



Sturt Street Community School

School Travel Safety Review – Draft Report

City of Adelaide

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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.



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

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.

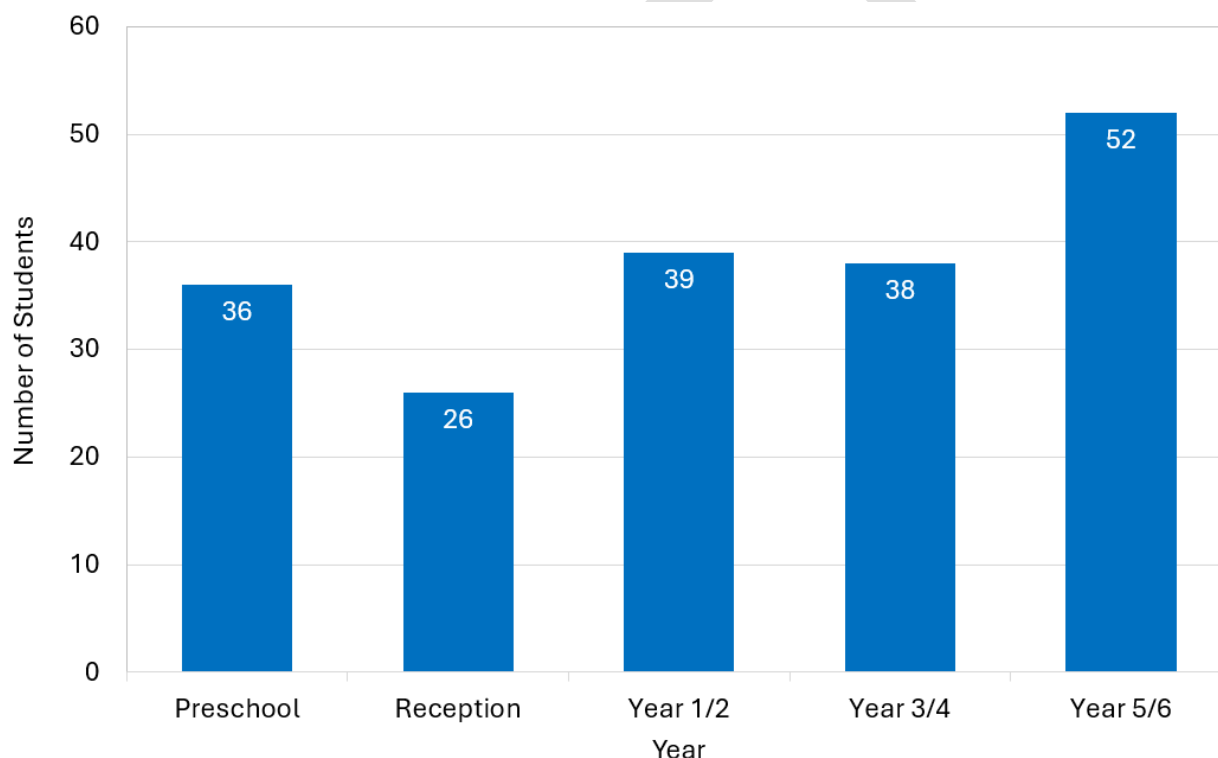


Figure 2.1 Sturt Street Community School Student Enrollment in May 2024 by Year



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.

