

# Attachment A - Volume II

## City-Wide Schools Traffic, Parking & Safety Review

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*City of*  
**Norwood  
Payneham  
& St Peters**

# City-Wide Schools Traffic Safety & Parking Review

## Volume II Appendices

City of Norwood Payneham & St Peters



June 2016

Ref No. 20155097

Client Ref No. TE2015.0 22



City of  
Norwood  
Payneham  
& St Peters

| Rev | Description            | Author      | Reviewed   | Approved | Date             |
|-----|------------------------|-------------|------------|----------|------------------|
| A   | Final for Consultation | Tonkins/GTA | PS/Council | PS       | 26 November 2015 |
| B   | FINAL                  | Tonkins/GTA | Council    | PS       | 30 June 2016     |

# Contents

## 1 East Adelaide School

- 1.1 Crash Maps
- 1.2 Parking Survey
- 1.3 Parking Controls
- 1.4 Consultation
- 1.5 High Demand Parking Areas (for No Stopping Lines over Driveways)

## 2 Kensington Centre

- 2.1 Crash Maps
- 2.2 Parking Survey
- 2.3 Parking Controls

## 3 Loretto College

- 3.1 Crash Maps
- 3.2 Parking Survey
- 3.3 Parking Controls
- 3.4 Consultation
- 3.5 High Demand Parking Areas (for No Stopping Lines over Driveways)

## 4 Marden Senior College and Open Access School

- 4.1 Crash Maps
- 4.2 Parking Survey
- 4.3 Parking Controls

## 5 Marryatville High School

- 5.1 Crash Maps
- 5.2 Parking Survey
- 5.3 Parking Controls
- 5.4 Consultation
- 5.5 High Demand Parking Areas (for No Stopping Lines over Driveways)

## 6 Marryatville Primary School

- 6.1 Crash Maps
- 6.2 Parking Survey
- 6.3 Parking Controls
- 6.4 Consultation
- 6.5 High Demand Parking Areas (for No Stopping Lines over Driveways)



**7 Mary MacKillop College**

- 7.1 Crash Maps
- 7.2 Parking Survey
- 7.3 Parking Controls
- 7.4 Consultation
- 7.5 High Demand Parking Areas (for No Stopping Lines over Driveways)

**8 Norwood Primary School**

- 8.1 Crash Maps
- 8.2 Parking Survey
- 8.3 Parking Controls
- 8.4 High Demand Parking Areas (for No Stopping Lines over Driveways)

**9 Prince Alfred College**

- 9.1 Crash Maps
- 9.2 Parking Survey
- 9.3 Parking Controls
- 9.4 High Demand Parking Areas (for No Stopping Lines over Driveways)

**10 St Ignatius Junior College**

- 10.1 Crash Maps
- 10.2 Parking Survey
- 10.3 Parking Controls
- 10.4 Consultation
- 10.5 High Demand Parking Areas (for No Stopping Lines over Driveways)

**11 St Joseph's Memorial School (Kensington)**

- 11.1 Crash Maps
- 11.2 Parking Survey
- 11.3 Parking Controls
- 11.4 Consultation
- 11.5 High Demand Parking Areas (for No Stopping Lines over Driveways)

**12 St Joseph's Memorial School (Norwood)**

- 12.1 Crash Maps
- 12.2 Parking Survey
- 12.3 Parking Controls
- 12.4 High Demand Parking Areas (for No Stopping Lines over Driveways)

**13 St Joseph's School (Payneham)**

- 13.1 Crash Maps**
- 13.2 Parking Survey**
- 13.3 Parking Controls**
- 13.4 Consultation**
- 13.5 High Demand Parking Areas (for No Stopping Lines over Driveways)**

**14 St Peter's College**

- 14.1 Crash Maps**
- 14.2 Parking Survey**
- 14.3 Parking Controls**
- 14.4 Consultation**
- 14.5 High Demand Parking Areas (for No Stopping Lines over Driveways)**

**15 Trinity Gardens Primary**

- 15.1 Crash Maps**
- 15.2 Parking Survey**
- 15.3 Parking Controls**
- 15.4 Consultation**
- 15.5 High Demand Parking Areas (for No Stopping Lines over Driveways)**

**16 Felixstow Community**

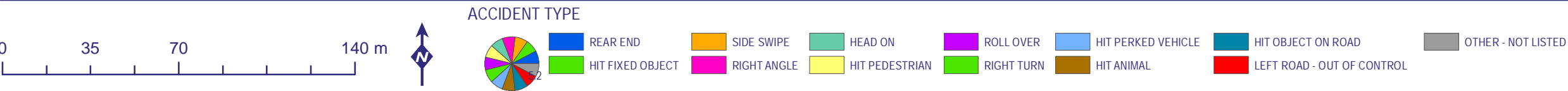
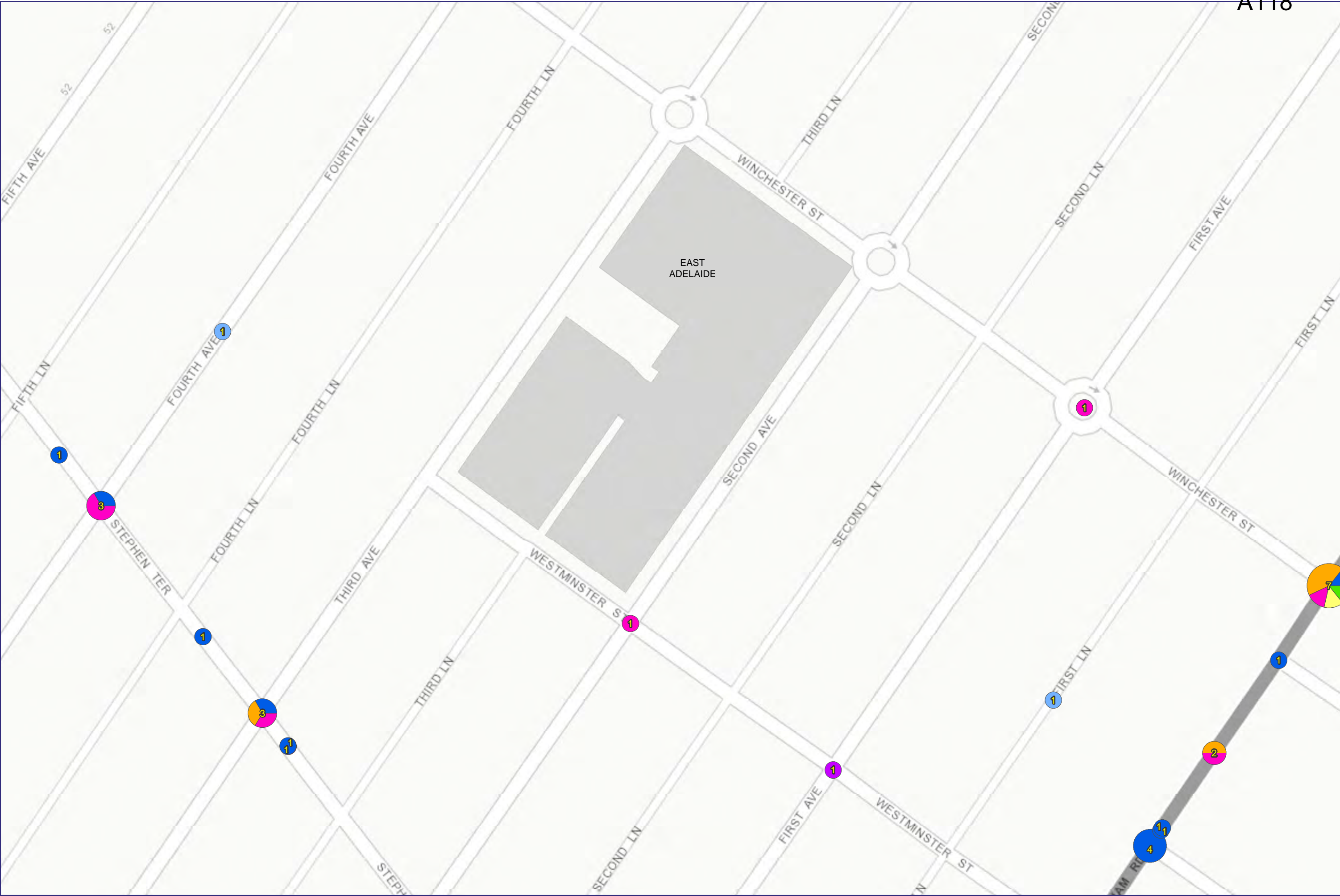
- 16.1 Crash Maps**
- 16.2 Parking Survey**
- 16.3 Parking Controls**
- 16.4 High Demand Parking Areas (for No Stopping Lines over Driveways)**

