



Adelaide High School

School Travel Safety Review – Draft Report

City of Adelaide

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Executive Summary

Overview

Adelaide High School (AHS) is a State Government public school that is located on the western side of West Terrace south of Glover Avenue. The school enrolment in Term 2 2024 was for 1,554 students.

The AHS catchment boundary area includes all the City of Adelaide and parts of the City of Prospect, Town of Walkerville, City of Norwood Payneham & St Peters Council, City of Unley, City of West Torrens Council and City of Charles Sturt. AHS shares an enrolment zone with Adelaide Botanic High School which allows parents within the zone to nominate their preferred city high school. Where demand from families living in the shared area exceeds places available, applications will be ranked and if necessary, students may be shared between the two high schools.

Key Findings

In Term 2 2024, 144 students lived in the City of Adelaide which was 7.8 per cent of the students in the six years. 1,602 students or 86.4 per cent of the students lived in the inner suburbs mostly within the enrolment area. 109 students lived in the outer suburban Councils that are not in the enrolment area.

From the student transport mode surveys, the PM departure period had nine per cent more students using public transport than in the AM period, and 11 per cent fewer using private vehicles. This result is likely because parents drop 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. Travel via bike, scooter and walking remained fairly similar within both peak periods.

Key insights from the student transport survey results are:

- Six per cent more students were driven to school in Years 7 to 9 than in Years 10 to 12.
- Travel by train was the highest transport mode for all students at about 46 per cent in the AM period and 53 per cent in the PM period. Nine per cent more students in Years 10 to 12 travelled by train than Years 7 to 9 in the AM period and six per cent more students in Years 10 to 12 travelled by train than Years 7 to 9 in the PM period.
- About 10 to 12 per cent students travelled by bus with little difference between year groups.
- Cycling to school was up to five per cent for Years 7 to 9 and about two per cent for Years 10 to 12.
- Walking to school was under four per cent of the students in the AM period and about five per cent in the PM period for all year groups.

Issues for pedestrian and vehicular movements at AHS are summarised as follows:

Glover Avenue

Double Parking on Glover Avenue

The existing kiss and drop area present inadequate capacity issues and increased likelihood factors of rear end crashes. During site observations, this behaviour was not enforced. One must not forget the importance of movement on Glover Avenue and high function it provides for east-west connectivity from/to the CBD.

Shared use path obstruction in Glover Avenue

Minor Issues of pedestrian storage/queuing at the bus stop encroaches onto the Shared use path, potentially presenting issues for cyclist and pedestrian conflict.



Uncontrolled Pedestrian Movements crossing Glover Avenue

Minor instances of pedestrians crossing Glover Avenue to travel to/from the school without using the signalised crossing at West Terrace. This involves crossing over a significant distance with more than four lanes of traffic and exposure to vehicle speeds over 50 km/h.

Service Road with Egress onto West Terrace

Vehicles traversing across four lanes of West Terrace, to travel to Waymouth or perform a U-turn manoeuvre, presents increased likelihood factors for right angle crashes.

West Terrace

Shared Use Path Obstruction/School Bus Stop in West Terrace

The school bus stop located adjacent to the main entrance to the school is unsealed resulting in an obstructed shared use path along West Terrace.

Missing or Faded Line marking at the access roads on West Terrace

Observations indicated faded and absent line marking in some locations along the shared use path on West Terrace.

Pedestrian Safety at West Terrace/Glover Avenue and Currie Street

Movements for vehicles were prioritised over the safe movement for students who choose to walk & cycle from the school during the PM peak periods. Due to the school's location and the overall volume of student enrolments at AHS, results in a high concentration of students fixed to a north/northeast travel pattern. This results in extreme road safety concerns for pedestrians wishing to store and cross at the intersection of West Terrace/Glover Avenue and Currie Street, which acts as the main issue for the school.

With regards to a DIT policy for installing a pedestrian scramble crossing, the maximum allowable crossing distance is 35 m, and for this intersection would require significant geometric alterations which is 55 m at this West Terrace intersection which will likely reduce the number of vehicle lanes on West Terrace, Glover Avenue and Currie Street respectively. Unless the future cross section for West Terrace was to change significantly, this type of crossing is not recommended.

Key Recommendations

The key recommendation to improve school travel safety are summarised as follows:

Glover Avenue

- Create a separate storage area between the bus stop and the shared use path that is known as the floating bus stop. This will provide separation between cyclists on the shared use path, pedestrians and the students waiting to be collected at Stop X1.
- Implement corralling measures such as landscaped medians (e.g West Terrace) or physical obstructions on Glover Avenue from West Terrace to the Karen Rolton Oval access.

Service Road

- a) Consider Keep Clear adjacent to the service road to accommodate for safe unobstructed movements to the right turn lane onto Waymouth Street. This would reduce the right-angle crash likelihood factors, however, not eliminate them.
- b) Consider restricting movements to left in/left out movements only through physical infrastructure. This may cause inadvertent impacts by restricting the southbound desire lines resulting in the service road no longer being an attractive kiss and drop area for parents. By restricting movements to Left in/Left out, additional pressure may also be placed on Glover Avenue for kiss and drop, which already has demonstrated issues during peak periods.



- c) As suggested by the AHS staff, a new public road could be built to assist with a one-way (westbound) configuration for the service road. This option would need to be tested for feasibility due to the associated benefits/cost of constructing a public road, changing existing road cross sections, and addressing the likely impacts at the intersection of Sir Donald Bradman Drive. Liaison would also need to be sought with the relevant stakeholders to consider this (Adelaide Comets, Parklands Authority etc.)

West Terrace

- a) The existing bus stop appears to be limited in terms of sealing due to the proximity of the high-pressure gas main. However, this should be explored further to ensure that a DDA compliant bus pad could be feasible for students at this location. Similar to the Glover Avenue opportunity, a floating bus stop could also be considered.
- b) The bus stop could be relocated further north to the formal Stop X1 on West Terrace, which is considered within an acceptable walking distance from the school (less than 150 m).
- c) The stop for the school special bus could be relocated to use the entrance slip road on the school grounds in front of the main entrance.

West Terrace School Access

- Re-line mark the existing shared use path adjacent to the school to ensure adequate delineation and definition in accordance with DIT Pavement Marking Manual. Give Way holding line to be placed at the entry to the school access road to supplement the existing Give Way sign, reducing vehicle/cyclist and pedestrian confusion.

West Terrace/Glover Avenue/Currie Street

- a) Additional storage areas can be accommodated for on the southeast and southwest corner of the intersection to avoid pedestrian spillage onto the vehicle carriageway. Corraling measures, such as bollards or fencing, could be introduced on the southeastern intersection leg to replicate what were done on the southwestern leg. This recommendation should not be considered in isolation, as queuing and delays to pedestrian movements would still need to be managed.
- b. New phase time arrangement is to be explored during PM school peak periods to increase pedestrian green time for all intersection legs. This will need to be managed with DIT's Network Management Services (NMS) to ensure they are aware of the vehicle impacts. This recommendation would still not solve the capacity issues for pedestrian storage as per recommendation above.
- c. A recommendation for a pedestrian bridge could be considered suitable if a. and b. do not yield the intended improvements for pedestrian safety. A bridge spanning Glover Avenue would be suggested due to the lack of space on the eastern side of West Terrace. This would assist in diluting pedestrians away from the West Terrace intersection and provide uninterrupted North-South movements across from/to the school.

Glover Avenue

- Implementing an effective enforcement strategy or reconsidering the placement of kiss and drop facilities adjacent to Glover Avenue should be considered to prevent double parking.

West Terrace Intersection

- Based on the lack of meaningful options for improving amenities for pedestrians at this intersection it is recommended that a movement strategy is developed. This should be performed by undertaking origin destination surveys of students to determine formal desire lines. Based on the outcomes of this strategy, a 'green wave' approach could be then accommodated during the peak periods which supports uninterrupted movements for students and pedestrians. The green wave occurs when a series of traffic lights, that is usually three or more, are coordinated to allow continuous traffic flow over several intersections in one main direction.



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

Adelaide High School is located on the southwest corner of West Terrace and Glover Avenue within the Adelaide Park Lands. The school site and the existing surrounding environs are shown in Figure 1.1.



Figure 1.1 Adelaide High School Location

North Adelaide Primary School has the main student entrance on Tynte Street and a rear access from Gover Street as shown in Figure 1.2.



Main student entrance is provided with access from West Terrace.



Vehicles and pedestrians can enter the side entrance with access from West Terrace.

Figure 1.2 Entrance to Adelaide High School



2 Existing Conditions

The section provides the analysis of the existing school operations, the student population and travel patterns and an overview of transport access to the school by all transport modes.

2.1 School Operations

Adelaide High School (AHS) is a State Government public school that comprises Years 7 to 12. The school office hours are consistently from 8 am to 4 pm. Bell times are staged on most days for Years 7 to 10 with an earlier start and finish, and Years 11 to 12 students have a later start and finish). Bell times are the same for all years on Wednesday's due to professional learning placeholders for AHS staff. Bell times are based on the timetable times that vary by day of the week as shown in Figure 2.1.

	Monday	Tuesday	Wednesday	Thursday	Friday
Lesson 1 (7-10) 8:30 – 9:20 AM	6 50	7 50	8:30 – 9:20 AM 3 50	2 50	1 50
Lesson 2 9:20 – 10:35AM	2 75	5 75	9:20 – 10:10AM 4 50	7 75	4 75
Recess 10:35 – 11:05AM			10:10 – 10:40AM		
Lesson 3 11:05 – 12:25PM	4 80	2 80	10:40 – 11:55AM 6 75	3 80	7 80
Lesson 4 12:25 – 1:00PM	MG	MG	11:55 – 1:10PM 1 75	MG	MG
Lunch 1:00 – 1:30PM			1:10-1:50PM		
Lesson 5 1:30 – 2:50PM	1 80	3 80	1:50-2:40PM 5 50	5 80	6 80
Lesson 6 (11-12) 2:50-3:40PM	6 50	7 50	2:55-4:40PM	2 50	1 50
3:45-5:00PM	Leader's Collaboration		Professional Learning		

Figure 2.1 Adelaide High School Class Timetable

Lesson times for students in Years 11-12 are structured based on ensuring that students can check their parking arrangements if they have travelled to school by car.

