*Golden Ash (5), Evergreen Ash (3), Tuckeroo (1)*	9
	Greening - Buxton Street (verge)	*Claret Ash*	1
	Greening - Childers Street (verge)	*Green Ash (2), Cimmaron Ash (1)*	4
	Greening - Mills Terrace (Barton Tce West to Childers St)	*Claret Ash (5), Maidenhair Tree (1)*	6
	Greening - Strangways Terrace (Montefiore Hill to Mills Tce)	*Montpelier Maple*	4
	Greening - Ward Street (verge)	*Evergreen Ash*	7
Central Ward	Greening - Devonshire Place (Pirie St to Tam-o-Shanter Pl)	*Water Gum*	3
	Greening - Eliza Street (Waymouth St to Franklin St)	*Chinese Flame Tree*	6
	Greening - Field Street (Gouger St to Wright St)	*Japanese Elm Green Vase*	3
	Greening - Frome Street (North St to Rundle St)	*Callery Pear*	2
	Greening - Grenfell Street (median)	*Pin Oak*	7
	Greening - Gawler Place (Flinders St to Wakefield St)	*Purple Orchid Tree*	6
	Greening - Ifould Street (Hutt St to Daly St)	*Australian Blackwood*	3
	Greening - King William Street Development (development #60)	*London Plane Tree*	3
	Greening - Mill Street (Gouger St to Wright St)	*Honey Locust*	5
	Greening - Pitt Street (Franklin St to Grote St)	*Japanese Elm*	11
	Greening - Royal Place (Carrington St to Pulteney St)	*Dwarf Lemon Scented Gum*	3
	Greening - Wakefield Street (median)	*Spotted Gum*	46
	Greening - West Terrace (North median)	*Spotted Gum (8), Australian Teak (7), Smooth-barked Apple Myrtle (1)*	16
	Greening - Worsnop Avenue (Frome St to End)	*Tuckeroo*	3
South Ward	Greening - East Terrace (verge)	*Native Frangipani (1), Callery Pear (4), Chinese Pistachio (5), Kurrajong (1), Maidenhair Tree (1), Purple Cherry Plum (1)*	13
	Greening - Frew Street (Sturt St to Wright St)	*Bull Bay Magnolia (2), Box Elder Maple (1)*	3
	Greening - Hurtle Square & Halifax St	*White Cedar (18), Pin Oak (2), Crepe Myrtle (1), Norfolk Island Pine (2)*	23
	Greening - James St (Angas St to End)	*Purple Orchid Tree*	1
	Greening - Myers Street (Sturt St to Gilbert St)	*Chinese Flame Tree*	4
	Greening - Queen Street 2 (Angas St to Carrington St)	*Golden Rain Tree*	2
	Greening - Wakefield Street (development #335)	*London Plane Tree*	1
	Greening - West Terrace (South median)	*Spotted Gum (38), Australian Teak (16), Bottle Tree (9), Cape Chestnut (3)*	65
	Greening - Whitmore Square & Morphett St*	*Lemon Scented Gum (10), Jacaranda (3)*	13

Capital Works Program

20. There are 468 projects within the approved program in the 2024/25 financial year.

21. Within the 2024/25 Capital Works Program there are currently 175 projects within the Initiate, Concept and Design phase.

22. The total value of projects within the Initiate, Concept and Design Phase is $10.402m.

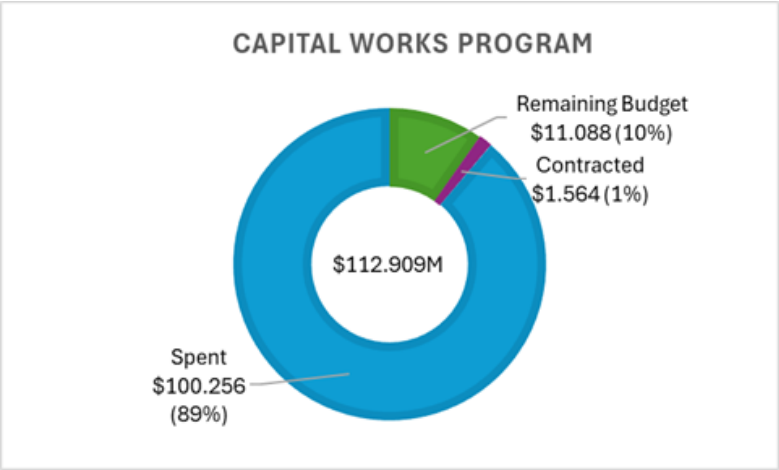
23. There have been a series of delays which have impacted progress of main streets, in particular Hutt Street and Hindley Street (pending consultation outcomes and funding discussions) and have resulted in a quarter 2 renewal budget for Hindley Street to the value of $4.151m reallocated into the renewal program for 2025/26.

24. During the year Administration has taken steps to adjust renewal funds from the four-year renewal program back into 2024-25 to counteract and minimise the impact on the Asset Renewal Funding Ratio (ARFR).

25. The original renewal budget adopted by Council in June 2024, based on the adopted Asset Management Plan's (AMP's), was $56.022m. This figure has been revised through quarterly budget reviews to reflect $56.296m as at Quarter 3 as approved by Council.

26. There are 293 projects in the Delivery Phase with a total value of $102.506m. Of these projects, Practical Completion has been achieved on 35 New and Upgrade, 121 Renewals and 12 combined New and Upgrade and Renewals projects – 168 projects in total.

27. The total expenditure against the Capital Works Program to the end of June 2025 is $100.256m spent with a further $1.565m contracted, totalling $101.821m for the 2024/25 financial year.



28. Summary of Commitments and expenditure by asset class for June 2025.

**Inclusive of combined New & Upgrade and Renewal Projects.*

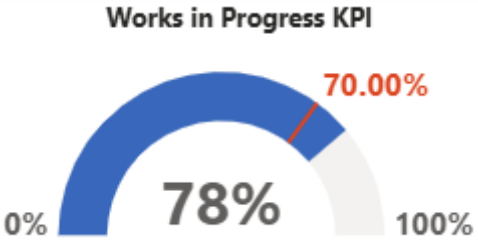
Capital Works	No. of Projects*	Approved Budget	Commitments	Expenditure	Remaining Budget
New/Upgrade Projects	**199**	**$56.613M**	**$1.328M**	**$47.062M**	**$8.223M**
Water Infrastructure	4	$1.896M	$0.257M	$0.594M	$1.045M
Urban Elements	4	$0.252M	$0.024M	$0.125M	$0.103M
Transport	18	$8.245M	$0.278M	$7.618M	$0.349M
Traffic Signal	3	$0.248M			$0.248M
Streets	1	$0.050M		$0.003M	$0.047M
Plant and Fleet	1	$0.101M	$0.000M	$0.103M	($0.003M)
Park Lands Assets	3	$3.689M	$0.000M	$3.672M	$0.017M
Light'g & Electrical	1	$0.000M	$0.000M		$0.000M
ICT Renewals	3	$0.088M		$0.034M	$0.054M
Buildings	5	$0.222M	$0.000M	$0.254M	($0.031M)
New/Upgrade Projects	156	$36.957M	$0.768M	$30.733M	$5.457M
Corporate Overhead		$4.864M		$3.926M	$0.937M
Asset Renewals	**301**	**$56.296M**	**$0.237M**	**$53.194M**	**$2.865M**
Water Infrastructure	10	$7.035M	$0.014M	$5.710M	$1.311M
Urban Elements	53	$2.487M	$0.000M	$2.055M	$0.432M
Transport	93	$14.644M	$0.068M	$15.636M	($1.061M)
Traffic Signal	12	$3.663M	$0.000M	$3.645M	$0.018M
Streets	1			$0.008M	($0.008M)
Plant and Fleet	10	$2.235M	$0.000M	$2.064M	$0.171M
Park Lands Assets	20	$1.984M	$0.123M	$1.527M	$0.334M
Light'g & Electrical	31	$3.462M	$0.027M	$2.956M	$0.480M
ICT Renewals	16	$3.102M	$0.000M	$3.161M	($0.059M)
Buildings	52	$11.751M	$0.005M	$10.888M	$0.858M
Bridges	3	$0.266M	$0.000M	$0.250M	$0.016M
Corporate Overhead		$5.665M		$5.294M	$0.372M
Total	**468**	**$112.909M**	**$1.564M**	**$100.256M**	**$11.088M**

