



University Senior College

School Travel Safety Review – Draft Report

City of Adelaide

CLC003491
9 July 2024
Ref: 240706



Document History and Status

Rev	Description	Author	Reviewed	Approved	Date
A	Draft Report	John Devney	James Arnold	James Arnold	9 July 2024

DRAFT



Contents

Project: University Senior College | School Travel Safety Review – Draft Report
Client: City of Adelaide
Ref: 240706

Executive Summary	i
Overview	i
Key Findings	i
Key Recommendations	i
Abbreviations	ii
Glossary of Terms	ii
1 Introduction	1
1.1 Background	1
1.2 Study Purpose and Scope	1
1.3 School Location	2
2 Existing Conditions	6
2.1 School Operations	6
2.2 Student Enrolment Analysis	6
2.3 Student Travel Demand	7
2.4 Transport Access	9
3 Issues and Opportunities	18
3.1 Stakeholder Discussions	18
3.2 Site Observations	18
3.3 Summary of the Issues and Opportunities	18
4 Travel Safety Options and Assessment	19
4.1 Student Travel Safety Options	19
4.2 Recommended School Travel Safety Initiatives	19
4.3 Assessment and Indicative Cost Estimates	20
5 References	21



Tables

Table 2.1	AM Travel Mode Survey Results for University Senior College by Year	8
Table 2.2	PM Travel Mode Survey Results for University Senior College by Year	8
Table 2.3	Local Streets at University Senior College.....	9
Table 2.4	Local Road Network Attributes at University Senior College	9
Table 2.5	Local Road Network Attributes at University Senior College	9
Table 2.6	Parking Types at University Senior College – Kintore Avenue.....	11
Table 2.7	Parking Types at University Senior College – Gawler Place.....	12
Table 2.8	Public Transport Services for Students at University Senior College	14
Table 4.1	School Travel Safety Options for University Senior College.....	19
Table 4.2	Indicative Cost Estimates for the Travel Safety Options at University Senior College	20

Figures

Figure 1.1	University Senior College Locality Plan	2
Figure 1.2	University Senior College Campus Site Plan.....	3
Figure 1.3	University Senior College – Kintore Avenue Location.....	4
Figure 1.4	Entrances to the University Senior College Kintore Avenue Campus	4
Figure 1.5	University Senior College – Gawler Place Location.....	5
Figure 1.6	Entrance to the USC Gawler Place Campus.....	5
Figure 2.1	University Senior College Residence Locations by Sub-Area	6
Figure 2.2	University Senior College Student Transport Mode Shares in May 2024.....	7
Figure 2.3	Crashes on School Days at University Senior College	10
Figure 2.4	On-street Parking and Kiss and Drop Areas for University Senior College - Kintore Avenue ...	11
Figure 2.5	On-street Parking and Kiss and Drop Areas for University Senior College – Gawler Place	12
Figure 2.6	Public Transport Services to University Senior College	13
Figure 2.7	Public Transport Network to University Senior College	15
Figure 2.8	Cycling Network to University Senior College	16
Figure 2.9	Walkable Access Catchment to University Senior College	17

Appendices

Appendix A – Student Travel Survey Form

Appendix B – Travel Access Guide for TAFE NSW



Executive Summary

Overview

University Senior College (USC) comprises years 10 to 12. The school does not have an enrolment area and students are accepted from anywhere. The school operates like a university with no set bell times. Students arrive and depart at irregular times each day to suit the courses that they are enrolled in. Students also do not have uniforms as with other high schools.

Key Findings

The students University Senior College can have a home location anywhere in the metropolitan Adelaide area and in regional South Australia. Students beyond a commuting distance typically live with short-term accommodation elsewhere. Very few students live in the City of Adelaide and therefore walking to school is not a convenient travel option.

From the student travel survey conducted in May 2024, most students are using public transport to and from the school with 75 per cent in the AM arrival period and 90 per cent in the PM departure period. This excellent result is because the students are older and confident to use the train, bus and tram network services that converge in Adelaide CBD.

The PM departure period has 15 per cent more students using public transport than in the AM period, and a similar percentage fewer using private vehicles. This result is likely because some 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.

Transport safety issues that affect the USC students that were identified through a discussion with the school administrator are:

- Safety for walking along footpaths in the city streets with trip hazards, in particular along Kintore Avenue.
- Risks for incidents between pedestrians and vehicles entering and exiting the U-Park in Gawler Place that at the entrance of the Gawler Place campus.
- Traffic entering the University of Adelaide at Gates 11, 12 and 13 often do not give way to pedestrians and are travelling too fast.
- The U-Park parking facility in Gawler Place attracts anti-social behaviour in the stairwells and on the street. This is a security issue for students entering and exiting the building.

Key Recommendations

The recommended school travel safety initiatives include:

- Maintain footpaths along Kintore Avenue.
- Install warning signs at the entrance and exit of the U-Park in Gawler Place.
- Council to follow up on security issues with the monitoring of the video surveillance cameras at the Gawler Place U-Park entrance and stairwells.
- Prepare a promotional brochure about public transport and safe cycling routes to Adelaide CBD.



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

University Senior College (USC) is a Government-supported high school that has two buildings in Adelaide CBD in Kintore Avenue at Victoria Drive and in Gawler Place as shown in Figure 1.1.



Figure 1.1 University Senior College Locality Plan



The USC campus site plan provided in Figure 1.2 shows the location of the Kintore Avenue and Gawler Place campuses.