2.2 Student Enrolment Analysis

The school enrolment in Term 2 2024 is for 1,554 students with a distribution by year as follows:

- 311 students in Year 7
- 294 students in Year 8
- 326 students in Year 9
- 298 students in Year 10
- 325 students in Year 11
- 301 students in Year 12

As shown in Figure 2.2, Adelaide High School shares an enrolment zone with Adelaide Botanic High School which allows parents within the zone to nominate their preferred city high school. Where demand from families living in the shared area exceeds places available, applications will be ranked and if necessary, students may be shared between the two high schools.

From 2024, the shared zone will include previously zoned suburbs or parts of Glandore, Hilton, Kurralta Park, Marleston, Mile End, Richmond, Torrensville, Black Forest and Clarence Park.

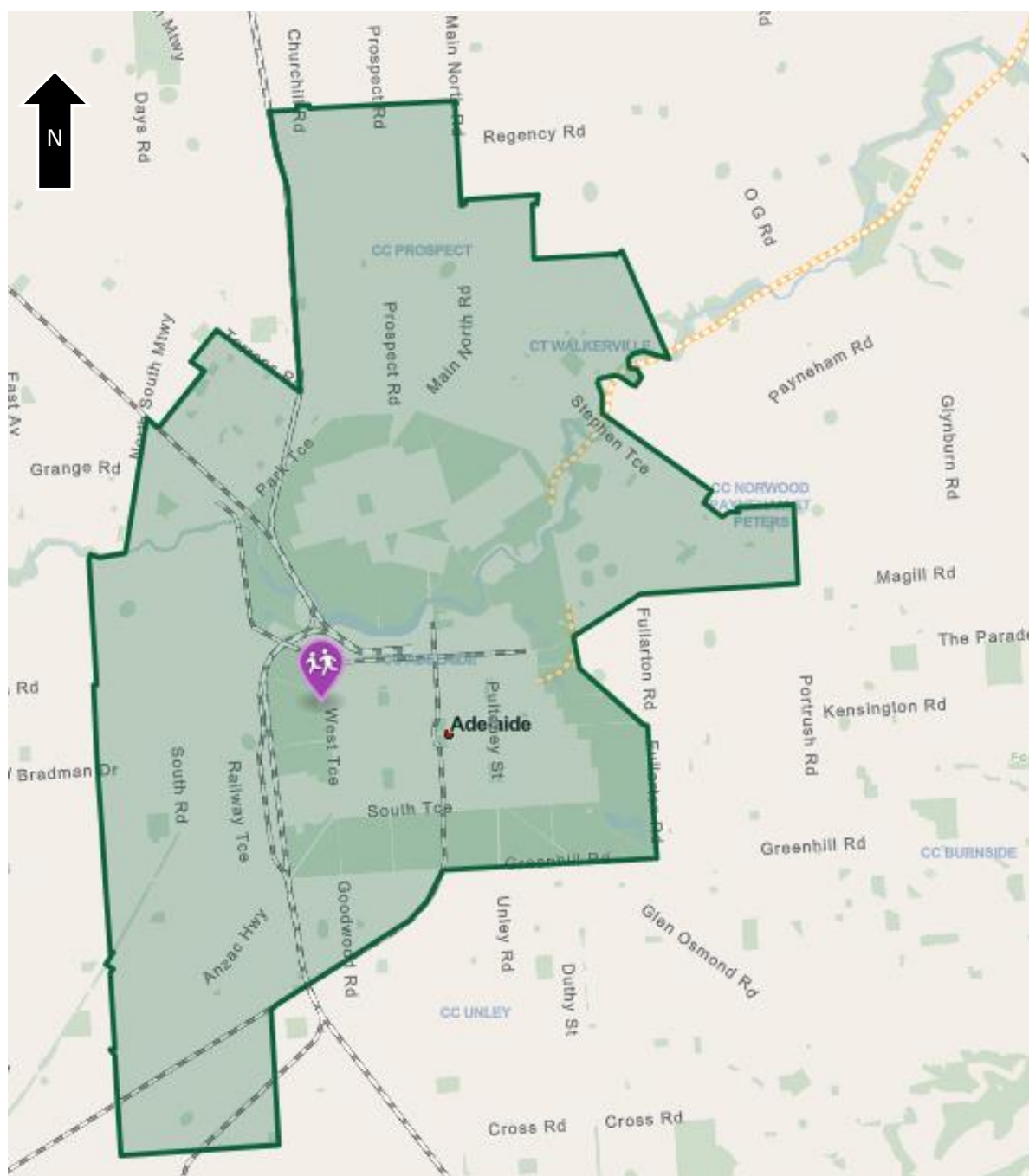


Figure 2.2 School Enrolment Area for Adelaide High School

The Adelaide High School catchment boundary area includes all the City of Adelaide and parts of the City of Prospect, Town of Walkerville, City of Norwood Payneham & St Peters Council, City of Unley, City of West Torrens Council and City of Charles Sturt. The number of households by sub areas of each suburb is shown in Figure 2.3.

In Term 2 2024, 144 students lived in the City of Adelaide which was 7.8 per cent of the students in the six years. 1,602 students or 86.4 per cent of the students lived in the inner suburbs mostly within the enrolment area. 109 students lived in the outer suburban Councils that are not in the enrolment area.

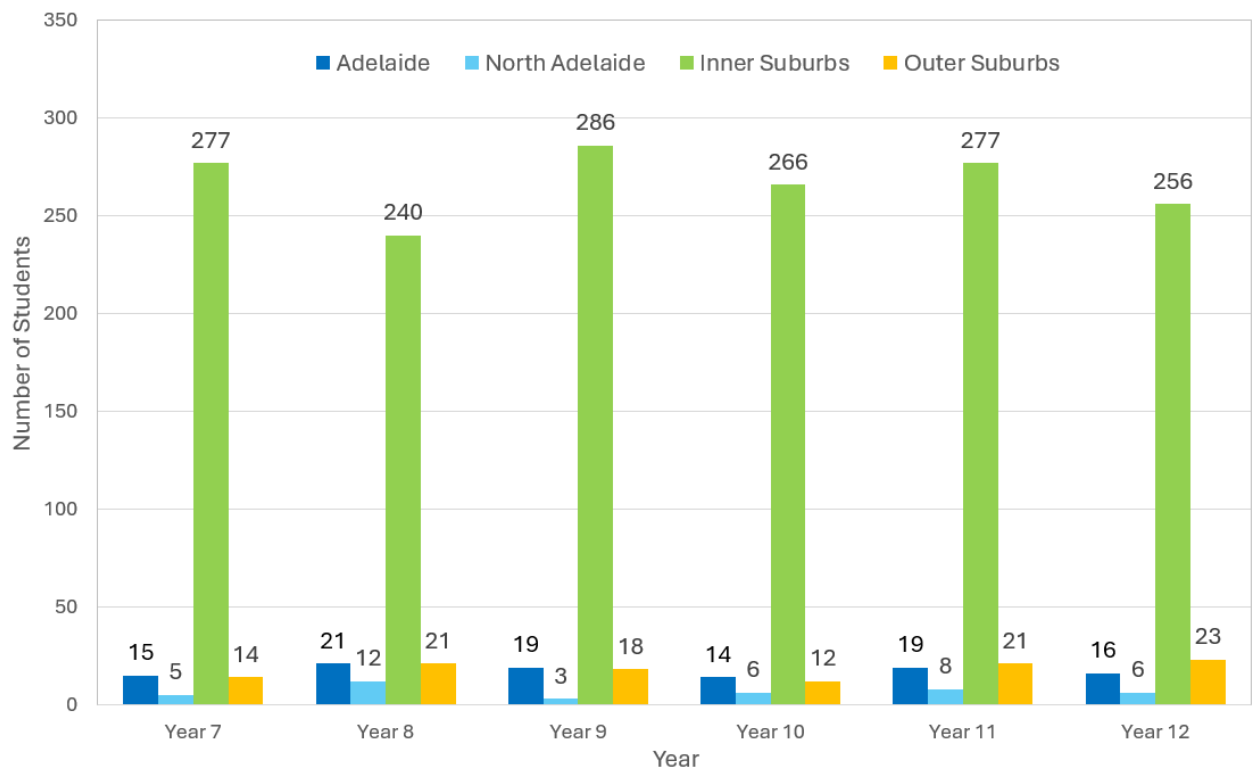


Figure 2.3 Adelaide High School Student Residence Location Analysis

2.3 Student Travel Demand

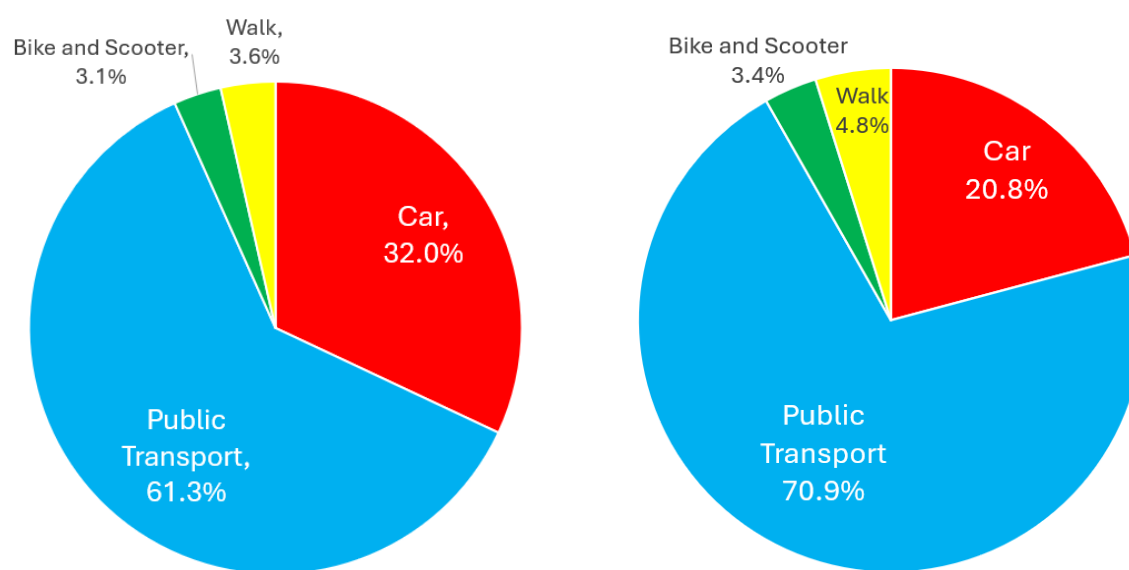
The existing school travel activity to and from the Adelaide High School was reviewed through site observations and a student travel mode survey on a typical school day. A copy of the student travel mode survey form is included in **Appendix A**.

