St Mary's College

School Travel Safety Review – Draft Report

City of Adelaide

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28 June 2024
Ref: 240706

tonkin
Building exceptional outcomes together

Document History and Status

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Overview

St Mary's College is a Reception to Year 12 Catholic girls' school located on the block between Franklin Street, West Terrace, Grote Street and Gray Street in Adelaide CBD. The College had 686 students enrolled in Term 2 2024 with 145 students in Reception to Year 3, 225 students in Years 7 to 9 and 313 students in Years 10 to 12.

Key Findings

Issues for accessing the school that were observed in Franklin Street and Grote Street. These traffic safety issues that are for the City of Adelaide to address are:

- Extensive queues of cars were formed in Franklin Street creating local traffic congestion.
- Parents and children not watching the traffic as they enter the roadway in Franklin Street.
- Parents were observed parking or stopping where they should not be, or parking for longer than the posted time limits.
- Signal timing at the crossings in Franklin Street and Grote Street need to be modified to provide priority for pedestrians, especially during school peak hours.

Key Recommendations

Infrastructure

- Install overhead mast arm at the signalised Crossing in Grote Street. This is an issue because drivers are not seeing/aware of the signalised crossing in Grote Street.
- Install solid white line in Franklin Street to ban U-turn movements in Franklin Street.
- Install built-out islands or extension at the signalised crossing in Grote Street. This will prevent vehicles from travelling on cycle lane and road shoulder as a jump lane to West Terrace.

Operational Efficiencies

- Convert the no stopping to a kiss and drop area at the indented bay west of the signalised crossing in Grote Street.
- Review the signal timing at the signalised crossing in Grote Street and improve the pedestrian green light waiting time.

Increased Awareness of the Area

- Implement school zones and corresponding the 25km/hr speed limit conditions in Franklin Street.
- Install red light cameras at the signalised crossings in Franklin Street and Grote Street.

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

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 Mary's College is located in Franklin Street in Adelaide city centre on the block bounded by West Terrace, Franklin Street, Gray Street, and Grote Street. The school site and the existing surrounding environs are shown in Figure 1.1.

Figure 1.1 St Mary's College Location

Figure 1.2 St Mary's College in Franklin 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 Mary's College is a Reception to Year 12 Catholic girls' school, established in 1869. It is the oldest continuously running school for girls in South Australia.

The school office opens at 8am and closes at 4pm. The bell times are:

- Start of classes at 8:40 am Monday to Friday.
- End of classes at 2:30pm on Monday.
- End of classes at 3:15pm on Tuesday to Friday.

2.2 Student Enrolment Analysis

The school enrolment in Term 2 2024 is for 686 students with a distribution by year as follows:

- 13 students in Reception
- 16 students in Year 1
- 19 students in Year 2
- 12 students in Year 3
- 24 students in Year 4
- 21 students in Year 5
- 41 students in Year 6
- 65 students in Year 7
- 81 students in Year 8
- 80 students in Year 9
- 108 students in Year 10
- 105 students in Year 11
- 101 students in Year 12

The number of students by year group is:

- 59 students in Reception to Year 3
- 86 students in Years 4 to 6
- 225 students in Years 7 to 9
- 313 students in Years 10 to 12

2.2.1 Existing School Travel Activity

The St Mary's College catchment boundary area includes all suburbs in metropolitan Adelaide. The number of households by sub areas of each suburb is shown in Figure 2.1.

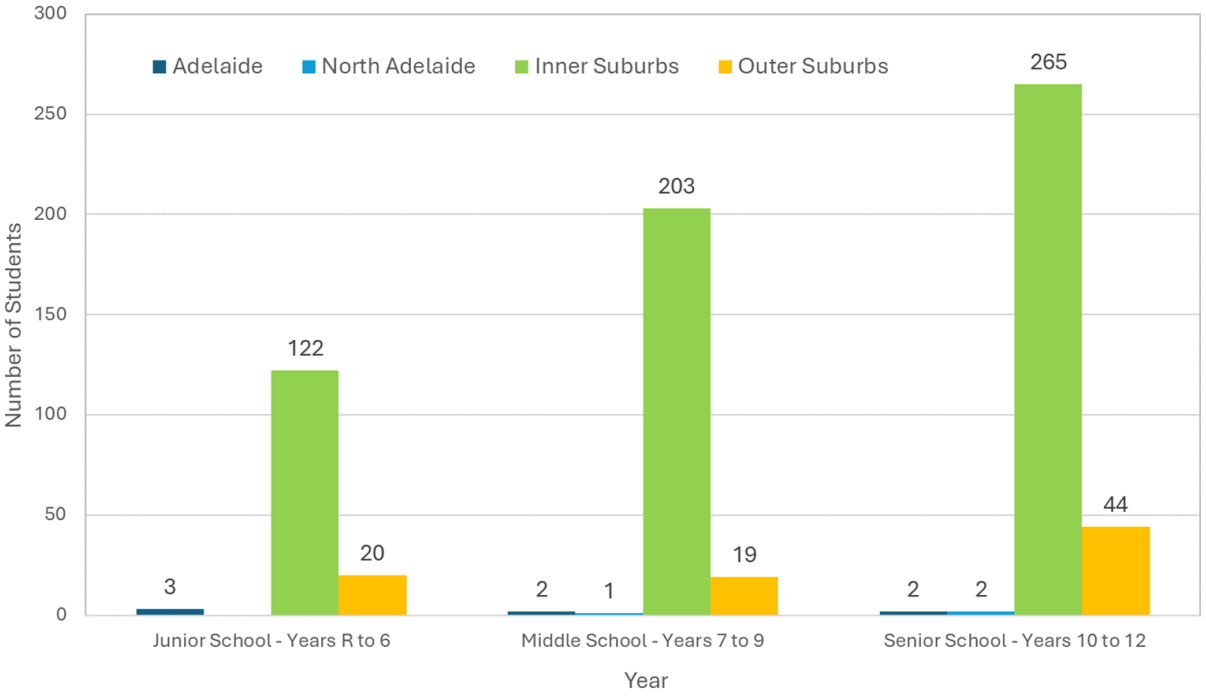


Figure 2.1 St Mary's College Student Residence Location Analysis

A breakdown of the number of students by year groups with the percentages by location are provided in Table 2.1. Over 86 per cent of the students live in the inner suburbs of Adelaide that is beyond an easy walk or bicycle trip to the school. Only 1.4 per cent of the students live in the City of Adelaide.