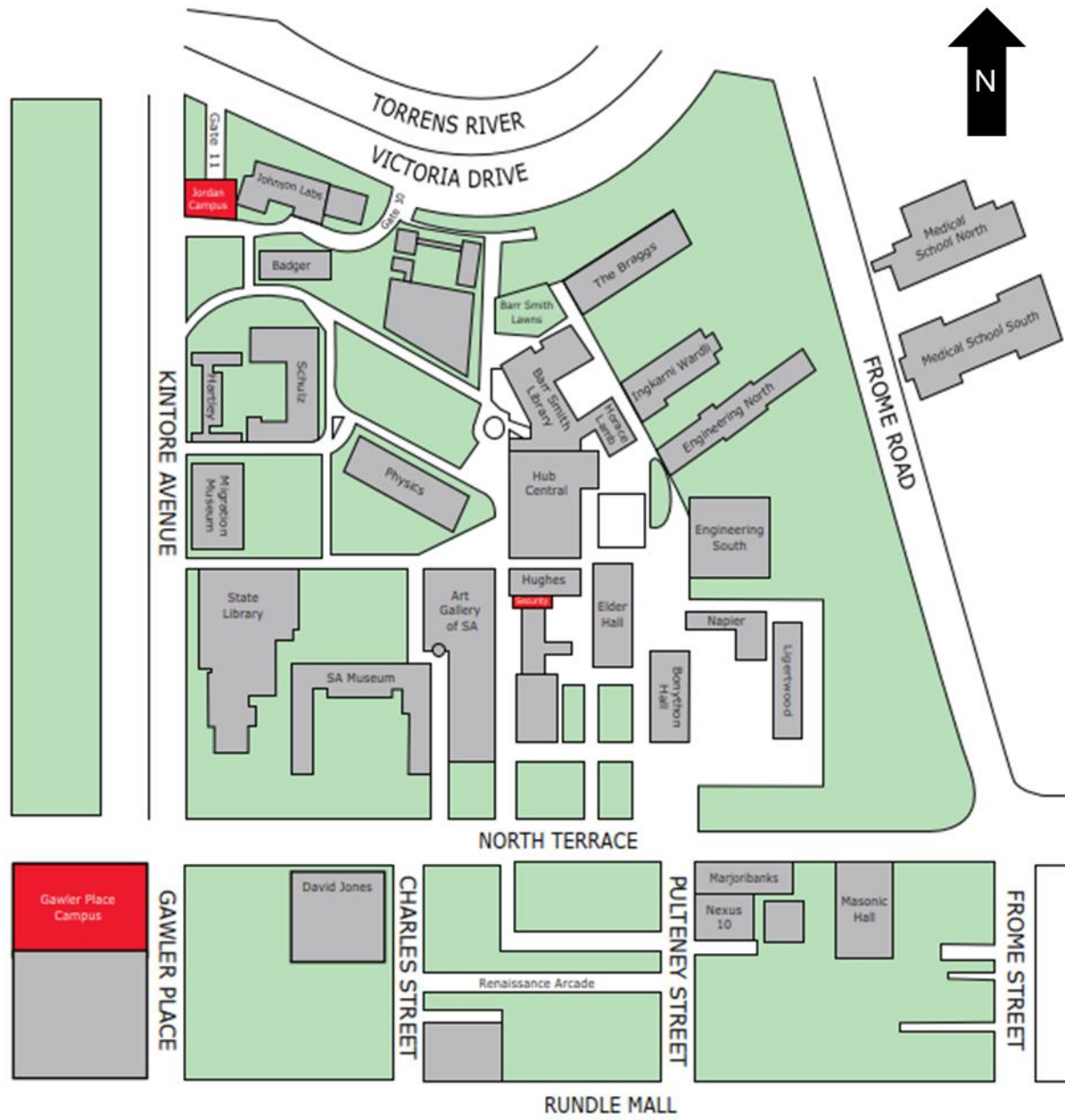


Figure 1.2 University Senior College Campus Site Plan

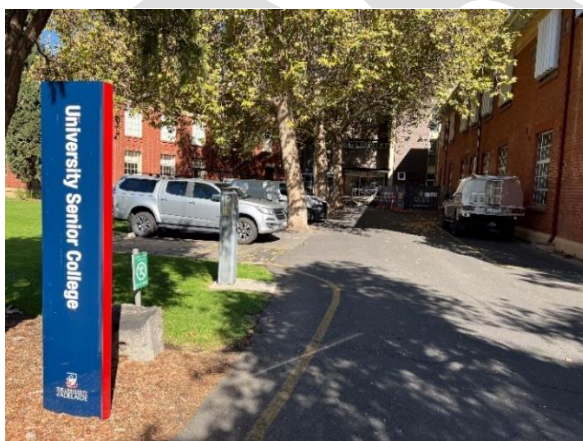
The two campuses at University Senior College are located:

- on Kintore Avenue at Victoria Drive as shown in Figure 1.3.
- in Gawler Place in the Parc Arcade building as shown in Figure 1.5.



Figure 1.3 University Senior College – Kintore Avenue Location

The entrances to the USC Kintore Avenue campus are shown in Figure 1.4.



USC Campus in Kintore Avenue with the car park with access from Victoria Drive



USC Campus in Kintore Avenue the short-term parking in Kintore Avenue

Figure 1.4 Entrances to the University Senior College Kintore Avenue Campus

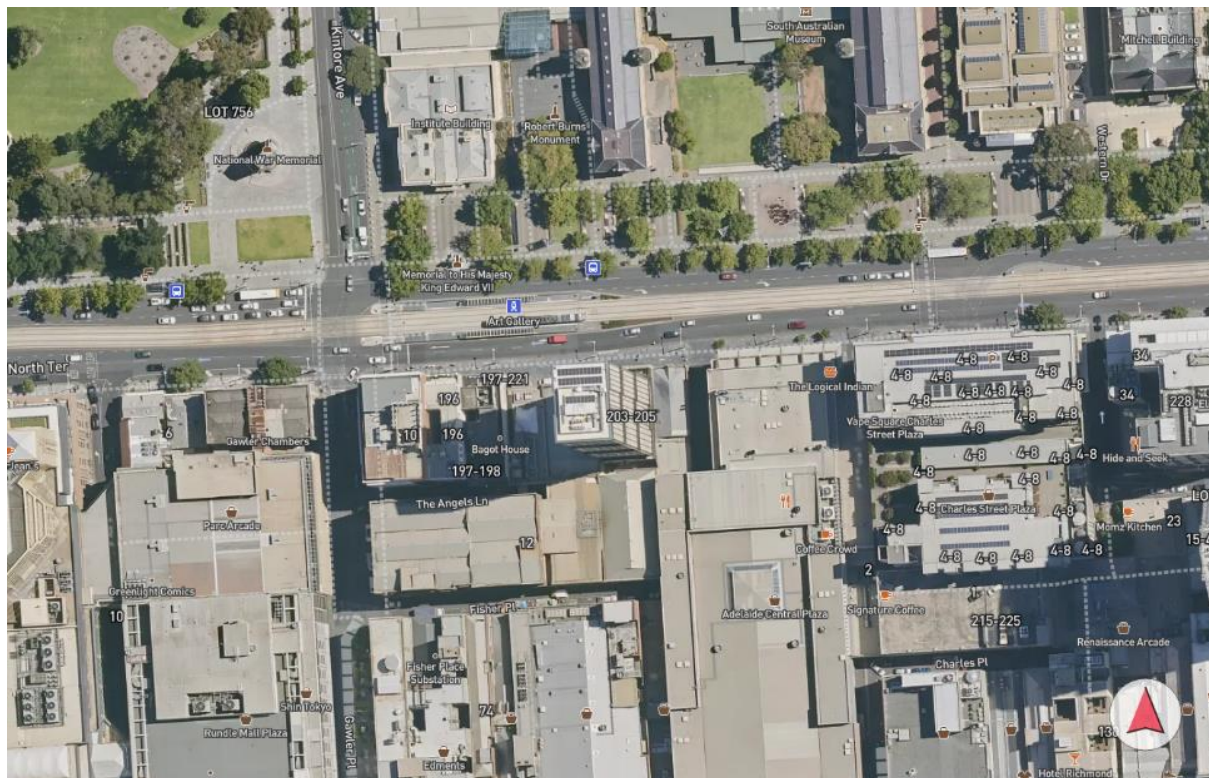


Figure 1.5 University Senior College – Gawler Place Location

The entrance to the USC campus in Gawler Place is shown in Figure 1.6



The USC Gawler Place campus entrance with a car exiting from the Para Arcade in Gawler Place.



Footpath on the west side of Gawler Place to the USC Gawler Place campus entrance.