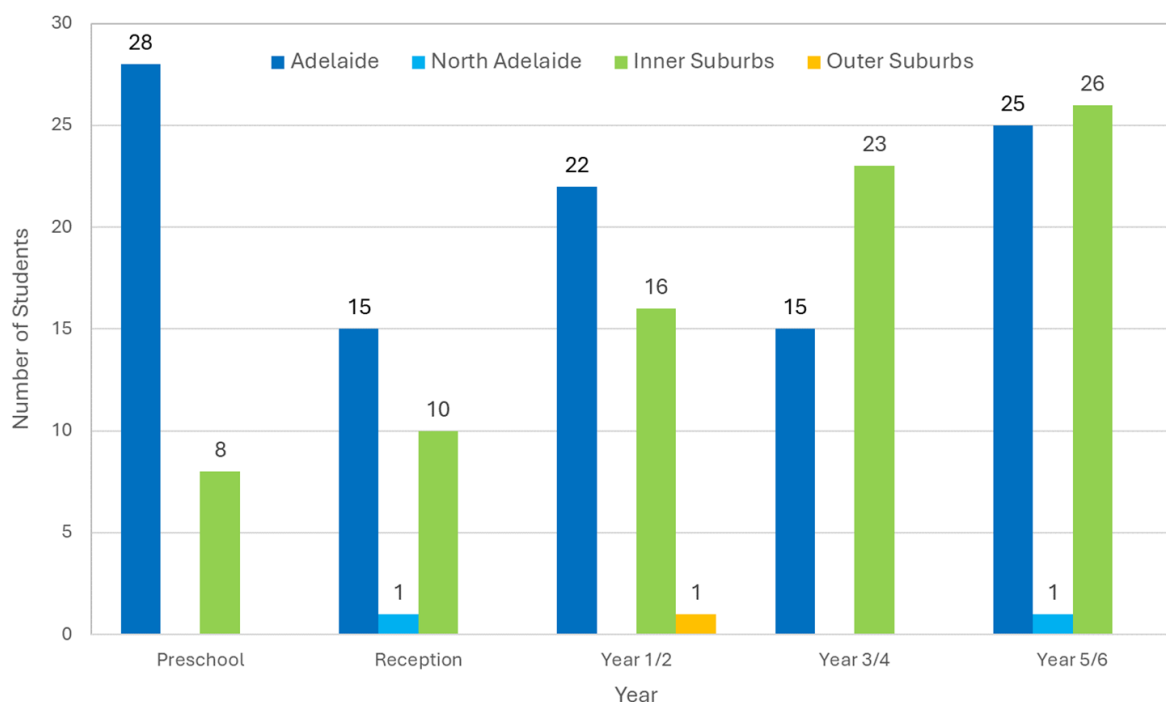


Figure 2.2 Sturt Street Community School Student Residence Location Analysis

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 off 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.

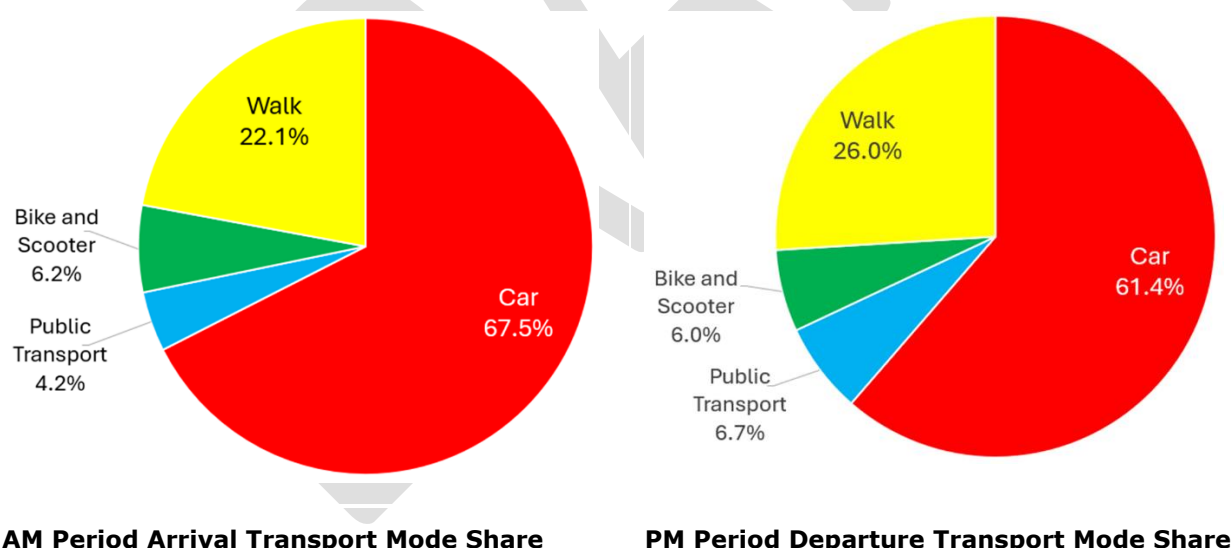


Figure 2.3 Sturt Street Community School Student Transport Mode Shares in May 2024



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.

