

School Travel Safety Review

Strategic Alignment - Our Places

Public

Tuesday, 17 June 2025

**Infrastructure and Public
Works Committee**

Program Contact:

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Approving Officer:

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EXECUTIVE SUMMARY

The purpose of this report is to provide the outcomes of the investigation and summary findings from the School Travel Safety Review for schools within the City of Adelaide and detail next steps to progress the Review recommendations including infrastructure improvements.

At its meeting on 31 January 2023, Council resolved that the Administration 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 children entering and leaving schools at the beginning and end of the school day, including the introduction of supervised or unsupervised "kiss and drop zones" at all schools in the City of Adelaide.

Following the trial study of school drop off / pick up safety at St Aloysius College, which was reported to Council in March 2024, the Administration engaged consultant Tonkin to undertake a School Travel Safety Review for the remaining 11 schools within the City of Adelaide.

The review focused on the streets immediately adjacent to each school and issues on these streets related to driver and pedestrian behaviours.

It is recommended that school zone speed limits be implemented around each school in consultation with Department for Infrastructure and Transport (DIT).

RECOMMENDATION

The following recommendation will be presented to Council on 24 June 2025 for consideration

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 7.1 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.

IMPLICATIONS AND FINANCIALS

City of Adelaide 2024-2028 Strategic Plan	Strategic Alignment – Our Places Community assets are adaptable and responsibly maintained. Create safe, inclusive and healthy places for our community.
Policy	Not as a result of this report.
Consultation	Consultation undertaken with each of the subject schools in preparing the documents that are the subject of this report.
Resource	Not as a result of this report.
Risk / Legal / Legislative	As set out in South Australia's Road Safety Strategy to 2031 Council, as a Road Authority, has a shared responsibility for road safety outcomes and to seek Safe System outcomes.
Opportunities	Improve safety for students around schools during school drop off and pick up times.
24/25 Budget Allocation	Not as a result of this report.
Proposed 25/26 Budget Allocation	\$150,000 is currently allocated within the Draft 2025/26 Business Plan and Budget, currently out for consultation to progress (in part) the priority measure as per recommendation 4 of this report and the preparation of an implementation plan with prioritisation and costings for the infrastructure improvements around each of the schools. The detailed design and implementation of each school travel safety review is currently unfunded. The required funding is subject to, and needs to be considered in the context of, the prioritisation of projects, initiatives and service enhancements for the development of the Draft 2025/26 budget, and future budgets including the parameters of the LTFP to ensure long-term financial sustainability.
Life of Project, Service, Initiative or (Expectancy of) Asset	The implementation of recommendations from the review is expected to occur over a 10-year period subject to future Business Plan and Budget processes.
24/25 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	Funding grants applications will be progressed to assist in the implementation of projects.

DISCUSSION

Background

1. At its meeting on 31 January 2023, Council resolved:
'That Council:
Asks the Administration to investigate and to report to the appropriate Council Committee by the end of the 2023 school year 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.'
2. In 2023 the Administration engaged an external consultant (InfraPlan) to undertake a trial study of school drop off/pick up safety at St Aloysius College. St Aloysius College was made a priority due to the crash on Angas Street in June 2023 and ongoing safety concerns.
3. The review focused on the streets immediately adjacent to the school and issues on these streets with informal crossing and dangerous driving behaviours, with the report received by Council in March 2024.

School Travel Safety Review

4. Following the completion of the St Aloysius Travel Safety Review, the Administration engaged an external consultant (Tonkin) to undertake a safety review for the remaining 11 schools within the City of Adelaide area, being:
 - 4.1. Adelaide Botanic High School
 - 4.2. Adelaide High School
 - 4.3. Christian Brothers College Junior Campus
 - 4.4. Christian Brothers College
 - 4.5. Gilles Street Primary School
 - 4.6. North Adelaide Primary School
 - 4.7. Pulteney Grammar School
 - 4.8. St Dominic's Priory School
 - 4.9. St Mary's College
 - 4.10. Sturt Street Community School
 - 4.11. University Senior College.
5. Key themes across the School Safety Travel Review include:
 - 5.1. The proportion of students that travel to school by car was high across all schools (greater than 80 percent for some schools) with low proportions of students walking and riding to school.
 - 5.2. Some schools, such as North Adelaide Primary School have a walkable catchment, and the high levels of driving reflect parental concern about road safety.
 - 5.3. Public Transport is generally the alternative mode of transport (other than driving) with some variation depending on location of school and age of students.
 - 5.4. Concerns with driver behaviour, and speeds and compliance with road rules.
 - 5.5. Availability of safe road crossing points for pedestrians and waiting times at existing signalised crossings.
 - 5.6. Availability and design of parking spaces for pick up and drop off.