Figure 1.6 Entrance to the USC Gawler Place Campus



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

University Senior College (USC) comprises years 10 to 12. The hours of operations by year are:

- Year 10 classes typically start at 9 am and finish at 4 pm whilst on Fridays finish at 3 pm. Year 10 students will engage in 1- and 2-hour classes which provide them with time to go deeply into their learning, and while experiencing a range of subjects.
- For Year 11 and 12 students, the USC school day begins at 8.10 am and on most days ends at 5.00pm. This extended day has the benefit of a flexible timetable structure, based upon two-hour blocks. At Year 11, students have two 2-hour lessons in each subject, providing greater opportunity to engage with the subject in considerable depth. At Year 12, many subjects have two one-hour lectures delivered in the USC and University of Adelaide lecture theatres and one 2-hour tutorial.

The school office hours generally follow the timetables of students within both campuses.

2.2 Student Enrolment Analysis

The school enrolment in Term 2 2024 is for 471 students with a distribution by year as follows:

- 100 students in Year 10
- 189 students in Year 11
- 182 students in Year 12

Students attending USC can have a home location anywhere in the metropolitan Adelaide area and in regional South Australia. Students beyond a commuting distance typically live with short-term accommodation elsewhere. The number of students by sub area are shown in Figure 2.1. Very few students live in the City of Adelaide and therefore walking to school is not a convenient travel option.

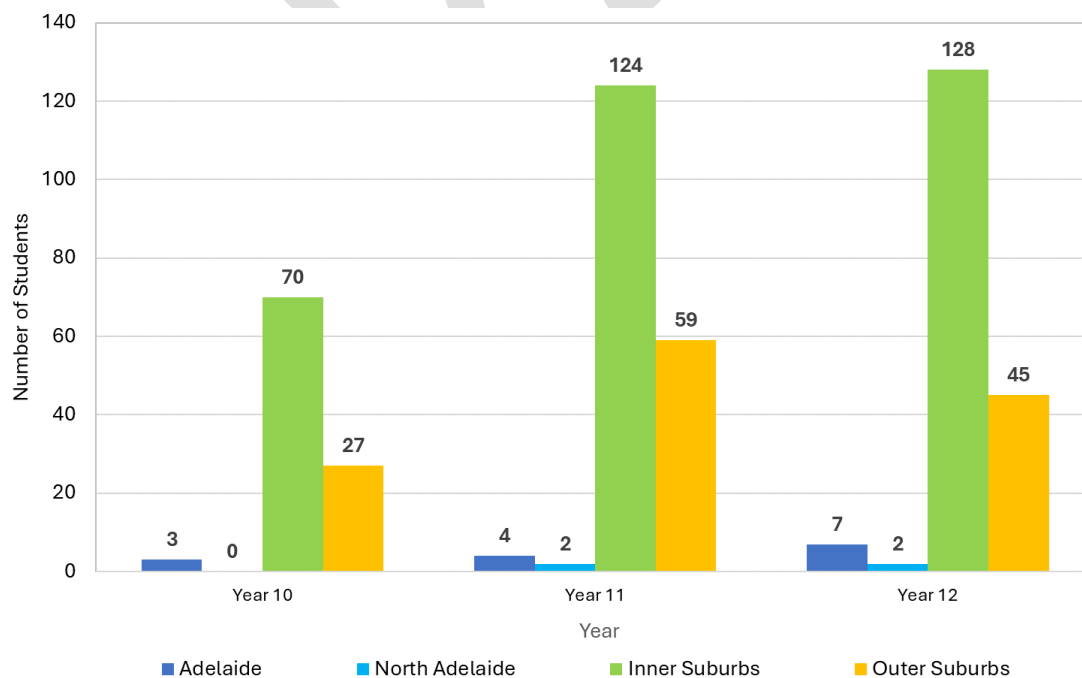


Figure 2.1 University Senior College Residence Locations by Sub-Area



2.3 Student Travel Demand

The existing school travel activity to and from the University Senior College was reviewed through site observations and a student travel mode survey on typical school days. The student travel mode survey questions using the Survey Monkey online tool is included in **Appendix A**.

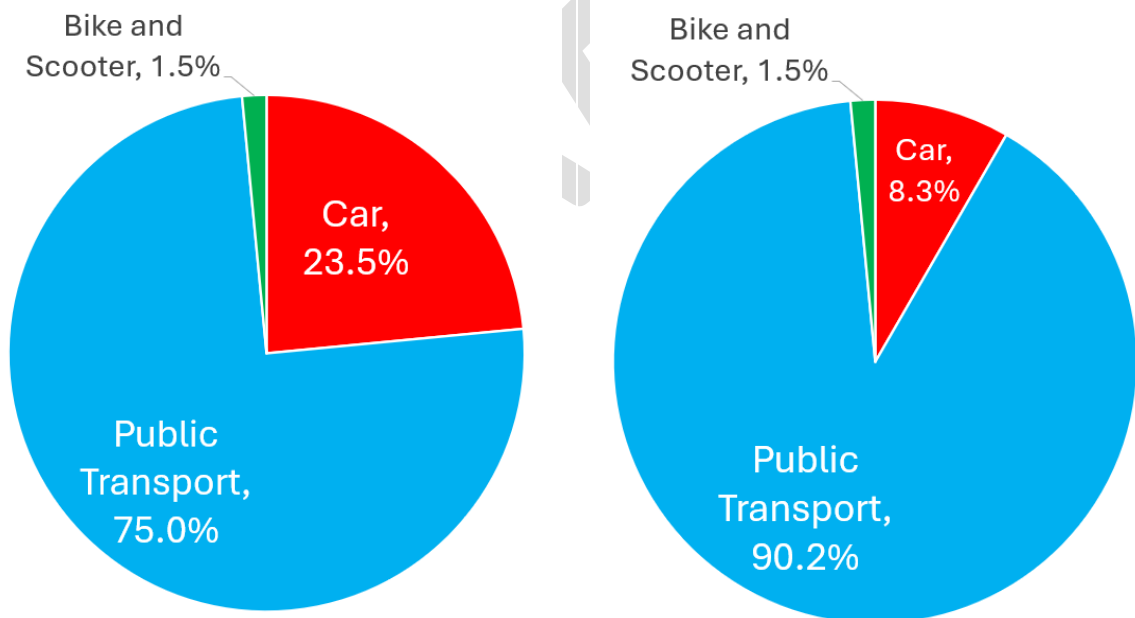
The student travel survey was conducted across 5 days between Friday May 24 and Thursday May 30 2024. With 132 surveys completed, the response rate 28 per cent with an enrolment of 471 students. This is considered a valid sample of the student population for statistical purposes.

The findings from the surveys were used to confirm the existing transport mode shares for:

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

The student travel mode shares to school in the AM period and from school in the PM period are shown in Figure 2.2. Most students are using public transport to and from the school with 75 per cent in the AM arrival period and 90 per cent in the PM departure period. This excellent result is because the students are older and confident to use the train, bus and tram network services that converge in Adelaide CBD.

The PM departure period has 15 per cent more students using public transport than in the AM period, and a similar percentage fewer using private vehicles. This result is likely because some 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.