Table 2.1 Student Residence per Location for St Mary's College

Location	Junior School - Years R to 6	Middle School - Years 7 to 9	Senior School - Years 10 to 12	Total	Percentage
Adelaide	3	2	2	**7**	**1.0%**
North Adelaide	0	1	2	**3**	**0.4%**
Inner Suburbs	122	203	265	**590**	**86.4%**
Outer Suburbs	20	19	44	**83**	**12.2%**
Total	**145**	**225**	**313**	**683**	**100.0%**

2.2.2 Student Travel Demand

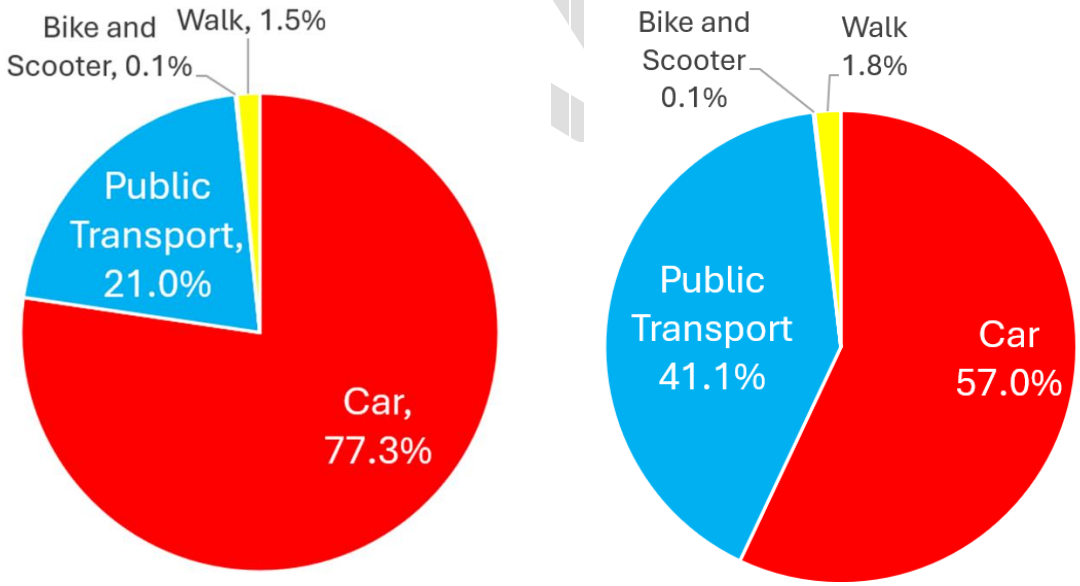
The existing school travel activity to and from the St Mary's College was reviewed through site observations and a student travel mode survey to determine the existing school transport modes on a typical school day. A copy of the student travel mode survey form is included in Appendix A.

The student travel mode survey was conducted on the week of 21st to 28th 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
- Tram
- Bicycle or e-bike
- Scooter

A total of 628 students were at school for the "morning Connect" class meeting when the survey was conducted. 128 students were absent from school and 46 students were at an offsite activity.

The student travel mode shares to school in the AM period and from school in the PM period are shown in Figure 2.2 and with a breakdown by year group in Table 2.2. The PM departure period has 20 per cent more students using public transport than in the AM period, and 45 students fewer 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.



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

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

A breakdown of the student mode shares by year group for the AM arrivals from the survey conducted in May 2024 is provided in Table 2.2. Key insights from the AM survey results are:

- The students in Reception to Year 3 were mostly driven to school.
- Over 82 per cent of students in Years 4 to 6 were drive to school.
- The highest usage of public transport was for students in Years 7 to 9 at 36 per cent.
- Cycling to the school for the girls was very low for all year groups.

Table 2.2 Student Transport Mode Shares for the AM Arrivals by Year Group in May 2024

AM Arrivals Transport Mode	REC to 3	4 to 6	7 to 9	10 to 12	Total
Car	97.8%	82.1%	62.5%	77.3%	**94.1%**
Public Transport	2.2%	16.2%	35.6%	21.0%	**3.2%**
Bike and Scooter	0.0%	0.2%	0.1%	0.1%	**0.1%**
Walk	0.0%	1.6%	1.8%	1.5%	**2.7%**

A breakdown of the student mode shares by year group for the PM departures from the survey conducted in May 2024 is provided in Table 2.3. Key insights from the PM survey results are:

- Five per cent of the students in Reception to Year 3 walked home.
- Over 91 per cent of students in Years 4 to 6 were picked up by car.
- About 40 per cent of students in Years 10 to 12 used the car mode to travel home.
- The highest usage of public transport was for students in Years 10 to 12 at 58 per cent.
- Cycling to the school for the girls was very low for all year groups.

Table 2.3 Student Transport Mode Shares for the PM Departures by Year Group in May 2024

PM Departures Transport Mode	REC to 3	4 to 6	7 to 9	10 to 12	Total
Car	84.2%	91.3%	60.9%	40.5%	**57.0%**
Public Transport	10.9%	8.3%	37.5%	57.4%	**41.1%**
Bike and Scooter	0.0%	0.4%	0.0%	0.1%	**0.1%**
Walk	5.0%	0.0%	1.6%	2.1%	**1.8%**

2.3 Transport Access

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

2.3.1 Road Network

Access to the to the school is provided in Franklin Street and Grote Street. The front entrance, kiss and drop area, and main office of the school is located in Franklin Street. The rear entrance with a kiss and drop area is provided in Grote Street.

Franklin Street

Franklin Street is a two-way two lane Collector, and is under the care and control of the City of Adelaide. At the frontage of the school, each lane is around 3.5m wide, with on-road cycle lane and 45-degree angle parking provided on both sides of the road. In front of the school there is a signalised crossing.

Sealed bitumen footpaths are on both sides of Franklin Street. The traffic volume in Franklin Street is about 11,000 vehicles per day. It has a posted speed limit of 50 km/h. The kerbside parking, bicycle lanes, and traffic lanes in Franklin Street is shown in Figure 2.3.

Figure 2.3 Franklin Street, Looking West

Grote Street

Grote Street is classified as a SubArterial road, with two lanes in each direction. It is under the jurisdiction of the City of Adelaide council. In the proximity to the school there is a signalised crossing. Each lane is approximately 3.6m wide, with on-road cycle lane on each side. There is no provision for on-street parking.

Sealed bitumen footpaths are on both sides of Grote Street. The traffic volume in Grote Street is about 22,800 vehicles per day. It has a posted speed limit of 50 km/h. The kerbside parking, bicycle lanes, and traffic lanes in Grote Street is shown in Figure 2.4.

Figure 2.4 Grote Street, Looking West

2.3.2 Crash History

A review of the latest crash data from 2018 to 2022 (five-year period) has been sourced from DataSA. During this time there has been 2 crashes in Franklin Street with 1 minor injury and 1 serious injury. There was one serious injury at the intersection of Franklin Street and Gray Street. There were two property damage only collisions in Grote Street.

The number and type of crashes is not considered high for this type of road treatment and intersection design. An overview of the latest crash data is presented in Figure 2.5.

Figure 2.5 Crash History in the Streets near St Mary's College

2.3.3 Parking and Kiss and Drop Areas

The on-street car parking controls along the streets in the vicinity of the school, and the kiss and drop areas are shown in Figure 2.6.

The kiss and drop area in Franklin street is operative between 8am to 9am, and 2:30pm to 4pm, Monday to Friday, when no parking is allowed. From 9am to 2:30pm up to 2 hours of parking is permitted.

The kiss and drop area in Grote Street has spaces for two hours of parking any day from 8 am to 6 pm.

The students who may use a Kiss and Drop area are:

- Students with a disability
- Students whose parents work close to the school, such as in Adelaide CBD or North Adelaide.
- Students who are carrying heavy bulky equipment.

Parents who do not work in Adelaide CBD are unlikely to regularly drive into the CBD to drop off or pick up their child. Many students, who 13 years of age or older, are capable of travelling on their own and would use public transport.