Adelaide Botanic High School (ABHS) Travel Safety Review

6. The Adelaide Botanic High School Draft School Travel Safety Review Report is contained within **Attachment A**.
7. Key findings from the review include:
 - 7.1. Adelaide Botanic High School is in the Adelaide Park Lands – Frome Park / Nellie Raminyemmerin Park (Park 11) on the eastern side of Frome Road south of Victoria Drive with 1,390 students enrolled in Term 2 - 2024.
 - 7.2. 18 per cent of the students lived 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 lived in suburbs beyond a short walking or cycling distance.
 - 7.3. From the student travel survey, on a fine, dry 25-degree day:
 - 7.3.1. the car mode share was 26 per cent in the AM period and 22 per cent in the PM period.
 - 7.3.2. Public Transport mode share was 61 per cent in the AM period and 65 per cent in the PM period.
 - 7.3.3. The bicycle mode share was about 8 per cent and the walk mode share was 4 to 5 per cent.
 - 7.4. 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.
8. Key recommendations
 - 8.1. For Council:
 - 8.1.1. Most of the student travel safety issues will be addressed with the finalisation of the Frome Road bikeway with the following infrastructure improvements:
 - 8.1.2. 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.
 - 8.1.3. 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.
 - 8.1.4. Required modifications to bicycle lanes in Frome Road as per ongoing monitoring and review.
 - 8.2. For the School:
 - 8.2.1. 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.
 - 8.2.2. 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.
 - 8.2.3. 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.
 - 8.2.4. 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.

9. A draft concept plan identifying potential infrastructure improvements around Adelaide Botanic High School including school zone speed limits has been prepared by the Administration ([Link 1](#)).

Adelaide High School Travel Safety Review

10. The Adelaide High School Draft School Travel Safety Review Report is contained within **Attachment B**.
11. Key findings from the review include:
- 11.1. Adelaide High School is located within the Adelaide Park Lands - Ellis Park / Tampawardli (Park 24) on the western side of West Terrace south of Glover Avenue with 1,554 students enrolled in Term 2 2024.
 - 11.2. 7.8 per cent of the students lived in the City of Adelaide and 86.4 per cent of the students lived in the inner suburbs mostly within the enrolment area and remaining students lived in the outer suburban areas.
 - 11.3. From the student travel survey:
 - 11.3.1. 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
 - 11.3.2. 10 to 12 per cent students travelled by bus
 - 11.3.3. Cycling to school was up to five per cent for Years 7 to 9 and about two per cent for Years 10 to 12.
 - 11.3.4. 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.
 - 11.4. Issues for pedestrian and vehicular movements are:
 - 11.4.1. Pedestrian Safety at West Terrace/Glover Avenue and Currie Street
 - 11.4.2. Double Parking on Glover Avenue
 - 11.4.3. pedestrian storage/queuing at the bus stop encroaches onto the shared use path
 - 11.4.4. pedestrians crossing Glover Avenue to travel to/from the school without using the signalised crossing at West Terrace
 - 11.4.5. Vehicles exiting from Ellis Park / Tampawardli (Park 24) to West Terrace traversing across four traffic lanes to travel to Waymouth Street or perform a U-turn manoeuvre.
 - 11.4.6. The school bus stop located adjacent to the main entrance to the school on West Terrace is unsealed resulting in an obstructed shared use path.
 - 11.4.7. Faded and absent line marking in some locations along the shared use path on West Terrace.
12. Key Recommendations
- 12.1. For Council:
 - 12.1.1. Provide improvements to the West Terrace / Glover Avenue / Currie Street intersection including, review of signal operations to increase pedestrian crossing times and upgrades to provide additional pedestrian storage areas, corralling measures such as fencing.
 - 12.1.2. Provide improved access and storage areas at bus stops adjacent to the school, including considering stop relocation.
 - 12.1.3. Implement measures to direct pedestrians to cross at the signalised crossing at West Terrace.
 - 12.1.4. Re-line mark the existing shared use path adjacent to the school to improve delineation and definition for vehicle, cyclist and pedestrian movements.