AM Period Arrival Transport Mode Share

PM Period Departure Transport Mode Share

Figure 2.2 University Senior College Student Transport Mode Shares in May 2024



A more detailed breakdown of the transport mode survey for the AM travel to University Senior College is provided in Table 2.1. The bus services at the stops in Grenfell Street/Currie Street were used by 17 per cent of the students and 25 per cent of the students arrived by train.

Table 2.1 AM Travel Mode Survey Results for University Senior College by Year

Transport Mode	Year 10	Year 11	Year 12	Total
Car	6 (19.4%)	11 (21.2%)	14 (28.6%)	31 (23.5%)
Bus in Grenfell Street/ Currie Street	3	10	10	23 (17.4%)
Bus in King William Street	3	8	6	17 (12.9%)
Bus in North Terrace	1	6	1	8 (6.1%)
Train	6	14	13	33 (25.0%)
Tram	3	1	2	6 (4.5%)
Public Transport	24 (77.4%)	40 (76.9%)	35 (71.4%)	99 (75.0%)
Bike and Scooter	1 (3.2%)	1 (1.9%)	0 (0.0%)	2 (1.5%)
Total	31	52	49	132

A more detailed breakdown of the transport mode survey for the PM travel from University Senior College is provided in Table 2.2. The bus services at the stops in Grenfell Street/Currie Street were used by 24 per cent of the students and 29 per cent of the students travelled home by train.

Table 2.2 PM Travel Mode Survey Results for University Senior College by Year

Transport Mode	Year 10	Year 11	Year 12	Total
Car	1 (3.2%)	4 (7.7%)	6 (12.2%)	11 (8.3%)
Bus in Grenfell Street/ Currie Street	9	11	12	32 (24.2%)
Bus in King William Street	3	9	8	20 (15.2%)
Bus in North Terrace	3	9	3	15 (11.4%)
Train	8	17	13	38 (28.8%)
Tram	2	0	2	4 (3.0%)
Public Transport	29 (93.5%)	47 (90.4%)	43 (87.8%)	119 (90.2%)
Bike and Scooter	1 (3.2%)	1 (1.9%)	0 (0.0%)	2 (1.5%)
Total	31	52	49	132



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 University Senior College are provided in Table 2.3. The front entrance and schools are from Kintore Avenue and Gawler Place for the Kintore and Gawler campuses respectively.

Table 2.3 Local Streets at University Senior College

Road	Campus	Classification	Relevance to School
Kintore Avenue	Kintore	Local street	Front entrance – Kintore Campus
Victoria Drive	Kintore	Local street	20 m from Kintore Avenue school entrance
North Terrace	Gawler	Sub-Arterial	Northern boundary of Gawler Place campus, location of nearby bus stops and trams
Gawler Place	Gawler	Local street	Front Entrance of Gawler Place campus

The attributes of the local road network at University Senior College are provided in Table 2.4. In areas where no data was provided, the field was labelled as not applicable (n/a). North Terrace has a high traffic volume and is a busy east-west that students walking between the two campuses must cross.

Table 2.4 Local Road Network Attributes at University Senior College

Road	Number of Lanes	Daily Traffic Volumes (veh/day)	Posted Speed (km/h)
Kintore Avenue	2	-	50
Victoria Drive	2	-	50
North Terrace	4	22,700	50
Gawler Place	2	-	50

The road network does not include any 25 km/h school zone during AM and PM peak times. Signalised pedestrian crossing is provided at the North Terrace / Gawler Place / Kintore Avenue intersection.

Table 2.5 Local Road Network Attributes at University Senior College

Road	25 km/h School Zone in Street	Type of Crossing in Street
Kintore Avenue	No	Signalised Crossing
Victoria Drive	No	N/A
North Terrace	No	Signalised Crossing
Gawler Place	No	Signalised Crossing



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:

- Kintore Avenue: 3 property damage crashes
- Victoria Drive: 3 property crashes
 - Intersection with Kintore Avenue: 1 property damage crash
- Gawler Place: 1 property damage crash
 - Intersection with North Terrace: 2 property damage crashes

The crash statistics in the vicinity of Kintore Avenue and Victoria Drive and near Gawler Place are presented in Figure 2.3.



Figure 2.3 Crashes on School Days at University Senior College



2.4.3 Parking and Kiss and Drop Areas

The types of carparking provided in the streets surrounding the both school locations are separated in Table 2.6 and Table 2.7. The on-street car parking controls along the streets in the vicinity of the school are also shown in Figure 2.4 and Figure 2.5 for the Kintore Avenue and Gawler Place campuses respectively.

On-street parking on both sides of Kintore Avenue and Victoria Drive is available. This is provided for motorcycles and vehicles. Kiss and Drop activity can occur on these streets, however it does not an issue with the distributed times for the start and finish of classes and the high public transport usage for students.

Table 2.6 Parking Types at University Senior College – Kintore Avenue

Road	Type of Parking
Kintore Avenue	Motorcycle all times, Angled timed (3-hour ticket parking 9 am to 3 pm any day}
Victoria Drive	Motorcycle all times, Angled timed (3-hour ticket parking 9 am to 3 pm any day}