*Inclusive of combined New & Upgrade and Renewals projects

1. *Transport is made up of Roads, Pathways and Kerb and Water Table*
2. *Plant and Fleet includes Commercial Plant and Fleet*
3. *Total Project Count: Mixed-Funded projects are only counted once in the total Project Count i.e. they are counted in the sub-totals but not in the Grand Total.*

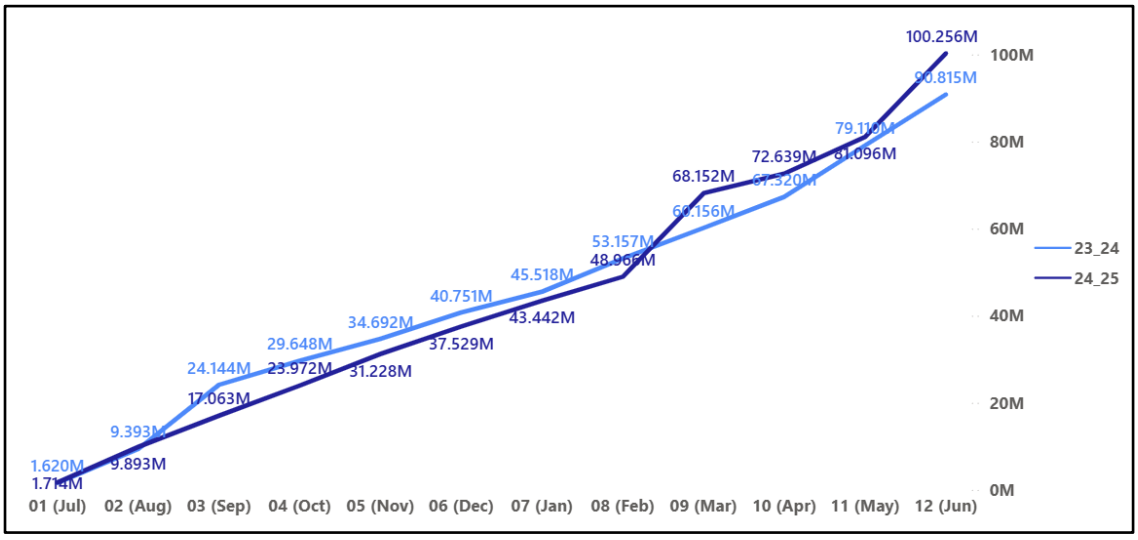
29. Examples of those works completed or in progress are reflected in Attachment A - Capital Works.

30. Works in Progress (WIP) is the capitalisation of projects within 10 weeks following Practical Completion. WIP currently sits at 78%. WIP KPI - 70%.

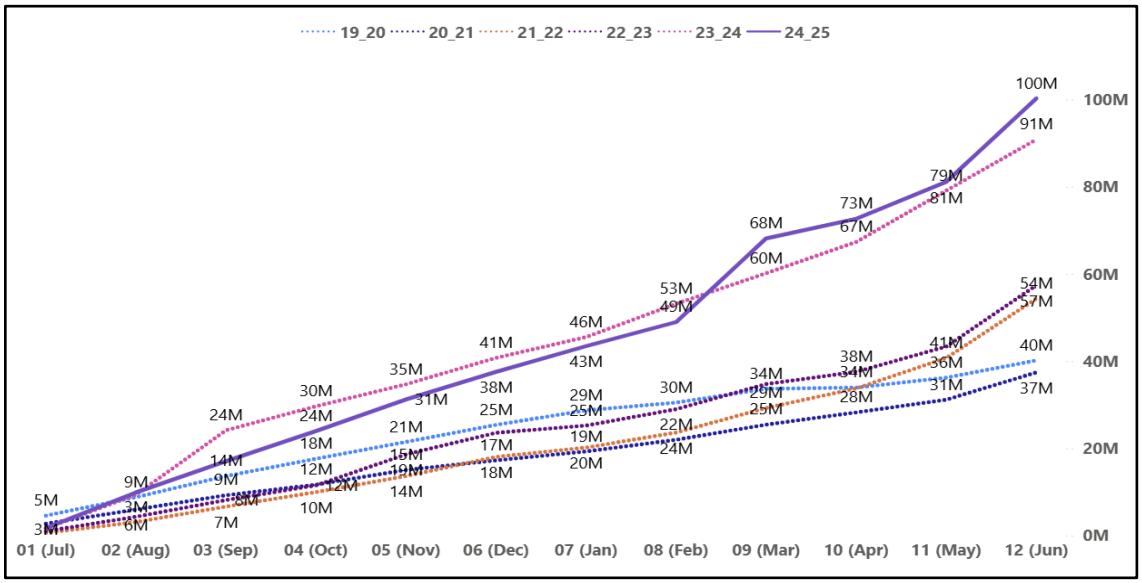


Capital Works Year on Year Spend Profile

31. The spend profile for June 2025 reflects a capital spend of $100.256m year to date, compared to $90.815m in June 2024. This represents a 10% increase on the same period last year.



32. The graph below reflects the past five year spend performance.



Future Procurement Activities

33. The team are advancing procurement for more than $20m of capital projects. This will provide a positive start to the 2025/26 delivery program with early works.

34. The following procurement activities are currently being undertaken or will commence shortly:

    34.1. Glen Osmond / Carriageway Park / Tuthangga (Park 17) improvements.

    34.2. Adelaide Central Market:

        34.2.1. Basement structural rehabilitation.

        34.2.2. Automatic Exhaust (out to tender).

        34.2.3. Public Artwork – various.

Community Consultation and Engagement Activities

35. The following are some of the community consultation activities and engagements that are ongoing or planned:

    35.1. Greening program – ongoing consultation with community.

    35.2. Bicycle and Pedestrian Actuated Crossings (x2) – Sir Donald Bradman Drive and Glen Osmond Road - future consultation.

36. The information provided reflects the twelve months of the 2024/25 financial year. For further details on the 2024/25 Capital Program, the Council Member Corporate Dashboard has a dedicated Capital Works section.

ATTACHMENTS

Attachment A – Capital Works Projects in Focus – June 2025.

- END OF REPORT -

Capital Works

June Update

Infrastructure & Public Works Committee

This report provides an overview of Capital Projects either complete or progressing for the month of June 2025.

CITY OF ADELAIDE



Central Market Arcade Redevelopment

New/Upgrade





340 personnel are currently working on site.

Further progress has been made on the two towers, where the Northern 'residential/ hotel' tower is up to level 12 and the southern 'commercial' tower is commencing level 8.

Externally the hand laid brickwork on the façade is being installed on Grote St. Above on the towers, façade works have reached levels 5-6 on the northern tower.

Basement levels to level 1 fitout works are underway including internal walls and concrete blockwork walls up to levels 2 & 3.