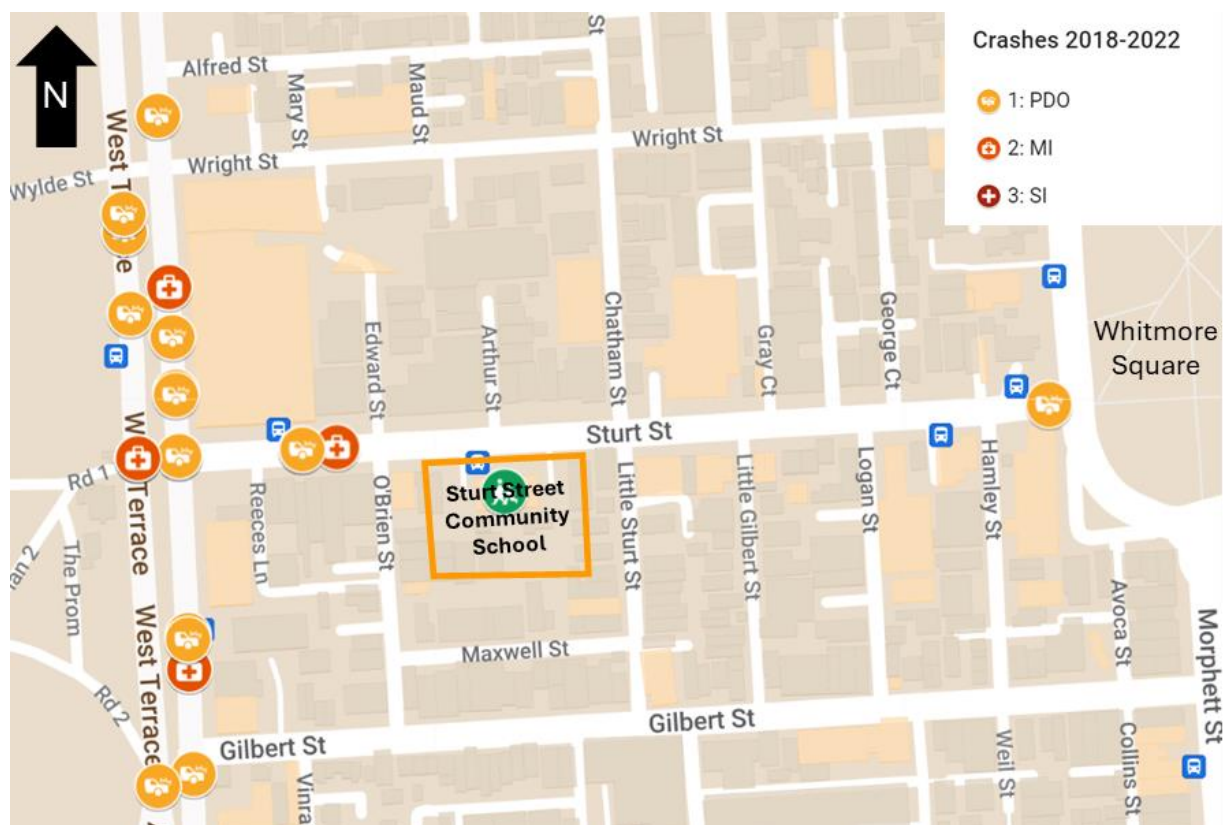


Figure 2.5 Crashes from 2018-2022 near the Sturt Street Community School



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.