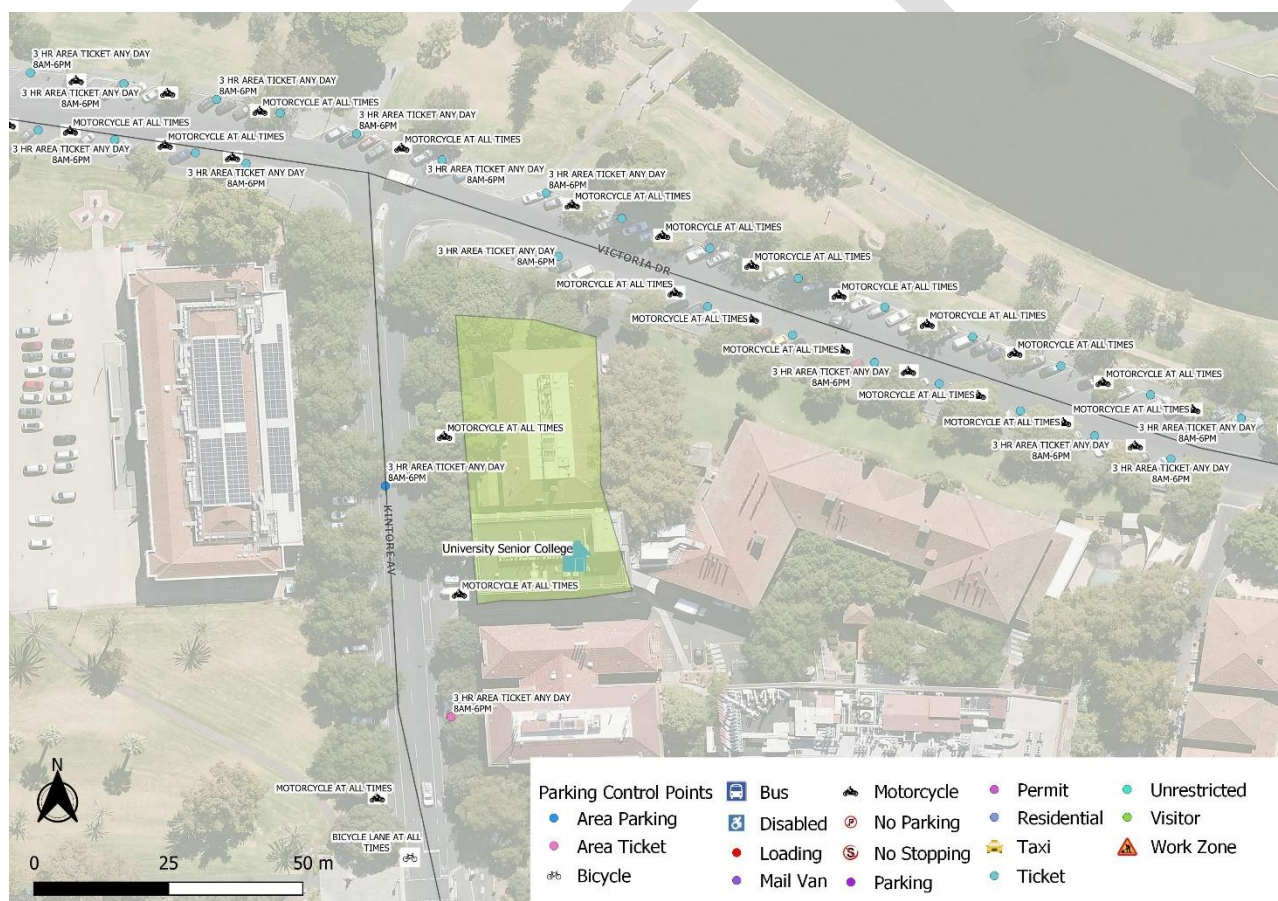
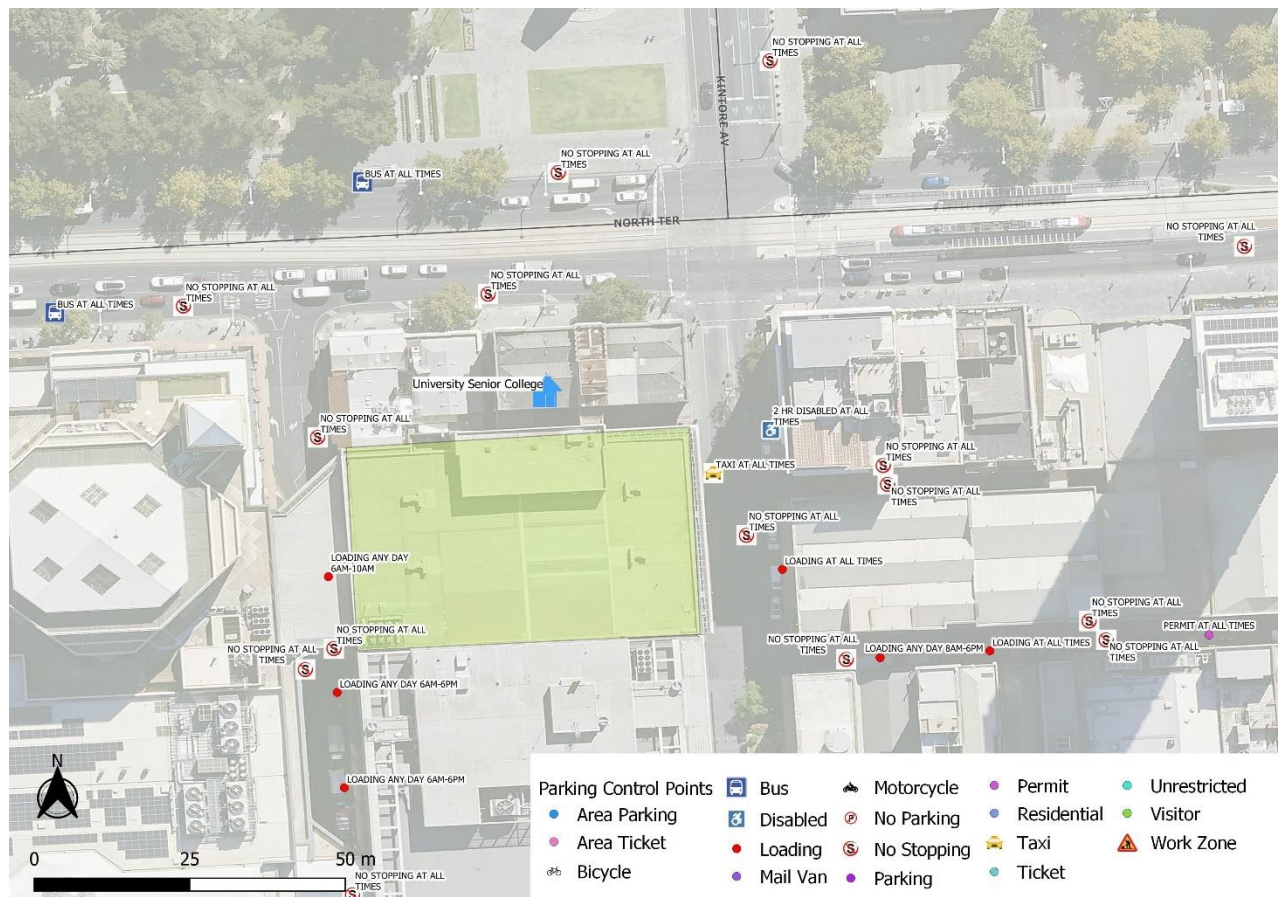


Figure 2.4 On-street Parking and Kiss and Drop Areas for University Senior College - Kintore Avenue

On-street parking on North Terrace and Gawler Place is limited to taxi parking, with no designated drop-off or pick-up zone for the school. Kiss and Drop activity occurs informally in the Gawler Place in the turnaround area before the entrance to the Council car park or in other CBD streets where the students walk through Rundle Mall and Gawler Place.

**Table 2.7** **Parking Types at University Senior College – Gawler Place**

Road	Type of Parking
North Terrace	No Stopping at all times with the tram line
Gawler Place	Taxi access at all times, no stopping at all times with access to the City of Adelaide U-Park facility

**Figure 2.5** **On-street Parking and Kiss and Drop Areas for University Senior College – Gawler Place**



2.4.4 Public Transport

Students have convenient walk access to all train lines at Adelaide railway station, to the tram network with stops in King William Street at Rundle Mall and North Terrace at the Art Gallery and to all CBD bus routes in Grenfell Street/Currie Street, King William Street, King William Road and North Terrace as shown in Figure 2.6.



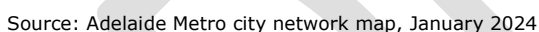
Figure 2.6 Public Transport Services to University Senior College

Public transport services for students to travel to University Senior College are provided by train, tram and bus with the locations, routes and walk distances to the Kintore Avenue and Gawler Place campuses provided in Table 2.8.

