St Dominic's Priory College

School Travel Safety Review – Draft Report

City of Adelaide

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Building exceptional outcomes together

Document History and Status

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Executive Summary

Overview

St Dominic's Priory College is a private school that comprises Reception to Year 12 with an enrolment of 1,226 students in Term 2 2024 with the distribution of students by year as follows:

- 107 students in Year R to 3
- 233 students in Year 4 to 6
- 228 students in Year 7 to 9
- 658 students in Year 10 to 12

Key Findings

The St Dominic's Priory College does not have an enrolment area so students can live and travel from anywhere. However, most students reside in inner Adelaide suburbs with clusters of students in Port Adelaide and Elizabeth that have special bus services to the school.

The student travel surveys that were conducted in May 2024 showed the following:

- The car mode share is 81 per cent in the AM period and 79 per cent in the PM period so that most students are travelling by car.
- Public transport is used by 15 per cent of the students in the AM period and over 20 per cent the PM period. The PM departure period has 6 per cent more students using public transport than in the AM period, and 2 per cent fewer students using private vehicles. This result is likely because parents drop of their children on the way to work in the CBD for the morning commute trip, but the students travel home by public transport when the parent is still working in the PM school departure period.
- The bicycle mode share is less than three per cent and walk mode share is less than two per cent that indicates a very low interest in travelling by active transport modes.

From the discussions with the school and the site observations, the following student travel safety issues were identified:

- Double parking was continuous over a 20-minute period on Barnard Street. This exceeded 125m in length, reaching to the Mills Terrace intersection.
- Angled carparking in Molesworth Street was also difficult to navigate for school drop off / pick up.
- Large crossing distances across Molesworth Street at the Hill Street intersection resulted in issues with pedestrian / vehicle conflicts.
- Some issues with jaywalking across Molesworth Street and Barnard Street
- Many staff park on the nearby local streets (mostly Molesworth Street) with the time limit restrictions and limited spaces result in staff leaving classrooms to shift vehicles.

Key Recommendations

Infrastructure Treatments

- Ban the right turn movements from Molesworth Street into Hill Street during peak periods.
- Rearrange the car spaces in Molesworth Street with a parallel parking to provide a formal 2-minute Kiss and Drop zone near the entrance to the student entrance (Years 7 to 11).
- Extend the existing Kiss and Dop area in Barnard Street for the junior school.
- Provide a central median within the Molesworth Street corridor between Hill Street and Barnard Street. This could also be explored along Barnard Street.
- Investigate the inclusion of further pedestrian crossings mid-block of Molesworth Street and Barnard Street. This could be integrated with a central median treatment.

Operational Efficiencies

- Staff parking improvements with the provision of permits for staff in the local streets, mostly focused on the 4P sections on Molesworth Street. This is not in the scope of this school travel safety review.

Safety Promotions

- Install additional signage to promote the school area for traffic approaching the school zones at the Hill Street and Mills Terrace ends of Molesworth Street and Barnard Street.
- Prepare a consolidated travel access guide for students and parents that would be promoted on the school website in location that is easy to find, in additional to the school newsletter.

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

St Dominic's Priory College is located on both sides of Hill Street between Molesworth Street and Barnard Street in North Adelaide. The school site and the existing surrounding environs are shown in Figure 1.1.

Figure 1.1 St Dominic's Priory College Location

The school provide a copy of the college floorplan as shown in Figure 1.2 that are located:

- Barnard Street for the junior school (Reception to Year 6)
- Molesworth Street for the college administration offices and Years 7 to 11.
- Hill Street on the eastern side for Year 12.

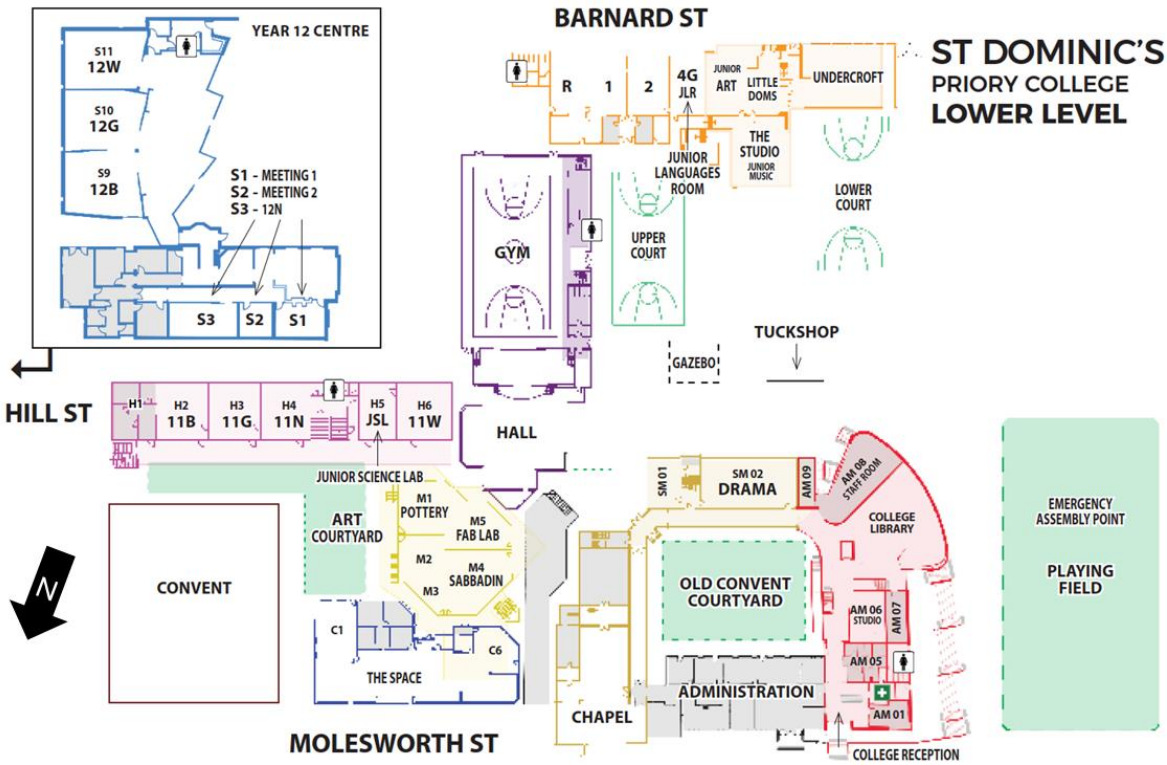


Figure 1.2 Entrances to St Dominic's Prory College

The student entrances in Barnard Street and Molesworth Street are shown in Figure 1.3.

Entrance to the Junior School on Barnard Street

Entrance for students to Years 7 to 11 in Molesworth Street

Figure 1.3 Entrances to St Dominic's Priorty College in Barnard Street and Molesworth Street

2 Existing Conditions

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

2.1 School Operations

St Dominic's Priory College comprises years Reception to 12. Students can enter the school building at 8:30 am. They are to be seated in their home class by 8:40 am. For the PM, the Junior School which is Years R to 6 finishes at 3:10 pm. The Middle (Years 7 to 9) and the Senior School (Years 10 to 12) finishes at 3:25 pm.

The school office hours are 8 am to 4 pm on school days.

2.2 Student Enrolment Analysis

The school enrolment in Term 2 2024 was for 1,226 students with a distribution by year as follows:

- 107 students in Year R to 3
- 233 students in Year 4 to 6
- 228 students in Year 7 to 9
- 658 students in Year 10 to 12

The St Dominic's Priory College does not have an enrolment area so students can live and travel from anywhere. However, most students reside in inner Adelaide suburbs with clusters of students in Port Adelaide and Elizabeth that have special bus services to the school. The number of households by sub areas for groups of suburbs in the inner and outer metropolitan areas is shown in Figure 2.1.