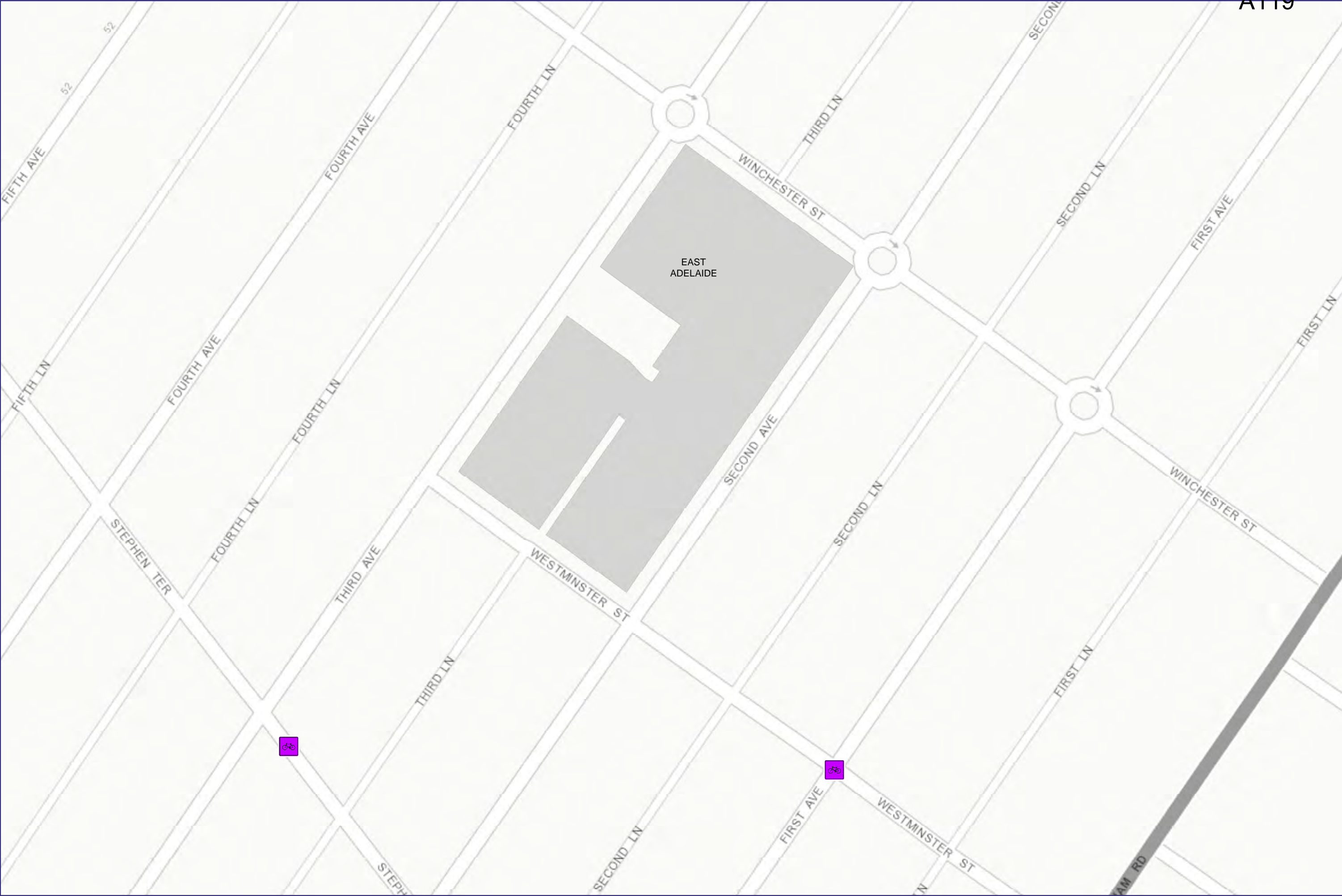
**17 General Consultation Responses**

## **1 East Adelaide School**

## 1.1 Crash Maps

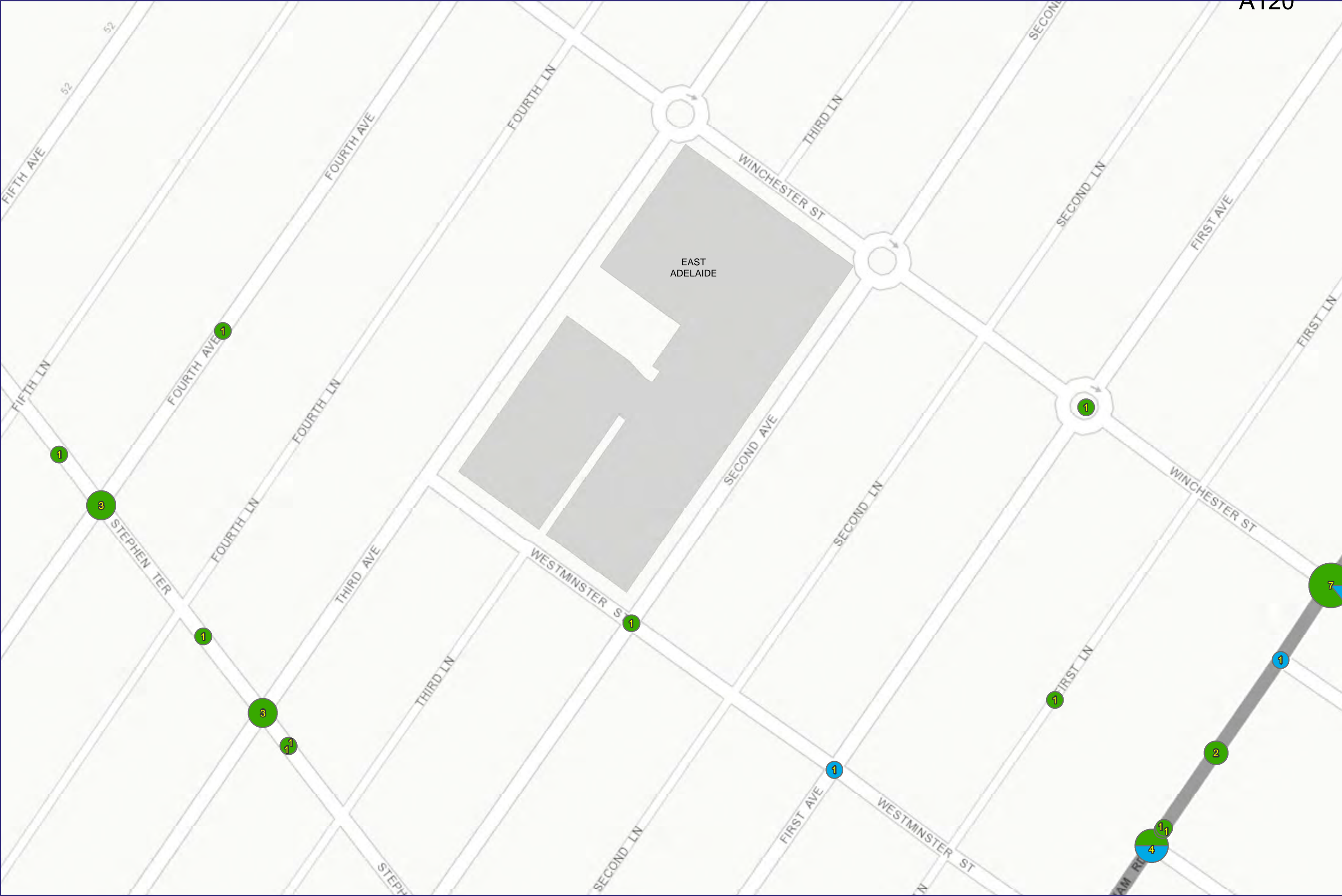






 Hit Bicycle  Hit Pedestrian





## 1.2 Parking Survey





© TONKIN CONSULTING

Occupancy Percentage (%) - 7:30 AM



\*Note - Percentages greater than 100% possibly due to double ranking, use of no stopping / parking zones and / or small vehicles, scooters or motorbikes

Norwood, Payneham and St Peters

**EAST ADELAIDE SCHOOL**  
7:30 AM 8/9/2015



© TONKIN CONSULTING



0 25 50 100 m  
1:1,500

Job Number: 20155097  
Filename: 20155097GE001E\_East\_Adelaide\_300  
Revision: REV A  
Date: Thursday, 22 October 2015 at 04:44 PM  
Drawn: TMOON

Data Acknowledgement:  
Cadastral supplied by PBBi Australia Pty Ltd  
Road data supplied by DATA SA  
Parking survey data collect by Tonkin Consulting and GTA Consultants

Occupancy Percentage (%) - 3:00 PM

|           |           |            |
|-----------|-----------|------------|
| 0 - 20 %  | 41 - 60 % | 81 - 100 % |
| 21 - 40 % | 61 - 80 % | > 100 %    |

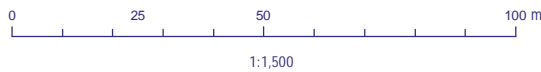
\*Note - Percentages greater than 100% possibly due to double ranking, use of no stopping / parking zones and / or small vehicles, scooters or motorbikes

Norwood, Payneham and St Peters

**EAST ADELAIDE SCHOOL**  
3:00 PM 8/9/2015



© TONKIN CONSULTING



Job Number: 20155097  
Filename: 20155097GE001D\_East\_Adelaide\_200  
Revision: REV A  
Date: Thursday, 22 October 2015 at 04:44 PM  
Drawn: TMOON

Data Acknowledgement:  
Cadastral supplied by PBBi Australia Pty Ltd  
Road data supplied by DATA SA  
Parking survey data collect by Tonkin Consulting and GTA Consultants

Occupancy Percentage (%) - 2:00 PM



\*Note - Percentages greater than 100% possibly due to double ranking, use of no stopping / parking zones and / or small vehicles, scooters or motorbikes

Norwood, Payneham and St Peters

**EAST ADELAIDE SCHOOL**  
2:00 PM 8/9/2015



© TONKIN CONSULTING



0 25 50 100 m  
1:1,500

Job Number: 20155097  
Filename: 20155097GE001C\_East\_Adelaide\_845  
Revision: REV A  
Date: Thursday, 22 October 2015 at 04:44 PM  
Drawn: TMOON

Data Acknowledgement:  
Cadastre supplied by PBBi Australia Pty Ltd  
Road data supplied by DATA SA  
Parking survey data collect by Tonkin Consulting and GTA Consultants

