



Pulteney Grammar School

School Travel Safety Review – Draft Report

City of Adelaide

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240706 Pulteney Grammar School | School Travel Safety Review – Draft Report



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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.



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.



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

Pulteney Grammar School is located on Gilles Street in Adelaide city centre on the block bounded by Gilles Street, Symonds 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.

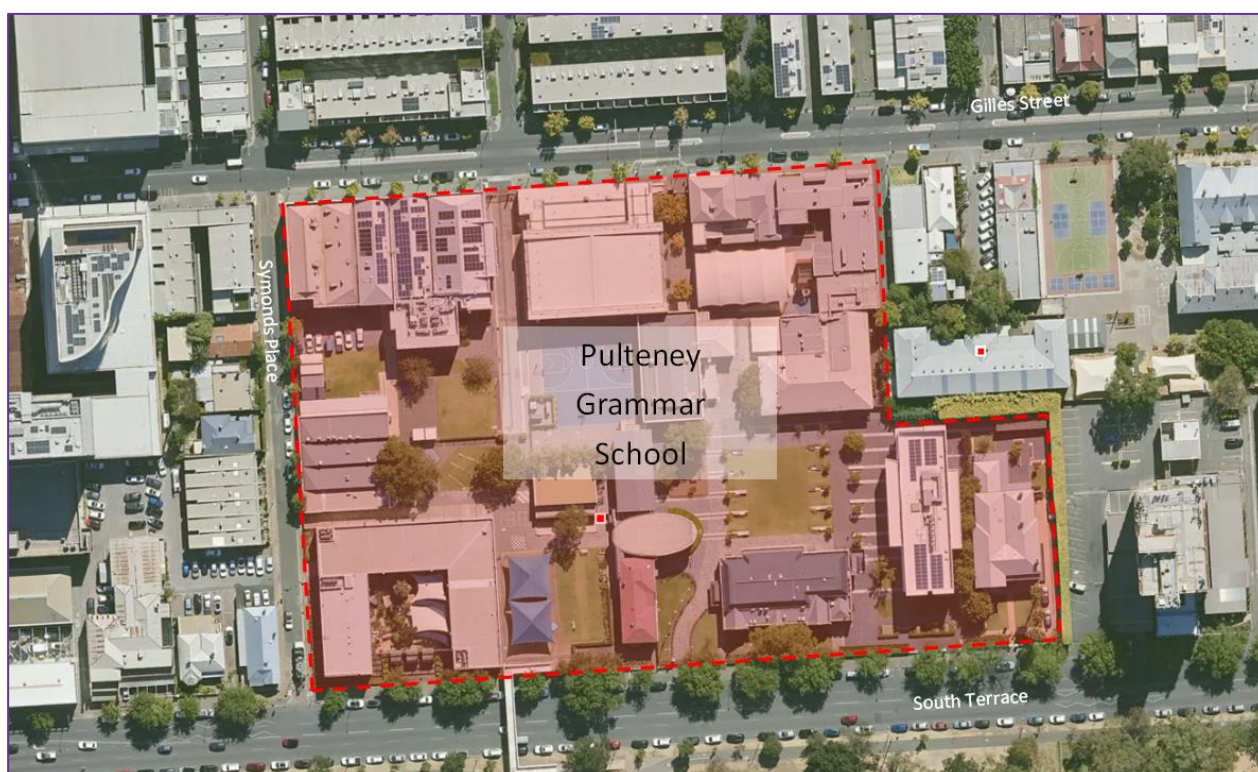


Figure 1.1 Pulteney Grammar School Location

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.



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.