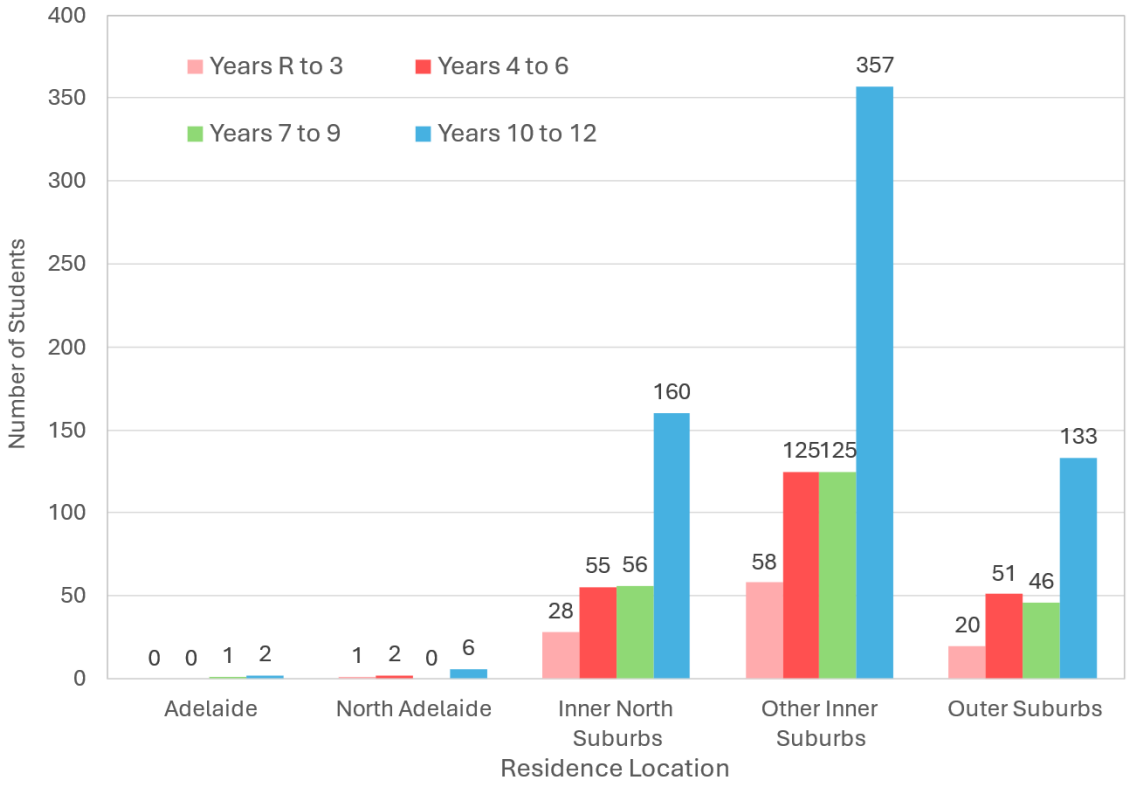


Figure 2.1 St Dominic's Priory College Student Residence Location Analysis

2.3 Student Travel Demand

The existing school travel activity to and from the St Dominic's Priory College was reviewed through site observations and a student travel mode survey on a typical school day. The student travel mode survey form is included in **Appendix A**.

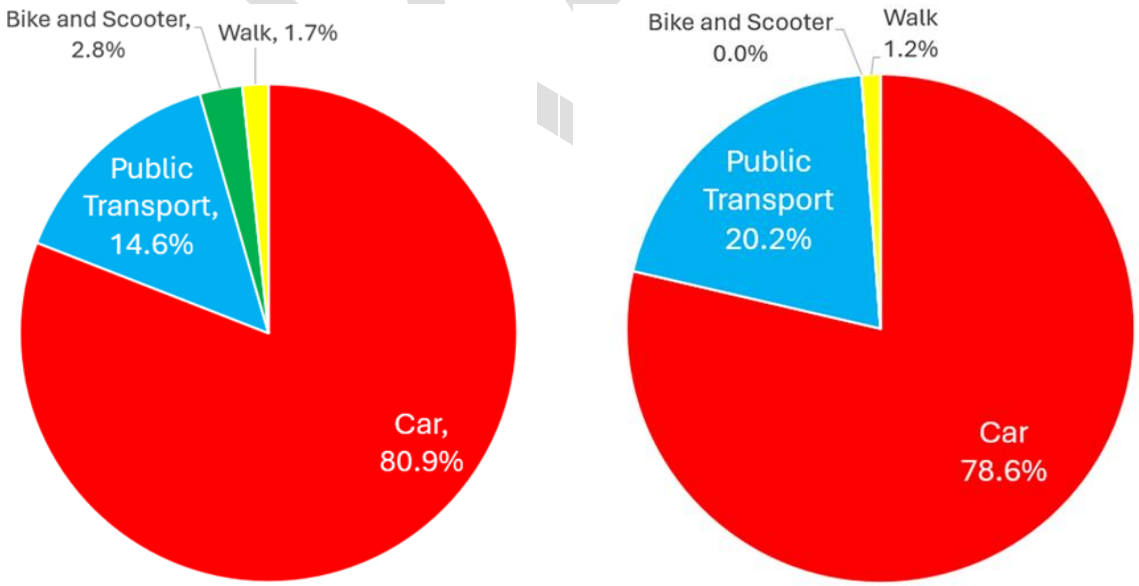
The "Hands-up" student travel survey was conducted during the first morning class on Thursday 30 May 2024. The findings from the surveys were used to confirm the existing transport mode shares for:

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

A total of 650 students were surveyed.

The student travel mode shares to school in the AM period and from school in the PM period are shown in Figure 2.2. The car mode share is 81 per cent in the AM period and 79 per cent in the PM period so that most students are travelling by car.

Public transport is used by 15 per cent of the students in the AM period and over 20 per cent the PM period. The PM departure period has 6 per cent more students using public transport than in the AM period, and 2 per cent fewer students using private vehicles. This result is likely because parents drop of their children on the way to work in the CBD for the morning commute trip, but the students travel home by public transport when the parent is still working in the PM school departure period. The bicycle mode share is less than three per cent and walk mode share is less than two per cent that indicates a very low interest in travelling by active transport modes.



AM Period Arrival Transport Mode Share **PM Period Departure Transport Mode Share**

Figure 2.2 St Dominic's Priory College Student Transport Mode Shares in May 2024

2.4 Transport Access

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

2.4.1 Road Network

The streets in the local road network at St Dominic's Priory College are provided in Table 2.1. The front entrance and main office of the school is provided on Molesworth Street. The rear entrance, and location of the kiss and drop area, is located on Barnard Street.

Table 2.1 Local Streets at St Dominic's Priory College

Road	Classification	Relevance to the School
Molesworth Street	Local street	2-way traffic in on the northern side of the school and the location of the front entrance. Informal kiss and drop area
Hill Street	Local street	30 m opposite school on both sides of street; PAC located mid-block to facilitate smooth movements between east and western sides
Barnard Street	Local street	Rear entrance of the school with a Kiss and Drop area
Mills Terrace	Local street	100 m from school, unlimited parking used by P-platers

The attributes of the local road network at St Dominics are summarised in Table 2.2. In areas where no data was provided, the field was labelled as not applicable (n/a). Generally, the posted speed limit was obeyed by drivers in the area.

Table 2.2 Local Road Network Attributes at St Dominic's Priory College

Road	Number of Lanes	Daily Traffic Volumes	Posted Speed (km/h)	Average Speed (km/h)	85th Percentile Speed (km/h)
Molesworth Street	2	486	50	43.1	52.0
Hill Street	2	2,212	50	40.0	48.5
Barnard Street	2	411	50	33.1	45.0
Mills Terrace	2	326	50	36.5	45.0

The road network north, south and east of the main campus are included within a 25km/h school zone during AM and PM peak times. As noted previously, a PAC is provided on Hill Street and is typically manned by students and teachers.

Table 2.3 Local Road Network Attributes at St Dominic's Priory College

Road	25 km/h School Zone in Street	Type of Crossing in Street
Molesworth Street	Yes	none
Hill Street	Yes	PAC
Barnard Street	Yes	none
Mills Terrace	No	none

2.4.2 Crash Analysis

A review of the latest crash data from 2018 to 2022 (five-year period) has been sourced from DataSA. During this time there has been the following crashes within direct vicinity of the school:

- Bernard Street: 2 property damage crashes
- Hill Street: 2 property damage crashes
  - Intersection with Bernard Street: 1 property damage crash
  - Intersection with Molesworth Street: 1 property damage crash

The crash statistics by location near the St Dominic's Priory College are shown in Figure 2.3.