**Table 2.8 Public Transport Services for Students at University Senior College**

Public Transport Location	Public Transport Routes	Walk Distance to USC in Kintore Avenue (m)	Walk Distance to USC in Gawler Place (m)
Adelaide Railway Station	All train lines (Gawler, Seaford, Flinders, Outer Harbor, Grange and Belair)	750 m via Victoria Drive to King William Road	450 m via North Terrace
Art Galley tram stop in North Terrace	Botanic Gardens to Entertainment Centre tram line	350 m along Kintore Avenue to North Terrace	20 m via North Terrace
Rundle Mall tram stop in King William Street	Glenelg tram line	750 m via Kintore Avenue, Gawler Place and Rundle Mall to King William Street	300 m via Gawler Place and Rundle Mall to King William Street
Buses in Grenfell Street/Currie Street	Multiple Go Zone bus corridors for the East-West, Hills and O-Bahn routes	750 m via Kintore Avenue and Gawler Place to Grenfell Street 950 m via Kintore Avenue, Gawler Place and Grenfell Street to Currie Street	300 m via Gawler Place to Grenfell Street 500 m via Gawler Place and Grenfell Street to Currie Street
Buses in King William Street	Multiple Go Zone bus corridors for the North-South and East-West bus routes	600 m via Kintore Avenue and North Terrace to King William Street	400 m via Gawler Place and Rundle Mall to King William Street
Buses in North Terrace	Go Zone for the East-West bus routes	500 m via Kintore Avenue to North Terrace	130 m via North Terrace

The public transport network in Adelaide CBD is the hub of the train, tram and bus services where all train lines terminate at Adelaide railway station, the two tram lines operating in King William Street or North Terrace and all Go Zone high frequency bus corridors and Free Connector bus (98/99) route meet as shown in Figure 2.7.





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. The schools are located within walking distance to several on and off-road cycling paths within the CBD and surround parklands. Students using bikes are provided several options to travel to and from school grounds.

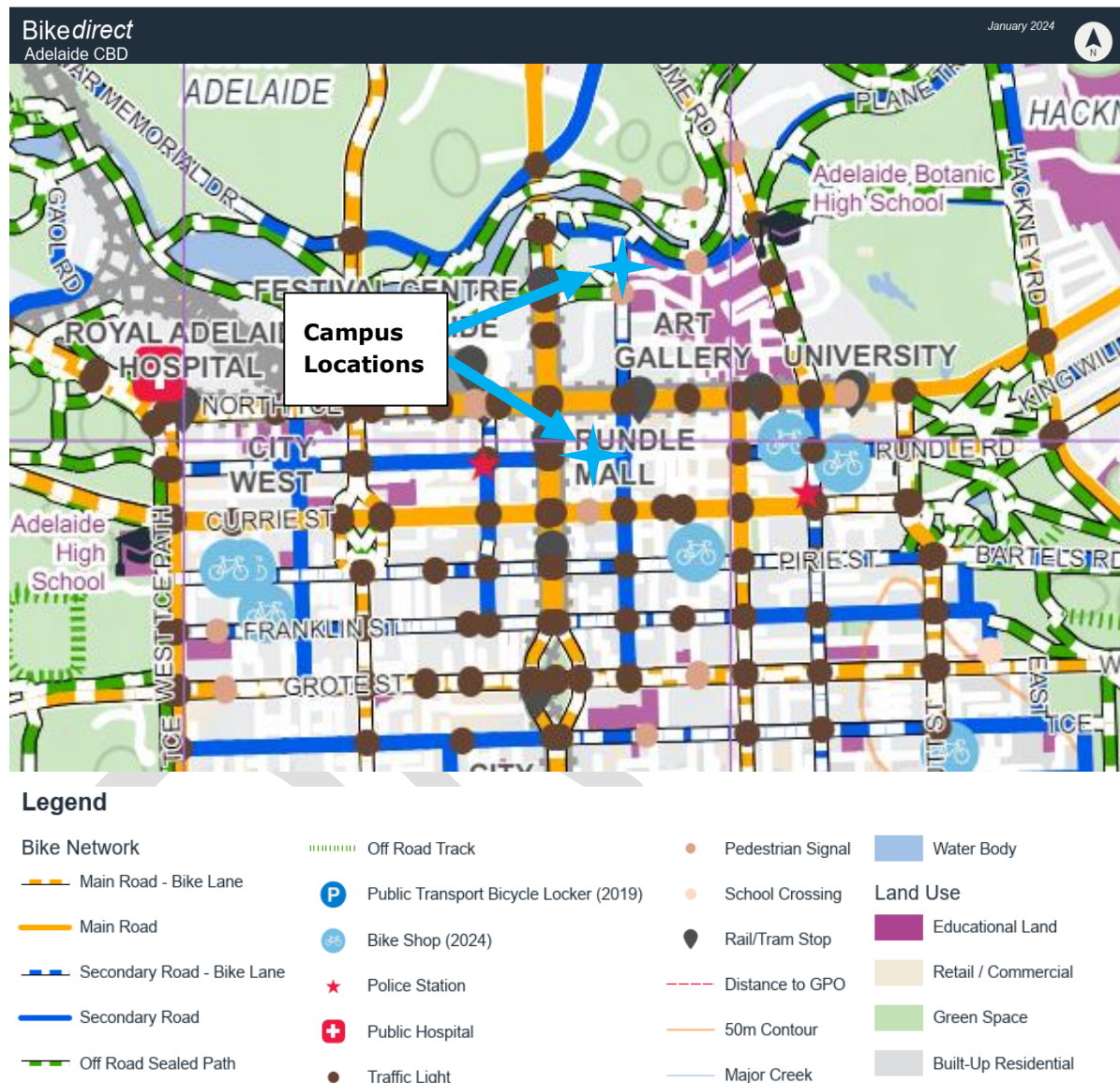


Figure 2.8 Cycling Network to University Senior College

Bicycle end-of-trip facilities, such as secure off-road bicycle storage or racks are not provided for students.



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 nearby public transport stops.

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 1 km, 1.5 km and 2 km walkable access catchment areas to University Senior College that were calculated using the footpath network are shown in Figure 2.9. Students who walk their entire trip to school are likely walking from Adelaide city centre and North Adelaide.