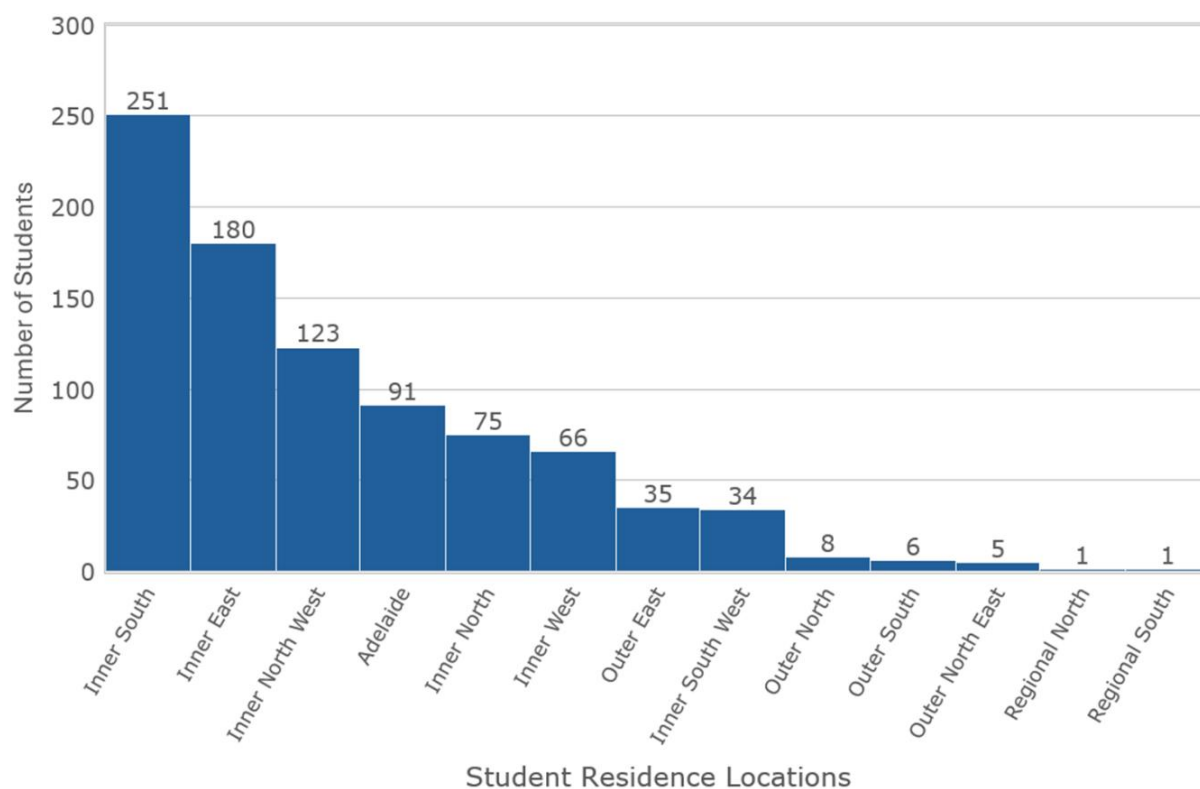


Figure 2.1 Pulteney Grammar School Student Residence Location Analysis

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

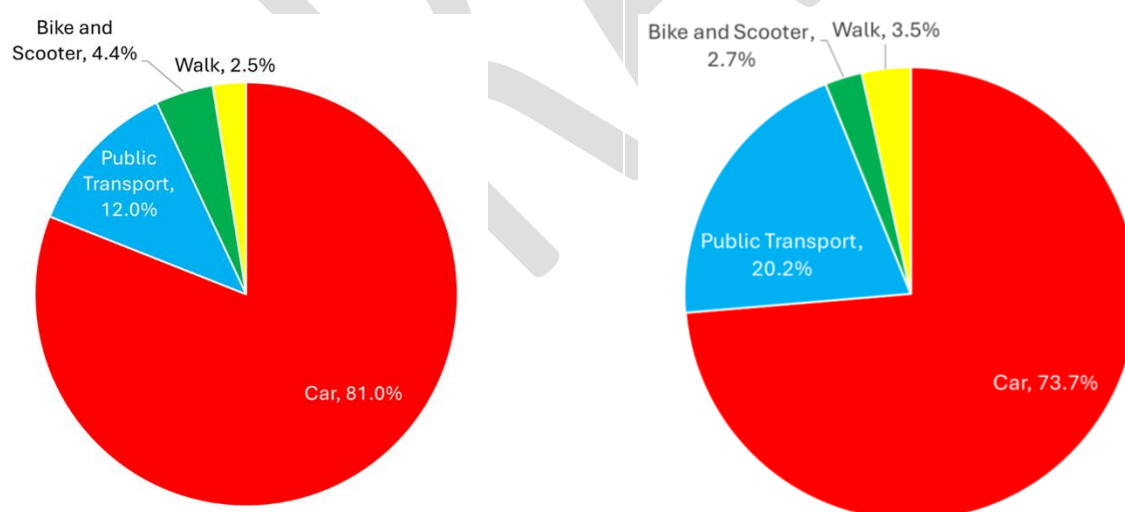
The existing school travel activity to and from the Pulteney Grammar School was reviewed through site observations, a Hands-up travel mode survey to determine the existing school transport modes and a staff travel survey to confirm their travel to work modes on typical workdays. A copy of the survey 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 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 walked 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.