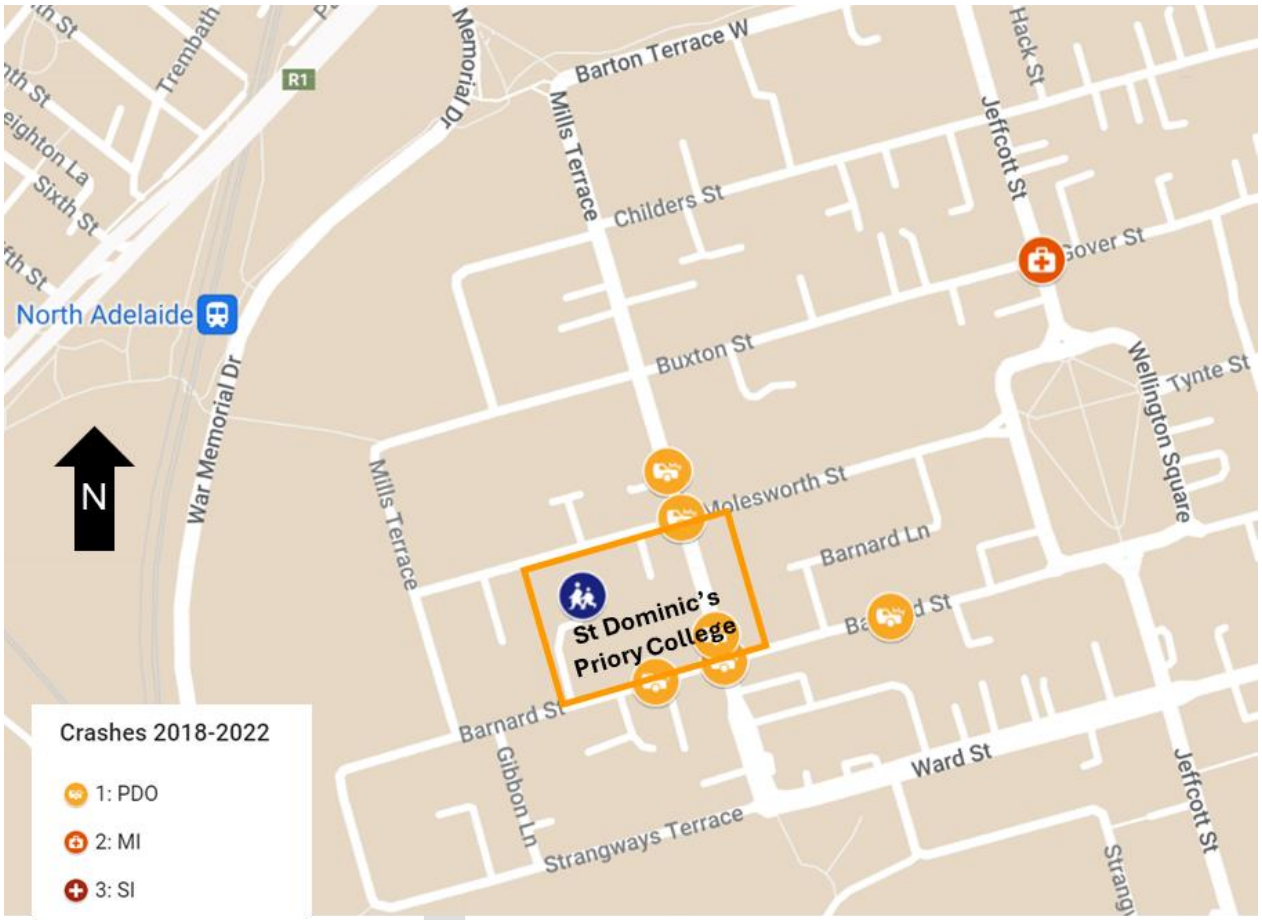


Figure 2.3 Crashes on School Days at St Dominic's Priory College

2.4.3 Parking and Kiss and Drop Areas

The types of carparking provided in the streets surrounding the school are provided in Table 2.4. These parking controls are also shown in Figure 2.4.

Table 2.4 Parking Types at St Dominic's Priory College

Road	Type of Parking	Time Restrictions
Molesworth Street	Angled Timed	4-hour parking Monday to Friday 8 am to 6 pm
Hill Street	Angled Timed	3-hour parking Monday to Friday 8 am to 6 pm
Barnard Street	Parallel Timed	3-hour parking Monday to Friday 8 am to 6 pm
Mills Terrace	Unlimited on the west side, Parallel Timed on the east side	3-hour parking Monday to Friday 8 am to 6 pm

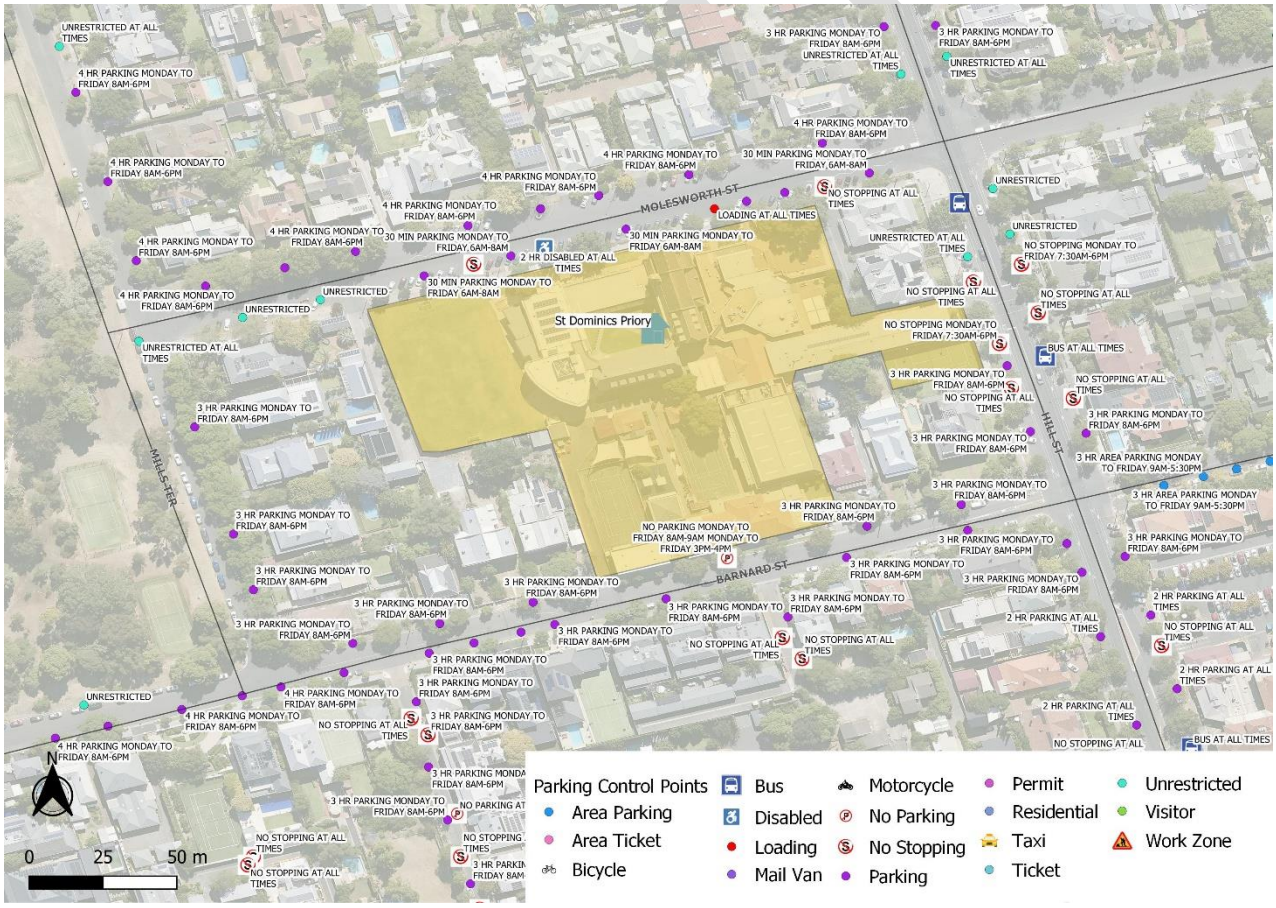


Figure 2.4 On-street Parking and Kiss and Drop Areas for St Dominic's Priory College

On-street parking on both sides of Barnard Street is used for Kiss and Drop activity on school days. Double parking was observed from the kiss and drop spot at the southern entrance to the Mills Terrace intersection.

A small area located near the front entrance on Molesworth Street is provided for informal Kiss and Drop activity. However, most pick up and drop off activity occurs in the angled parking along both sides of Molesworth Street.

2.4.4 Public Transport

Public transport services to St Dominic's Priory College are provided very conveniently at bus stop 5A in Hill Street as shown in Figure 2.5. Routes 251, 252, 253 and 254 that are in a Go Zone to Hawker Street and the Route 98 Connector bus operate from these stops. The school has two special services operated by Torrens Transit under contract to Adelaide Metro from Elizabeth in the AM period and to Adelaide CBD in the PM period.

Other bus routes that operate in a Go Zone corridor to Adelaide CBD are within a 400 m walk along Molesworth Street to Stop 5 in Jeffcott Street (Routes 230, 232, 235, 238 and 239) and within 1 km to O'Connell Street for the Routes G10 and 222.