Greening Wakefield Street

New/Upgrade



Practical completion was achieved on the Wakefield Street Greening Project with a total of 46 trees planted in the median strip.

Minor works such as replacing irrigation lids are currently being undertaken.

Greening West Terrace

New/Upgrade





Practical completion was achieved on the West Terrace Greening Project with a total of 66 trees planted in the median strip.

Minor works such as replacing the temporary stakes are currently being undertaken.

Vincent Street

New/Upgrade & Renewal





Civil works in the northern section of Vincent Street have been completed. Works included upgrading the road and footpath surface from asphalt to concrete pavers, and renewal of stormwater. Landscaping works will be completed towards the end of the project.

Vincent Place/Gilles Street garden protuberances and roadway have also been completed.

Works are underway along the east-west Vincent Place to renew kerbing and stormwater and expected to be completed mid-August.

Works will move into Vincent Street in late August for the final stage of the project.

South Terrace Streetscape

Renewal



Footpath and kerb renewal works started on South Terrace in June with works commencing at the Morphett Street/South Terrace intersection.

Works are scheduled for completion in August.

Royal Avenue

Renewal





After works commenced in April 2025, Royal Avenue was completed in June 2025.

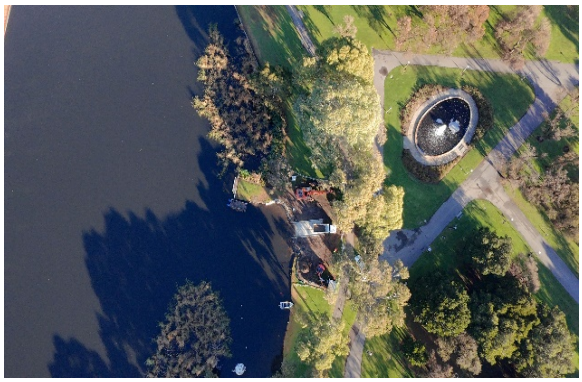
Works included:

- New paving
- New kerb
- Works to the heritage spoon drain
- New road pavement
- WSUD kerbing to allow passive irrigation to tree pits
- New stormwater pits
- Landscaping
- New line marking

The contractor has advised the residents are extremely happy with the works!

Pinky Flat boat ramp

Renewal





Works commenced on the Pinky Flat Boat Ramp Renewal in late April.

This project is nearing completion. The cofferdam which was installed to provide dry land for the previous boat ramp to be removed and replaced, has been removed.

Completion is expected by the end of July 2025.

Unley Road Culvert Replacement

Renewal





The project involved the replacement of the existing twin cell culvert beneath Unley Road that facilitates the flow of Park Lands Creek from Park 19 into Park 20. Practical completion was reached in June 2025.

Outcomes of the Lord Mayor's participation at the UNFCCC SB62

Tuesday, 22 July 2025
Council

Strategic Alignment - Our Environment

Program Contact:
Mick Petrovski, Senior Advisor - Office of the Lord Mayor

Public

Approving Officer:
Michael Sedgman, Chief Executive Officer

EXECUTIVE SUMMARY

On 10 June 2025, Council approved the Lord Mayor's travel to Bonn, Germany to represent the City of Adelaide at the United Nations Framework Convention on Climate Change Subsidiary Bodies' 62nd Session Climate Meetings (UNFCCC SB62), held from Saturday 14 to Friday 20 June 2025.

This report provides an overview of the Lord Mayor's participation in the meetings, including key outcomes and likely future actions.

The Lord Mayor was invited by the Global Covenant of Mayors (GCOM) for Climate & Energy and C40 Cities as one of a small number of mayors globally to represent local leadership on climate action. The Lord Mayor's objectives were to:

- Showcase city leadership and subnational action on climate;
- Strengthen multilevel governance partnerships;
- Advocate for Australia's candidacy to host COP31 in 2026;
- Position Adelaide as a preferred host city and regional climate leader.

A summary of the visit is provided in the itinerary (**Attachment A**) and is accompanied by photos (**Attachment B**).

RECOMMENDATION

THAT COUNCIL

1. Notes the report, itinerary for the visit as contained in Attachment A and photos from the visit as contained in Attachment B to Item 13.2 on the Agenda for the meeting of Council held on 22 July 2025.
2. Notes that the Lord Mayor held discussions with the Commonwealth Government's COP negotiator regarding opportunities for Adelaide to drive greater municipal engagement and supporting strategies for COP31.
3. Notes that the Lord Mayor participated in three official speaking engagements at UNFCCC SB62.
4. Notes that the Lord Mayor will continue to advocate for Australia's COP31 bid and the inclusion of local governments in official UN processes, including possible further international travel.

IMPLICATIONS AND FINANCIALS

City of Adelaide 2024-2028 Strategic Plan	Strategic Alignment – Our Environment
Policy	Not as a result of this report
Consultation	Not as a result of this report
Resource	Not as a result of this report
Risk / Legal / Legislative	Not as a result of this report
Opportunities	There are opportunities for the City of Adelaide to continue to advocate for Australia's COP31 bid and the inclusion of local governments in the official UN processes.
25/26 Budget Allocation	Not as a result of this report
Proposed 26/27 Budget Allocation	Not as a result of this report
Life of Project, Service, Initiative or (Expectancy of) Asset	Not as a result of this report
25/26 Budget Reconsideration (if applicable)	Not as a result of this report
Ongoing Costs (eg maintenance cost)	Not as a result of this report
Other Funding Sources	Not as a result of this report

DISCUSSION

1. On 10 June 2025, Council approved the Lord Mayor's travel to Bonn to represent the City of Adelaide and advocate for Australia and Adelaide to host COP31 in 2026.
2. The Lord Mayor was formally invited by C40 Cities and the Global Covenant of Mayors (GCOM) to attend the UNFCCC SB62 climate meetings.
3. The Lord Mayor's registration, travel and accommodation were funded by Bloomberg Philanthropies through Local Governments for Sustainability (ICLEI), in partnership with GCoM. Support on the ground was provided by the ICLEI Oceania Manager, who facilitated key meetings and provided strategic and logistical support.
4. The Lord Mayor met with the Commonwealth Government's COP negotiator at the Department of Climate Change, Energy, the Environment and Water (DCCEEW), to discuss national-local collaboration on climate diplomacy and COP31.
5. The Lord Mayor also participated in three official speaking engagements.
6. Upon her return, the Lord Mayor has continued to actively advocate for Adelaide's role in a successful Australian bid to host COP31 and work to ensure a seat at the table for local government.
7. A summary of the visit is provided in the itinerary (**Attachment A**) and is accompanied by photos (**Attachment B**).

Context

8. ICLEI – Local Governments for Sustainability is a global network working with more than 2,500 local and regional governments committed to sustainable urban development. The City of Adelaide is a member of ICLEI Oceania, which serves as the regional secretariat for ICLEI Local Governments for Sustainability and the Global Covenant of Mayors for Climate and Energy.
9. UNFCCC SB62 is a mid-year technical negotiation session designed to prepare for the annual Conference of the Parties (COP). It focuses on agenda-setting, text development, and progress tracking under the Paris Agreement.
10. COP30 will be held in Belém, Brazil, in November 2025.
11. Australia has submitted an official bid to co-host COP31 in 2026 in partnership with Pacific nations.
12. Due to the UN's consensus-based decision-making, Australia's bid cannot be approved until Türkiye withdraws its competing bid. At SB62, Türkiye reaffirmed its interest in hosting COP31, and no decision was reached at the Bonn plenary sessions.
13. The host country for COP31 will be confirmed at COP30 (Belém, November 2025).
14. If successful, Australia would provide the venue and services for COP31, including formal negotiation space, pavilions, and public zones.
15. The event is expected to attract between 30,000 and 50,000 participants over two weeks.