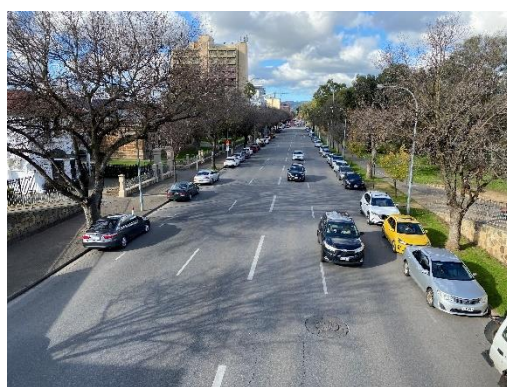
Sealed footpath is along the northern side of the road, while there is a shared user path along the southern side.

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.

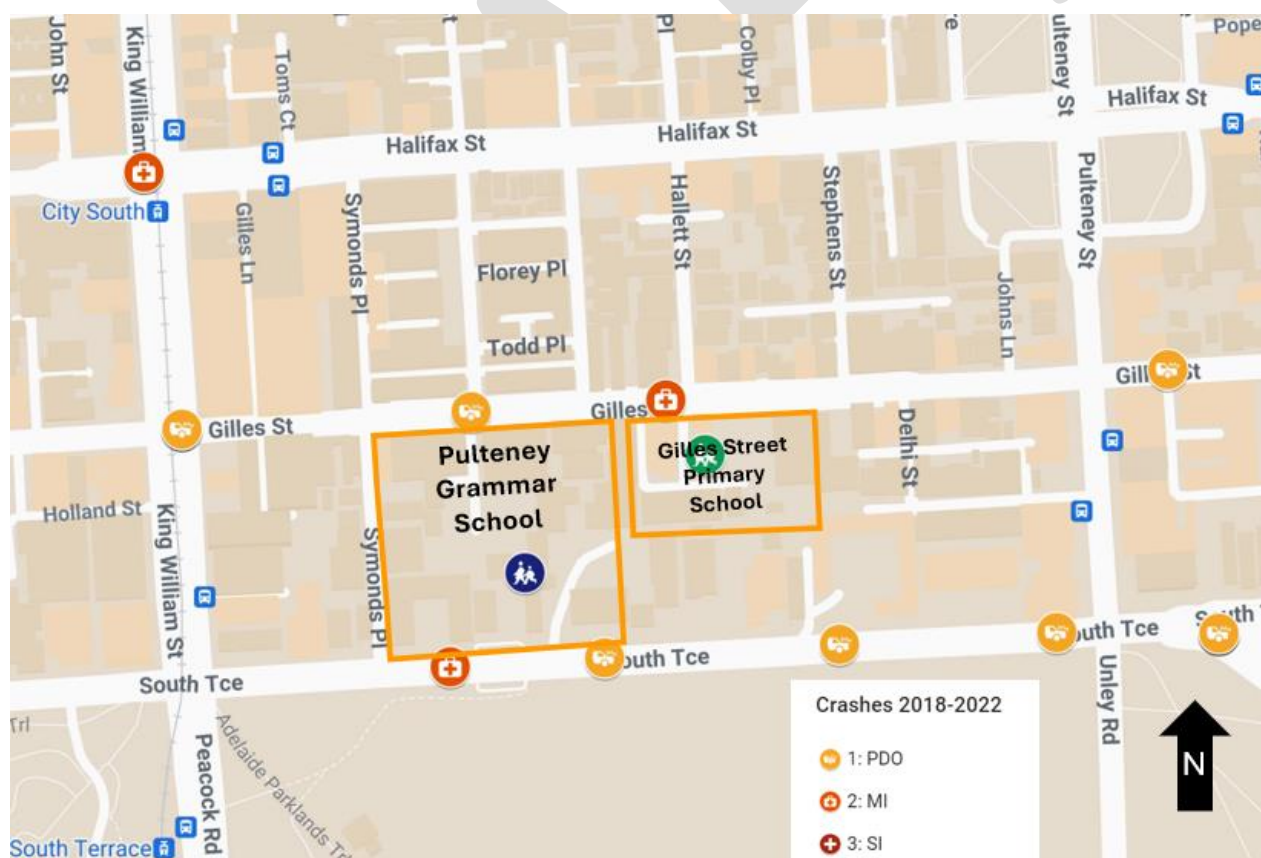