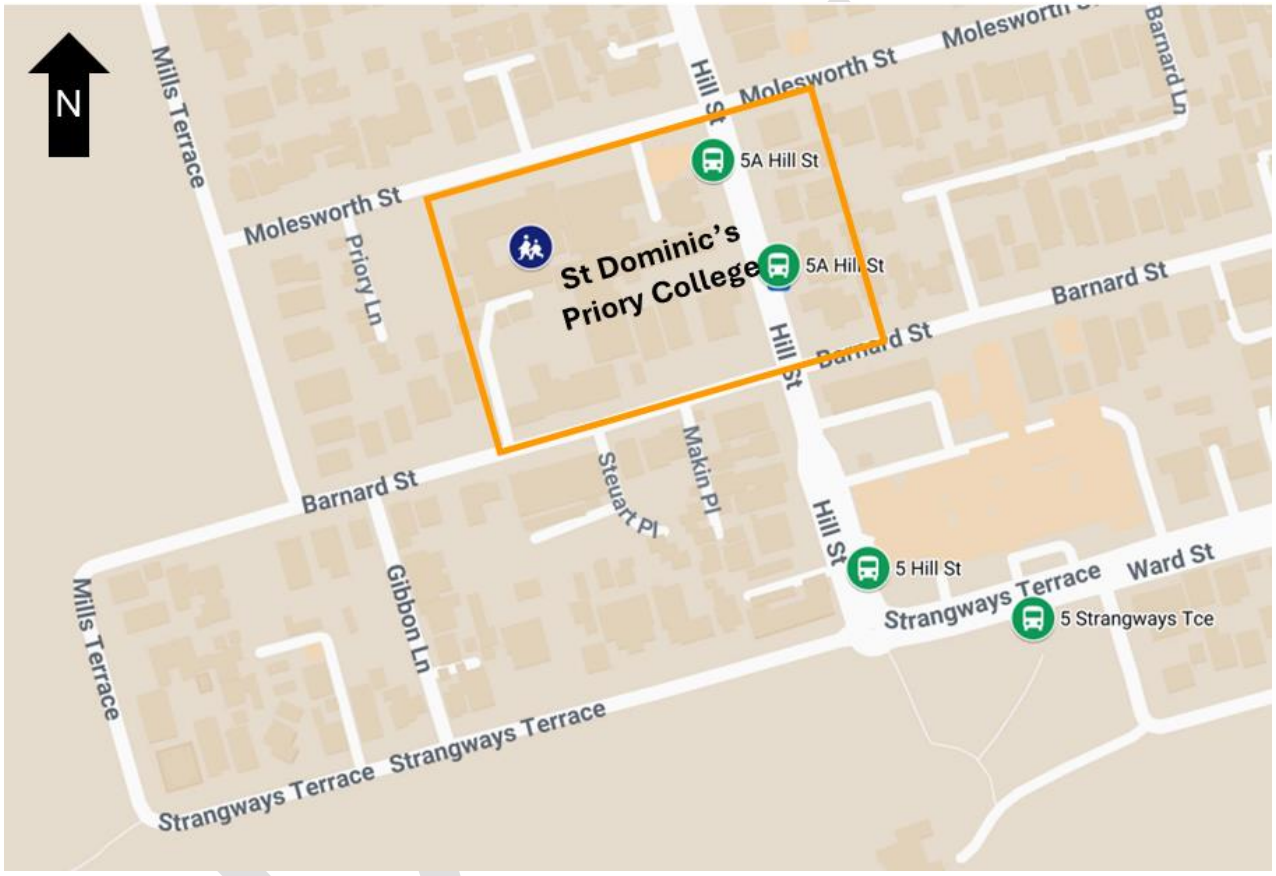


Figure 2.5 Public Transport Services to St Dominic's Priory College

The arrival or departure times of the bus services at Stop 5A in Hill Street are listed by route number within one hour of the school AM and PM bell times in Table 2.5. The school promotes these bus services in the newsletter at the start of each school year and are included with the road safety information in **Appendix B**.

Table 2.5 Public Transport Services at Stop 5A in Hill Street at St Dominic's Priory College

Stop 5A Direction	Route	Timetable Schedule
Northbound West side	98C to North Adelaide	8:14 am, 8:44 am, 3:14 pm, 3:44 pm
	251 to Port Adelaide from Adelaide CBD	8:41 am, 8:56 am, 3:13 pm, 3:29 pm, 3:36 pm, 3:45 pm
	477 from Elizabeth	8:14 am
Southbound East side	98A to Adelaide CBD	7:29 am, 8:29 am, 8:59 am, 3:29 pm, 3:59 pm
	251 and 252 from Port Adelaide to Adelaide CBD	8:04 am, 8:11 am, 8:19 am, 8:34 am, 8:49 am, 8:57 am, 3:30 pm, 3:15 pm, 3:31 pm, 3:47 pm, 4:02 pm
	958 to Adelaide CBD	3:35 pm

St Dominic's Priory College has organised and chartered school bus services contracted to Grant's Coachlines with the buses shown in Figure 2.6. In May 2024, a special bus route was implemented with Adelaide Metro fares and tickets from the school. The service operated with one trip in the AM period from Port Adelaide and in the PM period to Port Adelaide with stops all the route. The route travels north of the school and stops at Port Adelaide. The route and timetable with key stop times are provided in Figure 2.7.

Grant's Coachlines bus in Hill Street with the timetable to Port Adelaide

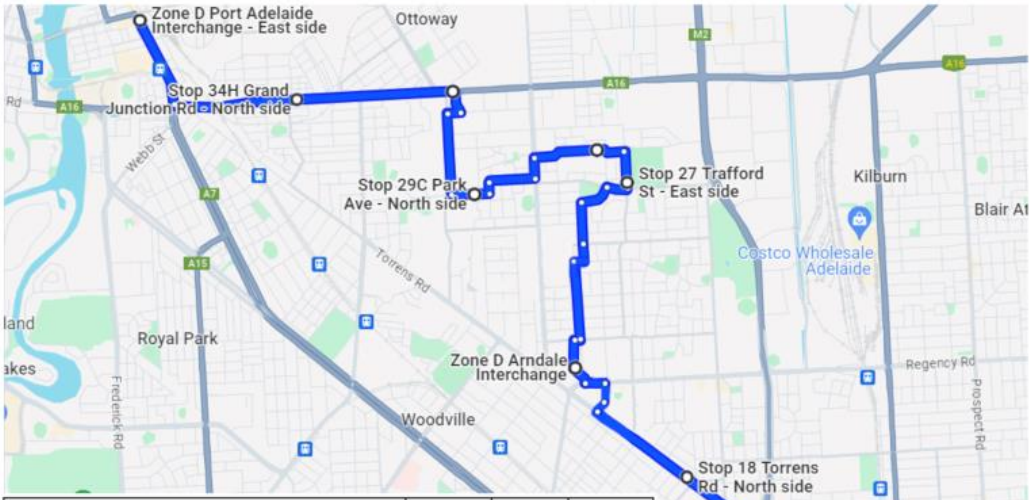
Shuttle bus in Barnard Street for the junior school students

Figure 2.6: Grant's Coachlines Bus at St Dominic's Priory College

ST DOMINIC'S PRIORY COLLEGE

EDUCATING GIRLS, INSPIRING CONFIDENCE

School Bus
North Service



LOCATION	STOP#	AM	PM
Port Adelaide Interchange Commercial Rd East Side	**Zone D**	**7.45am**	**16.20pm**
Grand Junction Rd Rosewater	34H	7.49am	16.15pm
Park Avenue Athol Park	29C	7.55am	16.10pm
Trafford St Angle Park	27	8.00am	16.05pm
Arndale Shopping Centre Bus Interchange	Zone D	8.05am	16.00pm
Torrens Road Croydon Park	18	8.10am	15.55pm
Hawker St Ridleyton	12	8.15am	15.50pm
Hill St North Adelaide – St Dominic's Priory College	**5A**	**8.30am**	**15.35pm**

Catching the bus

The dedicated bus will be branded with St Dominic's Priory College logos, making it easy for the girls to identify.

St Dominic's/Grant's Coachlines school bus will stop at all Adelaide Metro yellow bus stops along the route.

Please ensure students clearly hail the bus as it approaches.

Fares

Tickets are available for purchase from the College Reception starting Monday 20 May, Week 4.

The prices of tickets are as follows:

- $2.40 for a Single Trip
- $20 for Ten Trips
- $180 for a Term Pass (available for purchase from Term 3).