The student travel survey was conducted during the first morning class across a 5-day period from Monday 3 June 2024 to Friday 7 June 2024. The findings from the surveys were used to confirm the existing transport mode shares for:

- Car (as driver)
- Car (as passenger with drop-off)
- Walk for the entire trip
- Bus, Train or Tram
- Bicycle or e-bike
- Scooter

An average of 901 students were surveyed each day ranging from 773 students on Friday 7 June to 1,121 students on Tuesday 4 June with the highest participation of the five days.

The student travel mode shares to school in the AM period and from school in the PM period are shown in Figure 2.4. The PM departure period had nine per cent more students using public transport than in the AM period, and 11 per cent fewer using private vehicles. This result is likely because parents drop 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. Travel via bike, scooter and walking remained fairly similar within both peak periods.



AM Period Arrival Transport Mode Share

PM Period Departure Transport Mode Share

Figure 2.4 Adelaide High School Student Transport Mode Shares in May 2024

A breakdown of the student mode shares by year group for the AM arrivals and PM departures from the survey conducted in June 2024 is provided in Table 2.1. Key insights from the survey results are:

- Six per cent more students were driven to school in Years 7 to 9 than in Years 10 to 12.
- Travel by train was the highest transport mode for all students at about 46 per cent in the AM period and 53 per cent in the PM period. Nine per cent more students in Years 10 to 12 travelled by train than Years 7 to 9 in the AM period and six per cent more students in Years 10 to 12 travelled by train than Years 7 to 9 in the PM period.
- About 10 to 12 per cent students travelled by bus with little difference between year groups.
- Cycling to school was up to five per cent for Years 7 to 9 and about two per cent for Years 10 to 12.
- Walking to school was under four per cent of the students in the AM period and about five per cent in the PM period for all year groups.

Table 2.1 Student Transport Mode Shares for the AM Arrivals by Year Group in May 2024

Transport Mode	AM Arrivals 7 to 9	AM Arrivals 10 to 12	AM Arrivals Total	PM Departures 7 to 9	PM Departures 10 to 12	PM Departures Total
Car	34.8%	28.6%	32.0%	21.5%	20.0%	20.8%
Train	42.0%	50.8%	45.9%	50.3%	56.5%	53.0%
Bus	10.4%	11.3%	10.8%	12.2%	12.2%	12.2%
Tram	5.4%	3.7%	4.6%	6.5%	4.6%	5.7%
Bike and Scooter	3.8%	2.3%	3.1%	4.5%	2.0%	3.4%
Walk	3.8%	3.4%	3.6%	5.0%	4.6%	4.8%



2.4 Transport Access

Transport access to the school via road, public transport, cycling and walking and the availability of on-street, on-site and off-site parking is provided in this section.

2.4.1 Road Network

The streets in the local road network at AHS are provided in Table 2.2. The main access to the school fronts West Terrace, with localised minor entry/exit points at the rear of the school. These minor entry/exit points predominantly provide access to the car parks and sports facilities that runs adjacent with the AHS service road and Adelaide Parklands (Ellis Park/Park 24 – Adelaide Parklands Authority).

Table 2.2 Local Streets at Adelaide High School

Road	Classification	Relevance to School
West Terrace	Metropolitan	Front Entrance
Glover Avenue	District	50 m from front entrance
Currie Street	Regional	50 m opposite school entrance
Waymouth Street	Neighbourhood	50 m opposite school entrance
Ellis Park Service Road	Not applicable	50 m south of the school entrance, provides internal connectivity

The attributes of the local road network at Adelaide High School are provided in Table 2.3. West Terrace with a posted speed limit of 60 km/h is the busiest road in Adelaide CBD with over 52,100 per day.

Table 2.3 Local Road Network Attributes at Adelaide High School

Road	Number of Lanes	Daily Traffic Volumes	Posted Speed (km/h)
West Terrace	8	52,100	60
Glover Avenue	4	22,300	60
Currie Street	4	20,700	50
Waymouth Street	2	6,000	50

The surrounding road network does not include a 25 km/h school zone during AM and PM peak times. A signalised pedestrian crossing is part of the traffic signal phases at the West Terrace/Currie Street/Glover Avenue intersection.

Table 2.4 School Zones and Pedestrian Crossings at Adelaide High School

Road	25 km/h School Zone in Street	Type of Crossing in Street
West Terrace	No	Signalised crossing at Glover Avenue and Currie Street
Glover Avenue	No	Signalised crossing at West Terrace and Currie Street
Currie Street	No	Signalised crossing at West Terrace and Glover Avenue
Waymouth Street	No	N/A



2.4.2 Crash Analysis

A review of the latest crash data from 2018 to 2022 were sourced from DataSA with the crash locations close to the school shown in Figure 2.5. During the five-year period, the following crashes occurred close to the school:

- West Terrace: 9 property damage crashes and 1 minor injury crash
- Intersection with Glover Avenue and Currie Street: 1 property damage crash and 2 minor injury crashes
- Glover Avenue: 1 property damage crash and 2 minor injury crashes

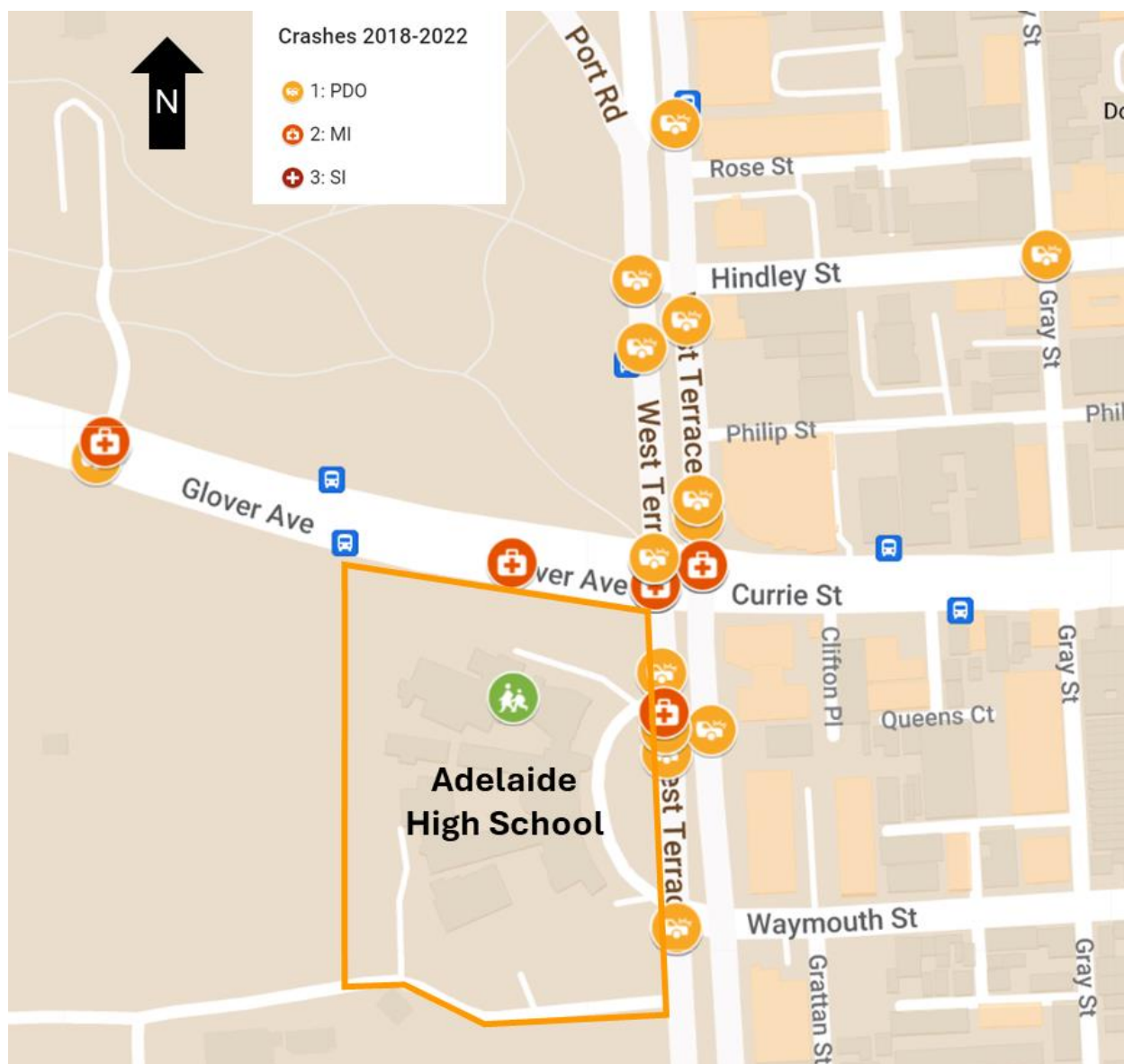


Figure 2.5 Crashes on School Days at Adelaide High School



2.4.3 Parking and Kiss and Drop Areas

On-street parking is available in areas surrounding the school on Glover Avenue and private roads (south and at the front entrance). The primary parking arrangements are summarised in Table 2.5. The on-street car parking controls along the streets in the vicinity of the school are shown in Figure 2.6.