- 12.1.5. Review movements out from Park 24 to West Terrace for potential improvements to address traversing across four traffic lanes to travel to Waymouth or perform a U-turn manoeuvre
- 12.1.6. Review kiss and drop facilities adjacent to Glover Avenue and measures to improve compliance and reduce double parking (e.g. compliance strategy).
- 12.2. The recommendations also include a suggestion by the AHS staff for a new public road to be constructed through Ellis Park / Tampawardli (Park 24) and a pedestrian bridge over West Terrace. These measures are not being considered for implementation at this time due to the impact to the Park Lands.
- 13. A draft concept plan identifying potential infrastructure improvements around Adelaide High School has been prepared by the Administration ([Link 2](#)).

Christian Brothers College Junior Campus School Travel Safety Review

- 14. The Christian Brothers College Junior Campus Draft School Travel Safety Review Report is contained within **Attachment C**.
- 15. Key findings from the review include:
 - 15.1. Christian Brothers College (CBC) Junior Campus is a private school located in Wakefield Street between Hutt Street and East Terrace with classes from Reception to Year 6 with an enrolment of 266 students.
 - 15.2. The CBC Junior Campus does not have an enrolment restriction area and students live in a wide range of locations in Greater Adelaide. However, most students reside in inner east or north-west Adelaide suburbs.
 - 15.3. From the student travel survey:
 - 15.3.1. 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 82 per cent in the older students in Years 4 - 6.
 - 15.3.2. 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 with five per cent by bus for Reception to Year 3.
 - 15.3.3. Less than two per cent of the students travelled by train or tram and less than two percent travelled by bicycle and walking.
 - 15.4. Issues for pedestrian and vehicular movements around Christian Brothers College Junior Campus are:
 - 15.4.1. Limited options to cross Wakefield Street with one signalised crossing at Hutt Street.
 - 15.4.2. Several near misses have been observed at the koala crossing in East Terrace with drivers not stopping.
 - 15.4.3. Heavy vehicles short-cut from Wakefield Street to Bartels Road using East Terrace.
 - 15.4.4. Vehicles are travelling at speeds on Wakefield Street not typically associated with school zones.
 - 15.4.5. A high demand for pick-up activities with 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.
 - 15.4.6. Hazards associated with cyclists and parking and reversing out of the parking spaces.
- 16. Key Recommendations
 - 16.1. For Council:
 - 16.1.1. Re-investigate the installation of a signalised pedestrian actuated crossing (PAC) adjacent to the school.
 - 16.1.2. Install a pedestrian refuge in Wakefield Street between Hutt Street and East Terrace.

- 16.1.3. Change parking controls on Wakefield Street and East Terrace to improve supply of pick up and drop off spaces.
- 16.1.4. Changes to speed limits around the school.
- 16.1.5. Implement measures to restrict heavy vehicle activity along East Terrace adjacent to the school.
- 16.1.6. Install additional signage to identify the school area for vehicles approaching the school zones.
- 16.2. For the School:
 - 16.2.1. Prepare a consolidated travel access guide for students and parents that would be promoted on the school website in a location that is easy to find, in addition to the school newsletter.
- 17. A draft concept plan identifying potential infrastructure improvements around Christian Brothers Junior Campus School has been prepared by the Administration ([Link 3](#)).