ST.DOMINIC'S PRIORY COLLEGE
139 Molesworth Street.
North Adelaide SA 5006
(08) 8331 5100

inspiring confidence

Figure 2.7: St Dominic's School Bus Service operated by Grant's Coachlines

2.4.5 Cycling

The bicycle network in vicinity of the school with the connecting link to surrounding Park Land trails and the inner metropolitan cycling network is shown in Figure 2.8. Hill Street has an on-road bicycle lane on both sides of the road. Storage space for 12 bicycles is provided on the eastern side of the campus, nearby to the Hill Street PAC.

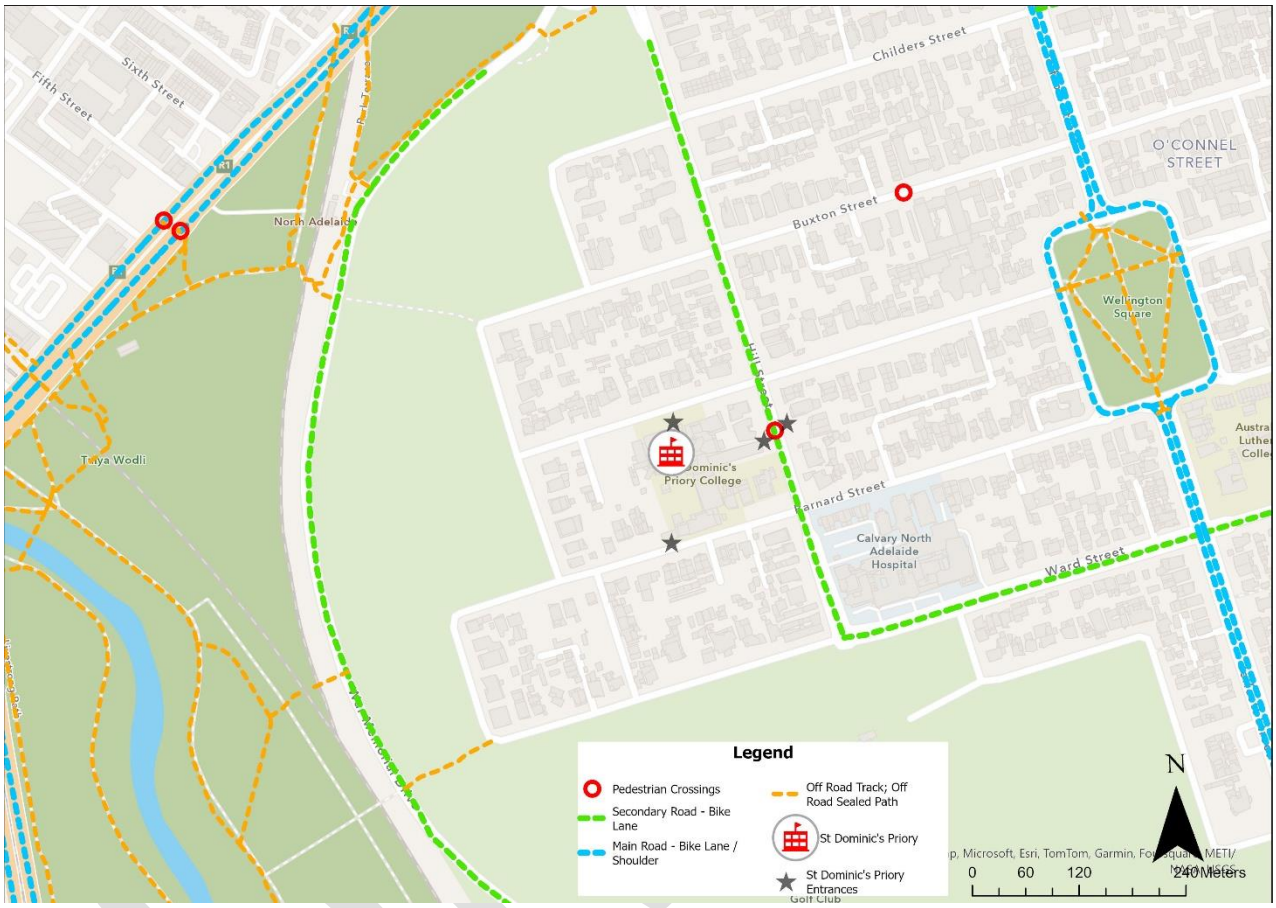


Figure 2.8 Cycling Network to St Dominic's Priory College

2.4.6 Pedestrian Access

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

Pedestrian access routes to the high school are via:

- Sealed footpaths exist along all road corridors to the school.
- Footpaths through the path network in the nearby parklands.

The walkable catchment areas for 1km, 1.5km and 2km to St Dominic's Priory College are shown in Figure 2.9. Students who walk their entire trip to school are likely walking from North Adelaide, the Mile End Train Station, and suburbs such as Bowden and Ovingham.

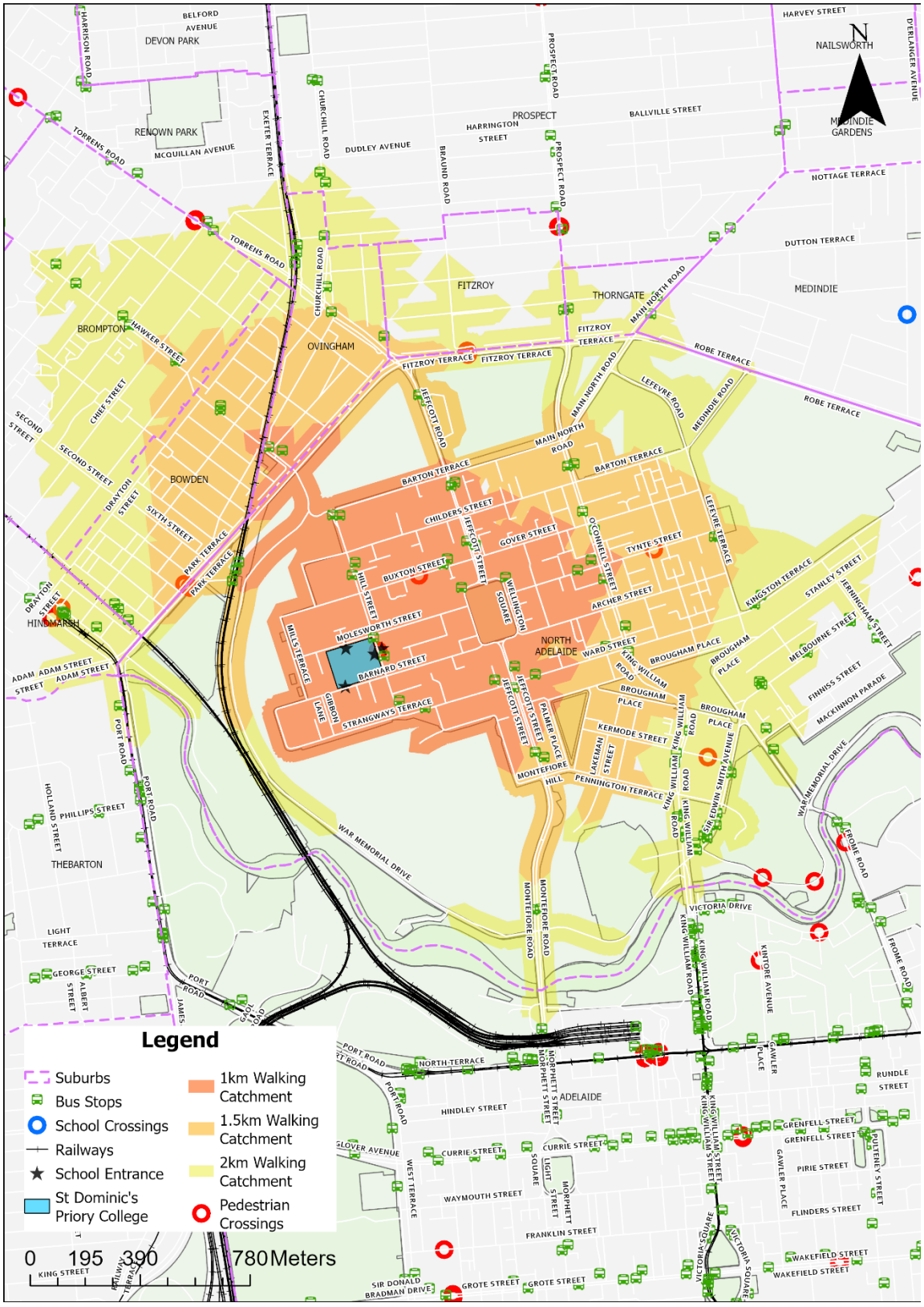


Figure 2.9 Walkable Access Catchment to St Dominic's Priory College

3 Issues and Opportunities

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

3.1 Stakeholder Discussions

A meeting was held with St Dominic's Priory College leadership on Wednesday 5 of June to discuss existing issues and any suggestions for new infrastructure. These were as follows:

- The informal Kiss and Drop area on Molesworth Street was difficult to use due to the angled parking
- The 13 m long loading zone on Molesworth Street was utilised for kiss and drop activity, resulting in double parking and reduced movement for vehicles travelling west.
- Kiss and drop area on Barnard Street resulting in significant double parking back to the west
- Drivers were observed regularly performing U-turns in the middle of the both Barnard Street and Molesworth Street
- 3 significant crashes and near miss incidents were reported by the school in Hill Street between students and other vehicles
- Staff carparking is limited at the school. Many staff park on the nearby local streets with the time limit restrictions and limited spaces result in staff leaving classrooms to shift vehicles.