Table 2.5 Parking Types at Adelaide High School

Road	Type of Parking
West Terrace	No Stopping All Times
Glover Avenue	No Parking on Monday to Friday from 8 am to 9 am and 2:30 pm to 4 pm
Currie Street	No Stopping at all times
Waymouth Street	Parallel Timed for 30 minutes and 2-hour parking

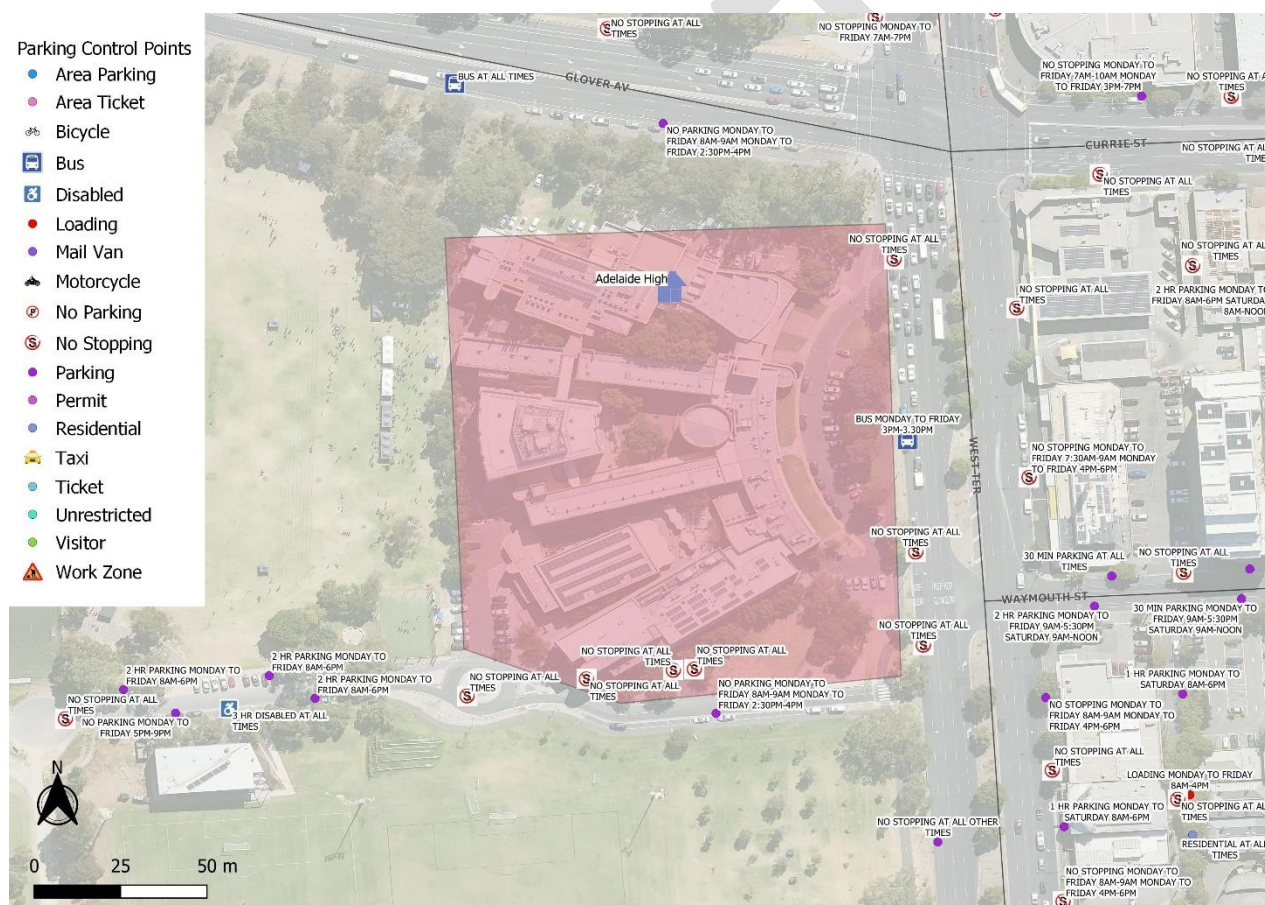


Figure 2.6 On-street Parking and Kiss and Drop Areas for Adelaide High School

The school promotes Kiss and Drop areas in the parking bays on Glover Avenue and the service road south of the school as shown in Figure 2.7. No parking restrictions are in operation in these areas from 8-9am and 2:30-4pm on Monday to Friday. The total capacity for vehicles in these areas is 25 carparks.



Kiss and Drop area in Glover Avenue looking west from West Terrace



Park Lands shared use path next to the Kiss and Drop area along Glover Avenue looking west

Figure 2.7 Kiss and Drop Areas in Glover Avenue

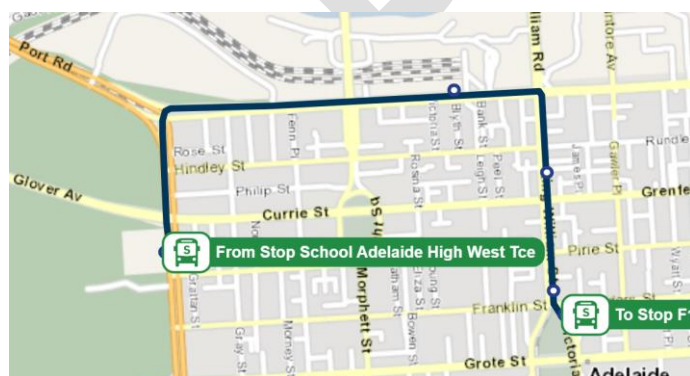
2.4.4 Public Transport

Adelaide CBD is the focus of the bus, tram and train network with the walkable access from Adelaide High School at the locations provided in Table 2.6. This can also be viewed in Figure 2.8.

Table 2.6 Public Transport Services at Adelaide High School

Road	Bus Routes	Closest Bus or Tram Stops	Walk Distance to Closest Bus or Tram Stop (m)
West Terrace	610, 611 PM services from AHS West Terrace to Adelaide railway station and King William Street	Stop School Adelaide High West Terrace south of Glover Avenue	20 m
Glover Avenue	163, 616, H20, H22, H30, H32, H33, J1, J2, N30	Stop X1 Glover Avenue - South side	50 m
Currie Street	163, 167, 168, 616, H20, H22, H30, H32, H33, J1, J2, M44, N30	Stop Y2 Currie Street - South side	100 m

Routes 610 and 611 are school special services that depart from the West Terrace bus stop in the PM departure period to Adelaide railway station and Victoria Square via West Terrace, North Terrace and King William Street as shown in this map.



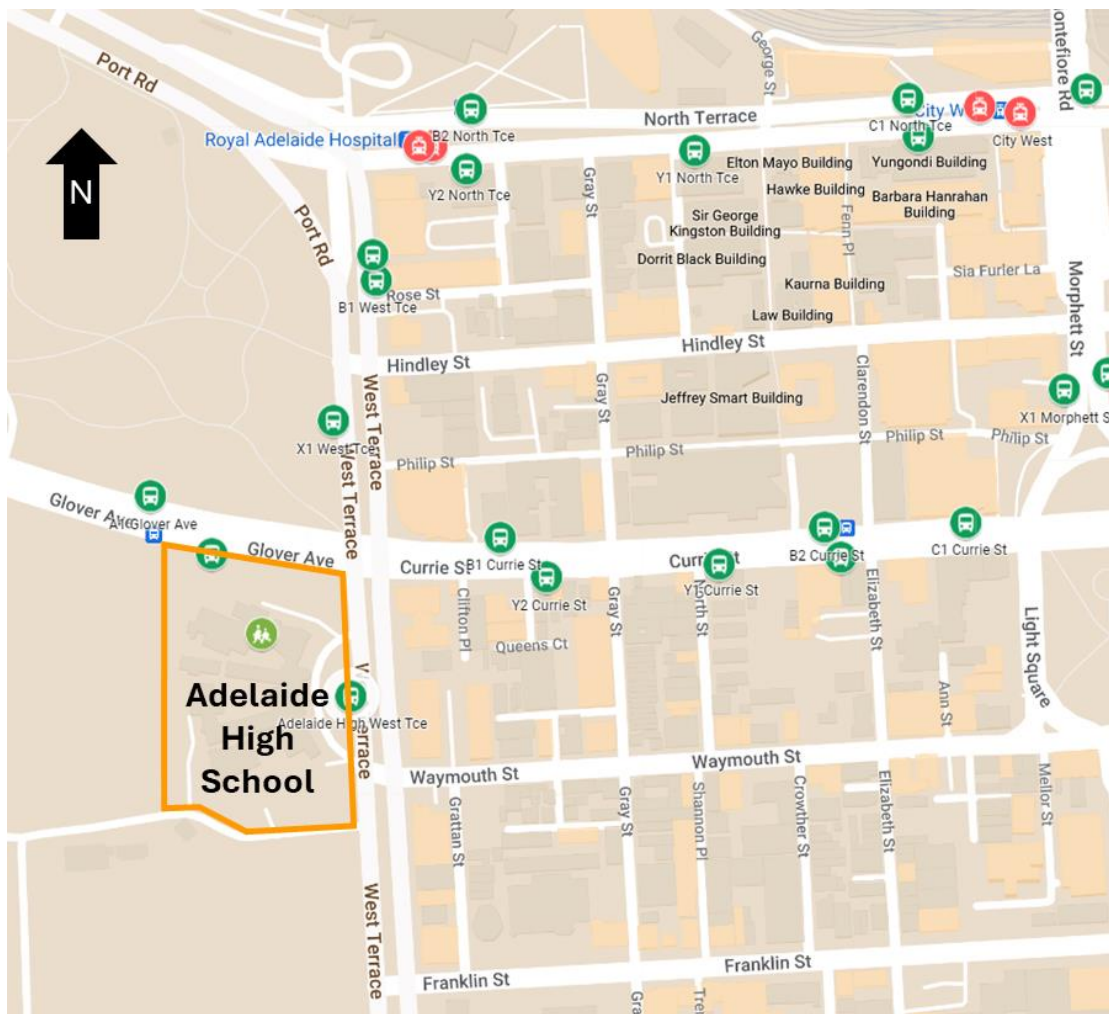


Figure 2.8 Public Transport Services to Adelaide High School

The school bus stop in West Terrace is shown next to the Park Lands shared used path in .Figure 2.9.