Lord Mayor's activities and advocacy

16. The Lord Mayor, reflecting the City of Adelaide's long established climate related policies and actions, delivered strong advocacy for Adelaide as a compelling host city for COP31. Her key messages focused on:
    - 16.1. Climate leadership - South Australia generates over 70% of its electricity from renewables.
    - 16.2. Innovation track record - Adelaide's achievements in the circular economy, climate-smart urban planning, and biodiversity leadership.
    - 16.3. Established networks - long-standing collaboration between the City of Adelaide and the South Australian Government. As well as CoA's involvement with ICLEI, GCoM, and the Carbon Neutral Cities Alliance (CNCA).
    - 16.4. Cultural and creative credentials - highlighted Adelaide's artistic depth, events culture, and unique assets such as its Pacific art collections and capacity for place-based cultural activations during major events.
17. The Lord Mayor met with key national and international stakeholders, including the Commonwealth Government's COP negotiator, to discuss Australia's candidacy and explore how cities like Adelaide can meaningfully contribute to national climate diplomacy.
18. The Lord Mayor presented at three official engagements:

18.1. Panel on ‘Subnational Engagement in the Climate Process’,

18.2. Multilevel action panel ‘All in: A new generation of multilevel partnerships in challenging times’. This panel addressed how local and regional governments can advance multilevel partnerships both together with their national governments and in the absence of strong national leadership.

18.3. Panel on ‘Cities leading the way: advancing healthy and just transitions through urban climate action’. This panel was hosted by the London School of Hygiene and Tropical Medicine and C40 Cities.

19. The Lord Mayor also attended several official functions and met with prominent city leaders.

Outcomes

20. A Town Hall COP is being planned for Adelaide in September 2025, with the intention of running two streams:

20.1. Stream one: inviting greater Adelaide metropolitan mayors, elected officials, and technical experts to explore collaborative COP31 strategies.

20.2. Stream two: inviting residents and businesses to participate in a community-led climate dialogue - connecting grassroots conversations to national climate plans and international processes like COP.

21. The Lord Mayor is actively sharing Adelaide’s likely role in the 2026 COP31 and the possible consequences for local government, including at the Metropolitan Mayor’s Forum held on 3 July and the Greater Adelaide Regional Organisation of Councils (GAROC) on 14 July. The matter will also be raised at the LGA Mayors and CEO Forum on 25 July, with the Local Government Association taking a coordinating role for local government involved in the COP31 process.

22. The Lord Mayor will continue advocating for COP31 and may attend further international forums, including the Smart City Expo World Congress in Barcelona in November 2025 which is a significant gathering of local leaders.

23. The Office of the Lord Mayor will deepen city diplomacy efforts, including connecting with recent host cities (e.g. Glasgow, Paris, Sharm El-Sheikh) to coordinate lessons and strengthen Adelaide’s hosting capability.

ATTACHMENTS

Attachment A – Lord Mayor itinerary

Attachment B – Photos

- END OF REPORT -

LORD MAYOR JANE LOMAX-SMITH
TAILORED ITINERARY
MID-YEAR UN CLIMATE TALKS 14-20 JUNE, BONN

	Saturday, 14 June
	Arrive in Bonn, Check in at Hotel Dorint Bonn
	Sunday, 15 June
MORNING	**11h00:** Collect Party Badge
AFTERNOON	
EVENING	**17h15**: Meeting with Gino Van Begin, ICLEI and other City Leaders, at Bauhaus Bönnsch Restaurant **18h00:** Meeting flows into Dinner. **RSVP LM+1**
	Monday, 16 June
MORNING	Meeting with Eric Garcetti - GCoM and C40 Focal Point and former Mayor - Los Angeles
AFTERNOON	16:00 CHAMP Meeting - Cop30 and Beyond
EVENING	**19:00: UNFCCC SB62 RECEPTION** Organized by the UNFCCC, SB62 attendees have the opportunity to mingle and connect. Invited to attend Yunus Arikan and Andy Deacon (GCoM) will be at the Reception – accompany delegates to CHAMP Dinner
	19h30: Daring Cities:CHAMP DINNER with Country and City Leaders This event overflows from the SB Reception and will start with drinks and a reception including welcome remarks and keynote interventions and followed by a facilitated thematic conversation over dinner. **20h00- 22h00:** This is a meeting primarily of national governments, and your presence would be critical in offering the city-level perspective to the discussion.
	Tuesday, 17 June

LORD MAYOR JANE LOMAX-SMITH
TAILORED ITINERARY
MID-YEAR UN CLIMATE TALKS 14-20 JUNE,
BONN

MORNING	**10:00-11:30: 2ND CHAMP UNFCCC FOCAL POINT DIALOGU**E The session is designed as the 2nd meeting of UNFCCC Focal Points of CHAMP Endorsing Governments, attending the SB62s, together with partners supporting the CHAMP initiative. Arranged by GCoM/ C40s and ICLEI in attendance
AFTERNOON	**12:00 – 13:30: In-person roundtable 'Subnational Engagement in the Climate Process**' Invited 11 June 2025 by the Global Climate Action Team UNFCCC Secretariat **13.30 - 14.30 Meeting with Dr Sally Box - Chief of Delegation - DCCEEW** **15:00 –16:30 UN-HABITAT X ICLEI X SDU – SB62 SIDE EVENT** (optional)
EVENING	**19:30-21:30 DARING CITIES 2025 RECEPTION:** This session will discuss the Local Governments and Municipal Authorities (LGMA) positioning from COP29 towards COP 30, and beyond. The session will spotlight Townhall COPS – a useful way in which communities can engage national plans and have COP style discussions brought into townhalls **RSVP LM+1**

Wednesday, 18 June

LORD MAYOR JANE LOMAX-SMITH
TAILORED ITINERARY
MID-YEAR UN CLIMATE TALKS 14-20 JUNE,
BONN

MORNING - AFTERNOON	**09h30-10h00:** Daring Cities: **INSIGHTS FOR MULTILEVEL ACTION - this event will be livestreamed** High level discussions and interactive roundtables, participants will explore critical issues related to multilevel climate governance, innovation, and collaboration across tiers of government **10:00-10:45:** LM Invited to speak as a panelist on the **Multilevel action panel:** "*All in: A new generation of multilevel partnerships in challenging times"* This panel addresses how local and regional governments can advance multilevel partnerships both together with their national governments and in the absence of strong national leadership. **10:45- 11:05: Daring Cities Photo session** **12:10-12:30 Media Interviews** **14:30-16:00: ROUNDTABLES DISCU**SSIONS Engaging science for the Climate Emergency • Table 1: Feeding local grey literature into the IPCC Special Report • Table 2: Data-driven decision making Engaging business for the Climate Emergency: • Table 3: Accelerating energy efficiency • Table 4: Financing NBS for climate resilience adaptation
EVENING	
Thursday, 19 June	
MORNING	C40: Address on Climate & Health An event with London School of Hygiene and Tropical Medicine and Wellcome Trust on cities and health/just transition

Speaking at the SB 62 Bonn Climate Change Conference Side Event



Meeting James Coombes, Climate Change Advisor to the New Zealand Ministry for the Environment



Participating in local media interviews with a television journalist.





Daring Cities seminar where I met with Andy Deacon, co-managing director of Global Covenant of Mayors for Climate and Energy (left) and speaking on a panel chaired by Asif Nawaz Shah





Group photo of participants from the Bonn Dialogues.