No school expansion is currently planned.

3.2 Site Observations

The existing student arrival and departure movements at the St Dominic's Priory College were observed on Thursday 30 May 2024 from 8 am to 9 am and on Wednesday 5 June from 2:30 pm to 3:30 pm.

3.2.1 AM Arrival Period

The pedestrian, cyclist, bus passenger and Kiss and Drop activity was observed during the AM arrival period from 8:00 am to 9:00 am. The AM period arrival profile was relatively distributed over the 30 minutes before the school start time, with the peak activity of arrivals between 8:15 am and 8:30 am. This weather for this AM period was stormy, with rain continuing through the entire morning period. This likely resulted in a higher number of private vehicle travel for school drop off than typical days.

Parking in Molesworth Street

Parking in Barnard Street

Figure 3.1 AM Peak Conditions at St Dominic's Priory College

Other findings from the AM observations are:

- Carparking was generally available across the peak hour in both Molesworth Street and Barnard Street. Kiss and drop activity also occurred on Hill Street, either side of the PAC. Vehicles typically stayed for less than 2 minutes.
- Some vehicles stayed longer as parents escorted their children within the school gates at the junior campus entrance on Barnard Street.
- Some instances of speeds over 25 km/h on Molesworth Street.
- Several students utilised the bus on Hill Street.
- U-turn movements within the street on Molesworth Street to turn back towards the east.
- Pedestrians were likely to use the PAC provided on Hill Street.
- Pedestrians on Barnard Street, where the traffic volume is low and the road width is shorter than Molesworth Street, were more inclined to jaywalk to travel to the school entrance.
- Minimal drop off activity occurred on the northern side of Molesworth Street, however in situations where it did occur, students jaywalked to the school entrance on the southern side.

3.2.2 PM Departure Period

The pedestrian, cyclist, bus passenger and Kiss and Drop activity was observed during PM departure period from 2:30 pm to 3:30 pm. The PM period departure profile included a significant movement of vehicles within a 20-minute timeslot after the school bell. Vehicles occupied most of the carparking spaces in front of the school in the 30-minute lead up to the school bell, with these vehicles typically moving on quickly.

Parking near the Molesworth Street school entrance

Parking in Barnard Street near the junior school entrance

Figure 3.2 PM Peak Conditions at St Dominic's Priory College

Other findings from the PM observations are:

- Carparking was quickly utilised on both sides of Barnard Street and the southern side of Molesworth Street in the 30-minute lead up to the school bell.
- Kiss and drop activity on Barnard Street was conducted by releasing the junior students individually to the waiting cars lined up
  - This line up of cars resulted in double parking exceeding 125 m in length to the Mills Terrace intersection. The delay of these vehicles picking up students ranged from 5-15 minutes.
- Vehicle parking limits on Barnard Street generally allows for 3-hour parking, with parents utilising these car spots if they wanted to park for more than five minutes and pick up their children inside the school.
- Some instances of speeds over 25km/h on Molesworth Street.

- Over 20 students utilised the bus on Hill Street.
- U-turn movements within the street on Molesworth Street to turn back towards the east. Instances of u-turning was not prevalent on Barnard Street due to the shorter road width.
- Pedestrians were likely to use the PAC provided on Hill Street if travelling in that direction.
- Parents on Barnard Street did jaywalk across the road to meet with students at the junior school entrance.
- Students walked at midblock locations across Molesworth Street to meet vehicles parked on the northern side of the road.

Car making an unsafe U-turn in Hill Street

Cars observed double parking in Barnard Street

Figure 3.3 PM Peak Safety Issues in Gover Street at St Dominic's Priory College

3.3 Summary of the Issues and Opportunities

The key issues for students and parents access the school are:

- Double parking was continuous over a 20 minute period on Barnard Street. This exceeded 125m in length, reaching to the Mills Terrace intersection.
- Angled carparking in Molesworth Street was also difficult to navigate for school drop off / pick up.
- Large crossing distances across Molesworth Street at the Hill Street intersection resulted in issues with pedestrian / vehicle conflicts.
- Some issues with jaywalking across Molesworth Street and Barnard Street
- Many staff park on the nearby local streets (mostly Molesworth Street) with the time limit restrictions and limited spaces result in staff leaving classrooms to shift vehicles.

4 Travel Safety Options and Assessment

4.1 Options Development

Options to improve the travel safety for students at the school were developed under three categories, namely:

- Infrastructure treatments requiring civil works with changes to signals or pedestrian crossings.
- Operational efficiencies, with changes to parking controls, Kiss and Drop aeras or school zones.
- Safety promotions to increase awareness of the school with warning signage or information.

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

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Table 4.1 School Travel Safety Options for St Dominic's Priory College

Type of Option	Description	Issue Addressed
Infrastructure Treatments	Ban the right turn movements from Molesworth Street into Hill Street during peak periods	This reduces delays and safety issues for pedestrians and vehicles in the area.
	Rearrange the car spaces in Molesworth Street with a parallel parking to provide a formal 2-minute Kiss and Drop zone near the entrance to the student entrance (Years 7 to 11).	Unsafe conditions for parents to reverse out of carparking during busy periods. This will also help improve double parking currently positioned at the loading bay area.
	Extend the existing Kiss and Dop area in Barnard Street for the junior school.	This aims to reduce double parking currently positioned in peak times.
	Provide a central median within the Molesworth Street corridor between Hill Street and Barnard Street. This could also be explored along Barnard Street.	Remove U-turn movements mid-block and prevent unsafe vehicle manoeuvres around school entrances.
	Investigate the inclusion of further pedestrian crossings mid-block of Molesworth Street and Barnard Street. This could be integrated with a central median treatment.	Reduction of jaywalking by students and parents crossing the road to drop off or meet each other at parked vehicles.
Operational Efficiencies	Staff parking improvements with the provision of permits for staff in the local streets, mostly focused on the 4P sections on Molesworth Street. This is not in the scope of this school travel safety review.	With the limited on-site parking for staff and the timed parking controls in the local streets close to the school, many teachers leave their class to move their cars during the school day leaving students unattended for short periods. This is a safety issue for

Type of Option	Description	Issue Addressed
		students because they are left unaccompanied in the classroom. This would potentially allow for staff to park on the north side of Molesworth Street and free up space in the unrestricted carparking areas on Molesworth Street in the PM period pick up.
Safety Promotions	Install additional signage to promote the school area for traffic approaching the school zones at the Hill Street and Mills Terrace ends of Molesworth Street and Barnard Street.	Reinforce the awareness for drivers entering a "school precinct area"
	Prepare a consolidated travel access guide for students and parents that would be promoted on the school website in location that is easy to find, in additional to the school newsletter.	Students and parents may not be aware of their travel choices for different modes. The private school bus service is promoted but other modes could be consolidated.

4.2 Recommended School Travel Safety Initiatives

The recommended school travel safety initiatives are shown on Figure 4.1. They include:

- Investigate the inclusion of a central median treatment. This could be integrated with pedestrian crossings mid-block of Molesworth Street and Barnard Street.
- Rearrange the car spaces in Molesworth Street with a parallel parking to provide a formal 2-minute Kiss and Drop zone near the entrance to the student entrance (Years 7 to 11).
- Extend the existing Kiss and Dop area in Barnard Street for the junior school.
- Investigate a ban of the right turn movements from Molesworth Street into Hill Street during peak periods.
- Staff parking improvements with the provision of permits for staff in the local streets, mostly focused on the 4P sections on Molesworth Street.
- Inclusion of additional signage to promote the school area for traffic approaching the school zones at the Hill Street and Mills Terrace ends of Molesworth Street and Barnard Street.