Occupancy Percentage (%) - 8:45 AM

- 0 - 20 %
- 21 - 40 %
- 41 - 60 %
- 61 - 80 %
- 81 - 100 %
- > 100%

\*Note - Percentages greater than 100% possibly due to double ranking, use of no stopping / parking zones and / or small vehicles, scooters or motorbikes

Norwood, Payneham and St Peters

EAST ADELAIDE SCHOOL  
8:45 AM 8/9/2015





© TONKIN CONSULTING

Occupancy Percentage (%) - 8:30 AM

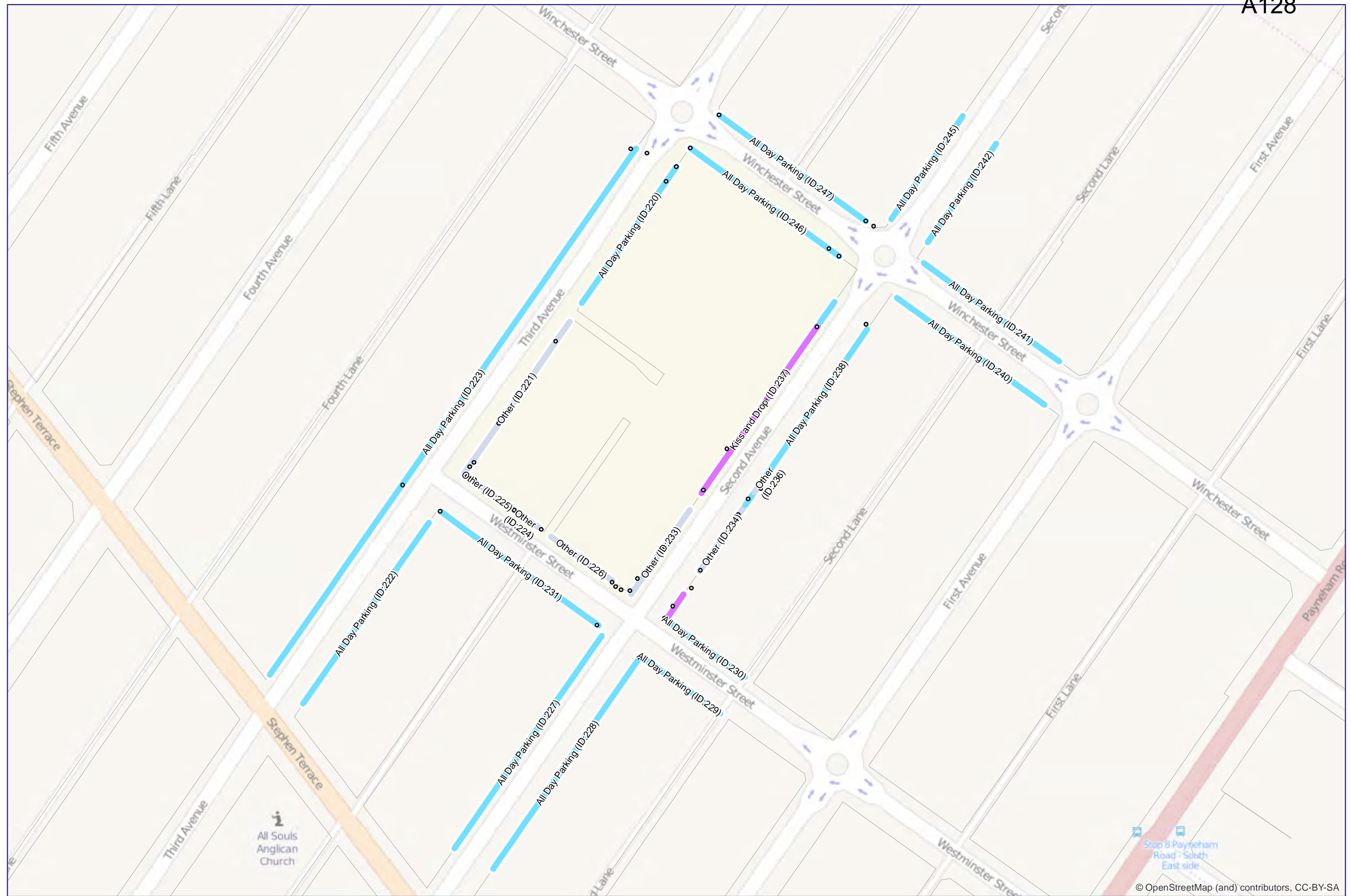


\*Note - Percentages greater than 100% possibly due to double ranking, use of no stopping / parking zones and / or small vehicles, scooters or motorbikes

Norwood, Payneham and St Peters

**EAST ADELAIDE SCHOOL**  
8:30 AM 8/9/2015

## 1.3 Parking Controls



## 1.4 Consultation



**Supplied by** XXX

Our properties are located on the corner of Second Ave and Westminster St and are adjacent to your all day parking areas labelled ID:231 and ID:227.

Firstly let me express my disappointment in the list of 'summary of Issues' on page 9 of your letter.

You have not identified ALL of the traffic and parking problems which the school causes to the local resident who are, after all, the Council's major stakeholders in the area. The schools do not pay rates and thereby do not contribute to the Council finances - residents and business owners do.

**Firstly** you have failed to identify the fact that over the last 15 years the student population has more than doubled and yet the school has done little to work with residents to fix the traffic and parking problems in the surrounding streets. In fact, when school was approached directly the principals told the local residents that it was not their problem.

If your figures of an increase of an additional 60 students in 2016 are correct it means that the school will need an additional 3 teachers who will need parking spaces and an additional increase of almost 10% extra parent's vehicle traffic and parking.

Direct representation to the Council as early as 2007 resulted in a meeting on site with our local Councillor and the NP&SP CEO and we were advised that the Council was powerless to enforce the school to co-operate with the local residents as all SA schools are only answerable to the State Government.

**Secondly** you do not mention the problem which the Council has with access for street cleaning of the adjacent streets. This is an important issue since nearly all the adjacent streets are lined with deciduous Plain Trees. This means that during autumn there are large quantities of leaves that need to be removed by the council hired street sweepers. These leaves do not bio-degrade for more than 24 months and must be removed as they not only blow into private properties in large volumes but also get into and block storm water drains which may result in local flooding.

During the spring months the trees produce seeds which then become airborne and a Melbourne study has proven that they are hazardous to health especially the elderly and those suffering breathing problems and therefore the streets need more frequent cleaning.

The parking habits of parents and teachers in the streets surrounding the school mean that street access is restricted and proper and efficient street cleaning CAN NOT be undertaken between the hours of 8.00am and 5.00pm on weekdays during school terms.

*I have enclose photos collected over the last few years to demonstrate this problem.  
All original photos are available showing date when they were taken.  
These problems are caused mainly by the teachers.*





**Thirdly** you have ignored the inconvenience to the local residents caused by parents parking illegally over the resident's driveways. Its **NOT ONLY** about unsafe road behaviour to protect the students of the school. It is also about the illegal parking blocking of access to and from properties of the principal stakeholders within the Council area.

*I have enclose photos collected over the last few years to demonstrate this problem.  
All original photos are available showing date when they were taken.  
These problems are caused mainly by the parents.*



### Under section 1.13.2 Observations

The review does not identify Second Ave as a major vehicle thoroughfare between Lower Portrush Rd - (Council's Torrens Ward area) and Stephen Terrace.

The street is the longest in the area and is used everyday by people to and from work to avoid the congestion found on Payneham Rd at peak hours.

Better speed control options along Second Ave. between Winchester St. and Batts Rd. may discourage some of this daily traffic and thereby make the section next to the school safer.

**On pages 21, 22, 23 and 24** - The occupancy % statistics are **WRONG**.

From 8.30am to at least 9.15am the parking along Second Ave between Westminster St and close to Stephen Tce is not 5.25% and 31.58% as shown on the map. It is more like 75% to 99%.

This is created by teacher and parent parking.

The same applies for the time of 2.30pm and 3.30pm. At 3.00pm you claim 42.% occupancy.

That is just plain **incorrect**. Its more like 100%.

Your survey does not show what happens on weekends during school terms, particularly on Saturday and Sunday mornings when there are various soccer, football or other clinics held on the school oval on the corner of Second Ave and Westminster St. Parents park along Second Ave and Westminster St for much greater time to watch the sports than when they pick up children on school days.

*Parking shown on **non school day***





Creating more 'kiss and drop zones' along school boundaries will not fix the parking problems for residents in nearby streets. Why do residents along ID 227, ID 222 and ID 231 and ID 228 have to suffer parking problems while residents in ID 234 and ID 238 remain unaffected.

More 'kiss and drop' zones will only reduce the amount of available parking for teachers along the school boundary which means that they will be forced to park in front of residents properties. The school already has restricted parking on 2.5 of its 4 main boundaries and teachers should park in zones ID220, ID246 and ID230 to minimise inconvenience to the ratepayers who live along Second Ave, Third Ave, Westminster St and Winchester ST.

The reality is that if the school were a business wanting to expand the Council would exert massive pressure on that business to fix traffic and parking problems before the expansion was allowed to proceed.