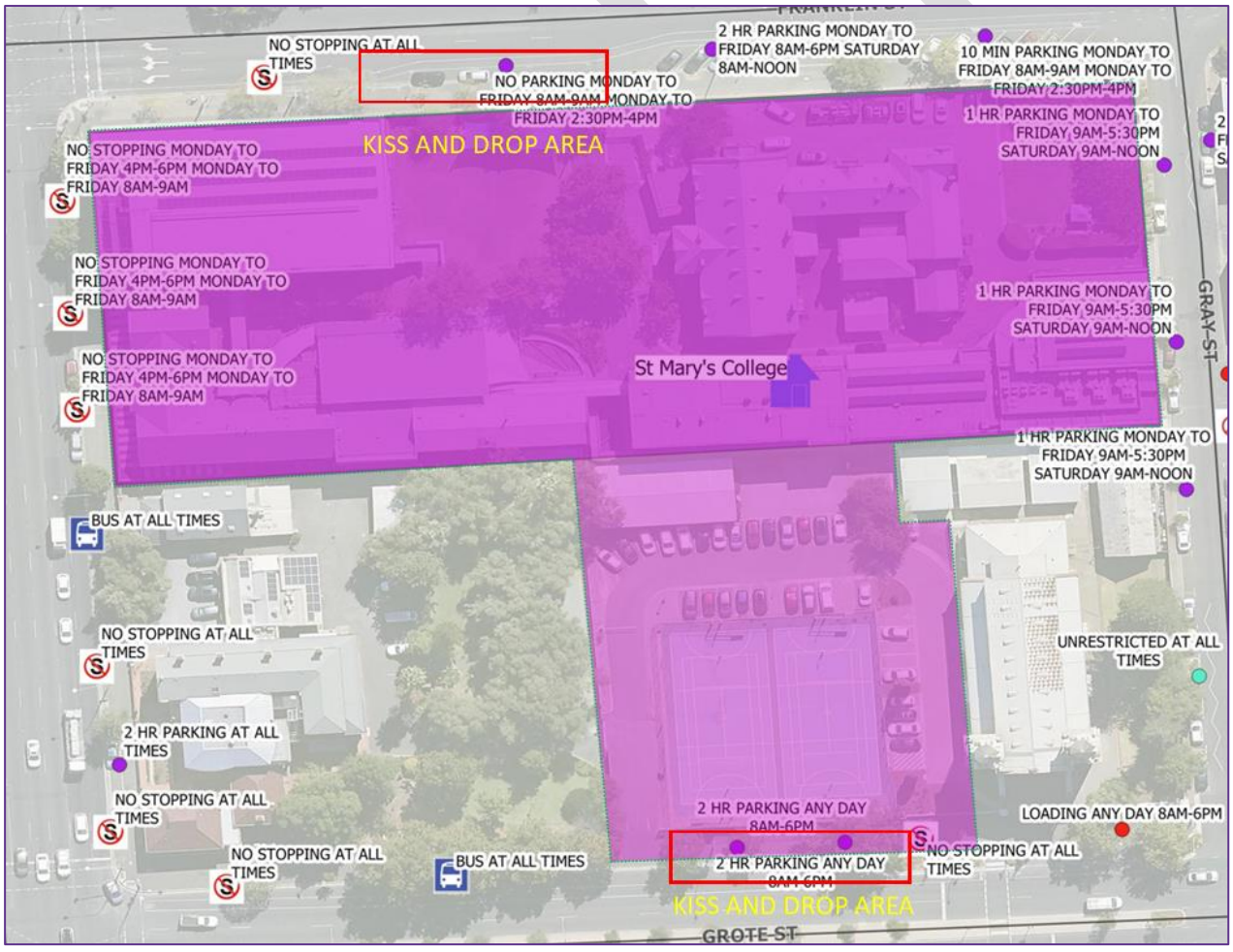


Figure 2.6 On-street Parking and Kiss and Drop Areas for St Mary's College

2.3.4 Public Transport

Adelaide CBD is the focus of the bus, tram, and train network with the walkable access from St Mary's College, as there are bus stops on West Terrace and Grote Street.

The walkable access from these public transport services to the school is shown in Figure 3.14.

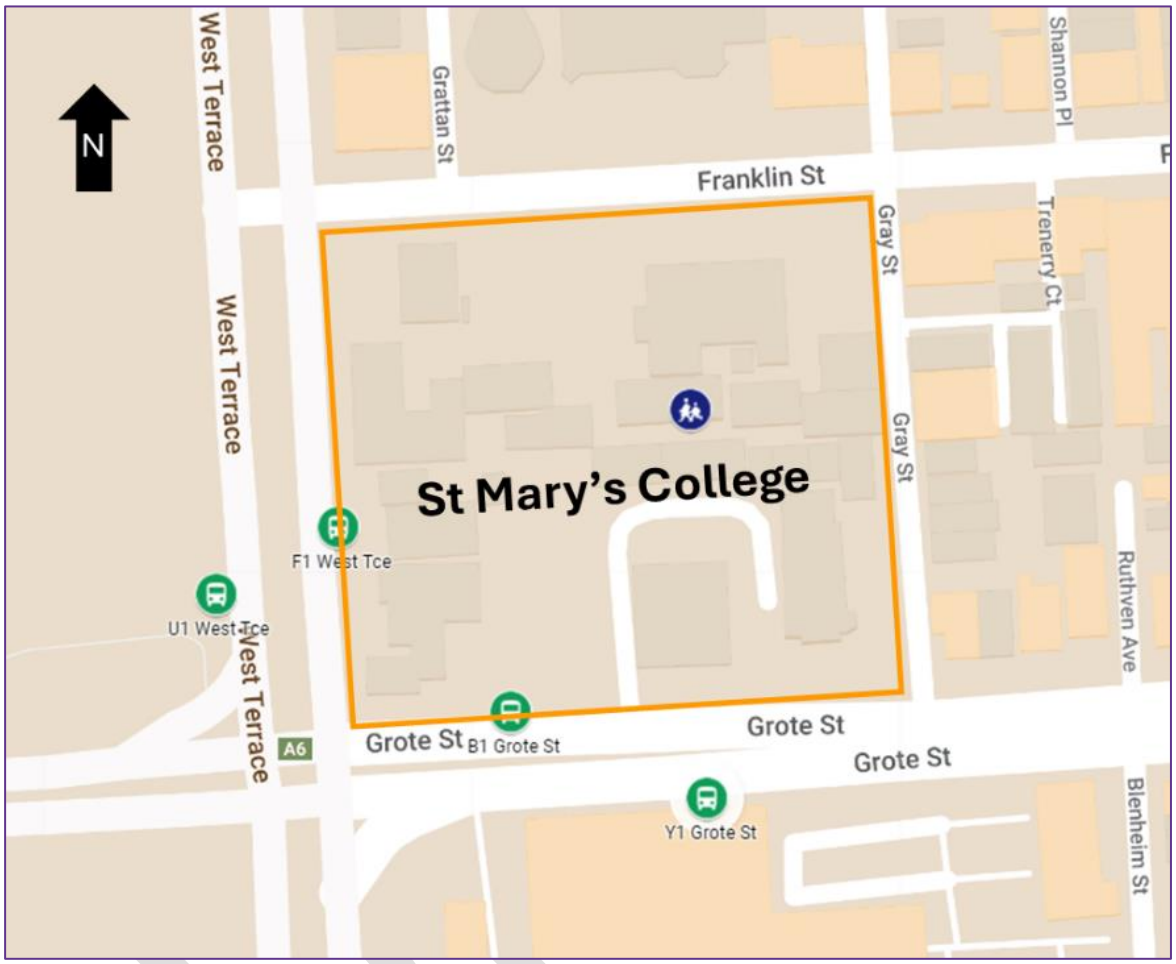


Figure 2.7 Public Transport Stops at St Mary's College

The Adelaide Metro bus services to the bus stops in Grote Street and West Terrace are considered sufficient for the demand based on the site observations. Many students are likely using public transport services from the CBD.