Legend

- Central Median with New Pedestrian refuges
- Rearrangement of parking alignment
- Add and Modify Timed Parking Permits
- Right turn movement bans
- Existing Traffic Signal and PAC
- **25 km/h school zone**
- Install new School Zone warning sign at street entry point

Figure 4.1 Recommended Initatives at St Dominic's Priory College

4.2.1 Options to Improve Pedestrian Crossing Safety in Tynte Street

In order to improve the pedestrian crossing safety to the school entrance and prevent jaywalking in peak times, an option could be to include a central median and pedestrian refuges through Molesworth Street and Barnard Street. A continuous solid median on both streets would prevent dangerous u-turn movements by vehicles during peak pedestrian periods. This option requires further site observations, data collection for pedestrian volumes crossings during the AM and PM school peak hours and a more detailed assessment. Examples of pedestrian refuges at the Hill Street intersections of both Molesworth Street and Barnard Street could be transferred further along the road corridor.

Figure 4.2 Pedestrian Refuge Example – Hill Street / Molesworth Street

4.2.2 Signage to Increase the Awareness of the School for Motorists

An issue for school student travel safety is many motorists in streets approaching the schools are not aware that St Dominic's Priory College is located here until they enter the 25km/h zones near the school entrances. It is proposed to install larger and more prominent information signage (not regulatory signage) to increase the awareness of the school. The signs could be installed at either end of Molesworth Street and Barnard Street for motorists to see when entering the school area.

Examples of signage at the entry points to a school precinct are shown in Figure 4.3. These information and advisory advance warning signs are not standard for the DIT guidelines. Council will need to discuss with DIT about these types of signs that are intended to increase awareness to traffic in Hill Street.

Large entry signage that is visible to traffic on the street

Advanced warning sign for a school zone

Figure 4.3 Alternative School Precinct Warning Signage

4.2.3 Information to Promote Safer Student Travel to the School

The school provides some information to promote different travel modes such as the Adelaide Metro and private school buses. However, a specific brochure/pamphlet could be provided to school students, separate to newsletter articles. An example of the types of the school information brochures, known as school Travel Access Guides in NSW, are provided for a primary school in **Appendix C**. The Travel Access Guide is prepared with a consistent template for all government schools in NSW in collaboration with the school principals and a school travel coordinator.

4.3 Assessment and Indicative Cost Estimates

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

- P for Parking control with new signage or to pavement markings for the on-street parking or a school zone.
- T for Traffic control device or treatment that requires civil works and construction with cost estimates.
- I for information to the school community with signage or online promotional brochure.

Table 4.2 Indicative Cost Estimates for the Travel Safety Options at St Dominic's Priory College

Option ID	Description	Indicative Cost Estimate	Comments
P1	Ban the right turn movements from Molesworth Street into Hill Street during peak periods	Less than $1,000 for signage	Council to liaise with DIT on this change since it may affect traffic volumes in Hill Street.
P2	Rearrange the car spaces in Molesworth Street with a parallel parking to provide a formal 2-minute Kiss and Drop zone near the entrance to the student entrance (Years 7 to 11).	Less than $20,000	This would require consultation with the residents in Molesworth Street.
P3	Extend the existing Kiss and Dop area in Barnard Street for the junior school.	Less than $1,000 for signage	Council would need to consult with residents in Barnard Street if the on-street parking was affected.
P4	Staff parking improvements with the provision of permits for staff in the local streets, mostly focused on the 4P sections on Molesworth Street. This is not in the scope of this school travel safety review.	To be determined	This is not a priority action within the scope of this school travel safety review. Parking in Molesworth Street was previously changed with community input.
T1	Provide a linemarked central median within the Molesworth Street corridor between Hill Street and Barnard Street. This could also be explored along Barnard Street.	Less than $1,000 for line marking.	Council would need to consult with the school and residents in Molesworth Street.
T2	Investigate the inclusion of further pedestrian crossings mid-block of Molesworth Street and Barnard Street. This could be integrated with a central median treatment.	Up to $10,000	Council would need to consult with the school and residents in Molesworth Street.
I1	Install additional signage to promote the school area for traffic approaching the school zones at the Hill Street and Mills Terrace ends of Molesworth Street and Barnard Street.	Less than $1,000	The selection of information signage and installation is under the control of the Council.
I2	Prepare a consolidated travel access guide for students and parents that would be promoted on the school website in location that is easy to find, in additional to the school newsletter.	No cost to Council	This would be prepared and promoted by the school administration.

5 References

The following references were used in the preparation of the school travel safety review.

- Guide to Traffic Management Part 8, Local Area Traffic Management, Austroads, Sydney, 2016, Section 7.5.7 School Zones, page 114
- Guide to Traffic Management Part 10, Traffic Control and Communication Devices, Austroads, Sydney, 2019, Section 6.5.8 Zig Zag Markings, page 105,
- Speed Limit Guideline for South Australia, Department for Infrastructure and Transport, October 2023, Appendix C School Zones
- Supplement to AS 1742.10, Manual of uniform traffic control devices, Part 10, Pedestrian control and protection, Department for Infrastructure and Transport, April 2024
- Manual of Legal Responsibilities and Technical Requirements for Traffic Control Devices Part 2: Code of Technical Requirements, Department for Infrastructure and Transport, March 2024, Section 9.3 Drop off and pick up zones, page 34
- School Transport Policy, Department for Education, South Australia, January 2024

Appendix A – Student Travel Survey Form

CITY OF ADELAIDE

School Travel Survey for Students

School:	St Dominic's Priory College

Tonkin on behalf of the City of Adelaide is conducting a survey to determine the main modes of travel for students to understand the travel behaviour to the school. Please assist us by undertaking a short student survey during the first period class.

Questions for the Teacher

Date (day/month/year):	
Weather (Daytime temperature and sky conditions):	
Please enter the name or number of your class or year group.	
How many students are absent today in your class?	

Questions for the Students in Your Class / Year Group

Please ask the students with a 'hands-up' survey in the classroom.

AM Period Travel

How did you travel to school this morning? (If you travelled by more than one mode, please answer with the longest part of your journey - e.g. "car" for "car and scooter".)

Main Mode of Travel in the AM Period	Number of Students
Car (as driver if applicable)	
Car (as passenger with drop-off in Barnard Street)	
Car (as passenger with drop-off in Molesworth Street)	
Car (as passenger with drop-off in Hill Street)	
Car (as passenger with drop-off in other streets)	
Walk for the entire trip	
Bus	
Train	
Tram	
Bicycle, e-bike or moped	
Scooter	

PM Period Travel

How will you travel from school this afternoon? (If you will travel by more than one mode, please answer with the longest part of your journey - e.g. "car" for "car and scooter".)

Main Mode of Travel in the PM Period	Number of Students
Car (as driver if applicable)	
Car (as passenger with pick-up in Barnard Street)	
Car (as passenger with pick-up in Molesworth Street)	
Car (as passenger with pick-up in Hill Street)	
Car (as passenger with pick-up in other streets)	
Walk for the entire trip	
Bus	
Train	
Tram	
Bicycle, e-bike or moped	
Scooter	

If you travelled by car, would you prefer any of these modes? (multiple answers)	
Walking for the entire trip	
Bicycle, e-bike or scooter	
Public Transport (bus, tram or train)	

Appendix B –Term 1 Road Safety and Transport News

ROAD SAFETY INFORMATION

KEEPING KIDS SAFE AROUND SCHOOLS - A MESSAGE FROM THE CITY OF ADELAIDE

With of the resumption of learning for all students, we wish to remind families of the road safety measures that help keep all members of our Community safe.

Parking Zones around the school are put in place to ensure pedestrian safety. Children are in particular danger near schools because:

- Their small size makes it hard for drivers to see them between traffic, parked cars, stobie poles and other obstacles.
- They are easily distracted and may not be aware of traffic.
- They may suddenly run onto the road - e.g. to meet a parent.

Some road rules you particularly need to be aware of are:

- You must not stop in a No Stopping Zone, even for a few seconds to pick up your child.
- You may stop in a No Parking Zone / Kiss & Drop Zone for ***a few seconds only*** to pick up a child who is already waiting nearby. You must not linger in this zone in wait, park, or leave the vehicle.
- You must not Double Park, or stop in the line of traffic, to pick up or drop off a child.
- You must not stop in a Bicycle Lane.
- You must not stop within 20 metres before a crossing or 10 metres after a crossing.
- You must not stop within 10 metres of an intersection or junction without traffic lights.
- If you have an enquiries regarding this information, please contact City of Adelaide on 8203 7203.

City of Adelaide Parking and Information Officers and SAPOL are aware of these issues and will monitor the situation and deal with breaches accordingly, to ensure children's safety. Expiations will be issued to vehicles contravening these rules.