Meeting with 42nd mayor of Los Angeles Eric Garcetti





Group photo of Daring Cities speakers and panellists


DARIN
CITIES

Reports from Council Members

Tuesday, 22 July 2025
Council

Strategic Alignment - Our Corporation

Program Contact:
Rebecca Hayes, Associate Director Governance & Strategy

Public

Approving Officer:
Anthony Spartalis, Chief Operating Officer

EXECUTIVE SUMMARY

The purpose of this report is to:

1. Inform Council of Council Member activities and functions that Council Members have attended on behalf of the Lord Mayor for the period 20 June to 19 July 2025.
2. Provide a summary of Council Members' attendance at meetings for the period 18 June to 13 July 2025.

Council Members may also table reports on activities undertaken on Boards and Committees where they are representing Council, and these reports will be included in the Minutes of the meeting.

RECOMMENDATION

THAT COUNCIL

1. Notes the Council Member activities and functions attended on behalf of the Lord Mayor (Attachment A to Item 15.1 on the Agenda for the meeting of the Council held on 22 July 2025).
2. Notes the summary of meeting attendance by Council Members (Attachment B to Item 15.1 on the Agenda for the meeting of the Council held on 22 July 2025)
3. Notes that reports from Council Members tabled at the meeting of the Council held on 22 July 2025 will be included in the Minutes of the meeting.

ATTACHMENTS

Attachment A – Council Member activities and functions attended on behalf of the Lord Mayor

Attachment B – Summary of Council Member meeting attendance

- END OF REPORT -

FUNCTIONS ATTENDED ON BEHALF OF THE LORD MAYOR: 20 June - 19 July 25			
COUNCIL MEMBER	**DATE**	**EVENT TITLE**	**EVENT DETAILS**
Nil			
COUNCIL MEMBER MEETINGS ATTENDED: 20 June - 19 July 25			
COUNCIL MEMBER	**DATE**	**EVENT TITLE**	**EVENT DETAILS**
Councillor Phillip Martin (Deputy Lord Mayor)	03/07/25	Adelaide Central Market Authority	Attended as Representative

Council Member Meeting Attendance

	Adelaide Economic Development Agency Board Meeting 18 June 2025	Council Assessment Panel 23 June 2025	City Finance and Governance Committee 24 June 2025	City Infrastructure and Public Works Committee 24 June 2025	Council 24 June 2025	Kadaltilla / Adelaide Park Lands Authority 26 June 2025
Lord Mayor Dr Jane Lomax-Smith			✔	✔	✔	✔
Councillor Phillip Martin (Deputy Lord Mayor)			✔	✔	✔	
Councillor Arman Abrahimzadeh		✔	✔			
Councillor Mary Couros			✔	✔	✔	
Councillor Henry Davis			✔	✔	✔	
Councillor Janet Giles			✔	✔	✔	
Councillor Mark Siebentritt			✔	✔	✔	
Councillor Keiran Snape			✔	✔	✔	
Total number	0	1	8	7	7	1

	City Community Services and Culture Committee 1 July 2025	City Planning, Development and Business Affairs Committee 1 July 2025	Adelaide Central Market Authority Board Meeting 3 July 2025	Council 8 July 2025	Total meetings held	Total meetings attended
Lord Mayor Dr Jane Lomax-Smith	✔	✔		✔	8	7
Councillor Phillip Martin (Deputy Lord Mayor)	✔	✔	✔	✔	7	7
Councillor Arman Abrahimzadeh	✔	✔		✔	7	5
Councillor Mary Couros	✔	✔		✔	6	6
Councillor Henry Davis					6	3
Councillor Janet Giles	✔	✔			6	5
Councillor Mark Siebentritt	✔	✔		✔	6	6
Councillor Keiran Snape	✔	✔		✔	7	6
Total number	7	7	1	6		

Key:

- Apology
- Apology - meeting commenced prior to 5pm
- Leave
- Absent
- Not a Member
- Proxy Member (not in attendance)
- Ex-officio Member

Councillor Giles - Report from the National General Assembly of the Australian Local Government Association

Tuesday, 22 July 2025

Council

Public

Council Member:

Councillor Giles

REPORT

Report from the National General Assembly of the Australian Local Government Association

Canberra, June 25-27 2025

I attended the National General Assembly representing the City of Adelaide and as proxy for Councillor Noon who was unable to attend due to the calling of the supplementary election in the Central Ward.

Communique adopted at the end of the National Assembly

More than 1,300 local government leaders from across Australia gathered in Canberra from 24-27 June for the 31st National General Assembly of Local Government (NGA).

We were welcomed to country for the National General Assembly by Ngunnawal woman and Co-Chair of ACT Reconciliation Council, Selina Walker. The Assembly recognised the Ngunnawal and Ngambri peoples as traditional custodians of the ACT and recognised any other people or families with connection to the lands of the ACT and region. The Assembly paid its respects to their elders past, present and emerging, and acknowledged the vital and ongoing contributions First Nations peoples continue to make to our nation.

Her Excellency the Honourable Ms Sam Mostyn AC, Governor-General of Australia, formally opened the Assembly and spoke about the role of community leadership and local engagement in building national resilience and unity, including the importance of teaching our younger generation the importance of civic governance.

We heard from a range of Federal Ministers across the Assembly including: The Honourable Kristy McBain MP, Senator the Hon Katy Gallagher, The Honourable Julian Hill MP, The Honourable Josh Wilson MP, The Honourable Darren Chester MP, Dr Anne Webster MP and the Honourable Kevin Hogan MP.

There was broad acknowledgement from Ministers that councils play a critical role in supporting their communities and that the role has expanded significantly, as has the financial pressure councils face. That is why local government is calling for urgent action to ensure the financial sustainability of councils.

Delegates heard from Mark Bouris AM and Dr Merriden Varrall who unpacked global economic forces shaping Australia's local economies, including trends in trade, security, and investment.

Jason Clarke, world leading consultant on issues of leadership and innovation, closed Day 1 of the NGA with an energising and practical presentation on how councils can take bold ideas and translate them into tangible, community-focused change.

Day 2 of the NGA featured the launch of ALGA's exciting new research "Adapting Together: Local Government Leadership in a Changing Climate". The report finds that Australia's councils are expected to spend more than $2 billion over the next five years to future-proof their communities from the changing climate, resulting in up to $4.7 billion in avoided costs to communities.

ALGA President Mayor Matt Burnett noted "Climate-resilient infrastructure is expensive and takes time to build, so we need sustainable funding from the Federal Government to implement long-term planning and adaptation now and into the future". That is why "We are asking the Government for a new $400 million climate adaptation fund, distributed to all Australia's councils each year, to deliver ongoing and sustainable place-based climate solutions" Mayor Burnett said.

Councils considered the way AI is shaping the future with presentations from Stephen Scheeler, founder of The Digital CEO and co-founder and CEO of Omniscient, and Tim Golsby-Smith, co-founder and CEO of myLot.

The 2025 NGA saw the return of concurrent listening sessions providing an interactive platform for delegates to engage directly with federal agencies and sector experts on key policy issues. The listening sessions included:

- Housing and community infrastructure – where the discussion covered a range of challenges from housing affordability, the prohibitive cost of housing infrastructure, ideas around housing and homelessness.
- Emergency management capacity and capability – where attendees shared examples of what has worked in their communities and highlighted remaining challenges. This included the need for long-term funding certainty and better integration of local knowledge in disaster preparedness and recovery frameworks.
- Local government jobs and skills – where attendees highlighted key issues attracting workers to the regions, promoting council careers to young values-led workers, better access to local training, cost-shifting concerns, migrant workforce support, and housing shortages as a major staffing barrier.
- Safer roads - discussed infrastructure funding and general maintenance, speed management, driver behaviour, and the broader questions of regional vs urban specific problems.