Figure 2.5 Crash History near Pulteney Grammar School



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.

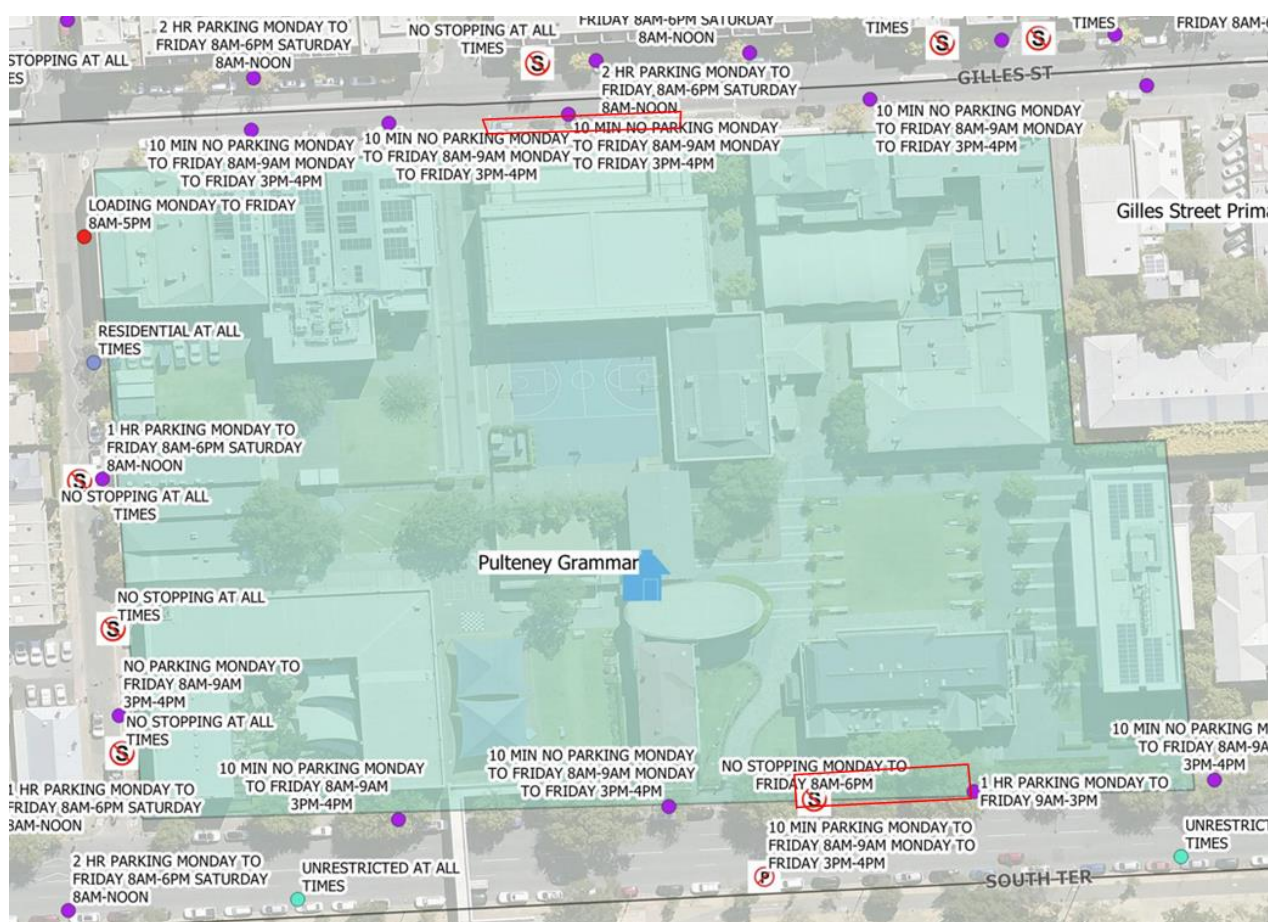


Figure 2.6 On-street Parking and Kiss and Drop Areas for Pulteney Grammar School

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.