Christian Brothers College School Travel Safety Review

- 18. The Christian Brothers College Draft School Travel Safety Review Report is contained within **Attachment D**.
- 19. Key findings from the review include:
 - 19.1. Christian Brothers College Senior Campus is a private school located in Wakefield Street between Frome Street and Daly Street that has classes from Years 7 to 12 with an enrolment of 686 students.
 - 19.2. Christian Brothers College does not have an enrolment restriction area and students live in a wide range of locations in Greater Adelaide. However, most students reside in inner east or north-west Adelaide suburbs.
 - 19.3. From the student travel survey:
 - 19.3.1. car mode share is 55 per cent in the AM period and 45 per cent in the PM period
 - 19.3.2. public transport mode share is 43 per cent in the AM period and 53 per cent in the PM period
 - 19.3.3. bicycle and walking mode share is less than three per cent.
 - 19.4. Issues for pedestrian and vehicular movements around Christian Brothers College are:
 - 19.4.1. safety for pedestrian movements by parents and students in Wakefield Street opposite the student entrance.
 - 19.4.2. U-turn manoeuvres on Wakefield Street
 - 19.4.3. lack of pedestrian friendly infrastructure on Ifould Street.
 - 19.4.4. vehicle speed limits on Wakefield Street.
- 20. Key Recommendations
 - 20.1. For Council:
 - 20.1.1. Investigate options for safer pedestrian movements by parents and students in Wakefield Street opposite the student entrance such as a PAC.
 - 20.1.2. Fill in the gap in the Wakefield Street central median to stop U-turn manoeuvres.
 - 20.1.3. Rearrange the car spaces in Wakefield Street with parallel parking to provide a formal 2-minute Kiss and Drop zone near the student entrance.
 - 20.1.4. New infrastructure on Ifould Street to change the priority of the street to a pedestrian friendly arrangement.
 - 20.1.5. Consider changing the posted speed in Wakefield Street between Frome Street and East Terrace from 50 km/h to a slower speed limit.
 - 20.2. For the School:

- 20.2.1. 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 addition to the school newsletter.
- 21. A draft concept plan identifying potential infrastructure improvements around Christian Brothers College has been prepared by the Administration ([Link 4](#)).

Gilles Street Primary School Travel Safety Review

- 22. The Gilles Street Primary School Draft School Travel Safety Review Report is contained within **Attachment E**.
- 23. Key findings from the review include:
 - 23.1. Gilles Street Primary School is a public school located on Gilles Street between King William Street and Pulteney Street that does not have an enrolment zone and has 301 students.
 - 23.2. Over 64 per cent of the students live in the City of Adelaide and 31 per cent of the students live in the inner suburbs of metropolitan Adelaide. The remaining students live in the outer suburbs.
 - 23.3. From the student travel survey:
 - 23.3.1. About 33 per cent walk to school and over seven per cent cycle to school.
 - 23.3.2. About 17 per cent of the students travel via public transport.
 - 23.3.3. The remaining 43 per cent of students are driven to school by car with similar percentages between the AM arrival and PM departure periods.
 - 23.4. Issues for pedestrian and vehicular movements around Gilles Street Primary School are:
 - 23.4.1. Pedestrian wait times at the signalised crossing on Gilles Street.
 - 23.4.2. Lack of compliance with the 25 km/hr speed limit during school peak hours.
 - 23.4.3. Vehicles parking over the bus bay in front of the school in Gilles Street.
- 24. Key Recommendations
 - 24.1. For Council:
 - 24.1.1. Install flashing lights with the existing school zone signs in Gilles Street.
 - 24.1.2. 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.
 - 24.2. For the School:
 - 24.2.1. Prepare a consolidated travel access guide for students and parents that would be promoted on the school website in a location that is easy to find, in addition to the school newsletter.
- 25. A draft concept plan identifying potential infrastructure improvements around Gilles Street Primary School (combined with Pulteney Grammar) has been prepared by the Administration ([Link 5](#)).
- 26. In the draft concept plan Gilles Street has been combined with Pulteney Grammar due to the proximity of the two schools.

North Adelaide Primary School Travel Safety Review

- 27. The North Adelaide Primary School Draft School Travel Safety Review Report is contained within **Attachment F**.
- 28. Key findings from the review include:
 - 28.1. North Adelaide Primary School is a public school located in North Adelaide on Tynte Street between O'Connell Street and Margaret Street, with an additional frontage to Gover Street.
 - 28.2. The school comprises Reception to Year 6 with an enrolment of 286 students with a maximum 330 student capacity.

28.3. The school enrolment area is zoned and includes all of the suburb of North Adelaide, parts of Ovingham, Fitzroy and Thorngate and Medindie, with over 44 per cent of the students living in North Adelaide, with 15 per cent in the adjacent suburbs to the Ring Road or in the city area of Adelaide.

28.4. From the student travel survey:

28.4.1. Over 70 per cent of students travel by car

28.4.2. Walk mode share is about 20 per cent

28.4.3. Travel by public transport is about 3.5 per cent

28.4.4. The number of students who travelled by bicycle or scooter was very low.

28.5. Issues for pedestrian and vehicular movements around North Adelaide Primary School are:

28.5.1. Car parking was limited during the 15-minute peak periods around both AM and PM peak times due to high occupancy.