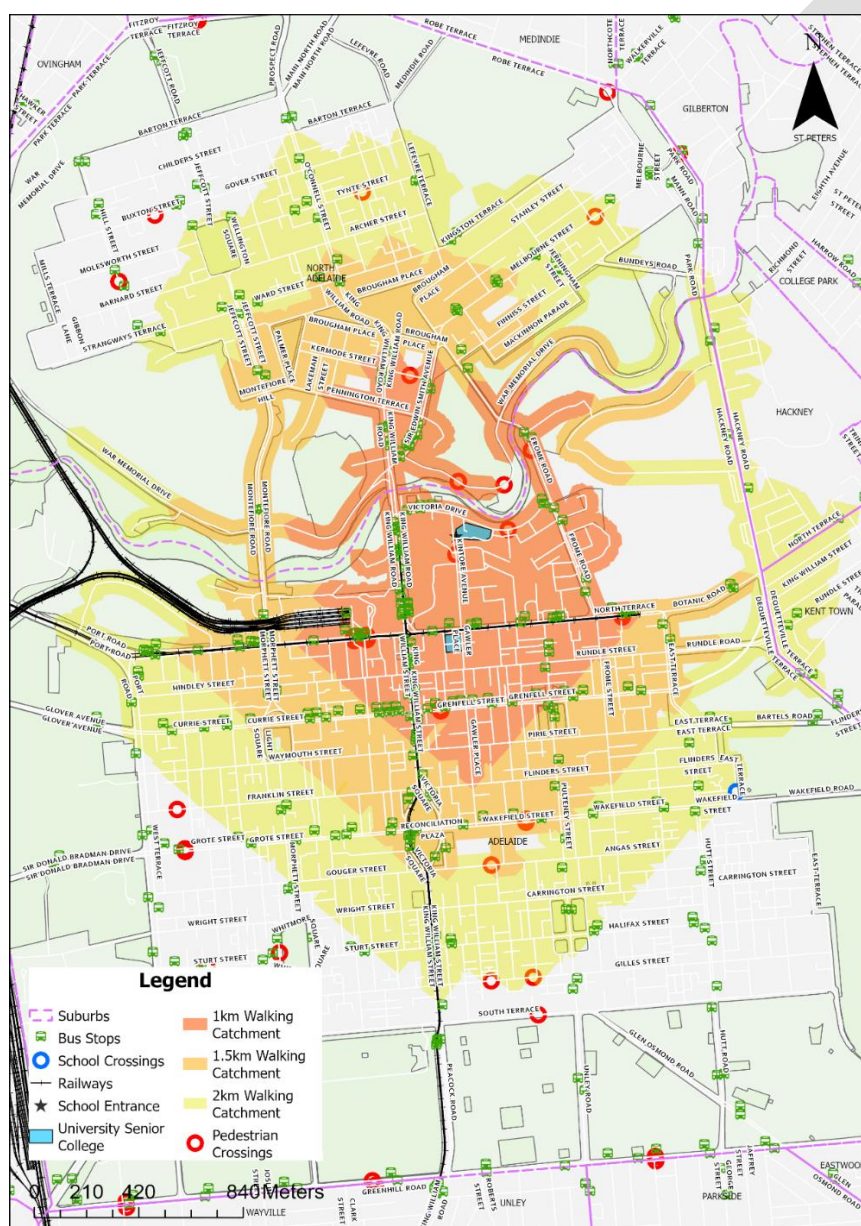


Figure 2.9 Walkable Access Catchment to University Senior College



3 Issues and Opportunities

The issues and opportunities were identified with discussions with the school administration staff. Site observations were not conducted because the high school does have set times for the start and end of the school day.

3.1 Stakeholder Discussions

A telephone meeting was held with Mr Matthew Noble on 4 June 2024 to discuss the survey results and issues for student safety when travelling to and from school.

- All students live in metropolitan Adelaide. They do not have remote learning, however teachers record all lectures. Students must attend on campus.
- Students with a parent living in regional areas typically board with relatives or privately with families in Adelaide.
- Students do not wear school uniforms as required by other high schools. Therefore, they are not identifiable on the street and mix in with the other university students, young workers and visitors.

Safety issues that affect the USC students and staff:

- Uneven footpaths creating hazards. They have had several students and staff trip the footpaths along Kintore Avenue.
- The traffic in Gawler Place from North Terrace. Despite signage many cars use Gawler Place for making a U-turn at the entrance to the car parkade. Cars accelerate quickly to beat the traffic lights. That part of Gawler Place could be restricted to only vehicles entering the U-park carpark.
- Traffic entering the University of Adelaide at Gates 11, 12 and 13 often do not give way to pedestrians and are travelling too fast.
- The U-Park parking facility in Gawler Place attracts anti-social behaviour in the stairwells and on the street. This is a security issue for students entering and exiting the building.

3.2 Site Observations

A site visit was conducted during April 2024 on a non-school day to confirm the parking and access to the two campuses in Kintore Avenue and Gawler Place.

Formal site observations at the two campuses of University Senior College were not conducted because:

- The students do not start and finish classes at the same times and it varies by day of the week.
- University Senior College operates like a university with variable lesson times.
- Students do not wear uniforms and therefore students arriving and departing are not easy to distinguish from the general public or university students.

3.3 Summary of the Issues and Opportunities

Issues for safety for students accessing the high school are:

- Safety for walking along footpaths in the city streets with trip hazards, in particular along Kintore Avenue.
- Risks of incidents between pedestrians and vehicles entering and exiting the U-Park in Gawler Place that at the entrance of the Gawler Place campus.
- Traffic entering the University of Adelaide at Gates 11, 12 and 13 often do not give way to pedestrians and are travelling too fast.
- The U-Park parking facility in Gawler Place attracts anti-social behaviour in the stairwells and on the street. This is a security issue for students entering and exiting the building.



4 Travel Safety Options and Assessment

4.1 Student Travel Safety Options

Options to improve the travel safety for students 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 areas 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.

Table 4.1 School Travel Safety Options for University Senior College

Type of Option	Description	Issue Addressed
Infrastructure Treatments	Maintain footpaths along Kintore Avenue	Reduce the risk of pedestrian trip hazards
Operational Efficiencies	Install warning signs at the entrance and exit of the U-Park in Gawler Place	Improve the safety for students and pedestrians in Gawler Place
	Council to follow up on security issues with the monitoring of the video surveillance cameras at the Gawler Place U-Park entrance and stairwells	Reduce the risk of harassment of students at the U-Park facility in Gawler Place
Safety Promotions	Prepare a promotional brochure about public transport and safe cycling routes to Adelaide CBD	Encourage more students to use walking, cycling or public transport than using private vehicles

4.2 Recommended School Travel Safety Initiatives

The recommended school travel safety initiatives include:

- Maintain footpaths along Kintore Avenue.
- Install warning signs at the entrance and exit of the U-Park in Gawler Place.
- Council to follow up on security issues with the monitoring of the video surveillance cameras at the Gawler Place U-Park entrance and stairwells.
- Prepare a promotional brochure about public transport and safe cycling routes to Adelaide CBD. Since USC is not a typical high school with set start and finish times on school days, a travel access guide that is designed for class times that are variable by day and student is proposed. An example of a Travel Access Guide that was prepared for a TAFE campus in NSW is provide in **Appendix B**.



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.
- 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 University Senior College

Option ID	Description	Indicative Cost Estimate	Comments
T1	Maintain footpaths along Kintore Avenue	Less than \$5,000	Council has a responsibility for regular maintenance of footpaths in the CBD.
T2	Install warning signs at the entrance and exit of the U-Park in Gawler Place	Less than \$500	A larger more conspicuous warning sign would help alert motorists and pedestrians that Gawler Place is a shared zone.
T3	Council to follow up on security issues with the monitoring video surveillance cameras at the Gawler Place U-Park entrance and stairwells	Operational cost for the City of Adelaide	The video cameras need to be monitored by Council staff to observe for any security issues at the car park.
P1	Prepare a promotional brochure about public transport and safe cycling routes to Adelaide CBD	Not a cost for the City of Adelaide	USC administration has a role to promote non-car transport to the school. This information could have the format of a webpage or brochure that is similar to the example provided in Appendix B .



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



**UNIVERSITY
SENIOR
COLLEGE
ADELAIDE**

University Senior College

Student Transport Survey

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 completing the following questions. Thank you for your participation to support safer and more sustainable transport to University Senior College.

* 1. Please enter your Year of study.