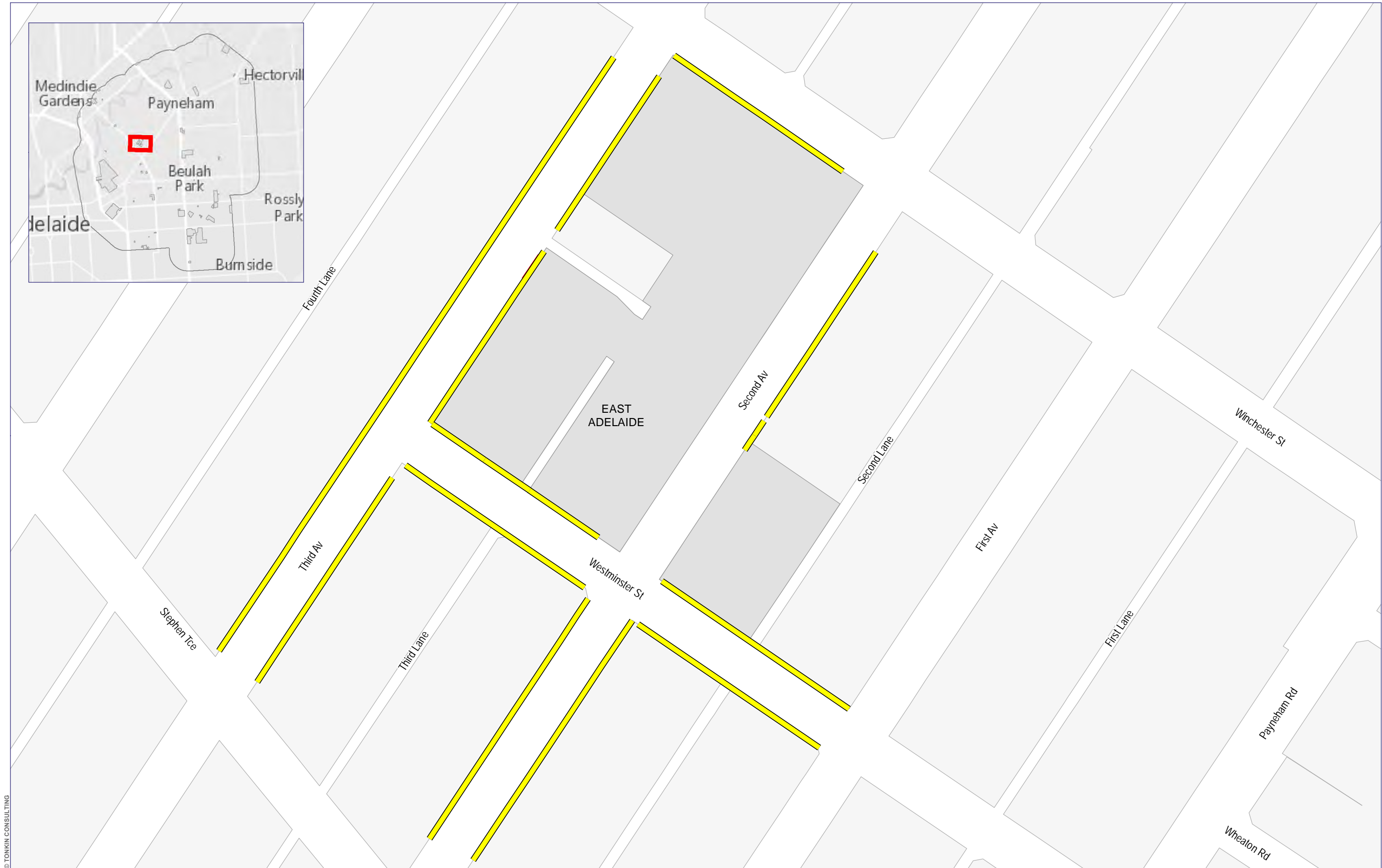
***Just to correct a few other mistakes in your report.***

The teachers are not employed to be responsible for traffic flow or parking problems in the sounding streets. They usually contribute to the problem.

There is no offer by council to help local residents with the parking problems such as the case with the gentleman of 98 years of age who rents No. 62 Second Ave and who has help from support staff such as medical or cleaners who are unable to park near his house because of the parking spaces being taken up by teachers and parents.

Your comments on the rubbish collections section 1.13.1 is at odds with the East Adelaide school. Obviously it's a statement that has been applied with a broad brush along all the school in the Council area. Our rubbish bins are collected between 6.30am and 8.00am well before the E A school affects the traffic or parking problems.

**1.5 High Demand Parking Areas (for No Stopping Lines over Driveways)**



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## **2 Kensington Centre**

## 2.1 Crash Maps

## 2.2 Parking Survey

## 2.3 Parking Controls

### **3 Loretto College**



### 3.1 Crash Maps

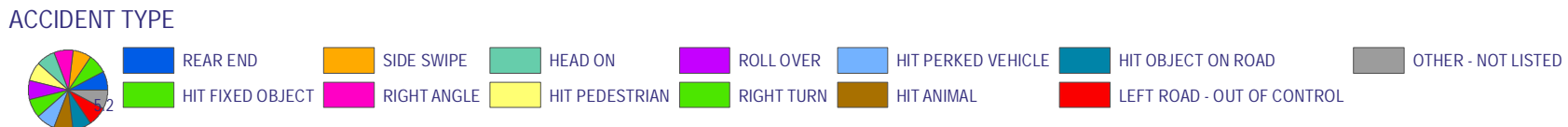


 Hit Bicycle     Hit Pedestrian

LORETTO COLLEGE AND  
MARRYATVILLE HIGH SCHOOL

Figure 3





LORETTO COLLEGE AND  
MARRYATVILLE HIGH SCHOOL

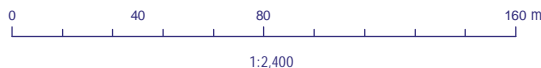
Figure 3

## 3.2 Parking Survey





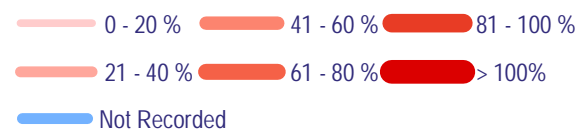
© TONKIN CONSULTING



Job Number: 20155097  
Filename: 20155097GE002A\_Loreto\_Marryatville\_730  
Revision: REV A  
Date: Friday, 23 October 2015 at 11:56 AM  
Drawn: TMOON

Data Acknowledgement:  
Cadastral supplied by PPB Australia Pty Ltd  
Road data supplied by DATA SA  
Parking survey data collect by Tonkin Consulting and GTA Consultants

### Occupancy Percentage (%) - 7:30 AM

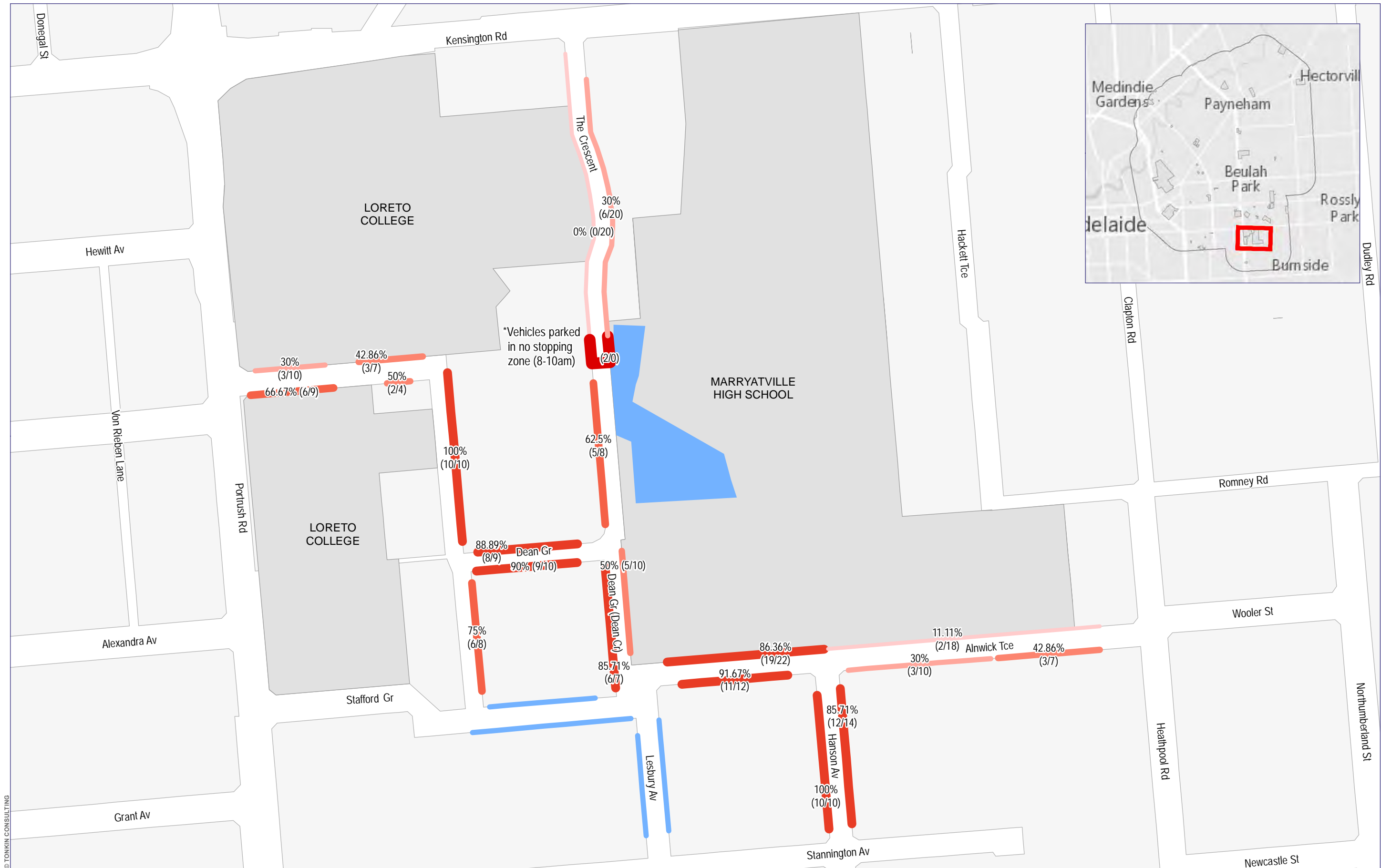


\*Note - Percentages greater than 100% possibly due to double ranking, use of no stopping / parking zones and / or small vehicles, scooters or motorbikes