School bus stop in West Terrace looking north is next to the Park Lands shared use path.



The school bus stop in West Terrace looking south has no hard stand on the verge for students to wait.

.Figure 2.9 School Bus Stop in West Terrace



2.4.5 Cycling

The bicycle network in vicinity of the school with the connecting link to surrounding Park Land trails and the inner metropolitan cycling network is shown in Figure 2.10. West Terrace has an on-road bicycle lanes and off-road bike lanes are provided on the northern and southern sides of the school.

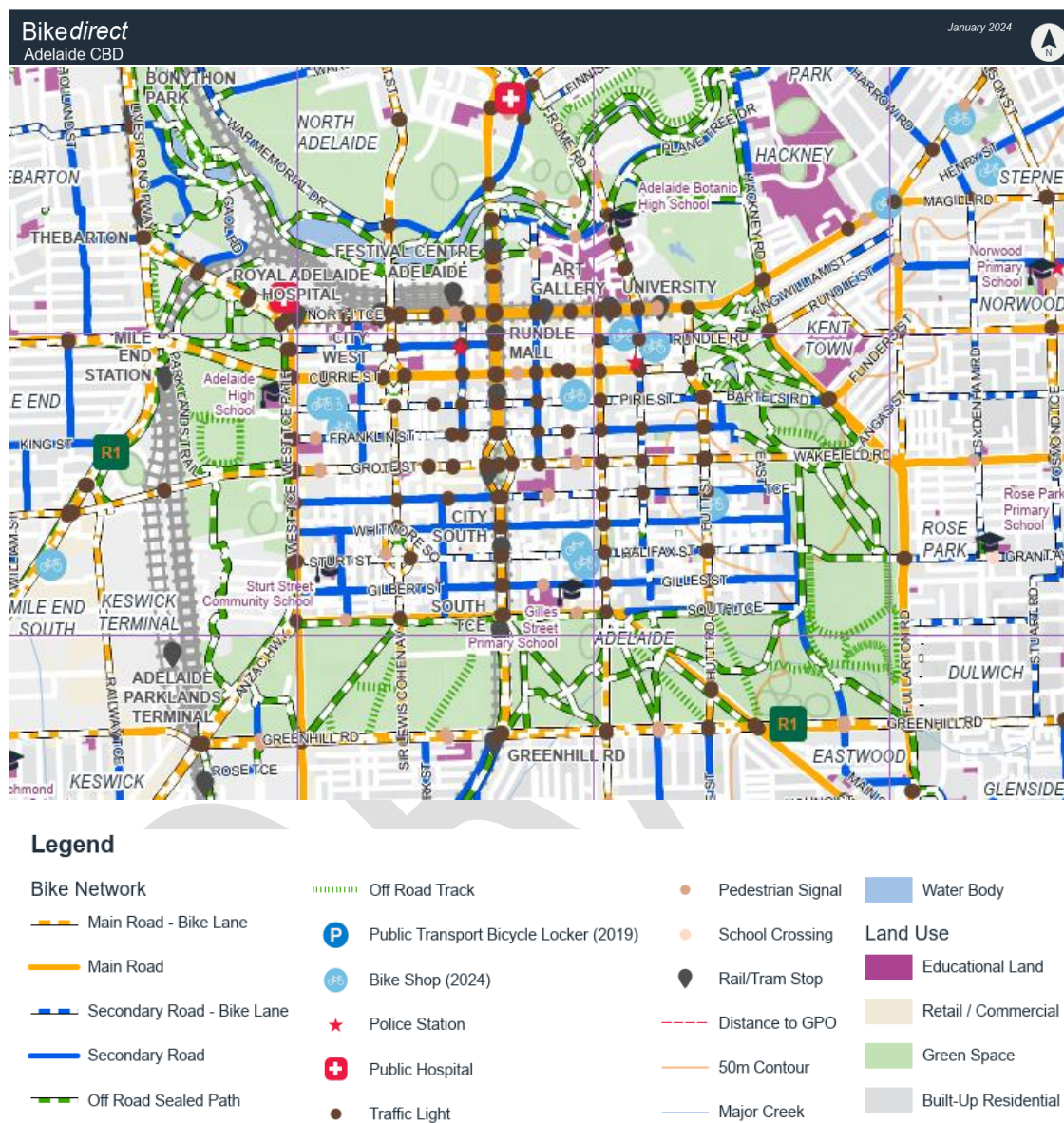


Figure 2.10 Cycling Network to Adelaide High School

Bicycle storage is provided 20 m south of the school entrance with 11 spaces allocated for students as shown in Figure 2.11. Secure bike storage is also provided within the school premises.



Bicycle racks outside at Adelaide High School



Outdoor bicycle parking next to the Park Lands shared use path

Figure 2.11 Bicycle Racks at Adelaide High School

2.4.6 Pedestrian Access

Walking to and from the school is an important transport mode for students, staff and visitors who walk for their entire trip or as an access mode to the bus stops in Grover Avenue and Currie Street.

The high school has good pedestrian access from all directions from Adelaide CBD. A signalised intersections with pedestrian crossings 100 m from the main school entrance is provided as shown in Figure 3.24. Pedestrian access routes to the high school are via sealed footpaths along on both sides of Currie Street and West Terrace.

An 800m catchment area to Adelaide High School is shown in Figure 2.12. Students who walk their entire trip to school are likely walking from Adelaide city centre or the Mile End train station.

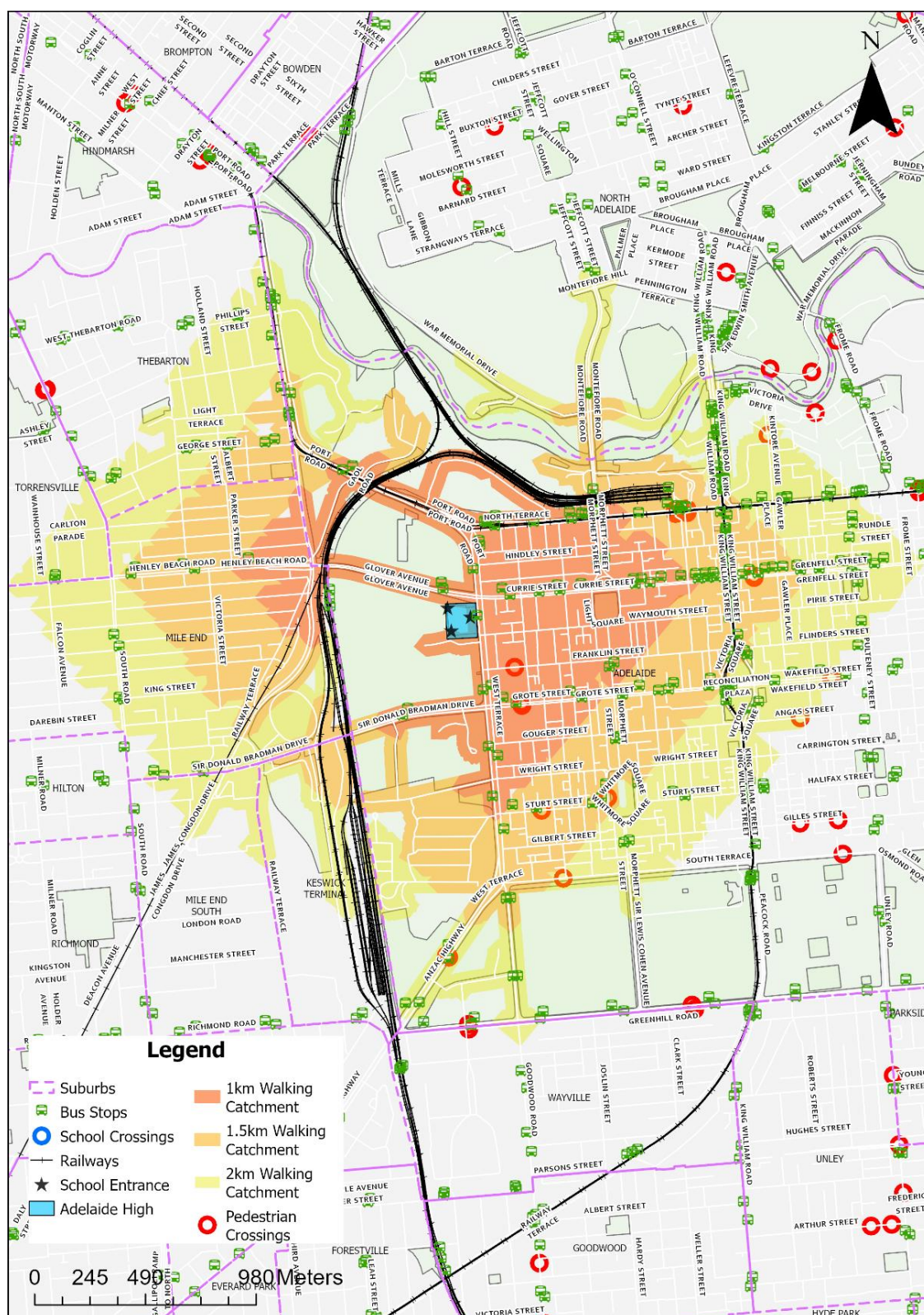


Figure 2.12 Walkable Access Catchment to Adelaide High School



3 Issues and Opportunities

The issues and opportunities were identified with discussions with the school administration staff and site observations conducted during the AM drop-off period and the PM pick-up period.