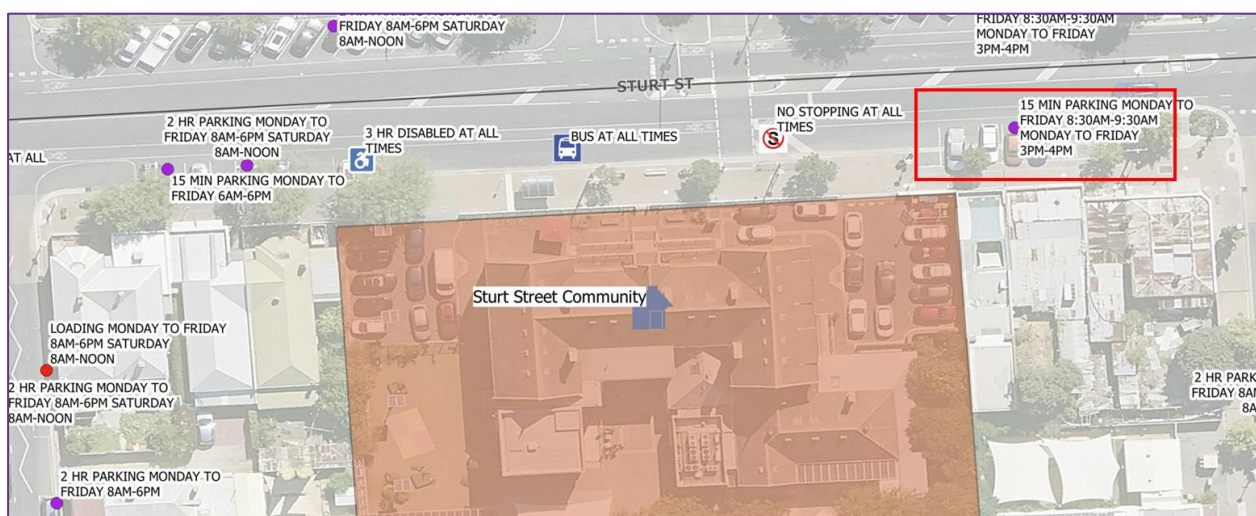


Figure 2.6 On-street Parking and Kiss and Drop Areas for Sturt Street Community School

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.

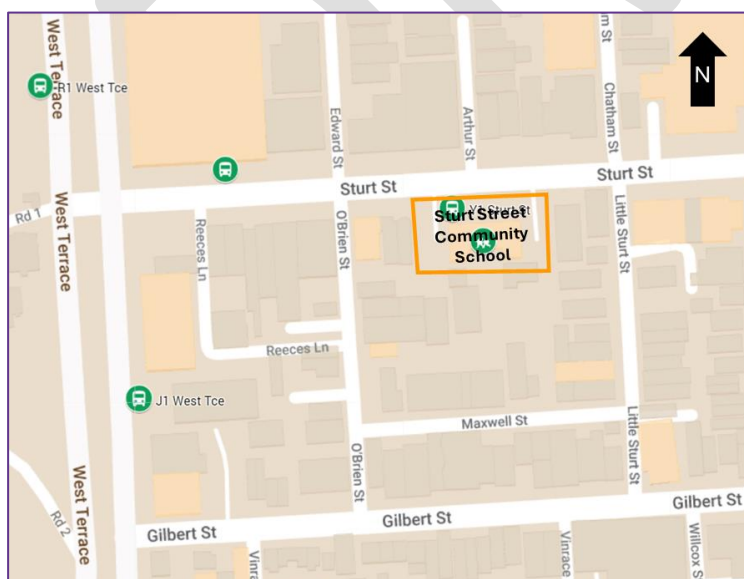


Figure 2.7 Public Transport Stops at Sturt Street Community School



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.