City of Adelaide Motions

Motion 61 – Active Transport toolkit for Local Government

- This motion was passed with no objection

Motion 62 – Federal Government to work with LGA to commit to 30% of journeys to school by active transport by 2030 (30 by 30)

- This was debated and passed with an amendment also include providing infrastructure for school crossings and other safety measures. I spoke to this motion and accepted the amendment.

Motion 188 – Federal Government Policy Green building occupancy and the need to consider refurbishing as an option

- This motion was late on the agenda and so time ran out before it was debated and so it was referred to the executive of LALGA for consideration. City of Perth made contact with me as they are also involved in adaptive re-use and keen to share experiences.

Sending motions from City of Adelaide to the National Assembly was well received and raised some issues which had not been considered previously. Our leadership in the areas of active transport and climate change assists other smaller and regional councils. It also highlights the work we are doing on a national stage. For all these reasons, it is important we continue to consider sending motions to the National Assembly each year.

Australian Government Dialogue – Friday 27th June.

On Friday 27th, Federal Government Ministers had direct dialogue with Local Government mayors and councillors with the ability to ask direct questions.

The Ministers involved were:

- Katy Gallagher – Minister for Finance, Government Services and Women
- Julian Hill – Assistant Minister for citizenship and Multicultural Affairs
- Josh Wilson – Assistant Minister for Climate Change

Climate Change

The main message of the presentation prior to questions was the focus on productivity is the federal government national priority and adaptation in relation to climate change, including energy performance, efficiency, and electrification. A Federal report is soon to be released – National Climate Risk Assessment Adaptation Plan, which will give a risk analysis for the Nation.

Productivity

There will also be a Productivity Round table organised by the Treasurer and there was a call for Local Government to be at that table, however, no commitments were given. The Minister urged Local Government to make a comprehensive submission to that Round Table.

Migration and Citizenship

In relation to Migration and citizenship, there will be a round table in August which will look at housing, population policy and also mechanisms of becoming citizens such as shortening the time before someone can become a citizen, processing citizenship applications more quickly, updating the citizenship code and looking for civic and

other options for citizenship ceremonies. The Federal Government is also keen that States establish Migration and Population policy so we can tackle to problem of migrants moving to larger cities, particularly Sydney and Melbourne. This will involve providing social and cultural infrastructure, an area that local government is well placed to support. Things such as support for cultural events, engagement of women in the community, support for cultural community clubs and organisations and wrap around services that welcome people and connect them to the community from day one. This would create migrants who feel connected to their local community and more likely to stay than move elsewhere.

Women and Local Government

From the floor there was significant discussion and response from the Minister about the problem of Women's participation in Local Government. Some of the issues raised were the lack of maternity leave for Mayors, the salary of Mayors and provision of childcare. In addition, there was a shared national concern about the impact of behaviour and the inadequacy of behavioural standards, codes of conduct and complaints procedures to address behaviour which discourages women's participation.

Funding for Local Government

There was an overwhelming call for increased and untied funding for Local Government (to 1% of the federal budget) recognising the importance of Local Government as the third level of Government of our nation and vital in addressing national and global issues at the local level. The Minister for Local Government responded that it was unlikely that any increased funding following the local Government sustainability review would be untied as the Federal Government was keen to link funding directly to outcomes on the national agenda. She urged councils to make submissions to the Local Government Sustainability review.

The major priorities and pressures for Government in relation to finance are health, NDIS, defence and housing.

Housing

Once again, the issue of the need for all three levels of government to work together to meet the housing targets for the nation. Local Councils are engaged in a number of innovative and creative solutions, including the City of Adelaide which could be better supported by the Federal Government.

Summary

I was grateful to have the opportunity once again to attend the National General Assembly, albeit due to the inability of Councillor Noon to attend as our representative. The Assembly is a good opportunity to listen to speakers address the issues that impact directly on our work as councillors as well as being able to learn from the work of others and discuss common issues.

It is also important to be able to understand the Federal government national priorities and the challenges we are all facing so we can develop local solutions. The Federal Government is genuine in having a real dialogue with Local Government and not only participates as keynote speakers but also allocates a whole day for direct discussion to answer the questions of Mayors and Councillors from across the nation.

ATTACHMENTS

Attachment A – Letter to the Lord Mayor from Mayor Tanya Taylor – Schools Active Travel and Motion 62

- END OF REPORT -



Tanya Taylor

Mayor, Willoughby City Council

1 July 2025

The Right Honourable The Lord Mayor of Adelaide
Dr Jane Lomax-Smith AM
City of Adelaide
GPO Box 2252
ADELAIDE SA 5001
lordmayor@adelaidecitycouncil.com

Dear Lord Mayor,

Re: Schools Active Travel and Motion 62 – ALGA National General Assembly

I'm writing to acknowledge and thank your Council - and particularly Councillor Janet Giles - for the powerful advocacy shown at the recent National General Assembly in support of active transport to and from school.

Councillor Giles' presentation of Motion 62, championing the "30 by 30" target and calling for a national action plan, was compelling and resonated strongly with many of us. As we navigate shared challenges around children's health and wellbeing, traffic congestion and climate responsibility, your leadership on this issue was both timely and inspiring.

Here in Willoughby, we've been working to embed active transport into daily routines through our **Primary Schools Active Travel Program**, a key initiative within our Resilient Willoughby Strategy and Action Plan https://www.willoughby.nsw.gov.au/Community/Community-health-and-safety/Resilient-Willoughby. This local initiative brings together Council, primary school communities, NSW Department of Education and Transport for NSW to:

- Develop tailored, curriculum-based Active Travel Programs with participating primary schools
- Deliver road safety education and incentives
- Implement infrastructure improvements to support safe walking and riding to school
- Shift primary school community culture away from car dependence through class-room learning and behaviour change strategies

The Willoughby program has been recognized by the NSW Government as an exemplar and has been adopted for use in a state-wide funding initiative to encourage schools active travel

https://www.transport.nsw.gov.au/projects/programs/get-nsw-active - see Get Kids Active program.

Further information about the Resilient Willoughby Primary Schools Active Travel Program, including videos and resources, can be found on Council's website: https://www.willoughby.nsw.gov.au/Community/Community-health-and-safety/Resilient-Willoughby/Walking-and-riding-to-school. Should you require further details or wish to discuss potential collaboration, please contact our Resilience Specialist, Nick Chapman - nick.chapman@willoughby.nsw.gov.au.

We'd be pleased to share more about our program and would gladly contribute to any further collaboration or information-sharing efforts to help build momentum toward "30 by 30."

Kind Regards,



Cr Tanya Taylor
Mayor of Willoughby

cc: Councillor Janet Giles

Councillor Giles - MoN - Aboriginal Heritage Consultation

Tuesday, 22 July 2025
Council

Council Member
Councillor Janet Giles

Public

Contact Officer:
Ilia Houridis, Director City Shaping

MOTION ON NOTICE

Councillor Janet Giles will move a motion and seek a seconder for the matter shown below to facilitate consideration by the Council:

'That Council;

Notes the Aboriginal Heritage Act consultation on the North Adelaide Golf Course redevelopment that opened on 3 July 2025 and closes 31 July 2025. Given the absence of a concept plan relating to the Application Area provided in the consultation materials that would indicate where and what type of construction will occur, that Administration prepares;

A letter through the Lord Mayor requesting the State Government consider:

1. Provision of a further briefing opportunity in the City of Adelaide (at a location to be confirmed) noting there is currently only one Aboriginal Community Consultation meeting scheduled for Saturday 19 July 2025 at the Mawson Lakes Hotel,
2. A commitment to a further engagement with the Aboriginal Community when specifics relating to the actual works and construction program are made public, and
3. Extending the consultation by a further 5 weeks to Thursday 4 September 2025, noting the extent of the proposed works and to ensure that appropriate and meaningful consultation with the Kaurna people is facilitated in order for KYAC and others to understand the proposed plan for development and the impact this may have on their native title rights and sites of cultural significance.