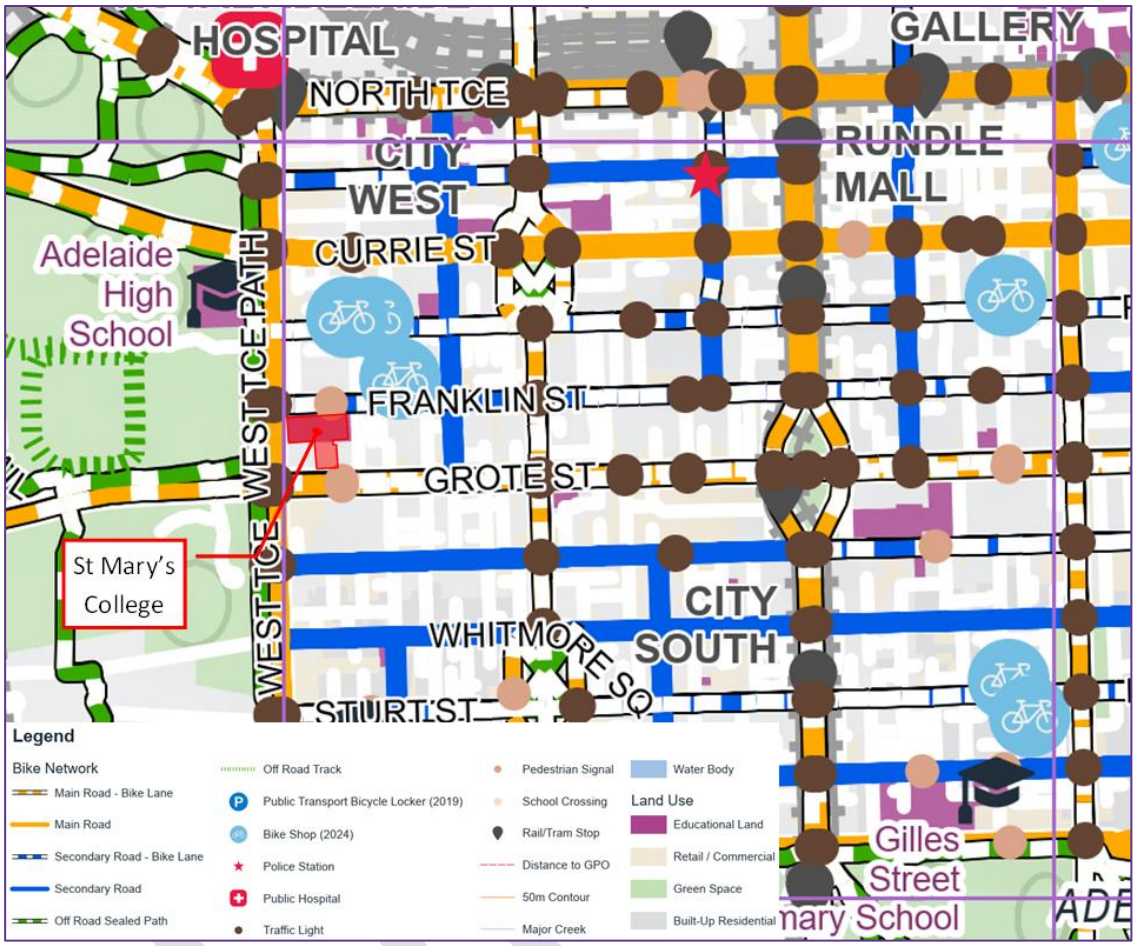
St Mary's College does have any special school bus services, provided by Adelaide Metro or privately operated.

Train services for all metropolitan train lines are at Adelaide Railway Station which is located 1.6 km northeast of the school.

2.3.5 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.

Both Franklin Street and Grote Street have on-road bicycle lanes on both sides of the road. Sealed shared paths exist throughout the Adelaide Park Lands.



Source: BikeDirect map, January 2024

Figure 2.8 Cycling Network to St Mary's College

2.3.6 Pedestrian Access

Walking to and from the school is an important transport mode for students, staff, and visitors who walk for their entire trip or as an access mode to the bus stops, tram stops in North Terrace, and train services at Adelaide Railway Station. The footpath network along Franklin Street, Gray Street, West Terrace, and Grote Street needs to be well maintained and kept clear of fallen trees and debris by the City of Adelaide.

The school has good pedestrian access from all directions from Adelaide CBD, as shown in Figure 2.9. There are one signalised pedestrian crossing adjacent to the school in Franklin Street and Grote Street.

A 5, 10 and 15-minute walkable catchment areas to St Mary's College are also shown in Figure 2.9. Students who walk their entire trip to school are likely walking from Adelaide city centre.