28.5.2. Difficulty utilising angled carparking in Tynte Street for pick up and drop off.

28.5.3. Drivers observed making mid-block U-turn movements in Gover Street.

28.5.4. Vehicle speeds and failure to give way at the Gover Street emu crossing.

28.5.5. Security issues with the bicycle storage area.

29. Key Recommendations

29.1. For Council:

29.1.1. Convert the emu school crossing (red "CHILDREN CROSSING" flags displayed on red and white posts) to a koala crossing (red and white posts and two yellow alternating flashing lights) in Gover Street.

29.1.2. 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.

29.1.3. Implement changes to the timed angle parking within the vicinity of the school to improve availability of kerbside space for pick up and drop of.

29.1.4. Install additional signage and promotion of the school area for traffic approaching the school zones at the O'Connell Street and Lefevre Terrace end of Gover Street and Tynte Street.

29.2. For the School:

29.2.1. 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.

29.2.2. A consolidated promotional travel access guide for students and parents that would be promoted on the school website in a location that is easy to find, in addition to the school newsletter.

29.2.3. Note the security issues raised with the bicycle storage area and consider if improvements are required.

30. The report includes recommendations that are not being considered, which are:

30.1. Reconfiguration of the footpath and kerb in front of the former fire station entrance that is immediately west of the student entrance in Tynte Street to enable parking. This measure is not being considered as this is an existing vehicle crossing to a private property that must be maintained clear of parked vehicles.

30.2. Staff parking measures with the provision of permits for areas on Gover Street. This measure is not being considered as this is not considered a safety measure and CoA issues parking permits in accordance with council policies.

31. A draft concept plan identifying potential infrastructure improvements around North Adelaide Primary School has been prepared by the Administration ([Link 6](#)).

Pulteney Grammar School Travel Safety Review

32. The Pulteney Grammar School Draft School Travel Safety Review Report is contained within **Attachment G**.
33. Key findings from the review include:
 - 33.1. Pulteney Grammar School is a private school located on South Terrace between King William Street and Pulteney Street.
 - 33.2. The school has 876 students that accommodates students from Reception to Year 12 as well as an Early Learning Centre.
 - 33.3. The school does not have an enrolment zone and about 10 per cent of students live in the City of Adelaide, with 83 per cent of the students living in the inner metropolitan suburbs.
 - 33.4. From the student travel survey:
 - 33.4.1. In the AM period, 81 per cent of students travelled to school by car with 74 per cent in the PM period.
 - 33.4.2. Public transport usage was 12 per cent in the AM period and 20 per cent in the PM period.
 - 33.4.3. The walk and cycling modes were about 6-7 percent in the AM and PM periods.
 - 33.5. Issues for pedestrian and vehicular movements around North Adelaide Primary School are:
 - 33.5.1. Delays for pedestrians to wait to cross at the PAC signalised crossing in Gilles Street. (as was reported by Gilles Street Primary School)
 - 33.5.2. Vehicle speeds in South Terrace in the school zone area.
 - 33.5.3. Lack of availability of kerbside space for Kiss and Drop activity close to the school due to longer term parking controls and spaces being occupied.
34. Key Recommendations
 - 34.1. For Council:
 - 34.1.1. Review the signal timing at the signalised crossing and improve the pedestrian green light waiting time during school peak hours.
35. The report includes recommendations that are not being considered, which are:
 - 35.1. Installation of red-light cameras along South Terrace around the school zone area.
36. A draft concept plan identifying potential infrastructure improvements around Pulteney Grammar School (combined with Gilles Street Primary School) has been prepared by the Administration ([Link 5](#)).

St Dominic's Priory School Travel Safety Review

37. The St Dominic's Priory School Draft School Travel Safety Review Report is contained within **Attachment H**.
38. Key findings from the review include:
 - 38.1. St Dominic's Priory College is a private school located in North Adelaide on Molesworth Street between Mills Terrace and Hill Street. The school also has accesses at Barnard Street and Hill Street.
 - 38.2. The school has 1,226 students from Reception to Year 12.
 - 38.3. The St Dominic's Priory College does not have an enrolment area, and most students reside in inner Adelaide suburbs with clusters of students in Port Adelaide and Elizabeth that have special bus services to the school.
 - 38.4. From the student travel survey:
 - 38.4.1. The car mode share is 81 per cent in the AM period and 79 per cent in the PM period
 - 38.4.2. Public transport is used by 15 per cent of the students in the AM period and over 20 per cent the PM period

38.4.3. The bicycle mode share is less than three per cent and walk mode share is less than two per cent.

38.5. Issues for pedestrian and vehicular movements around the school are:

38.5.1. Double parking was continuous over a 20-minute period on Barnard Street. This exceeded 125m in length, reaching to the Mills Terrace intersection.