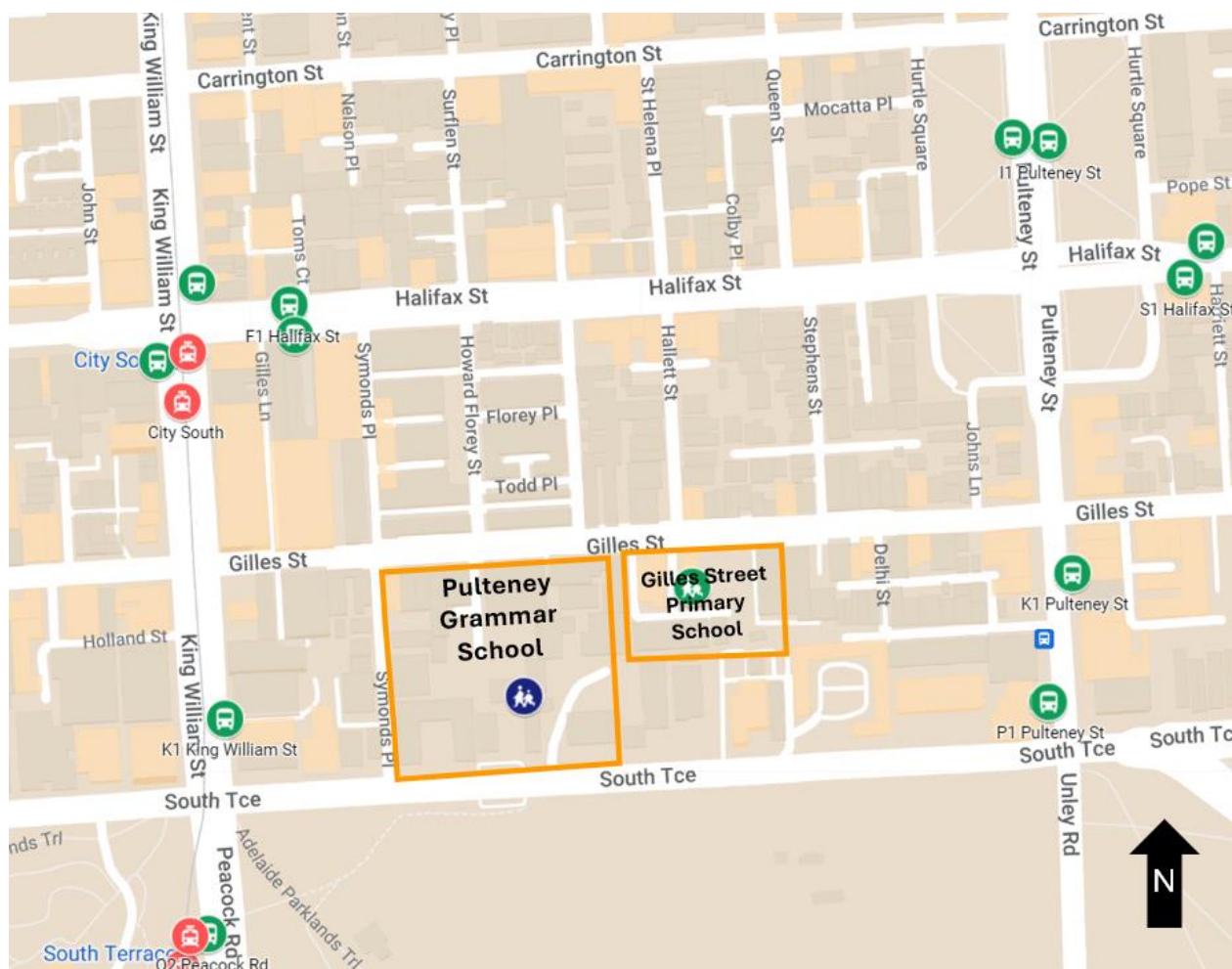


Figure 2.7 Public Transport Services to Pulteney Grammar School

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.