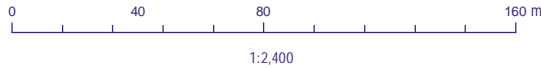
Norwood, Payneham and St Peters

LORETO COLLEGE AND  
MARRYATVILLE HIGH SCHOOL

7:30 AM 10/9/2015



© TONKIN CONSULTING



Job Number: 20155097  
Filename: 20155097GE002B\_Loreto\_Marryatville\_830  
Revision: REV A  
Date: Friday, 23 October 2015 at 11:55 AM  
Drawn: TMOON

Data Acknowledgement:  
Cadastral supplied by PPB Australia Pty Ltd  
Road data supplied by DATA SA  
Parking survey data collect by Tonkin Consulting and GTA Consultants

Occupancy Percentage (%) - 8:30 AM

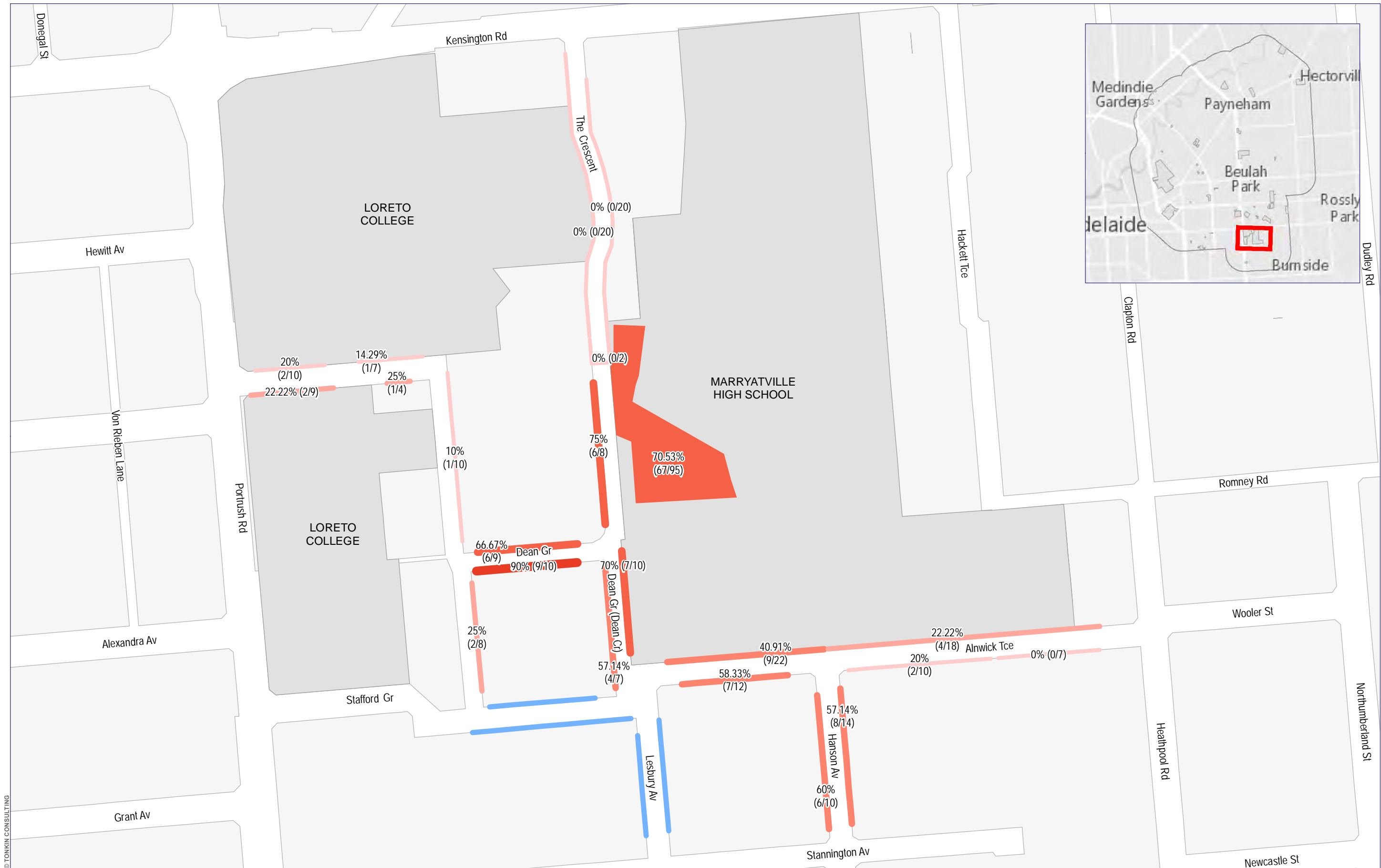


\*Note - Percentages greater than 100% possibly due to double ranking, use of no stopping / parking zones and / or small vehicles, scooters or motorbikes

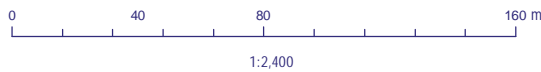
Norwood, Payneham and St Peters

LORETO COLLEGE AND MARRYATVILLE HIGH SCHOOL

8:30 AM 10/9/2015



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Job Number: 20155097  
Filename: 20155097GE002C\_Loreto\_Marryatville\_215  
Revision: REV A  
Date: Friday, 23 October 2015 at 11:59 AM  
Drawn: TMOON

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Road data supplied by DATA SA  
Parking survey data collect by Tonkin Consulting and GTA Consultants

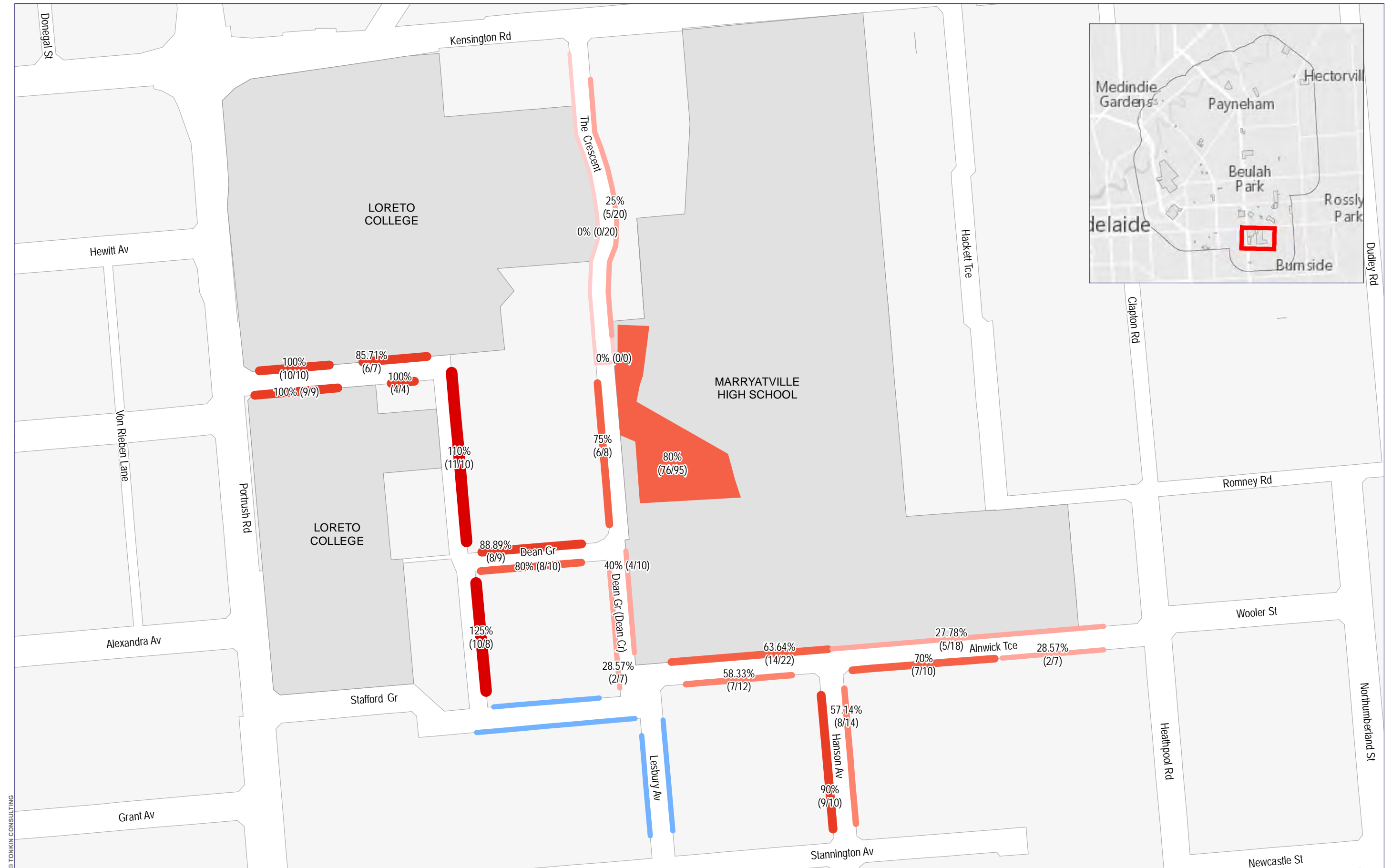
Occupancy Percentage (%) - 2:15 PM



\*Note - Percentages greater than 100% possibly due to double ranking, use of no stopping / parking zones and / or small vehicles, scooters or motorbikes