3.1 Stakeholder Discussions

A meeting was held with the school Principal on Monday 27 May 2024 from 2:15 pm to 3:45 pm.

- In response to the Year 7 transition in 2022, the school with the Department for Education prepared a transport information flyer to promote and encourage more sustainable transport to the school and to reduce the traffic congestion during the school peak times. The brochure that is published on the school website for parents and students provides information about the school transport options. The full brochure is included in **Appendix B**. The brochure includes a map with the locations for cars, bus, train and tram stops and walk and cycling routes as shown in Figure 3.1.



Figure 3.1 Adelaide High School Transport Information

Some of the challenges and concerns from the school administration are:

- Based on discussions with AHS staff, their current enrolment numbers are expected to increase to the school capacity for 1,850 students. The school has limited provision for any expansion of buildings with the existing land because it is in the Adelaide Park Lands.
- The public infrastructure surrounding the school was seen by AHS staff as inadequate to cater for the volume of students that egress in the PM peak periods. The predominant egress method for students was the main entrance facing West terrace which observed multiple pinch points for the high concentrations of students egressing at the same time (>500 students). This is shown in Figure 3.2.

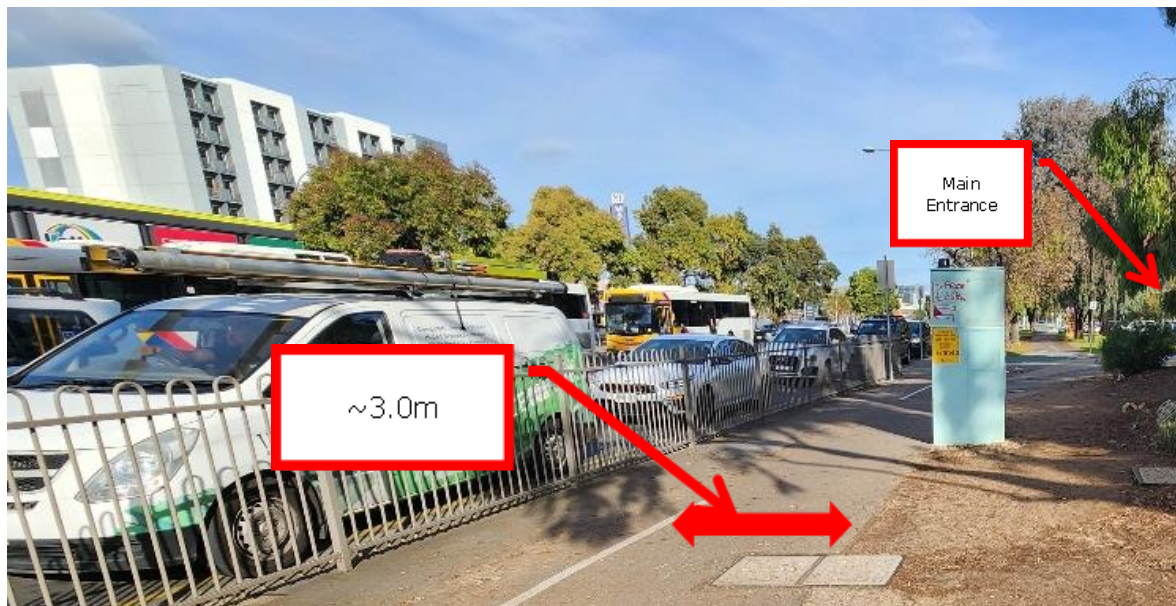


Figure 3.2 Pinch Points adjacent to the AHS School Entrance

Significant safety concerns were mentioned about students crossing at the signalised intersection of West Terrace/ Glover Avenue and Currie Street. Based on the volumes of students seeking to travel north-east of the school, the existing crossing is inadequate to accommodate for students during storage and when crossing. Often, students are forced to wait on the footpath for several minutes to cross one leg of the intersection. This has resulted in an obstructed shared use path on West Terrace/Glover Avenue which is used by recreational and commuter cyclists as shown in Figure 3.3. Teachers are also nominated to stand on all crossing legs of the intersection to ensure students are crossing during the pedestrian cycle times. Teachers want an overpass which they perceive would address the issues.



Figure 3.3 Signalised Intersection of West Terrace and Glover Avenue



- Concerns were raised by the school the Waymouth Street/West Terrace Intersection due to the frequency of vehicles performing U-Turns and Right Turns into the school entrance unsafely. Subsequently a No U-Turn sign was implemented to prevent this occurring at the intersection. This was considered by the school as successful in managing peak time school safety at this location.



Figure 3.4 No U Turn Facility in West Terrace at Waymouth Street (looking east)

- Bicycle lockers have been provided by the school within the site to accommodate for student storage. The existing Council bicycle racks on West Terrace have often resulted in theft occurring (Refer 2.10).
- The service road adjacent to the school was raised by the school as an issue due to the presence of queuing vehicles wishing to egress onto West Terrace. Vehicles were noted by AHS staff as waiting over the raised wombat crossing and obstructing pedestrians. They noted that the main delays responsible for the queuing was the desire to cross four lanes of West Terrace to travel into the right turn lane onto Waymouth Street (to perform a right turn/U-turn).



Figure 3.5 Delays for Service Road Egress (Right Turn Waymouth Street)



- Glover Avenue kiss and drop area was raised by AHS staff for illegal parking behaviour. Concerns raised by the school illustrated the prevalence of cars double parking adjacent to the indented kiss and drop area to pick up students.
- AHS staff also raised that the shared use path running adjacent to the school has some inconsistency associated with line marking and signs where traversing across the access points adjacent to the school entrance.

3.2 Site Observations

The existing staff and student transport mode activity to and from the Adelaide High School were observed during the AM peak arrival period and the PM peak departure period on typical school days in 2024. Three site visits were undertaken between Monday 27 May 2024 and Wednesday 12 June 2024. These visits occurred at both AM and PM peak school times.

3.2.1 AM and PM peak periods

These observations were made at both the AM and PM peak periods. Based on the concerns raised by the school the predominant issues occurred during the PM peak periods. General observations made at both AM and PM peak periods were as follows:

Glover Avenue

Parking Issues

Kiss and Drop is challenging due to the availability for the indented kiss and drop bay to accommodate for only approximately 12 vehicles at a time. There was evidence of double parking occurring. As vehicles double parked in the leftmost westbound lane, there was an increased likelihood of rear end crashes. This area also precedes the bus stop located further west of the kiss and drop area, and the parking overflow of this area results in illegal parking adjacent to the bus stop.

With exception to the Karen Rolton oval access located in the right turn lane, the above behaviour is likely occurring due to the inability to perform a U-turn manoeuvre during peak periods on Glover Avenue. Parents/Guardians would need to detour 2 km if they were unable to pick up students on Glover Avenue. The evidence of double parking in Glover Avenue is shown in Figure 3.6.



Figure 3.6 Evidence of Double Parking in Glover Avenue



Shared Path Obstruction

The shared use path located on the south side of Glover Avenue was obstructed by students waiting for the bus at Stop X1 (south side of Glover Avenue). This observation did not cause any immediate road safety issues and adequate site distance is afforded to cyclists travelling east-west.

Uncontrolled Pedestrian Movements

Students were observed crossing Glover Avenue between the Karen Rolton and the intersection of West Terrace. This is a significant crossing distance to traverse across, and without proper corralling measures, could result in a pedestrian/vehicle conflict.

Service Road

Parking Issues

During both Kiss and Drop periods, the Service Road did not observe significant issues. There were minor instances (1 vehicle) of a vehicle illegally parking within the circulation roadway of the internal roundabout during the PM peak period.

West Terrace Intersection

As discussed with the AHS staff, vehicles were observed traversing from the service road across several lanes of traffic on West Terrace to perform at U-Turn at the intersection of Waymouth Street, however there was sufficient gaps in traffic to perform this manoeuvre at the time of observation.

West Terrace

Shared Use Path

The shared use path that extends adjacent to the school is a challenge to utilise for cyclists during peak periods in ensuring it is unobstructed when student bell times occur. Students were observed in the AM peaks sometimes congregating on the shared use path, causing some concerns for commuter cyclists. This is predominantly based on the eastern side of the school being the main entry/egress point for school students.

Line marking

The shared use path also found some issues with inconsistent line marking with the Give Way sign as shown in Figure 3.7, The holding line on the entry point for the vehicle give way sign is absent. The give way sign may not provide enough notice to vehicles, increasing the likelihood of vehicles conflicting with cyclists/pedestrians who, under the current configuration have right of way. Shared use path line marking also appeared faded in some locations along the path and lacked delineation in some areas.