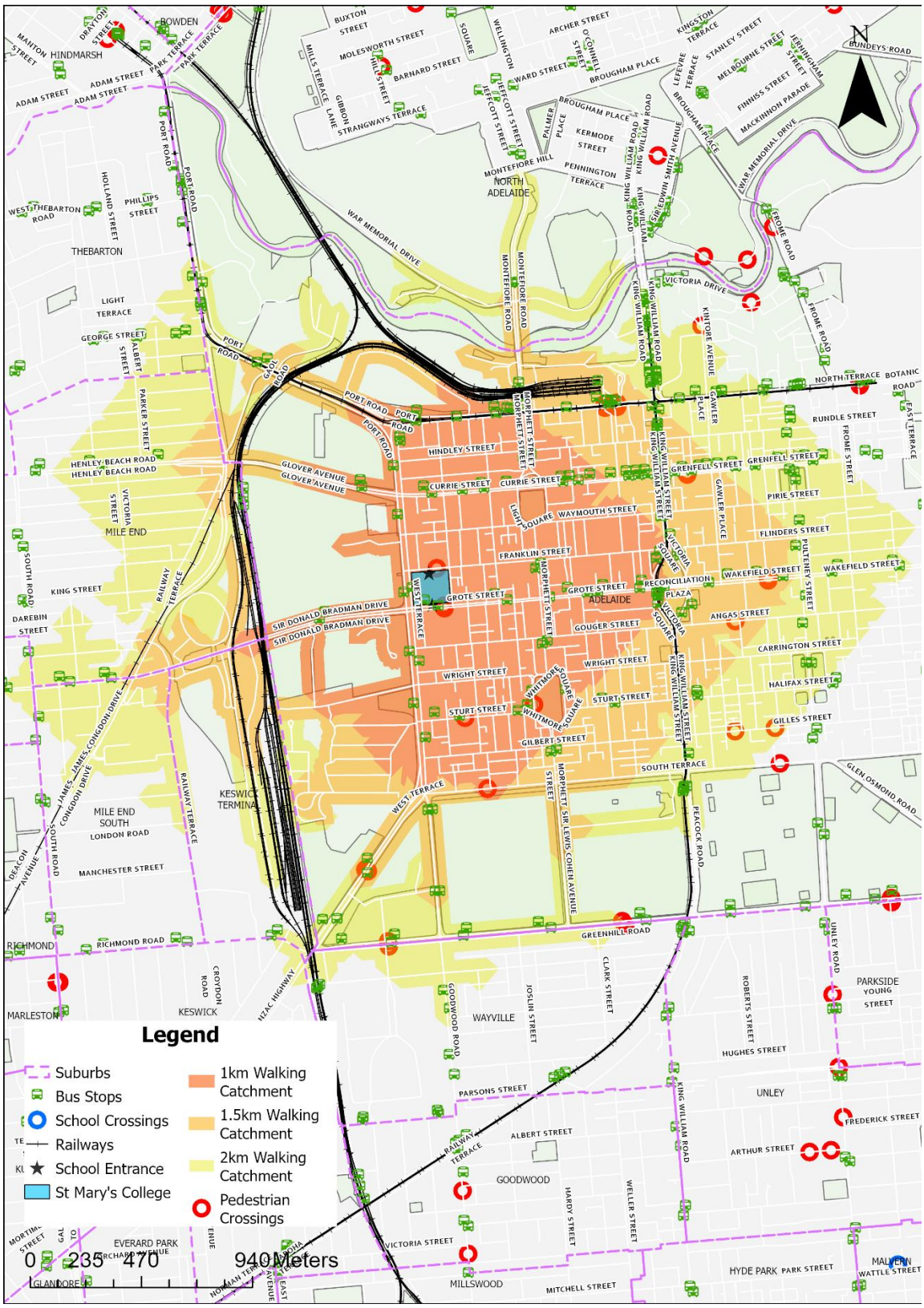


Figure 2.9 Walkable Access Catchment to St Mary's College

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 Mary's College Principal on 20th May 2024 to discuss existing issues. The following concerns were raised by the school:

Franklin Street

- The queues formed during the PM peak period could form extensively in Franklin Street, and the queue could also extend to Gray Street. The queuing cars would also block on-road cycle lane, the signalised crossing, and the school gate. This is illustrated in Figure 3.1.

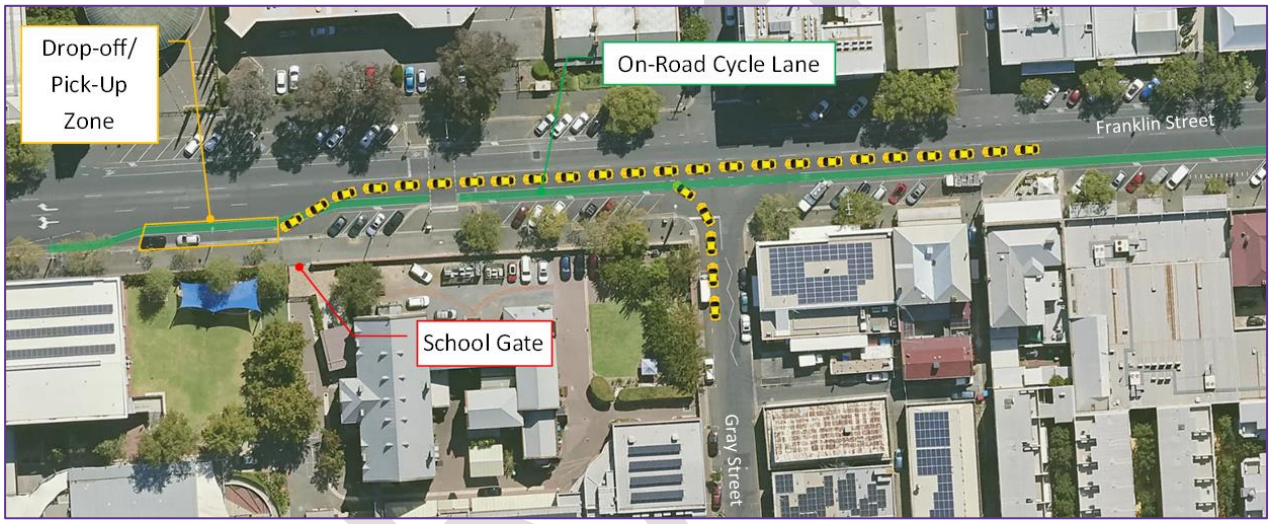


Figure 3.1 Queuing in Franklin Street and Gray Street during PM Peak

- Red light running behaviour is reported at the signalised crossing in Franklin Street.
- The school reports that if green paint is applied to the on-road cycle lane, parking inspectors will be able to enforce vehicles from stopping or parking over the on-road cycle lane. The parking inspector has claimed that it's currently not enforceable to do so.

Grote Street

- Red light running at the crossing in Grote Street, likely due to the inconspicuous positioning of the traffic lights. Sun glare – as the street sits in an east-west orientation – has also contributed.

Figure 3.2 Signalised Crossing in Grote Street

- Vehicles are observed to drive on on-road cycle lane and road shoulders to skip the queuing vehicles in the through lanes, in order to get to the left turning lane at the intersection with West Terrace, as illustrated in Figure 3.3.

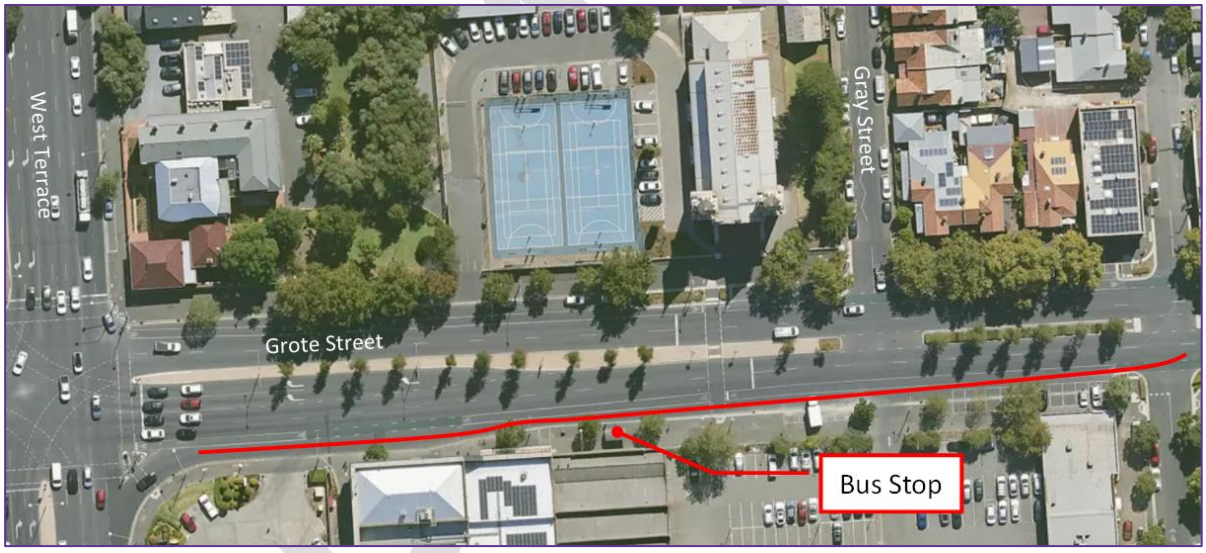


Figure 3.3 Vehicles Travelling on On-Road Cycle Lane and Road Shoulders

This is mainly due to the wide width in the road shoulder, which was intended for the bus stop. It was to allow buses to pull over without blocking the traffic flow.