In addition to the information above, as provided by City of Adelaide, the College would further wish to request that drivers please be mindful of our neighbours in:

- Not pulling into, or parking across driveways or no standing zones.
- Not making U Turns at busy pick up/drop off times. This obstructs the flow of traffic and may endanger children crossing the road. Please drive around the block.

Please be mindful of your own behaviour around schools, whether in relation to where you park or the respect shown to those trying to ensure pedestrian safety - you are our children's greatest role model.

ADELAIDE METRO BUS SERVICES

PLAN YOUR TRIP TO SCHOOL WITH ADELAIDE METRO

The nearest bus stop to St Dominic's is **HILL STREET STOP 5A**. It is serviced by two student-only School Bus services:

477 Elizabeth Station to St Dominic's

985 St Dominic's to City (afternoons only)

For current timetables for these routes, as well as other (general public) services that are within the vicinity of the College, visit: www.adelaidemetro.com.au

Appendix C – NSW School Travel Access Guide

NSW Department of Education – School Infrastructure

Meadowbank Public School
Travel Access Guide

Effective: September 2023

Introduction

Our school community of parents/carers, staff and students live within a reasonable walk or cycle trip of the school. This Travel Access Guide provides suggested safe and accessible options for travelling to and from school.

Active ways to get to school

Walking to and from school

- Walking is a fun way to keep active and healthy.
- Stay alert and watch out for any potential hazards, including cars reversing out of driveways, bikes and other pedestrians.
- Remember to STOP, LOOK, LISTEN and THINK every time you cross the road.

Ride your bike

- 278 bike racks are available for everyone and 42 scooter racks for K-6 students.
- All bicycle riders are required by law to wear a correctly fitted Australian standards approved helmet and is highly recommended when riding a scooter.
- Children under the age of 16 are allowed to cycle on the footpath, keeping them safer and more protected from road traffic.

Kiss and drop expectations

- For parents/carers who drive their child/ren to school, the kiss and drop zone is located along Rhodes Street starting from Hermitage Road.
- This space is a 'No Parking' zone, meaning that you may stop for up to a maximum of 2 minutes and move no more than 3 metres from the vehicle.

Message from our principal

- Meadowbank Public School supports sustainable and environmentally friendly transport practices.
- Students up to 8 years of age should hold the hand of an adult when walking or be accompanied by an adult when riding
- Students from 8 to 10 years of age should be actively supervised by an adult

School bell times

Start Times	End Times
8:45 am	2:45 pm

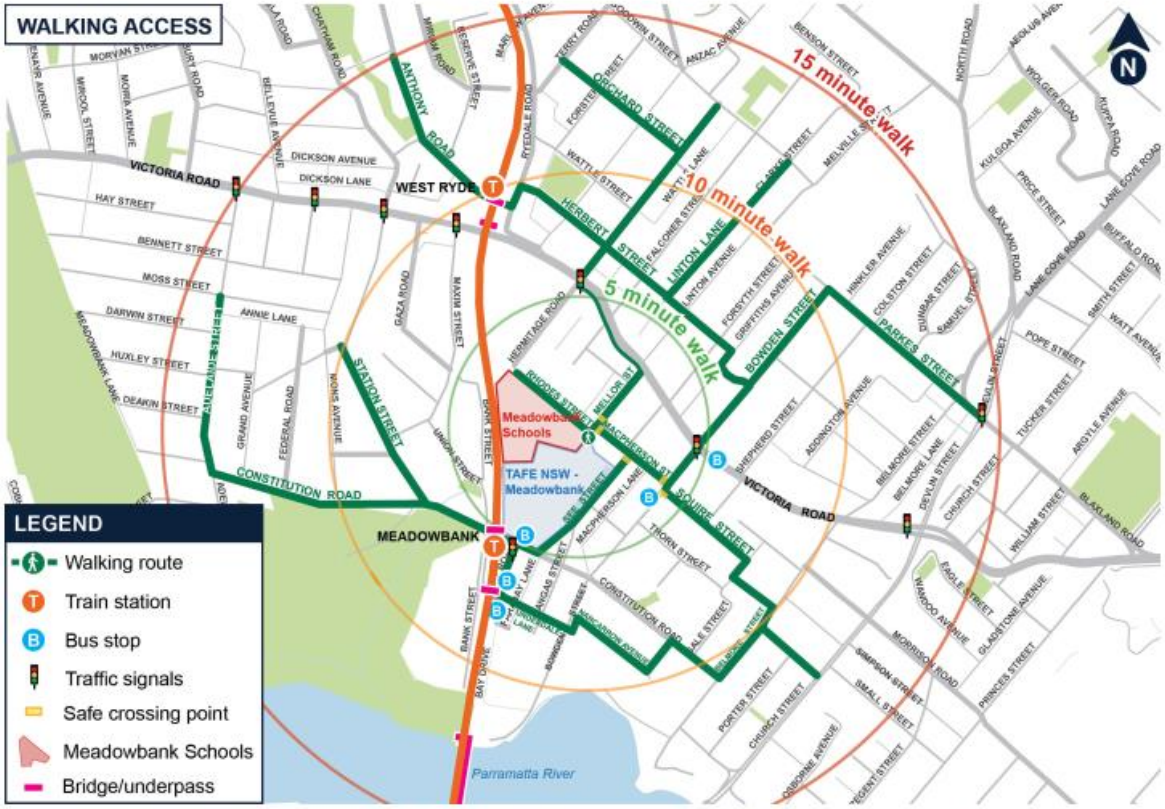
The outside school hour times for the primary school are: 7:00 am - 8:45 am and 2:45 pm - 6:00 pm.

For more information contact:

School Infrastructure NSW
Email: schoolinfrastructure@det.nsw.edu.au
Phone: 1300 482 651
www.schoolinfrastructure.nsw.gov.au

NSW GOVERNMENT

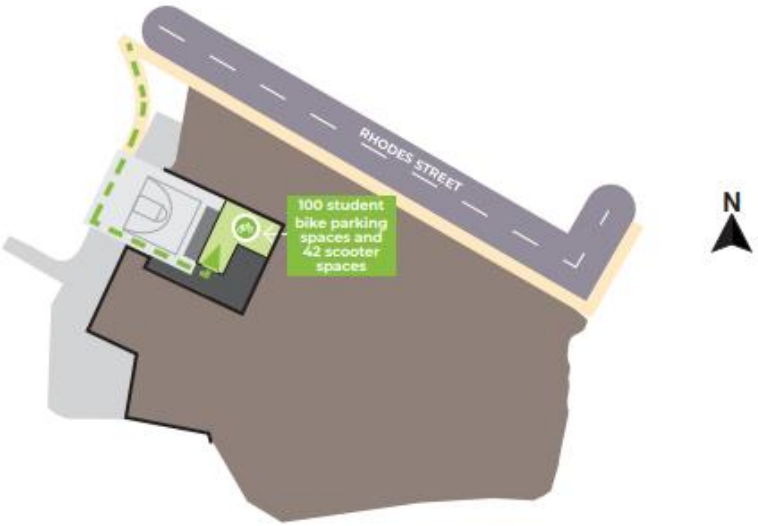
NSW Department of Education – School Infrastructure



Please use the Trip Planner at transportnsw.info/ for additional information about cycling routes to the school.

End of trip facilities

Playground level:
For students attending
Meadowbank Public School



NSW Department of Education – School Infrastructure

Where do you ride?

Footpath/shared path/cycleway:

- Children under 16 can ride on a footpath.
- Adults supervising children under 16 can also ride on the footpath.
- Be careful of cars entering and exiting driveways.
- Watch out for pedestrians, other riders and animals.

Look out for pedestrians on shared paths.

Crossing the road:

- Be extra careful.
- Walk your bicycle when you cross at a pedestrian crossing.

Give a metre:

Give pedestrians 1 metre of space when riding past.

3 steps to follow when riding a bike:

Clip, check, chime.

Clip your helmet

1

You must always wear a helmet when riding your bike.

Check your brakes

2

Make sure your brakes are working.

Chime your bell

3

If you pass another rider or pedestrian, chime your bell.

Things to remember

- Always ask your parents permission to ride.
- Loose clothing and items can get caught in your wheels. Secure any loose items, like backpack straps

- Shoes with a good tread on the soles will help you grip the pedals and protect your feet. Make sure your laces are tied.

Always remember to watch out for hazards

1. Wet leaves
2. Big puddles
3. Storm grates
4. Gravel or rocks
5. Little kids
6. Animals
7. Changes in the road/ footpath/cycleway surfaces

For more information contact:

School Infrastructure NSW
Email: schoolinfrastructure@det.nsw.edu.au
Phone: 1300 482 651
www.schoolinfrastructure.nsw.gov.au

NSW GOVERNMENT