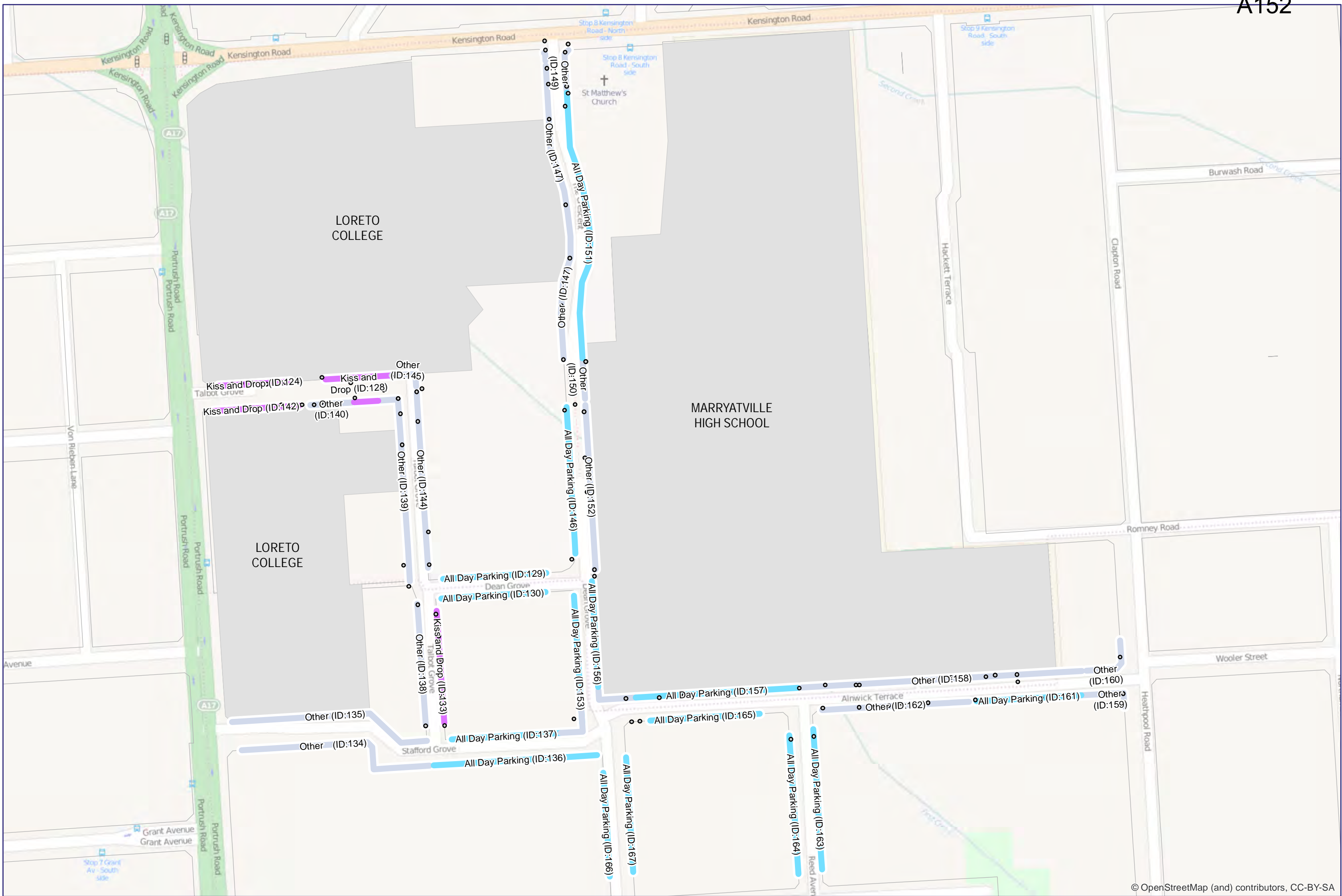
Norwood, Payneham and St Peters

**LORETO COLLEGE AND  
MARRYATVILLE HIGH SCHOOL**  
2:15 PM 10/9/2015



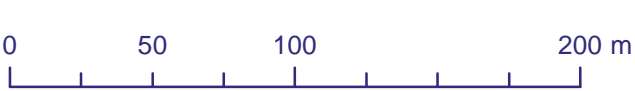


### 3.3 Parking Controls



© OpenStreetMap (and) contributors, CC-BY-SA

# LORETTO COLLEGE AND MARRYATVILLE HIGH SCHOOL



- 1 Hour
- 2 Hours
- All Day
- No Parking
- 15 Minute
- 30 Minute
- Kiss & Drop
- Other

Figure 3

### 3.4 Consultation

XXXXXXXXXX

---

**From:** XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX  
**Sent:** Tuesday, December 1, 2015 9:19 PM School  
**To:** Survey  
**Subject:** School survey

To Paul Simons,

I am a resident at X Stafford Grove Heathpool, I note that on both your surveys for Marrayatville and Loretto schools that Stafford Grove was not recorded for parking.

Stafford grove has traffic from both Loretto leaving Talbot rd turning left, and also from Alnwick terrace from Marrayatville school. There are no parking restrictions on Stafford grove from Talbot rd to Dean Grove. During school drop off and pick up times it can be very difficult to leave our driveway due to children walking past, parked cars (on both sides of the Grove) and parents driving their children to and from school. As residents we are lucky to be able to find a park during the day in our own street.

Surely some safety consideration regarding Stafford Grove should be made, perhaps 2 hour parking, parking on 1 side of the street only 8- 9am and 3-4pm will make this much safer for all concerned. In our 17 years in this property not once have I seen a parking inspector for cars parked over driveways or a safety officer when school resumes after the Xmas break and the ensuing chaos resulting in parents yelling abuse at each other for the first few days. Council policing parking, sorry heard it all before, nothing happens or maybe you can show me the number of fines issued in this area?

I agree schools should take more responsibility for their staff and student parking but doubt that will happen, and really 15% more students but no more teachers!! I don't think so!

Regards

XXXXXXXXXXXX

XXXXXXXXXXXX

Heathpool

---

**From:** XXXXXXXXXXXX  
**Sent:** Monday, December 14, 2015 11:29 AM  
**To:** School Survey  
**Subject:** City Wide schools safety traffic and Parking Review

The Senior Project Manager,  
Dear Sir/Madam,

Tonkin Consulting.  
I am a resident at

xxxxxxxxxxx Heathpool and am always finding it very difficult to drive my car out of my driveway especially during school days and occasionally when there is some recreational activity in the field opposite.

With cars parked on both sides of the narrow road especially when some- perhaps inadvertently - are parked a foot or more from the kerb and another car is parked on my side with the front wheels close to or on or beyond the yellow line the front of the car will take up, at least another 2 feet or more of space- making it rather difficult for me to turn my car around especially to the right. As you know a turning vehicle needs a little more space than one moving straight.

I have noticed on some occasion that even the garbage trucks- the drivers of which I must say, are experts in driving around tight corners and narrow spaces- even they encounter some difficulty. Our friends and relations too avoid visiting us because of similar difficulty and certainly too of delivery trucks.

I hope that something can be done to ameliorate our predicament. Thank you.



---

**From:**  
**Sent:** Friday, December 18, 2015 9:13 AM School  
**To:** Survey  
**Subject:** Survey

Hi

I am a resident and live at Heathpool and would like to add the following re the above.

Firstly the proposed 40km along Portrush Road near Loreto and all other schools I think is an absolute joke and will only cause further traffic jams ( even worse than is currently) and leave pedestrian lights to look after kids crossing at schools.

Also re the intersection at the bottom end of Stafford Grove , Brandreth etc across the road from Marryatville school ovals the proposal is for tightening the corners whereas I would say whats wrong with a small roundabout to slow down the traffic here.

It has worked well at the Brittania roundabout, why not here only smaller ??

Having read the report I must admit it looks like a waste of our rate payers money!!.

Surely the council didn't need an independent survey for so little and effective conclusion.

More rate payer money down the drain.