Combining the on-road cycle lane, the available width is around 4m, as shown in Figure 3.4. This width is wider than the typical lane width of 3.5m.

Figure 3.4 Width of Shoulder and On-Road Cycle Lane

- Pedestrians tend to wait for longer than usual after pressing the button to cross at the signalised crossing in Grote Street.

3.2 Site Observations

The existing staff and student transport mode activity to and from the St Mary's College were observed during the AM peak arrival period and the PM peak departure period on typical school days in May 2024. The site visits were conducted on Tuesday 28 May 2024 for both the AM and PM peaks.

3.2.1 AM Arrival Period

The Kiss and Drop activity was observed during AM arrival period from 8 am to 9 am. The AM period arrival profile was relatively distributed over the hour before the school start time, with the peak activity of arrivals between 8:30 am and 8:45 am. Some behaviours were observed to be of concerns, as shown in Figure 3.5.

Car queuing at the kiss and drop zone

cars blocking access school bus

Figure 3.5 AM Peak Safety Issues at St Mary's College

Other findings from the AM observations are:

- Most of the drop off activity for students occurred on the south side of Franklin Street with the busiest period between 8:30 am and 9:45 am with no safety issues or traffic delays.
- The kiss and drop area in Franklin Street was generally available across the peak hour, with vehicles not staying for more than 5 minutes. However, the school bus was observed to be waiting for a few minutes before the bay was clear (Figure 3.5).
- Excessive U-turns are observed in Franklin Street by eastbound vehicles to get to the drop-off / pick-up zone, as shown in Figure 3.6. Regardless, many parents did park on the north side of Franklin Street and walked their children across at the signalised crossing.

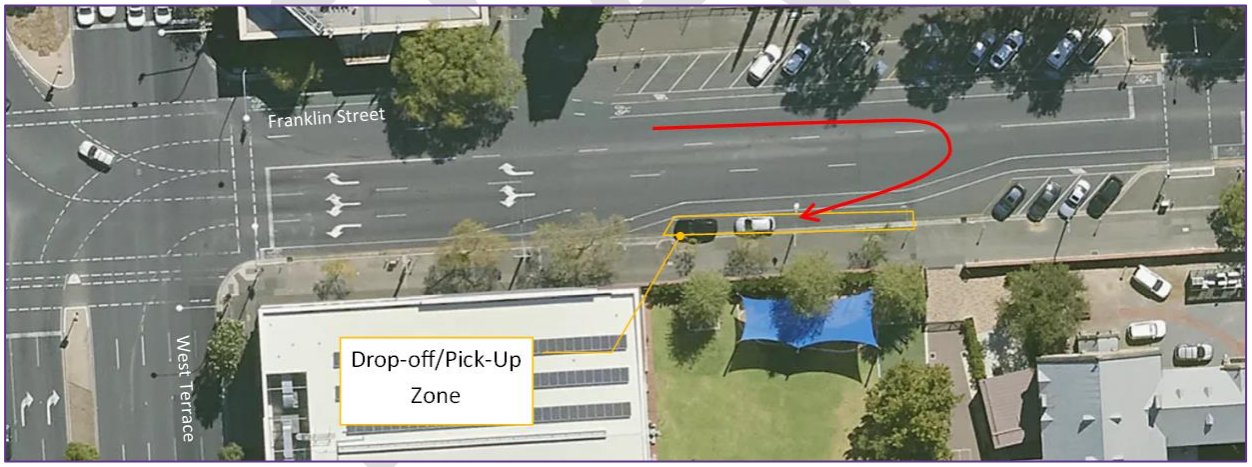


Figure 3.6 U-Turning Movements in Franklin Street

- Some vehicles were observed to drive at an inappropriate speed approaching the signalised crossing in Franklin Street.
- parents and students mostly arrived by private cars and public buses.
- A low level of drop off activity was observed in Grote Street with less than 20 vehicles.
- The signal timing at the signalised crossing in Grote Street was observed to take up to 2 minutes to turn green for pedestrians.
- Many students were observed to get off buses in Grote Street.

3.2.2 PM Departure Period

The pedestrian, cyclist, bus passenger and Kiss and Drop activity was observed during PM departure period from 3:15 pm to 3:30 pm. The key findings from the observations are as follows:

- The peak period for departure activity was between 3:10pm to 3:30 pm.
- The pick-up activities occurred on both sides of Franklin Street.
- Extensive queues were formed from the pick-up area towards east, as indicatively shown in Figure 3.1. The queuing vehicles obstruct through movement near the intersection with West Terrace in shown in Figure 3.7.

Figure 3.7 PM Peak – Queues from Pick Up Activities

- Some children were observed to walk unsafely between stopped or parked vehicles without giving heed to moving traffic.
- No students or parents were observed to be riding bicycles or scooters.
- Many older students were observed to be travelling northbound and westbound in Franklin Street, likely to be catching public transport on Currie Street and West Terrace.
- Many students were observed to use the public buses on the northern side of Grote Street.
- Many parents were observed to use the on-street parking spaces on the southern side of Grote Street to wait for their children, sometimes over the 30-minute limit, as shown in Figure 3.8.

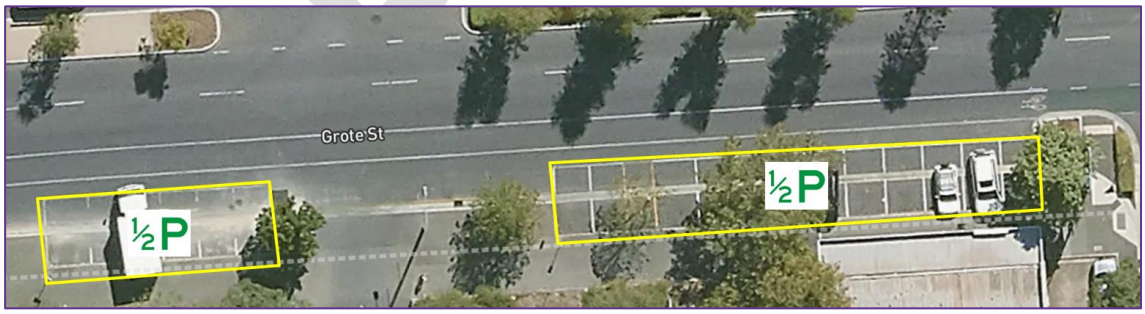


Figure 3.8 Cars Parked along Southern Side in Grote Street

- Many parents are observed to use the bay area east of the signalised crossing in Grote Street as a pickup zone, although there is a no stopping yellow line, as shown in Figure 3.9.