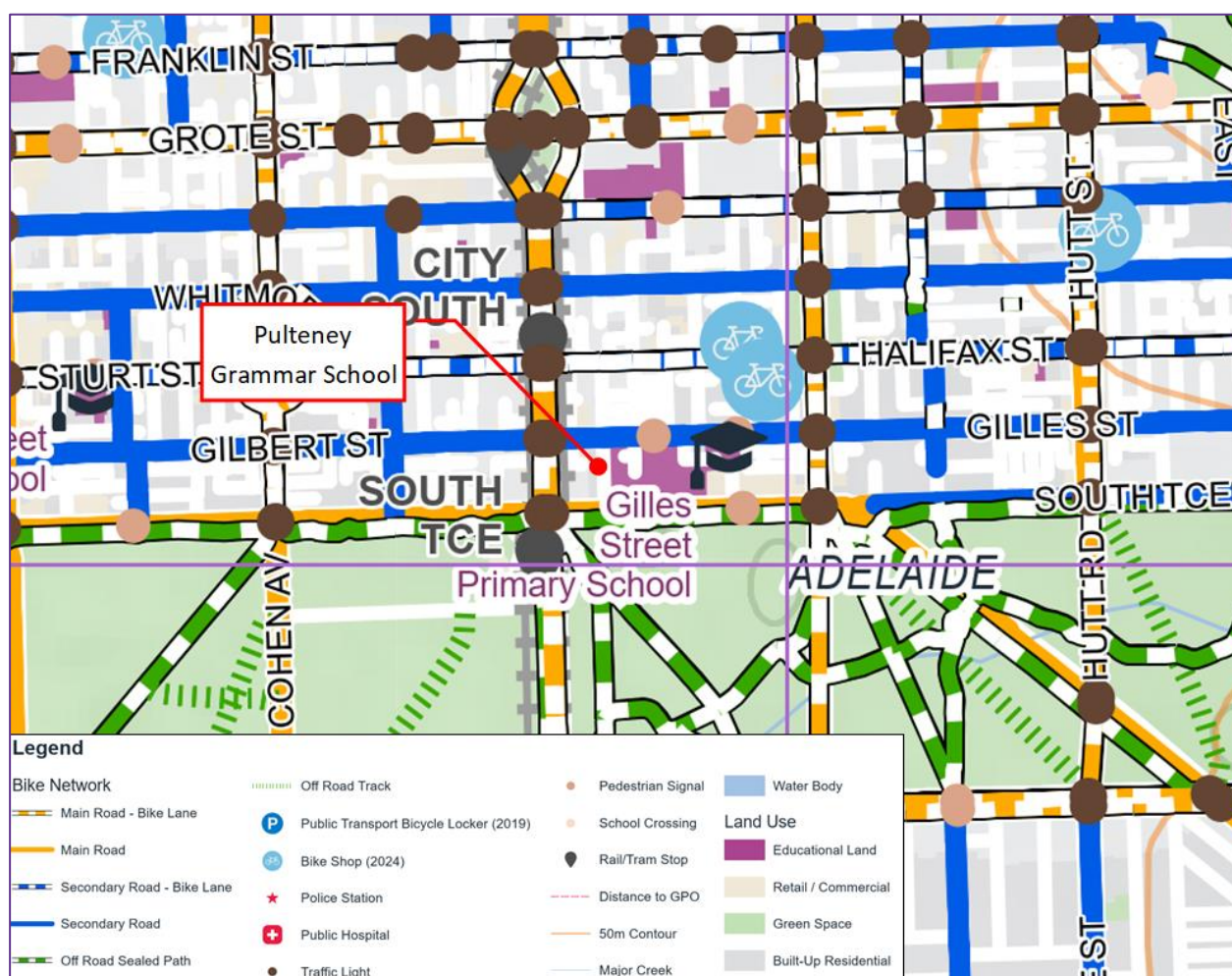


Figure 2.8 Cycling Network to Pulteney Grammar School

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.