T

### **3.5 High Demand Parking Areas (for No Stopping Lines over Driveways)**

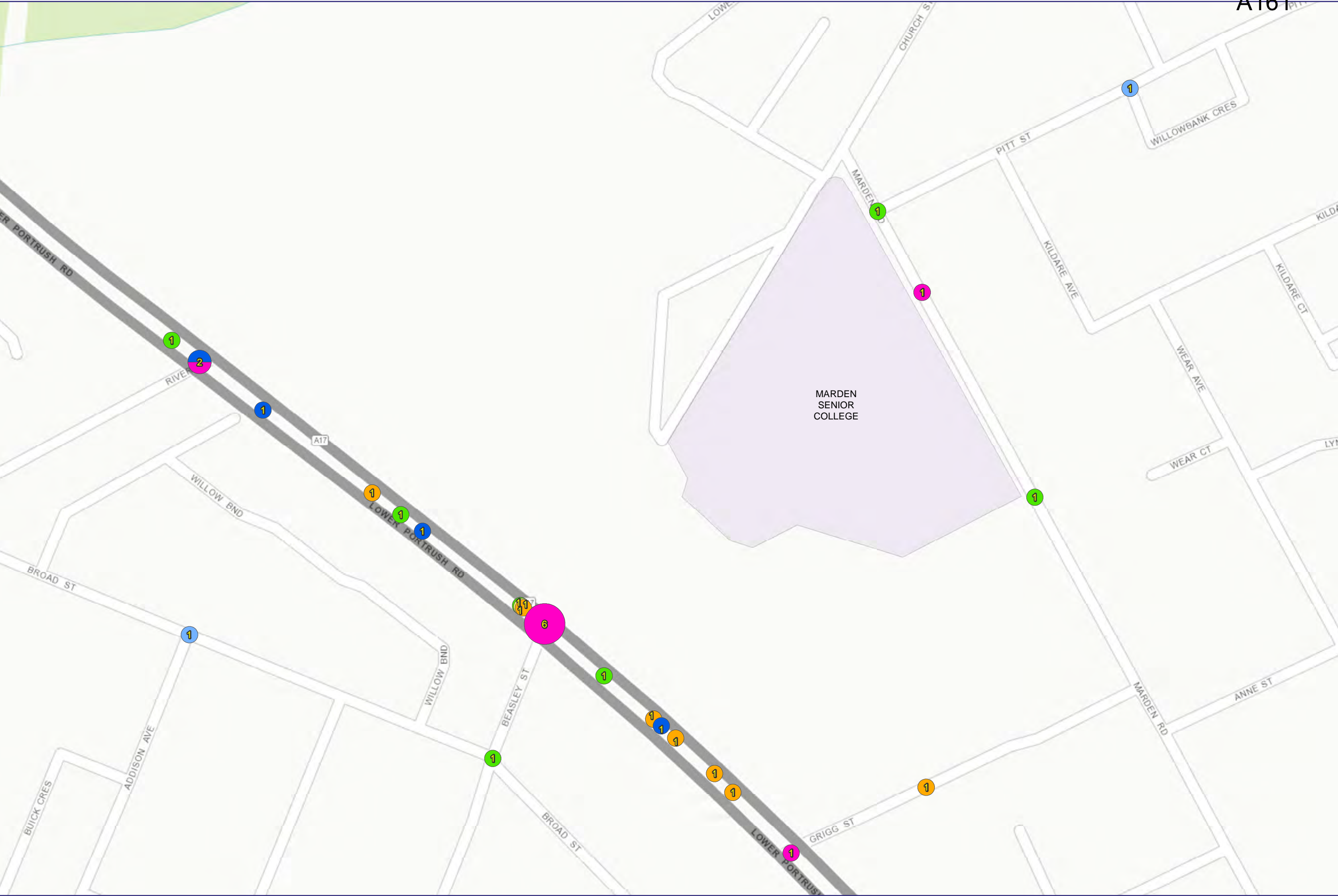


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## **4 Marden Senior College and Open Access School**

## 4.1 Crash Maps





ACCIDENT TYPE



REAR END

SIDE SWIPE

HEAD ON

ROLL OVER

HIT PERKED VEHICLE

HIT OBJECT ON ROAD

OTHER - NOT LISTED

HIT FIXED OBJECT

RIGHT ANGLE

HIT PEDESTRIAN

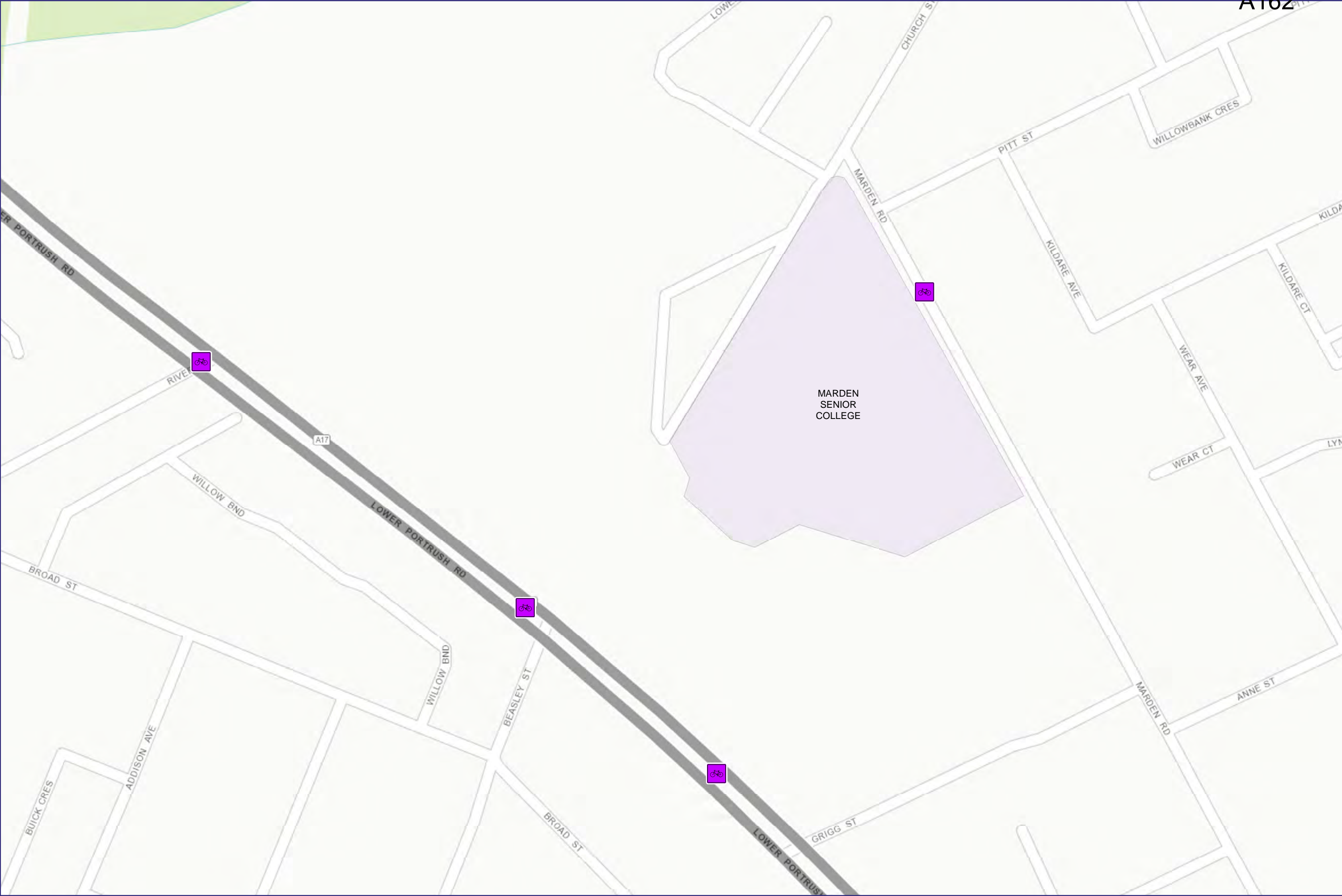
RIGHT TURN

HIT ANIMAL

LEFT ROAD - OUT OF CONTROL

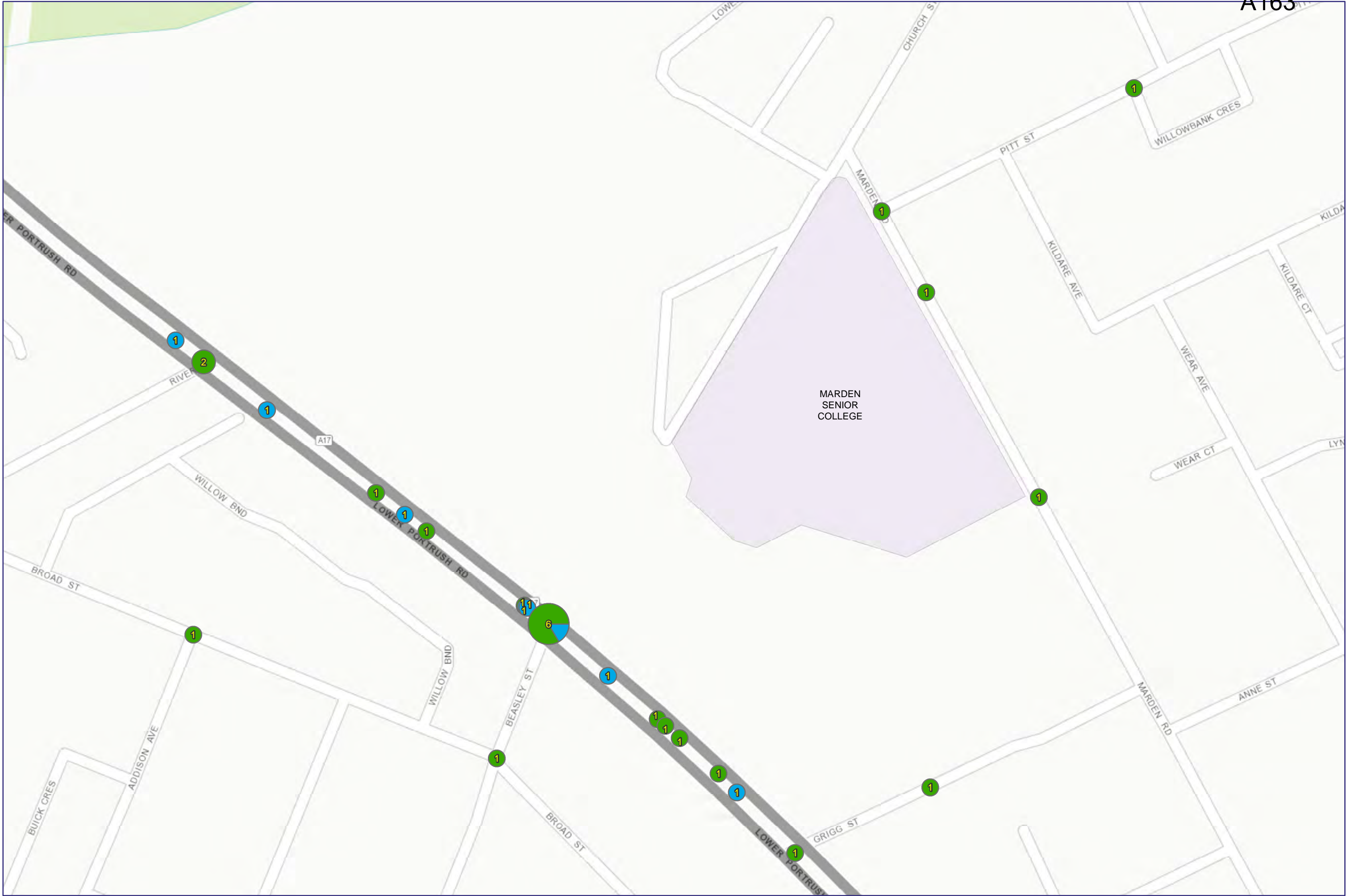
MARDEN SENIOR COLLEGE

Figure 4

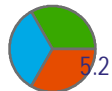


 Hit Bicycle     Hit Pedestrian





ACCIDENT SEVERITY



PROPERTY DAMAGE

INJURY

FATALITY

MARDEN SENIOR COLLEGE

Figure 4

## 4.2 Parking Survey



© TONKIN CONSULTING



0 25 50 100 m  
1:2,000

Job Number: 20155097  
Filename: 20155097GE004B\_Marden\_830  
Revision: REV A  
Date: Thursday, 22 October 2015 at 04:45 PM  
Drawn: TMOON