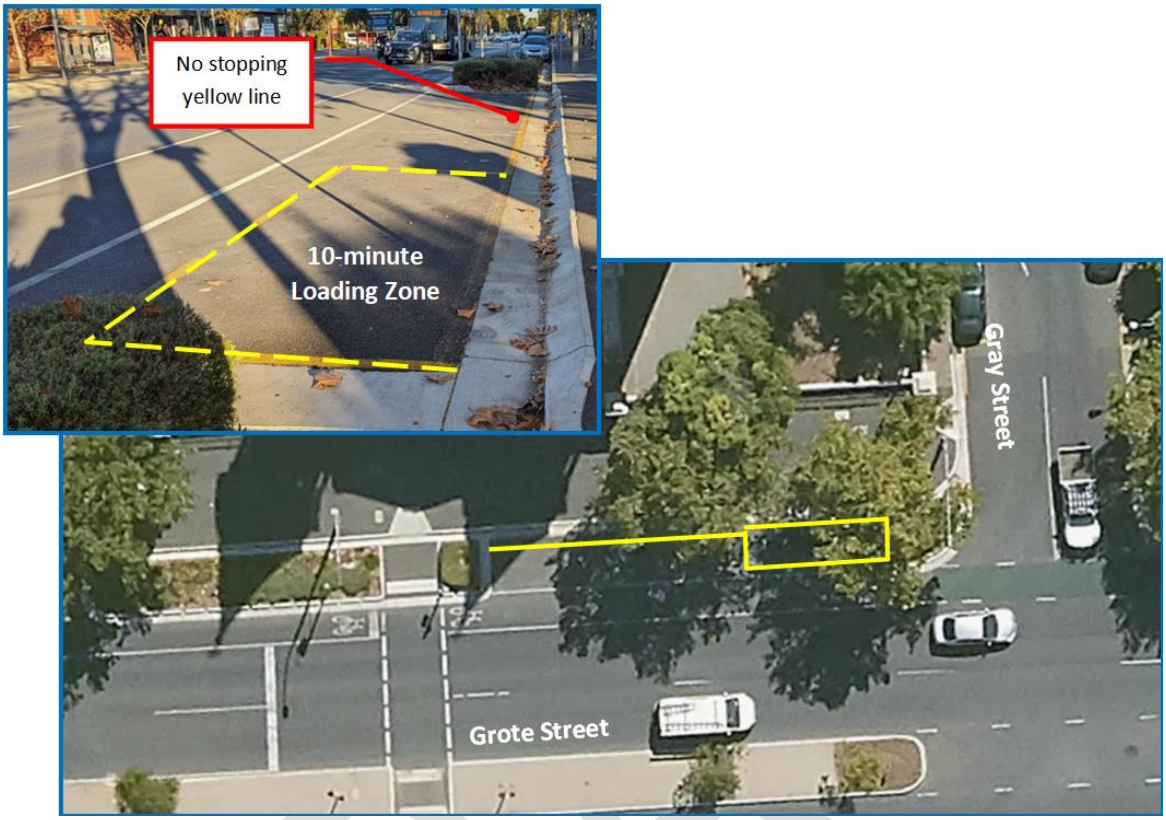


Figure 3.9 Parking Control East of Signalised Crossing in Grote Street

- Cars were observed to be parking at both no parking zone and 15-minute parking zone for over 30 minutes in Grote Street outside of the school, as shown in Figure 3.10.

Figure 3.10 Cars in Parking Spaces Over the Time Limit in Grote Street

- The signal timing at the signalised crossing in Grote Street was observed to take up to 2 minutes to turn green for pedestrians.
- Vehicles were observed to stop in front of the driveway to the private car park in Grote Street to pick up students, as shown in Figure 3.11.

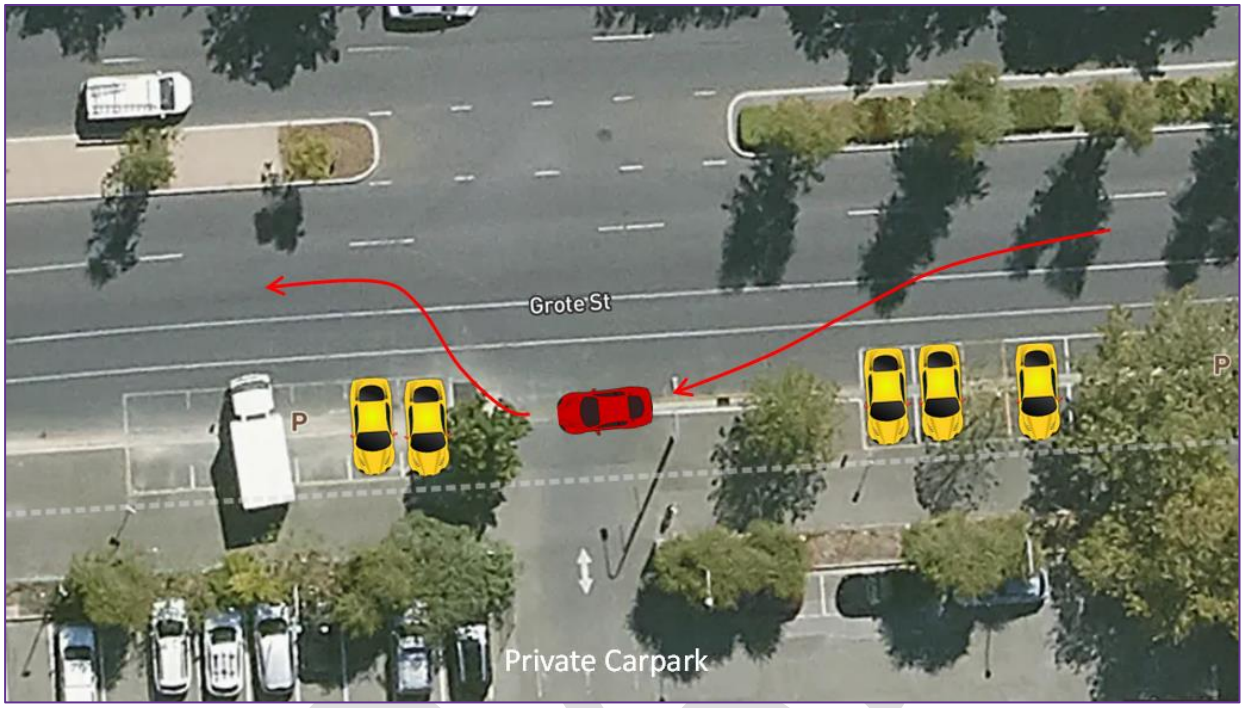


Figure 3.11 Cars Blocking a Driveway to a Private Carpark in Grote Street

3.3 Summary of the Issues and Opportunities

Issues for accessing the school that were observed in Franklin Street and Grote Street. These traffic safety issues that are for the City of Adelaide to address are:

- Extensive queues of cars were formed in Franklin Street creating local traffic congestion.
- Parents and children not watching the traffic as they enter the roadway in Franklin Street.
- Parents were observed parking or stopping where they should not be, or parking for longer than the posted time limits.
- Signal timing at the crossings in Franklin Street and Grote Street need to be modified to provide priority for pedestrians, especially during school peak hours.