ADMINISTRATION COMMENT

1. On 3 July 2025, the Minister for Aboriginal Affairs commenced consultation under the *Aboriginal Heritage Act 1988* (SA) on the North Adelaide Golf Course Redevelopment (Link 1). The consultation primarily seeks the views of Aboriginal parties.
2. Administration emailed advice to the City of Adelaide (CoA) Reconciliation Committee on Wednesday, 8 July 2025, regarding the consultation and the Aboriginal Community Consultation Meeting to be held on 19 July 2025 in Mawson Lakes.
3. Aboriginal cultural heritage is afforded statutory protections under the *Aboriginal Heritage Act 1988* (SA), with penalties up to $2 million for companies, and $250,000 and/or 2 years prison for individuals.
4. Administration has prepared advice to be submitted to the consultation before the closing date on 31 July 2025.
5. The next meeting of Council's Reconciliation Committee is Wednesday 3 September 2025.
6. Should Council resolve to support the proposed motion, correspondence will be progressed via the Office of the Lord Mayor requesting that the State Government consider:
    6.1. Providing a further briefing opportunity for Aboriginal People to be held at a location in the City of Adelaide.

6.2. Further engagement with the Aboriginal Community when specifics relating to works and the construction program are made public.

6.3. Extending the consultation by a further 5 weeks to Thursday, 4 September 2025.

Should the motion be carried, the following implications of this motion should be considered. Note any costs provided are estimates only – no quotes or prices have been obtained:	
Public consultation	Not Applicable
External consultant advice	Not Applicable
Legal advice / litigation (eg contract breach)	Not Applicable
Impacts on existing projects	Not Applicable
Budget reallocation	Not Applicable
Capital investment	Not Applicable
Staff time in preparing the workshop / report requested in the motion	Not Applicable
Other	Not Applicable
Staff time in receiving and preparing this administration comment	To prepare this administration comment in response to the motion on notice took approximately 4.5 hours.

- END OF REPORT –

Exclusion of the Public

Agenda Item 20

Tuesday, 22 July 2025

Council

Program Contact:
Anthony Spartalis, Chief Operating Officer

Approving Officer:
Michael Sedgman, Chief Executive Officer

Public

EXECUTIVE SUMMARY

Section 90(2) of the *Local Government Act 1999 (SA)* (the Act), states that a Council may order that the public be excluded from attendance at a meeting if the Council considers it to be necessary and appropriate to act in a meeting closed to the public to receive, discuss or consider in confidence any information or matter listed in section 90(3) of the Act.

It is the recommendation of the Chief Executive Officer that the public be excluded from this Council meeting for the consideration of information and matters contained in the Agenda.

For the following Committee Reports for Recommendation to Council seeking consideration in confidence

21 Confidential Recommendations of the Reconvened City Finance and Governance Committee – 17 July 2025 [section 90(3) (b) & (d) of the Act]

22 Confidential Recommendation of the Reconvened Infrastructure and Public Works Committee – 17 July 2025 [section 90(3) (j) of the Act]

For the following Reports for Council (Chief Executive Officer's Reports) seeking consideration in confidence

23.1 Council Assessment Panel – Independent Members [section 90(3) (a) of the Act]

23.2 North Adelaide Public Golf Course Act 2025 [section 90(3) (b) & (d) of the Act]

The Order to Exclude for Items 21, 22, 23.1 and 23.2:

1. Identifies the information and matters (grounds) from section 90(3) of the Act utilised to request consideration in confidence.
2. Identifies the basis – how the information falls within the grounds identified and why it is necessary and appropriate to act in a meeting closed to the public.
3. In addition, identifies for the following grounds – section 90(3) (b), (d) or (j) of the Act - how information open to the public would be contrary to the public interest.

ORDER TO EXCLUDE FOR ITEM 21

THAT COUNCIL:

1. Having taken into account the relevant consideration contained in section 90(3) (b) & (d) and section 90(2) & (7) of the *Local Government Act 1999 (SA)*, this meeting of the Council dated 22 July 2025 resolves that it is necessary and appropriate to act in a meeting closed to the public as the consideration of Item 21 [Confidential Recommendations of the Reconvened City Finance and Governance Committee – 17 July 2025] listed on the Agenda in a meeting open to the public would on balance be contrary to the public interest.

Recommendation 1 - Grounds and Basis

This Item is commercial information of a confidential nature (not being a trade secret) the disclosure of which could reasonably be expected to identify the proponent and to confer a commercial advantage on a person with whom the council is conducting business and prejudice the commercial position of the council, with the potential to confer a commercial advantage to a third party competitor of a person with whom the council is conducting business.

Public Interest

The Committee is satisfied that the principle that the meeting be conducted in a place open to the public has been outweighed in the circumstances because the disclosure of this information may result in release of information prior to the finalisation of 'commercial in confidence' negotiation with the proponent and because the disclosure of Council's commercial position may severely prejudice Council's ability to discuss/participate or influence a proposal for the benefit of the Council and the community in this matter and in relation to other contract negotiations.

Recommendation 2 - Grounds and Basis

This Item is confidential as the item contains certain information of a confidential nature.

The disclosure of information may adversely impact on the commercial position of the City of Adelaide.

Public Interest

The City Community Services and Culture Committee is satisfied that the principle that the meeting be conducted in a place open to the public has been outweighed in the circumstances because the disclosure of information may result in release of information prior to the finalisation of the matter by the City of Adelaide.

2. Pursuant to section 90(2) of the *Local Government Act 1999 (SA)* (the Act), this meeting of the Council dated 22 July 2025 orders that the public (with the exception of members of Corporation staff and any person permitted to remain) be excluded from this meeting to enable this meeting to receive, discuss or consider in confidence Item 21 [Confidential Recommendations of the Reconvened City Finance and Governance Committee – 17 July 2025] listed in the Agenda, on the grounds that such item of business, contains information and matters of a kind referred to in section 90(3) (b) &(d) of the Act.

ORDER TO EXCLUDE FOR ITEM 22

THAT COUNCIL:

1. Having taken into account the relevant consideration contained in section 90(3) (j) and section 90(2) & (7) of the *Local Government Act 1999 (SA)*, this meeting of the Council dated 22 July 2025 resolves that it is necessary and appropriate to act in a meeting closed to the public as the consideration of Item 22 [Confidential Recommendation of the Reconvened Infrastructure and Public Works Committee – 17 July 2025] listed on the Agenda in a meeting open to the public would on balance be contrary to the public interest.

   Grounds and Basis

   This item contains cultural and community information of a confidential nature which the State Government has requested be considered in confidence on the grounds that the details of the project, including locations, subjects, and design aspects, are still being resolved. The release of this information prematurely may be misleading. The disclosure of draft project details could reasonably be expected to prejudice the cultural sensitivity of the initiative and impact the State Government's ongoing consultation and negotiations with Aboriginal stakeholders and other external parties.