38.5.2. Angled carparking in Molesworth Street is difficult to navigate for school drop off / pick up.

38.5.3. Large crossing distances across Molesworth Street at the Hill Street intersection resulting in issues with pedestrian / vehicle conflicts.

38.5.4. Pedestrian behaviour crossing Molesworth Street and Barnard Street.

38.5.5. Staff parking on the nearby local streets (mostly Molesworth Street) with the time limit restrictions and limited spaces result in staff leaving classrooms to shift vehicles.

39. Key Recommendations

39.1. For Council:

39.1.1. Ban the right turn movements from Molesworth Street into Hill Street during peak periods.

39.1.2. Rearrange the car spaces in Molesworth Street with parallel parking to provide a formal 2-minute Kiss and Drop zone near the entrance to the student entrance.

39.1.3. Extend the existing Kiss and Drop area in Barnard Street for the junior school.

39.1.4. Provide a central median within the Molesworth Street corridor between Hill Street and Barnard Street. This could also be explored along Barnard Street.

39.1.5. Investigate the inclusion of further pedestrian crossings mid-block of Molesworth Street and Barnard Street. This could be integrated with a central median treatment.

39.1.6. 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.

39.2. For the School:

39.2.1. Prepare a consolidated travel access guide for students and parents that would be promoted on the school website in a location that is easy to find, in addition to the school newsletter.

40. The consultant's report includes recommendations that are not being considered, which are:

40.1. Provision of permits for staff in the local streets, mostly focused on the 4P sections on Molesworth Street. This measure is not being considered as this is not considered a safety measure and CoA issues parking permits in accordance with council policies.

41. A draft concept plan identifying potential infrastructure improvements around St Dominic's Priory School has been prepared by the Administration ([Link 7](#)).

42. Administration has submitted an application seeking Australian Government funding under the Safer Local Roads and Infrastructure - Tranche 2C for some of the works identified in the draft concept plan ([Link 8](#)). The outcome of the grant application has not yet been advised.

St Mary's College School Travel Safety Review

43. The St Mary's College Draft School Travel Safety Review Report is contained within **Attachment I**.

44. Key findings from the review include:

44.1. 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 the Adelaide CBD.

44.2. The College accepts students from all suburbs and has 686 students

44.3. From the student travel survey:

- 44.3.1. The students in Reception to Year 3 are mostly driven to school with five per cent walking home.
- 44.3.2. Over 82 per cent of students in Years 4 to 6 were driven to school with over 91 per cent of students picked up by car.
- 44.3.3. About 40 per cent of students in Years 10 to 12 used the car mode to travel home with this year group having the highest usage of public transport at 58 per cent.
- 44.3.4. The highest usage of public transport was for students in Years 7 to 9 at 36 per cent.
- 44.3.5. Cycling to the school was very low for all year groups.
- 44.4. Issues for pedestrian and vehicular movements around the school are:
 - 44.4.1. Reports of vehicles driving through red lights at the Franklin Street and Grote Street signalised Pedestrian Actuated Crossings (PAC).
 - 44.4.2. Queuing of vehicles in Franklin Street creating local traffic congestion.
 - 44.4.3. Parents and children not watching the traffic as they enter the roadway in Franklin Street.
 - 44.4.4. Drivers not complying with parking controls, either parking or stopping where they should not be, or parking for longer than the posted time limits.
 - 44.4.5. Long pedestrian waiting times at the crossings in Franklin Street and Grote Street.