Figure 3.7 Inconsistent Line marking at the School Access and Shared Use Path



School Bus Stop

A school bus service also operates directly adjacent to the school main entrance, collecting students during the PM peak times and travelling to King William Street via North Terrace to Adelaide Railway Station. Students waiting for the bus congregate on the verge adjacent to the bus stop which is not a formal bus pad/sealed storage area. During site observations, students were found waiting on the shared use path to avoid waiting on soft/wet grass on the kerb. The presence of the high-pressure gas line on this side of West Terrace appears to be the main challenge for ensuring a formal bus pad can be provided at this location, however based on the proximity of the formal bus stop (Stop X1) 140m north of this one, the merit of having a bus stop at this location should be questioned.



Figure 3.8 School Bus Stop Location

Intersection of Currie Street/West Terrace/Glover Avenue

The observations undertaken during the PM peak periods on both Monday (staggered bell times) and Wednesday (same bell times) raised some critical issues at the intersection of West Terrace/Glover Avenue and Currie Street. Travel patterns indicate students are travelling north/northeast of the school to utilise nearby public transport and the Adelaide Train station. 8 teachers are responsible for the safety of children, stationed at all intersection legs (Figure 19)

Insufficient Storage Area for Students on the Footpath

The magnitude of students that store and cross at this intersection was significant (>500 students) often storing at the southwestern leg of the intersection at the conclusion of the school bell. This area is inadequate to cater for this many students at once, with only 50m² of the footpath able to accommodate for students before they fully obstruct the shared use path and spill into the road carriageway. Fortunately fencing is provided on approaches to the intersection for pedestrian protection, however AHS staff nominated to patrol the legs of these intersections are often left with little room and protection from vehicles. This inadequate storage area also applies to the southeastern side of the intersection with similar issues occurring as the southwestern leg as above. E-scooters, bicycle racks contributed to the lack of room to store pedestrians in this location, with students observed spilling onto the road carriageway where vehicles would turn left from Currie Street onto West Terrace.



Figure 3.9 Inadequate Storage Area for Students on the Footpaths in the PM Period
Pedestrian Crossing Times

Pedestrian crossing times were also considered inadequate to cater for the number of students wishing to cross during PM peak times as shown in Figure 3.10. Cycle times for pedestrians catered for many students to cross over the 30m and 35m crossing distances for the western and southern crossing leg respectively, however AHS staff prevented a significant number of students to cross when the “Flashing Do Not Walk” phase interval occurred. This was predominantly a safety measure taken to ensure students were still not crossing at the “Do not Walk” phase. Overall, the operation of this intersection results in a poor Level of Service (LOS) for students with continuous queuing/delays during the PM peak periods. This behaviour occurred on both the south and west crossing leg during the PM peak periods, however was not as critical in the mornings legs where student arrival times are typically more staggered.



Figure 3.10 Inadequate Crossing Phase Times at West Terrace/Glover Avenue/Currie Street



3.3 Summary of the Issues and Opportunities

Issues for pedestrian and vehicular movements surrounding the school are discussed as follows:

3.3.1 Glover Avenue

Double Parking on Glover Avenue

The existing kiss and drop area present inadequate capacity issues and increased likelihood factors of rear end crashes. During site observations, this behaviour was not enforced. One must not forget the importance of movement on Glover Avenue and high function it provides for east-west connectivity from/to the CBD.

Shared use path obstruction in Glover Avenue

Minor Issues of pedestrian storage/queuing at the bus stop encroaches onto the Shared use path, potentially presenting issues for cyclist and pedestrian conflict.

Uncontrolled Pedestrian Movements crossing Glover Avenue

Minor instances of pedestrians crossing Glover Avenue to travel to/from the school without using the signalised crossing at West Terrace. This involves crossing over a significant distance with more than four lanes of traffic and exposure to vehicle speeds over 50 km/h.

3.3.2 Service Road

Egress onto West Terrace

Vehicles traversing across four lanes of West Terrace, to travel to Waymouth or perform a U-turn manoeuvre, presents increased likelihood factors for right angle crashes.

3.3.3 West Terrace

Shared Use Path Obstruction/School Bus Stop in West Terrace

The school bus stop located adjacent to the main entrance to the school is unsealed resulting in an obstructed shared use path along West Terrace.

Missing or Faded Line marking at the access roads on West Terrace

Observations indicated faded and absent line marking in some locations along the shared use path on West Terrace.

3.3.4 Intersection of West Terrace/Glover Avenue and Currie Street

Pedestrian Safety

Movements for vehicles were prioritised over the safe movement for students who choose to walk & cycle from the school during the PM peak periods. Due to the school's location and the overall volume of student enrolments at AHS, results in a high concentration of students fixed to a north/northeast travel pattern. This results in extreme road safety concerns for pedestrians wishing to store and cross at the intersection of West Terrace/Glover Avenue and Currie Street, which acts as the main issue for the school.

With regards to a DIT policy for installing a pedestrian scramble crossing, the maximum allowable crossing distance is 35 m, and for this intersection would require significant geometric alterations which is 55 m at this West Terrace intersection which will likely reduce the number of vehicle lanes on West Terrace, Glover Avenue and Currie Street respectively. Unless the future cross section for West Terrace was to change significantly, this type of crossing is not recommended.



4 Travel Safety Options and Assessment

4.1 Student Travel Safety Options

Options to improve the travel safety for students were developed under two categories, namely:

- Infrastructure treatments requiring civil works with changes to devices, signs/line marking, signals or pedestrian crossings.
- Operational efficiencies requiring Council's team to consider operationally to improve issues.

The options for the assessment are provided in Table 4.1 with a description of the initiative and the issue to be addressed.

Table 4.1 School Travel Safety Options for Adelaide High School

Type of Option	Description	Issue Addressed
Infrastructure Treatments	Glover Avenue - Create a separated storage area between the bus stop and the shared use path – floating bus stop	Conflict between waiting students and moving pedestrians and cyclists.
	Glover Avenue - Implement corralling measures such as landscaped medians (e.g West Terrace) or physical obstructions on Glover Avenue from West Terrace to the Karen Rolton Oval access	Uncontrolled crossing movements
	Service Road a) Keep Left b) Left In/Left Out c) One Way Road	Unsafe egress onto West Terrace
	West Terrace a) Consider a DDA compliant bus pad / floating bus stop for students at West Terrace adjacent to the school bus stop. As per Glover Avenue opportunity, a floating bus stop could also be considered to accommodate for a dedicated bus stop, shared use path and storage area. b) Relocate the school bus stop to be further north to the formal Stop X1 on West Terrace. c) Provide a bus stop in front of the school entrance on the school grounds.	Obstruction of the bus stop and shared use path during peak periods
	West Terrace a) Re-line mark the existing shared use path adjacent to the school to ensure adequate delineation and definition in accordance with DIT Pavement Marking Manual. <i>And</i> b) Give Way holding line to be placed at the entry to the school access road to supplement the existing Give Way sign, reducing vehicle/cyclist and pedestrian confusion.	Faded line marking and confusion at school access between vehicles and cyclists.



Type of Option	Description	Issue Addressed
	West Terrace/Glover Avenue/Currie Street a) Provide additional storage areas on the southeast and southwest corner of the intersection to avoid pedestrian crowding and risks onto the vehicle carriageway. Corraling measures (such as bollards or fencing) need to be introduced on the southeastern intersection leg to replicate what were done on the southwestern leg. This recommendation should not be considered in isolation, as queuing and delays to pedestrian movements would still need to be managed. b) Review the traffic signal phasing time arrangement is to be explored during PM school peak periods to increase pedestrian green time for all intersection legs. This will need to be managed with DIT's Network Management Services (NMS) to ensure that acceptable impacts to vehicle traffic is managed. This recommendation would still not solve the capacity issues for pedestrian storage. c) Consider the planning for a pedestrian bridge if Options a. and b. do not yield the intended improvements for pedestrian safety. A bridge spanning Glover Avenue would be suggested due to the lack of space on the eastern side of West Terrace. This would assist in diluting pedestrians away from the West Terrace intersection and provide uninterrupted movements across from/to the school.	Pedestrian safety and delays at the intersection of West Terrace/Currie Street/Glover Avenue.
Operational Efficiencies	Glover Avenue Implement an effective enforcement strategy or reconsidering the placement of kiss and drop facilities adjacent to Glover Avenue should be considered.	Double Parking on Glover Avenue
	Adelaide High School Develop a movement and green wave strategy	Continued commitment to safe movement and efficiency surrounding the school



4.2 Recommended School Travel Safety Initiatives

The recommended school travel safety initiatives are explained with more detail as follows:

4.2.1 Infrastructure Treatments

Glover Avenue

- Create a separate storage area between the bus stop and the shared use path that is known as the floating bus stop as shown in Figure 4.1. This will provide separation between cyclists on the shared use path, pedestrians and the students waiting to be collected at Stop X1.



Figure 4.1 Example of a "Floating" Bus Stop

- Implement corraling measures such as landscaped medians (e.g West Terrace) or physical obstructions on Glover Avenue from West Terrace to the Karen Rolton Oval access.

Service Road

- Consider Keep Clear adjacent to the service road to accommodate for safe unobstructed movements to the right turn lane onto Wymouth Street. This would reduce the right-angle crash likelihood factors, however, not eliminate them.
- Consider restricting movements to left in/left out movements only through physical infrastructure. This may cause inadvertent impacts by restricting the southbound desire lines resulting in the service road no longer being an attractive kiss and drop area for parents. By restricting movements to Left in/Left out, additional pressure may also be placed on Glover Avenue for kiss and drop, which already has demonstrated issues during peak periods.
- As suggested by the AHS staff, a new public road could be built to assist with a one-way (westbound) configuration for the service road. This option would need to be tested for feasibility due to the associated benefits/cost of constructing a public road, changing existing road cross sections, and addressing the likely impacts at the intersection of Sir Donald Bradman Drive. Liaison would also need to be sought with the relevant stakeholders to consider this (Adelaide Comets, Parklands Authority etc.)