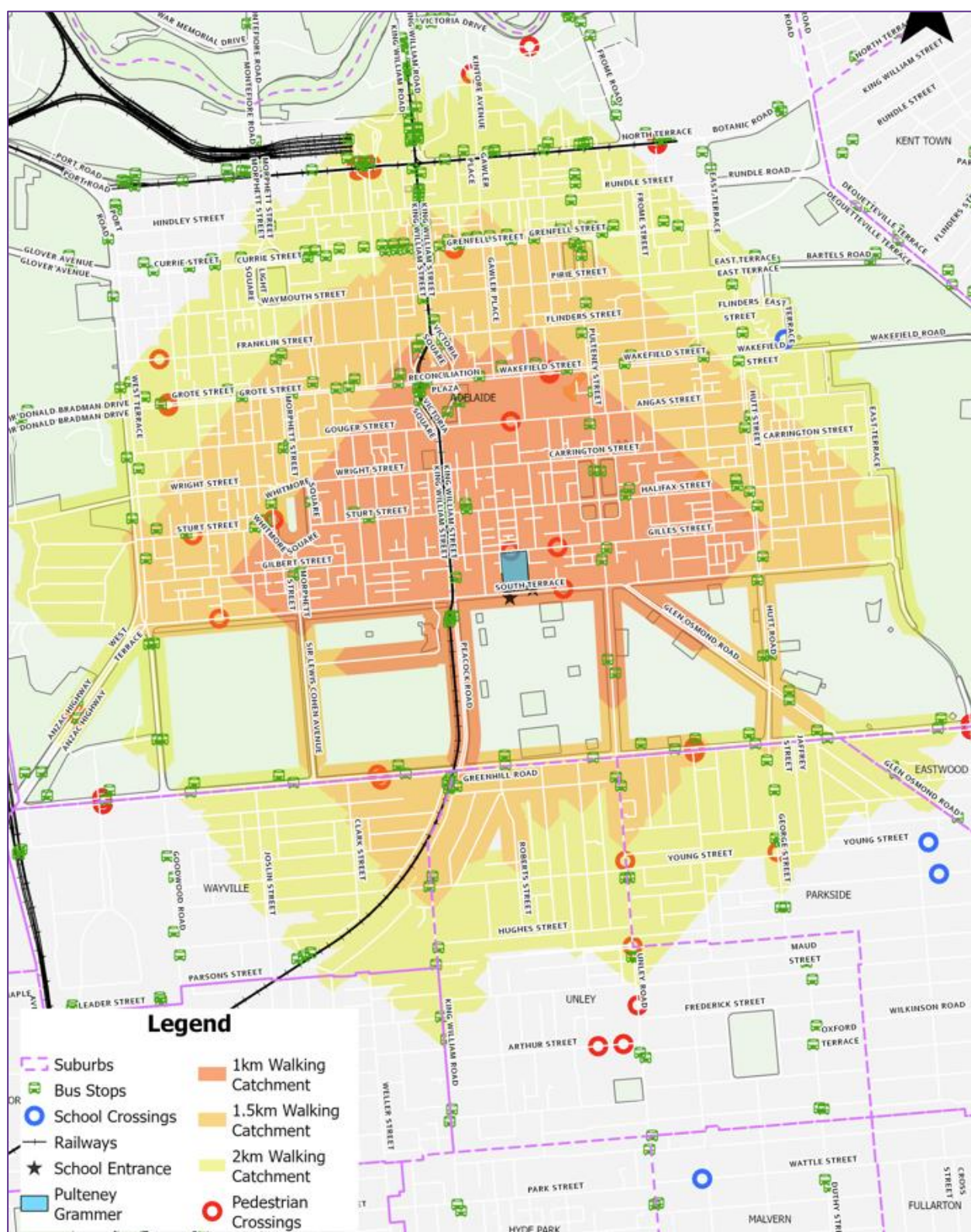


Figure 2.9 Walkable Access Catchment to Pulteney Grammar School



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.



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



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.



Appendix A – Student Travel Survey Form

 CITY OF ADELAIDE		
School Travel Survey for Students		
School:		Pulteney Grammar School
<i>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.</i>		
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		
<i>Please ask the students with a 'hands-up' survey in the classroom.</i>		
AM Period Travel		
<i>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".)</i>		
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		
<i>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".)</i>		
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)		