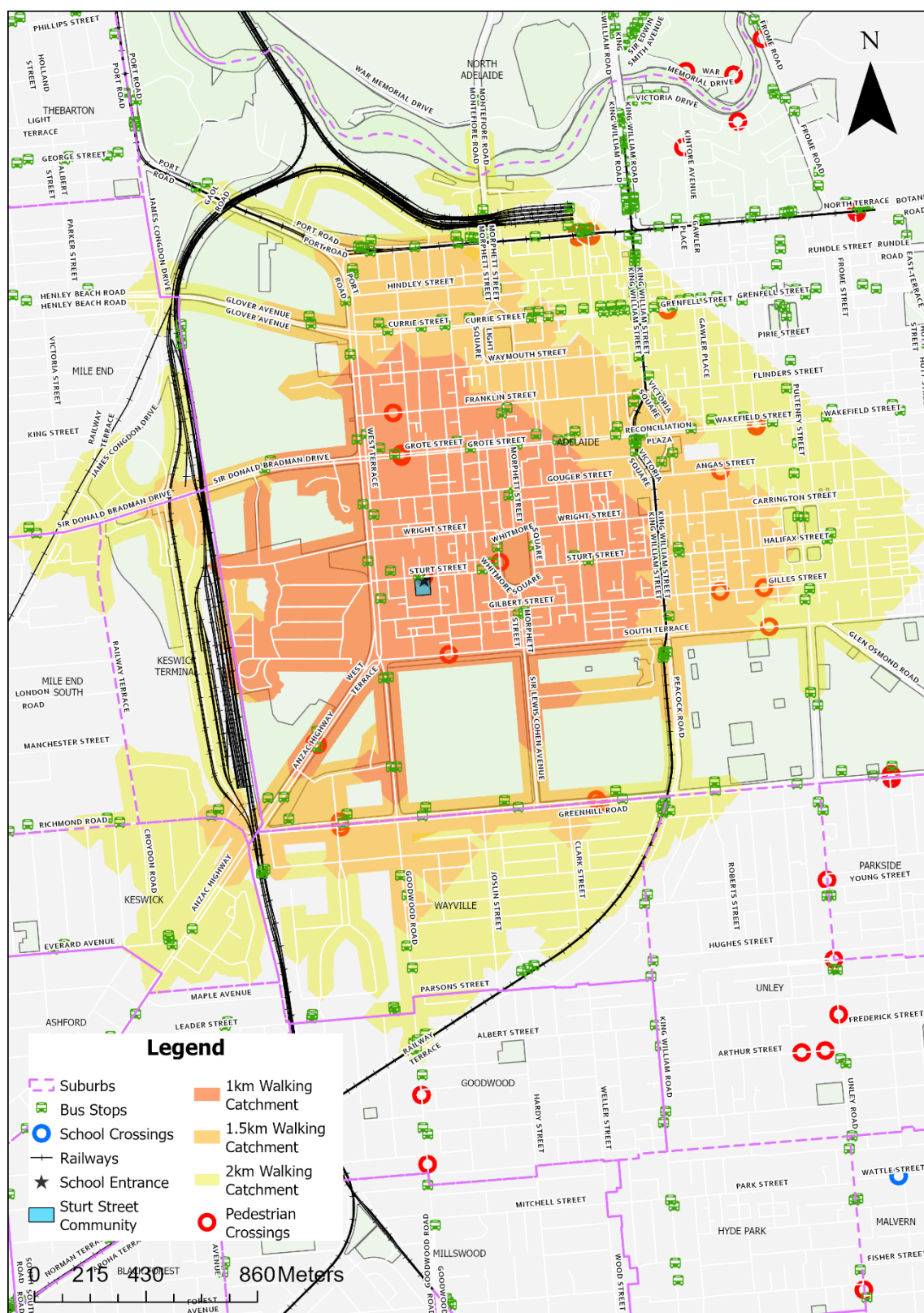


Figure 2.9 Walkable Access Catchment to Sturt Street Community School



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.

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 areas 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.

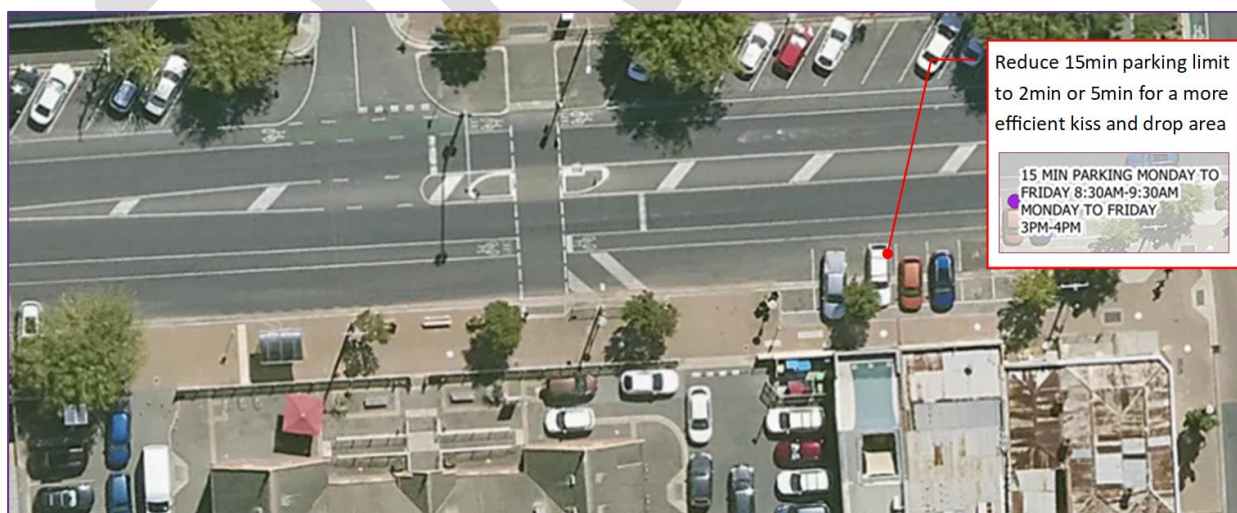


Figure 4.1 Parking Time Limit at Drop Off Area in Sturt Street



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.



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:		Sturt Street Community 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 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 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)		