- ☐ Year 10
 ☐ Year 11
 ☐ Year 12

* 2. Please enter your gender.

- ☐ Male
 ☐ Female
 ☐ Prefer not to answer

* 3. Please enter your suburb of residence.

* 4. On a typical school day, how do you travel to school?

- | | |
|--|--|
| ☐ Car (as driver) | ☐ Bus (from bus stop in Grenfell Street/Currie Street) |
| ☐ Car (as passenger with drop-off in North Terrace) | ☐ Bus (from bus stop in King William Street/King William Road) |
| ☐ Car (as passenger with drop-off in Gawler Place) | ☐ Tram |
| ☐ Car (as passenger with drop-off in Kintore Avenue) | ☐ Train |
| ☐ Car (as passenger with drop-off in Victoria Drive) | ☐ Walk for the entire trip |
| ☐ Car (as passenger with drop-off elsewhere in Adelaide CBD) | ☐ Bicycle for the entire trip |
| ☐ Bus (from bus stop in North Terrace) | ☐ Scooter for the entire trip |
| ☐ Other (please specify) | |



* 5. On a typical school day, how do you travel from school?

- | | |
|---|--|
| ☐ Car (as driver) | ☐ Bus (from bus stop in Grenfell Street/Currie Street) |
| ☐ Car (as passenger with pick-up in North Terrace) | ☐ Bus (from bus stop in King William Street/King William Road) |
| ☐ Car (as passenger with pick-up in Gawler Place) | ☐ Tram |
| ☐ Car (as passenger with pick-up in Kintore Avenue) | ☐ Train |
| ☐ Car (as passenger with pick-up in Victoria Drive) | ☐ Walk for the entire trip |
| ☐ Car (as passenger with pick-up elsewhere in Adelaide CBD) | ☐ Bicycle for the entire trip |
| ☐ Bus (from bus stop in North Terrace) | ☐ Scooter for the entire trip |
| ☐ Other (please specify) | |

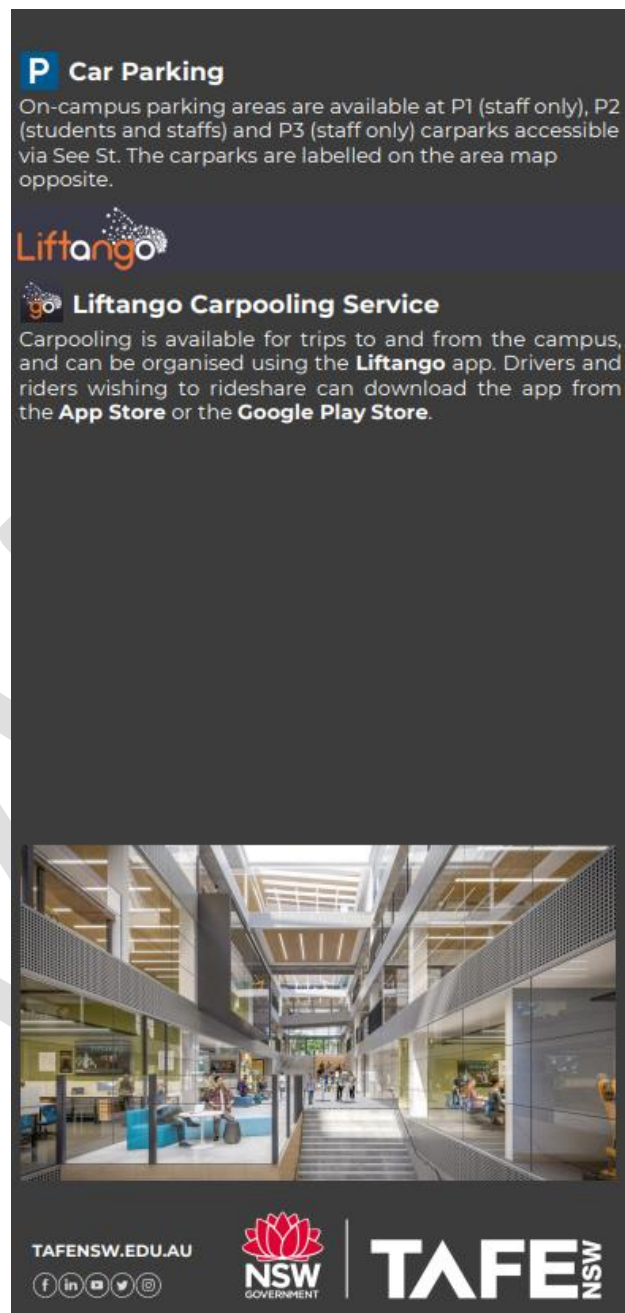
6. If you travelled to or from school by car, would you consider any the following modes? (answer all that are applicable).

- ☐ Walking for the entire trip
- ☐ Bicycle, e-bike or scooter
- ☐ Bus, tram and/or train
- ☐ Other (please specify)





Appendix B – Travel Access Guide for TAFE NSW





This Travel Access Guide (TAG) provides information on the different travel choices available for you to travel to and from the TAFE Meadowbank Campus.

TAFE Meadowbank Campus is well serviced by many public transport services nearby as well as accessible walking and cycling routes.

Pedestrian Access



Cycling Access and Bicycle End-of-Trip Facilities

Bicycle end-of-trip facilities are available at level 2 of the Multi-Trades and Digital Technology Hub building accessible via carpark entry from See St Laneway.



Getting to TAFE Meadowbank Campus

Walking

The Meadowbank Campus is a 2-minute walk from Meadowbank Station and up to a 10-minute walk from Meadowbank Ferry Wharf and nearby bus stops.

When walking, watch out for any potential hazards, including cars reversing out of driveways, bikes and other pedestrians. Remember to STOP, LOOK, LISTEN and THINK before you cross.

Cycling

Suggested cycling routes which connect to Meadowbank Station, Meadowbank Ferry Wharf and surrounding residential suburbs are labelled on the area map opposite. For all on-road and off-road cycle paths, visit the City of Ryde Bike Map www.ryde.nsw.gov.au. Always wear a helmet when you ride.

Train

Meadowbank Station is a 2-minute walk to the campus via pedestrian entries on Constitution St. The station is on T9 Northern Line (Hornsby-North Shore via City).

Ferry

Meadowbank Ferry Wharf is a 10-minute walk to the campus via Bay Dr or Angas St, and a 3-minute ride to the campus via Bus Route 507. The wharf is on F3 Parramatta River Ferry Route (Circular Quay-Sydney Olympic Park).

Bus

Via Meadowbank Station

Route 507 – Gladesville & City Hyde Park to Meadowbank

Route 518 – Macquarie University to Meadowbank Wharf

Along Bowden St opp TAFE Meadowbank

Route 518 – Macquarie University to Meadowbank Wharf

Along Victoria Rd opp TAFE Meadowbank

Route 501 – Parramatta to Central Pitt St

Route 518 – Macquarie University to Meadowbank Wharf

Route 524 – Parramatta to Ryde via West Ryde

Planning your Trip

To plan your trip from start to finish with train, bus and ferry service information, plus stop locations and platform numbers, visit Transport for NSW Trip Planner <https://transportnsw.info/trip#/>.