45. Key Recommendations

45.1. For Council:

- 45.1.1. Implement school zones and corresponding the 25 km/hr speed limit conditions in Franklin Street.
- 45.1.2. Install overhead mast arm at the PAC in Grote Street.
- 45.1.3. Install measures such as a solid white line in Franklin Street to ban U-turn movements in Franklin Street.
- 45.1.4. Install built-out islands or extension at the signalised crossing in Grote Street to prevent vehicles from travelling on cycle lane and road shoulder to bypass traffic queues from West Terrace.
- 45.1.5. Convert the no stopping parking control at the indented bay west of the PAC in Grote Street to a Kiss and Drop area.
- 45.1.6. Review the signal timing at the signalised crossing in Grote Street and Franklin Street to reduce pedestrian waiting time.

46. The report includes recommendations that are not being considered, which are:

- 46.1. Install red light cameras at the signalised crossings in Franklin Street and Grote Street.

47. A draft concept plan identifying potential infrastructure improvements around St Mary's College School has been prepared by the Administration ([Link 9](#)).

48. CoA has submitted an application seeking Australian Government funding under the Safer Local Roads and Infrastructure - Tranche 2C for some of the works identified in the draft concept plan ([Link 10](#)). The outcome of the grant application has not yet been advised.

Sturt Street Community School Travel Safety Review

49. The Sturt Street Community School Draft School Travel Safety Review Report is contained within **Attachment J**.

50. Key findings from the review include:

- 50.1. Sturt Street Community School is located on Sturt Street between West Terrace and Whitmore Square and has 191 students.

- 50.2. The school does not have an enrolment zone and includes all suburbs in metropolitan Adelaide, however over 55 per cent of the students live in the City of Adelaide.
- 50.3. From the student travel survey:
 - 50.3.1. 68 and 61 per cent using the car mode in the AM and PM periods respectively.
 - 50.3.2. Four per cent of students travel to school by public transport in the AM period and seven per cent from school in the PM.
 - 50.3.3. The walk mode share is 22 and 26 per cent in the AM and PM periods respectively.
 - 50.3.4. Travel to school by bicycle and scooters is six per cent.
- 50.4. Issues for pedestrian and vehicular movements around the school are:
 - 50.4.1. Vehicle speeds around the school.
 - 50.4.2. Lack of patrolling and enforcement by police.
 - 50.4.3. The need to review the waiting area at the intersection of West Terrace and Sturt Street.
 - 50.4.4. Lack of a formal Kiss and Drop zone in Sturt Street near the school entrance.

51. Key Recommendations

51.1. For Council:

- 51.1.1. Implement a formal Kiss and Drop area near the school entrance in Sturt Street.
- 51.1.2. Implement a 25 km/hr school zone in Sturt Street with Council discussions and approval from DIT.
- 51.1.3. Review and improve the traffic signal phasing and infrastructure at the intersection of West Terrace and Sturt Street to address conflict between pedestrians and vehicles.

51.2. For the school:

- 51.2.1. Request increased police enforcement for speeding in Sturt Street and to prevent and address the anti-social and homeless activity in the area.

52. The report includes recommendations that are not being considered, which are:

- 52.1. Install red light cameras at the signalised crossing on Sturt Street.

53. A draft concept plan identifying potential infrastructure improvements around Sturt Street Community School has been prepared by the Administration ([Link 11](#)).

University Senior College School Travel Safety Review

54. The University Senior College Draft School Travel Safety Review Report is contained within **Attachment K**.

55. Key findings from the review include:

- 55.1. The University Senior College comprises years 10 to 12 and is located in two campuses, one on Kintore Avenue near Victoria Drive, and the other on North Terrace at Gawler Place.
- 55.2. The school has 471 students with the majority living outside the City of Adelaide area.
- 55.3. From the student travel survey:
 - 55.3.1. The majority of students use public transport to travel to and from the school with 75 per cent in the AM arrival period and 90 per cent in the PM departure period.
 - 55.3.2. Travel by car is 23.5 per cent in the AM arrival period and 8.3 per cent in the PM.
 - 55.3.3. Travel to school by bicycle and scooters is 1.5 per cent.
- 55.4. Issues for pedestrian and vehicular movements around the school are:
 - 55.4.1. Safety for walking along footpaths in the city streets with trip hazards, in particular along Kintore Avenue.

- 55.4.2. Risks for incidents between pedestrians and vehicles entering and exiting the U-Park in Gawler Place at the entrance of the Gawler Place campus.
- 55.4.3. Traffic entering the University of Adelaide at Gates 11, 12 and 13 often do not give way to pedestrians and are travelling too fast.
- 55.4.4. The U-Park parking facility in Gawler Place attracts anti-social behaviour in the stairwells and on the street.