4 Travel Safety Options and Assessment

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

- Infrastructure
- Operational efficiencies
- Increased awareness of the area

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

Table 4.1 School Travel Safety Options

Type of Option	Description	Issue Addressed
Infrastructure	Install overhead mast arm at the signalised Crossing in Grote Street	Drives are not seeing/aware of the signalised crossing in Grote Street.
	Install solid white line in Franklin Street	Traffic and pedestrian safety in Franklin Street to prohibit U-turn movements.
	Install built-out islands or extension at the signalised crossing in Grote Street	Prevent vehicles from travelling on cycle lane and road shoulder as a jump lane to West Terrace
Operational Efficiencies	Convert the no stopping yellow line to a kiss and drop area at the indented bay west of the signalised crossing in Grote Street, as shown in Figure 3.9.	Allow parents more space to pick up and drop off students in Grote Street
	Review the signal timing at the signalised crossing Grote Street and improve the pedestrian green light waiting time during school peak hours.	Improve the travel time for students and parents
Increased awareness of the area	Implement 25 km/hr school zone in Franklin Street.	Speeding issue
	Install red light cameras at the signalised crossings in Franklin Street and Grote Street	To enforce red light running behaviour

The recommended actions are explained with more detail as follows:

Infrastructure

- Install overhead mast arm at the signalised crossings in Franklin Street and Grote Street, as indicatively shown in Figure 4.1.

Figure 4.1 Install Overhead Mast Arm at the Signalised Crossing

- Install solid white line in Franklin Street, to prohibit U-turn movements, as shown in Figure 4.2.

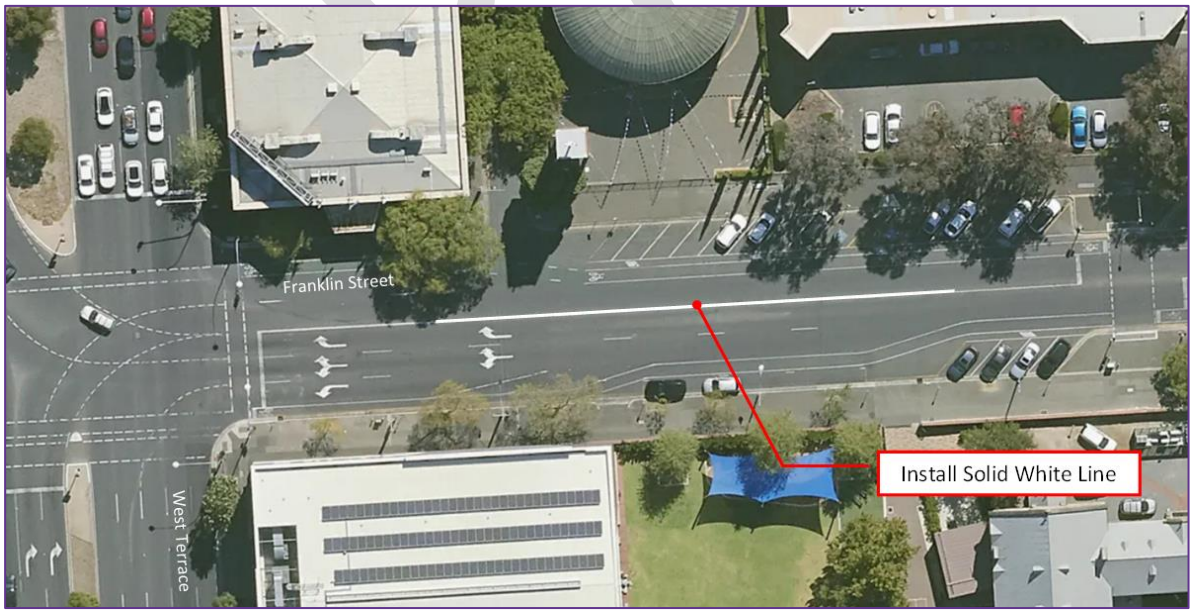


Figure 4.2 Width of Shoulder and On-Road Cycle Lane

- Install kerb built-outs or extension at the signalised crossing in Grote Street, as shown in Figure 4.3.

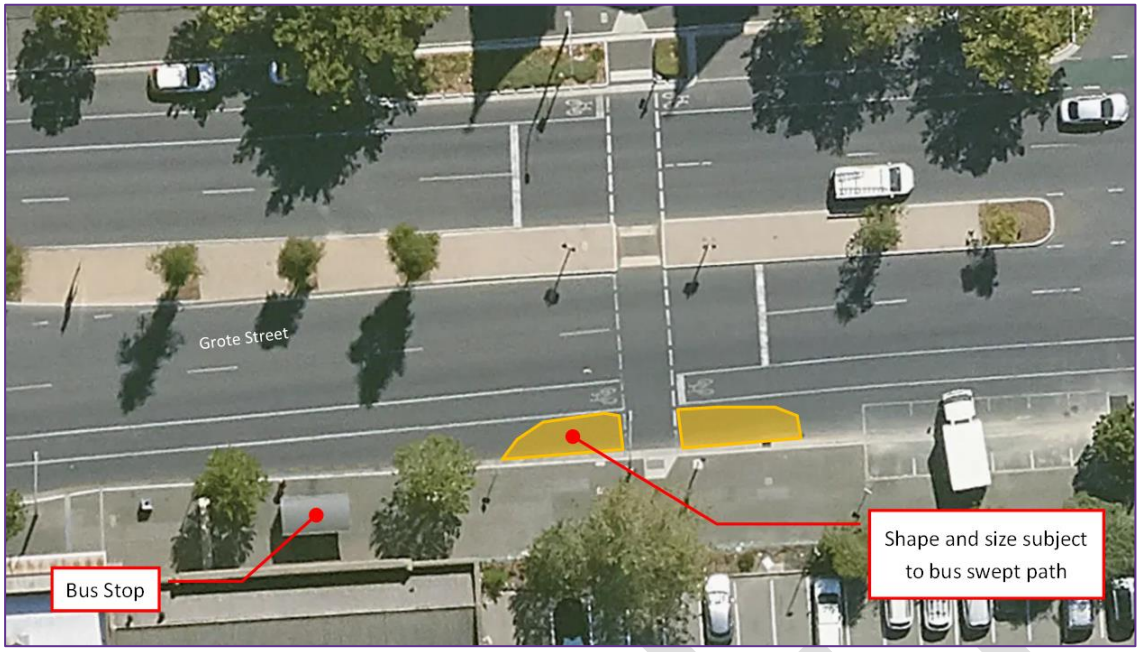


Figure 4.3 Kerb Built-Out or Extension at the Signalised Crossing

Operational Efficiencies

- Convert the no stopping to a kiss and drop area at the indented bay west of the signalised crossing, as shown in Figure 3.9.
- Review the signal timing at the signalised crossing in Grote Street and improve the pedestrian green light waiting time.

Increased Awareness of the Area

- Implement school zones and corresponding the 25km/hr speed limit conditions in Franklin Street.
- Install red light cameras at the signalised crossings in Franklin Street and Grote Street.

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 Mary's 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)	
Car (as passenger with drop-off)	
Walk for the entire trip	
Bus	
Train	
Tram	
Bicycle or e-bike	
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)	
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)	