   Public Interest

   The Committee is satisfied that the principle that the meeting be conducted in a place open to the public has been outweighed in the circumstances because the disclosure of information may result in release of information prior to the finalisation of the matter by the State Government and the City of Adelaide. The disclosure of this information may materially and adversely affect the viability of the matter and prejudice the ability of the parties to discuss/participate or influence a proposal for the benefit of the State Government, the City of Adelaide and the community in this matter which on balance would be contrary to the public interest.

2. Pursuant to section 90(2) of the *Local Government Act 1999 (SA)* (the Act), this meeting of the Council dated 22 July 2025 orders that the public (with the exception of members of Corporation staff and any person permitted to remain) be excluded from this meeting to enable this meeting to receive, discuss or consider in confidence Item 22 [Confidential Recommendation of the Reconvened Infrastructure and Public Works Committee – 17 July 2025] listed in the Agenda, on the grounds that such item of business, contains information and matters of a kind referred to in section 90(3) (j) of the Act.

ORDER TO EXCLUDE FOR ITEM 23.1

THAT COUNCIL:

1. Having taken into account the relevant consideration contained in section 90(3) (a) and section 90(2) & (7) of the *Local Government Act 1999 (SA)*, this meeting of the Council dated 22 July 2025 resolves that it is necessary and appropriate to act in a meeting closed to the public as the consideration of Item 23.1 [Council Assessment Panel – Independent Members] listed on the Agenda in a meeting open to the public would on balance be contrary to the public interest.

   Grounds and Basis

   This Item is confidential as it contains information relating to the personal affairs of individuals, specifically the names of panel members.

   The disclosure of information in this report and possible discussion resulting from this report could reasonably result in the disclosure of personal information and professional circumstances, which may impact the privacy and reputations of those individuals.

   The Council is satisfied that the principle that the meeting be conducted in a place open to the public has been outweighed in the circumstances because the disclosure of this information may impact the privacy and reputations of those individuals listed in this report.

2. Pursuant to section 90(2) of the *Local Government Act 1999 (SA)* (the Act), this meeting of the Council dated 22 July 2025 orders that the public (with the exception of members of Corporation staff and any person permitted to remain) be excluded from this meeting to enable this meeting to receive, discuss or consider in confidence Item 23.1 [Council Assessment Panel – Independent Members] listed in the Agenda, on the grounds that such item of business, contains information and matters of a kind referred to in section 90(3) (a) of the Act.

ORDER TO EXCLUDE FOR ITEM 23.2

THAT COUNCIL:

1. Having taken into account the relevant consideration contained in section 90(3) (b) & (d) and section 90(2) & (7) of the *Local Government Act 1999 (SA)*, this meeting of the Council dated 22 July 2025 resolves that it is necessary and appropriate to act in a meeting closed to the public as the consideration of Item 23.2 [North Adelaide Public Golf Course Act 2025] listed on the Agenda in a meeting open to the public would on balance be contrary to the public interest.

   Grounds and Basis

   This Item is commercial information of a confidential nature (not being a trade secret) the disclosure of which could reasonably be expected to prejudice the position and any negotiations with external parties of the State Government.

   Public Interest

   The Council is satisfied that the principle that the meeting be conducted in a place open to the public has been outweighed in the circumstances because the disclosure of information may result in release of information prior to the finalisation of the matter by the State Government.

2. Pursuant to section 90(2) of the *Local Government Act 1999 (SA)* (the Act), this meeting of the Council dated 22 July 2025 orders that the public (with the exception of members of Corporation staff and any person permitted to remain) be excluded from this meeting to enable this meeting to receive, discuss or consider in confidence Item 23.2 [North Adelaide Public Golf Course Act 2025] listed in the Agenda, on the grounds that such item of business, contains information and matters of a kind referred to in section 90(3) (b) &(d) of the Act.

DISCUSSION

1. Section 90(1) of the *Local Government Act 1999 (SA)* (the Act) directs that a meeting of Council must be conducted in a place open to the public.

2. Section 90(2) of the Act, states that a Council may order that the public be excluded from attendance at a meeting if Council considers it to be necessary and appropriate to act in a meeting closed to the public to receive, discuss or consider in confidence any information or matter listed in section 90(3) of the Act.

3. Section 90(3) of the Act prescribes the information and matters that a Council may order that the public be excluded from.

4. Section 90(4) of the Act, advises that in considering whether an order should be made to exclude the public under section 90(2) of the Act, it is irrelevant that discussion of a matter in public may -

   '(a) cause embarrassment to the council or council committee concerned, or to members or employees of the council; or

   (b) cause a loss of confidence in the council or council committee; or

   (c) involve discussion of a matter that is controversial within the council area; or

   (d) make the council susceptible to adverse criticism.'

5. Section 90(7) of the Act requires that an order to exclude the public:

   5.1 Identify the information and matters (grounds) from section 90(3) of the Act utilised to request consideration in confidence.

   5.2 Identify the basis – how the information falls within the grounds identified and why it is necessary and appropriate to act in a meeting closed to the public.

   5.3 In addition identify for the following grounds – section 90(3) (b), (d) or (j) of the Act - how information open to the public would be contrary to the public interest.

6. Section 83(5) of the Act has been utilised to identify in the Agenda and on the Report for the meeting, that the following reports are submitted seeking consideration in confidence.

   6.1 Information contained in Item 21 – Confidential Recommendations of the Reconvened City Finance and Governance Committee – 17 July 2025

      6.3.1 Is subject to Existing Confidentiality Orders dated 17/7/2025

      6.3.2 The grounds utilised to request consideration in confidence is section 90(3) (b) & (d) of the Act

         (b) information the disclosure of which –

            (i) could reasonably be expected to confer a commercial advantage on a person with whom the council is conducting, or proposing to conduct, business, or prejudice the commercial position of the council; and

               (ii) would, on balance, be contrary to the public interest.

         (d) commercial information of a confidential nature (not being a trade secret) the disclosure of which –

            (i) could reasonably be expected to prejudice the commercial position of the person who supplied the information, or to confer a commercial advantage on a third party; and

            (ii) would, on balance, be contrary to the public interest.

   6.2 Information contained in Item 22 – Confidential Recommendation of the Reconvened Infrastructure and Public Works Committee – 17 July 2025

      6.3.1 Is subject to an Existing Confidentiality Order dated 17/7/2025

      6.3.2 The grounds utilised to request consideration in confidence is section 90(3) (j) of the Act

         (j) information the disclosure of which—

            (i) would divulge information provided on a confidential basis by or to a Minister of the Crown, or another public authority or official (not being an employee of the council, or a person engaged by the council); and

         (ii) would, on balance, be contrary to the public interest

6.3 Information contained in Item 23.1 – Council Assessment Panel – Independent Members

6.3.1 Is not subject to Existing Confidentiality Orders

6.3.2 The grounds utilised to request consideration in confidence is section 90(3) (a) of the Act

(a) information the disclosure of which would involve the unreasonable disclosure of information concerning the personal affairs of any person (living or dead)

6.4 Information contained in Item 23.2 – North Adelaide Public Golf Course Act 2025

6.4.1 Is not subject to an Existing Confidentiality Order

6.4.2 The grounds utilised to request consideration in confidence is section 90(3) (b) & (d) of the Act

(b) information the disclosure of which –

(i) could reasonably be expected to confer a commercial advantage on a person with whom the council is conducting, or proposing to conduct, business, or prejudice the commercial position of the council; and

(ii) would, on balance, be contrary to the public interest.

(d) commercial information of a confidential nature (not being a trade secret) the disclosure of which –

(i) could reasonably be expected to prejudice the commercial position of the person who supplied the information, or to confer a commercial advantage on a third party; and

(ii) would, on balance, be contrary to the public interest.

ATTACHMENTS

Nil

- END OF REPORT -

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