West Terrace

- The existing bus stop appears to be limited in terms of sealing due to the proximity of the high-pressure gas main. However, this should be explored further to ensure that a DDA compliant bus pad could be feasible for students at this location. Similar to the Glover Avenue opportunity, a floating bus stop could also be considered.
- The bus stop could be relocated further north to the formal Stop X1 on West Terrace, which is considered within an acceptable walking distance from the school (less than 150 m).
- The stop for the school special bus could be relocated to use the entrance slip road on the school grounds in front of the main entrance.



The access road to the AHS main entrance is proposed as a bus waiting area for Routes 610 and 611 as shown in Figure 4.2.



Proposed location for the school special bus services for boarding students in the PM period



Proposed location for school special buses in front of the main entrance to Adelaide High School

Figure 4.2 Use Main Entrance of Adelaide High School for School Special Buses

West Terrace School Access

- Re-line mark the existing shared use path adjacent to the school to ensure adequate delineation and definition in accordance with DIT Pavement Marking Manual. Give Way holding line to be placed at the entry to the school access road to supplement the existing Give Way sign, reducing vehicle/cyclist and pedestrian confusion. This location for the line marking is shown in Figure 4.3



Figure 4.3 Recommended Location for Line marking at the Access Entrance from West Terrace



West Terrace/Glover Avenue/Currie Street

- a) Additional storage areas can be accommodated for on the southeast and southwest corner of the intersection to avoid pedestrian spillage onto the vehicle carriageway as shown in Figure 4.4. Corraling measures, such as bollards or fencing, could be introduced on the southeastern intersection leg to replicate what were done on the southwestern leg. This recommendation should not be considered in isolation, as queuing and delays to pedestrian movements would still need to be managed.

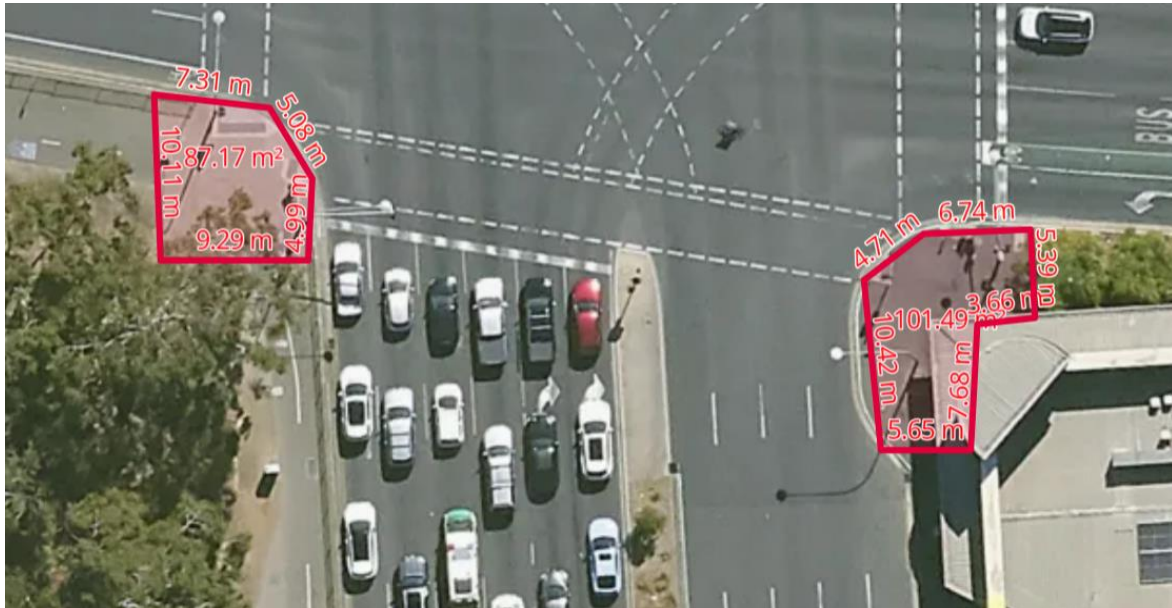


Figure 4.4 Recommended Improvement areas for Pedestrian Waiting Area

- b. New phase time arrangement is to be explored during PM school peak periods to increase pedestrian green time for all intersection legs. This will need to be managed with DIT's Network Management Services (NMS) to ensure they are aware of the vehicle impacts. This recommendation would still not solve the capacity issues for pedestrian storage as per recommendation above.
- c. A recommendation for a pedestrian bridge could be considered suitable if a. and b. do not yield the intended improvements for pedestrian safety. A bridge spanning Glover Avenue would be suggested due to the lack of space on the eastern side of West Terrace. This would assist in diluting pedestrians away from the West Terrace intersection and provide uninterrupted North-South movements across from/to the school.



Figure 4.5 Pedestrian Footbridge at Mawson Lakes Primary School



4.2.2 Operational Efficiencies

Glover Avenue

- Implementing an effective enforcement strategy or reconsidering the placement of kiss and drop facilities adjacent to Glover Avenue should be considered to prevent double parking.

West Terrace Intersection

- Based on the lack of meaningful options for improving amenities for pedestrians at this intersection it is recommended that a movement strategy is developed. This should be performed by undertaking origin destination surveys of students to determine formal desire lines. Based on the outcomes of this strategy, a 'green wave' approach could be then accommodated during the peak periods which supports uninterrupted movements for students and pedestrians. The green wave occurs when a series of traffic lights, that is usually three or more, are coordinated to allow continuous traffic flow over several intersections in one main direction.

4.3 Assessment and Indicative Cost Estimates

The school travel safety options were assessed under the safe systems approach and indicative cost estimates are provided for each travel safety option in Table 4.2. The options were given labels under the following categories:

- T for Traffic control device or treatment that requires civil works and construction with cost estimates.
- S for Signal timing changes at an intersection.
- P for Parking control with new signage or pavement markings for on-street parking or a school zone.

Table 4.2 Indicative Cost Estimates for the Travel Safety Options at Adelaide High School

Option ID	Description	Indicative Cost Estimate	Comments
T1	Glover Avenue - Floating Bus Stop	\$50,000	DIT and SAPTA to be consulted about the location of the school bus stop
T2	Glover Avenue - Landscaped Median/Fencing	\$25,000	DIT to be consulted
T3a	Service Road – Keep Clear Markings	\$5,000	Council to be consulted
T3b	Service Road – Left in Left Out	\$25,000	
T3c	Service Road – One Way Arrangement	>\$500,000	
T4a	West Terrace – DDA Bus Stop	\$25,000	DIT and SAPTA to be consulted about the location of the school bus stop; Council to implement the preferred solution
T4b	West Terrace – Relocate Bus Stop	<\$5,000	
T4c	West Terrace – Allow School Special bus to use the access road in front of the main entrance of the school		
T5	West Terrace – Share use path Line marking	\$2,500	Council to implement
T6a	Intersection - Improve storage areas	\$100,000	DIT to be consulted
S6b	Intersection – Pedestrian Green Time	\$20,000	
T6c	Intersection – Footbridge	\$2million	



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:	Adelaide High 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)	



Appendix B – AHS Student Travel Information Flyer



School travel: Adelaide High School

There are lots of ways to get your child to and from **Adelaide High School**.

With the arrival of Year 7 students in 2022, we are keen to alleviate traffic congestion around the school.

Every family must make decisions about transport that best suit their individual circumstances, but we encourage independence where it is appropriate.

Travelling by foot, bike, bus, or train develops your child's confidence, organisation, and self-reliance skills.

Below are some options you may like to consider, along with safety guidelines which have been developed by the school in consultation with the State Government.



Walking to and from school

Walking has a range of health benefits and we are fortunate to be located close to the Adelaide Park Lands, meaning students can enjoy open reserves.

If you are driving, we encourage you to drop your child off a short walk away from school where possible.

All major intersections around the school have pedestrian activated crossings, which students must use to ensure their safety.

Scooters and skateboards are also welcome - they can be stored securely on campus during the day.



Using bicycles or scooters

Bikes can also be stored safely on the school campus during the day.

The Park Lands have shared-use paths for cyclists and pedestrians which connect through to suburban streets that have low speed limits.

Students must avoid riding on main roads during peak time. They must also use separated bike pathways whenever they are provided.



Catching the bus

Adelaide High School is serviced by several busses, including some designated school services that are for students only, along with the teachers, parents and carers who are accompanying them.

Visit the Adelaide Metro's [travel to school](#) page for information on timetables, fares, and safety.

The school bus zones are supervised by staff before and after school. Students must cross any roads at the pedestrian crossings points located at traffic light intersections.

A map showing bus stops around the school is also attached to this message.



Government of South Australia
Department for Education



Catching the tram or train

Students catching the train to Adelaide High School can come and go via the Mile End train station (a 600m walk across the Park Lands) or the Adelaide Train Station on North Terrace.

If your child is using the Adelaide Train station, they can catch a free connector tram or the City Loop bus if they don't want to walk between the station and school.

Students must cross all roads at pedestrian crossings.

Train and bus service details are also available on the [Adelaide Metro](https://www.adelaidemetro.com.au/) website.



Driving to school and drop off zones

Student drop off and pick in Adelaide High School's main driveway is not allowed unless your child has a recognised mobility issue.

Instead, families in cars can use two drop off zones. One is on Glover Avenue and the other is accessible via the central school road. These zones are supervised.

The expectation is that cars stop in the zones for less than 30 seconds.

Parents and carers are asked to ensure their child is ready for collection before entering the drop off zones after school, and to park in the furthest space possible to assist with traffic flow.

In the morning, students need to exit cars to the nearest footpath, rather than walking across the zones.

Please be aware that you cannot park in the drop off zones. This means they are not suitable spaces for early arrivals to sit and wait for school pick up.

If you do arrive early for school pick up, you will need to wait in surrounding streets as stationary cars block traffic and pedestrian flow.