56. Key Recommendations

56.1. For Council:

- 56.1.1. Review the condition of footpaths along Kintore Avenue.
- 56.1.2. Install warning signs at the entrance and exit of the U-Park in Gawler Place.
- 56.1.3. Council to follow up on security issues reportedly associated with the Gawler Place U-Park entrance and stairwells.
- 56.1.4. Prepare a promotional brochure about public transport and safe cycling routes to Adelaide CBD.

- 57. A draft concept plan identifying potential infrastructure improvements around University Senior College has been prepared by the Administration ([Link 12](#)).

School Zone Speed Limit

- 58. The City of Adelaide requires DIT approval for the installation of school zones that do not meet the requirements of the Department's Code of Technical Requirements and the Speed Limit Guideline of South Australia (the Guideline).
- 59. DIT approval is required for the proposed new and altered school zones as the Guideline does not permit school zones on roads which function as a major traffic route, or are multi-laned, or are near a signalised intersection, or are near a pedestrian actuated crossing, and requires school zones to be as kept as short as practicable.
- 60. DIT are currently rolling out new 40km/h time-based school speed limits across South Australia in a phased approach, with the first phase starting from mid-2025 which are specifically targeted for schools on busy roads which may not meet the DIT criteria for a '25 km/h when children present' school zone [Link 13](#).
- 61. The Administration has requested further details on proposed locations for the DIT 40 km/h school speed limits project.
- 62. The 40 km/h school zone speed limits are not currently included in the Speed Limit Guideline of South Australia and require DIT approval prior to installation.

Next Steps

- 63. The City of Adelaide Draft 2025/26 Business Plan and Budget includes \$150,000 allocated for the School Safety Implementation Project.
- 64. The following next steps are proposed for the implementation of the recommendations of the School Travel Safety Reports:
 - 64.1. A consultant has been engaged to undertake a Safe System Assessment for the draft concept plans to identify any improvements or additional measures.
 - 64.2. Consult directly with each school on the infrastructure improvements identified in the draft concept plans.
 - 64.3. Prepare an implementation plan with prioritisation and costings for the infrastructure improvements around each of the schools.
 - 64.4. As a priority measure, implement school zone speed limits around each school in consultation with DIT.

64.5. Progress Infrastructure improvements and implementation as funding becomes available.

DATA AND SUPPORTING INFORMATION

- Link 1** - [Draft concept plan – Adelaide Botanic High School Infrastructure Improvements](#)
 - Link 2** - [Draft concept plan – Adelaide High School Infrastructure Improvements](#)
 - Link 3** - [Draft concept plan – Christian Brothers College Junior Campus](#)
 - Link 4** - [Draft concept plan – Christian Brothers College Senior Campus](#)
 - Link 5** - [Draft concept plan – Gilles Street Primary School and Pulteney Grammar School](#)
 - Link 6** - [Draft concept plan – North Adelaide Primary School](#)
 - Link 7** - [Draft concept plan – St Dominics School](#)
 - Link 8** - [Draft concept plan – St Dominics School with Grant Application Scope Clouded](#)
 - Link 9** - [Draft concept plan – St Mary's School](#)
 - Link 10** - [Draft concept plan – St Mary's School with Grant Application Scope Clouded](#)
 - Link 11** - [Draft concept plan – Sturt Street Community School](#)
 - Link 12** - [Draft concept plan - University Senior College Infrastructure Improvements](#)
 - Link 13** - [DIT 40 km/h school speed limits project information](#)
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ATTACHMENTS

- Attachment A** – Adelaide Botanic High School Travel Safety Report
- Attachment B** - Adelaide High School Travel Safety Report
- Attachment C** - Christian Brothers College Junior Campus School Travel Safety Report
- Attachment D** - Christian Brothers College Senior Campus School Travel Safety Report
- Attachment E** - Gilles Street Primary School Travel Safety Report
- Attachment F** - North Adelaide Primary School Travel Safety Report
- Attachment G** - Pulteney Grammar School Travel Safety Report
- Attachment H** - St Dominics School Travel Safety Report
- Attachment I** - St Mary's School Travel Safety Report
- Attachment J** - Sturt Street Community School Travel Safety Report
- Attachment K** - University Senior College School Travel Safety Report

- END OF REPORT -