Data Acknowledgement:  
Cadastral data supplied by PDBI Australia Pty Ltd  
Road data supplied by DATA SA  
Parking survey data collected by Tonkin Consulting and GTA Consultants

Norwood, Payneham and St Peters

**MARDEN SENIOR COLLEGE**

8:30 AM 9/9/2015

\*Note - Percentages greater than 100% possibly due to double ranking, use of no stopping / parking zones and / or small vehicles, scooters or motorbikes





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0 25 50 100 m  
1:2,000

Job Number: 20155097  
Filename: 20155097GE004A\_Marden\_745  
Revision: REV A  
Date: Thursday, 22 October 2015 at 04:44 PM  
Drawn: TMOON

Data Acknowledgement:  
Cadastral supplied by PBA Australia Pty Ltd  
Road data supplied by DATA SA  
Parking survey data collect by Tonkin Consulting and GTA Consultants

\*Note - Percentages greater than 100% possibly due to double ranking, use of no stopping / parking zones and / or small vehicles, scooters or motorbikes

Norwood, Payneham and St Peters

**MARDEN SENIOR COLLEGE**  
7:45 AM 9/9/2015



© TONKIN CONSULTING



0 25 50 100 m  
1:2,000

Job Number: 20155097  
Filename: 20155097GE004F\_Marden\_330  
Revision: REV A  
Date: Thursday, 22 October 2015 at 04:46 PM  
Drawn: TMOON

Data Acknowledgement:  
Cadastral supplied by PBA Australia Pty Ltd  
Road data supplied by DATA SA  
Parking survey data collect by Tonkin Consulting and GTA Consultants

Occupancy Percentage (%) - 3:30 PM

- 0 - 20 %
- 21 - 40 %
- 41 - 60 %
- 61 - 80 %
- 81 - 100 %
- > 100
- Not Recorded

\*Note - Percentages greater than 100% possibly due to double ranking, use of no stopping / parking zones and / or small vehicles, scooters or motorbikes

Norwood, Payneham and St Peters

MARDEN SENIOR COLLEGE

3:30 PM 9/9/2015





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0 25 50 100 m  
1:2,000

Job Number: 20155097  
Filename: 20155097GE004E\_Marden\_315  
Revision: REV A  
Date: Thursday, 22 October 2015 at 04:45 PM  
Drawn: TMOON

Data Acknowledgement:  
Cadastral data supplied by PBA Australia Pty Ltd  
Road data supplied by DATA SA  
Parking survey data collected by Tonkin Consulting and GTA Consultants

\*Note - Percentages greater than 100% possibly due to double ranking, use of no stopping / parking zones and / or small vehicles, scooters or motorbikes

Norwood, Payneham and St Peters  
**MARDEN SENIOR COLLEGE**  
3:15 PM 9/9/2015



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0 25 50 100 m  
1:2,000

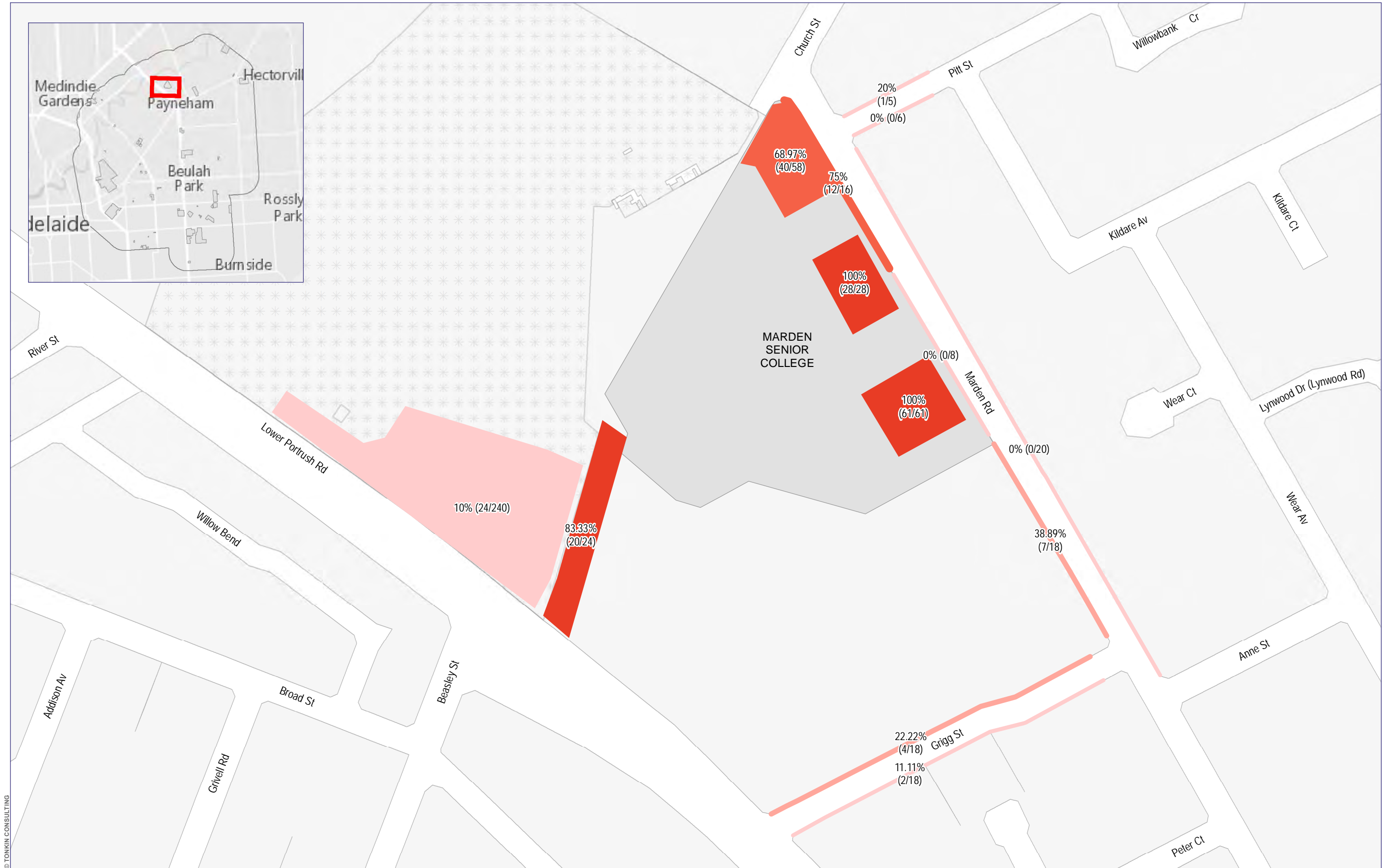
Job Number: 20155097  
Filename: 20155097GE004D\_Marden\_200  
Revision: REV A  
Date: Thursday, 22 October 2015 at 04:45 PM  
Drawn: TMOON

Data Acknowledgement:  
Cadastral supplied by PBA Australia Pty Ltd  
Road data supplied by DATA SA  
Parking survey data collect by Tonkin Consulting and GTA Consultants

\*Note - Percentages greater than 100% possibly due to double ranking, use of no stopping / parking zones and / or small vehicles, scooters or motorbikes

Norwood, Payneham and St Peters  
**MARDEN SENIOR COLLEGE**  
2:00 PM 9/9/2015





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0 25 50 100 m  
1:2,000

Job Number: 20155097  
Filename: 20155097GE004C\_Marden\_900  
Revision: REV A  
Date: Thursday, 22 October 2015 at 04:45 PM  
Drawn: TMOON

Data Acknowledgement:  
Cadastral data supplied by PBA Australia Pty Ltd  
Road data supplied by DATA SA  
Parking survey data collected by Tonkin Consulting and GTA Consultants

Occupancy Percentage (%) - 9:00 AM

- 0 - 20 %
- 21 - 40 %
- 41 - 60 %
- 61 - 80 %
- 81 - 100 %
- > 100
- Not Recorded

\*Note - Percentages greater than 100% possibly due to double ranking, use of no stopping / parking zones and / or small vehicles, scooters or motorbikes

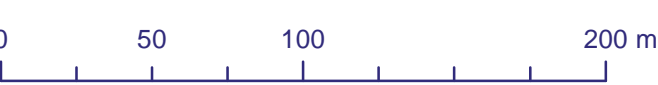
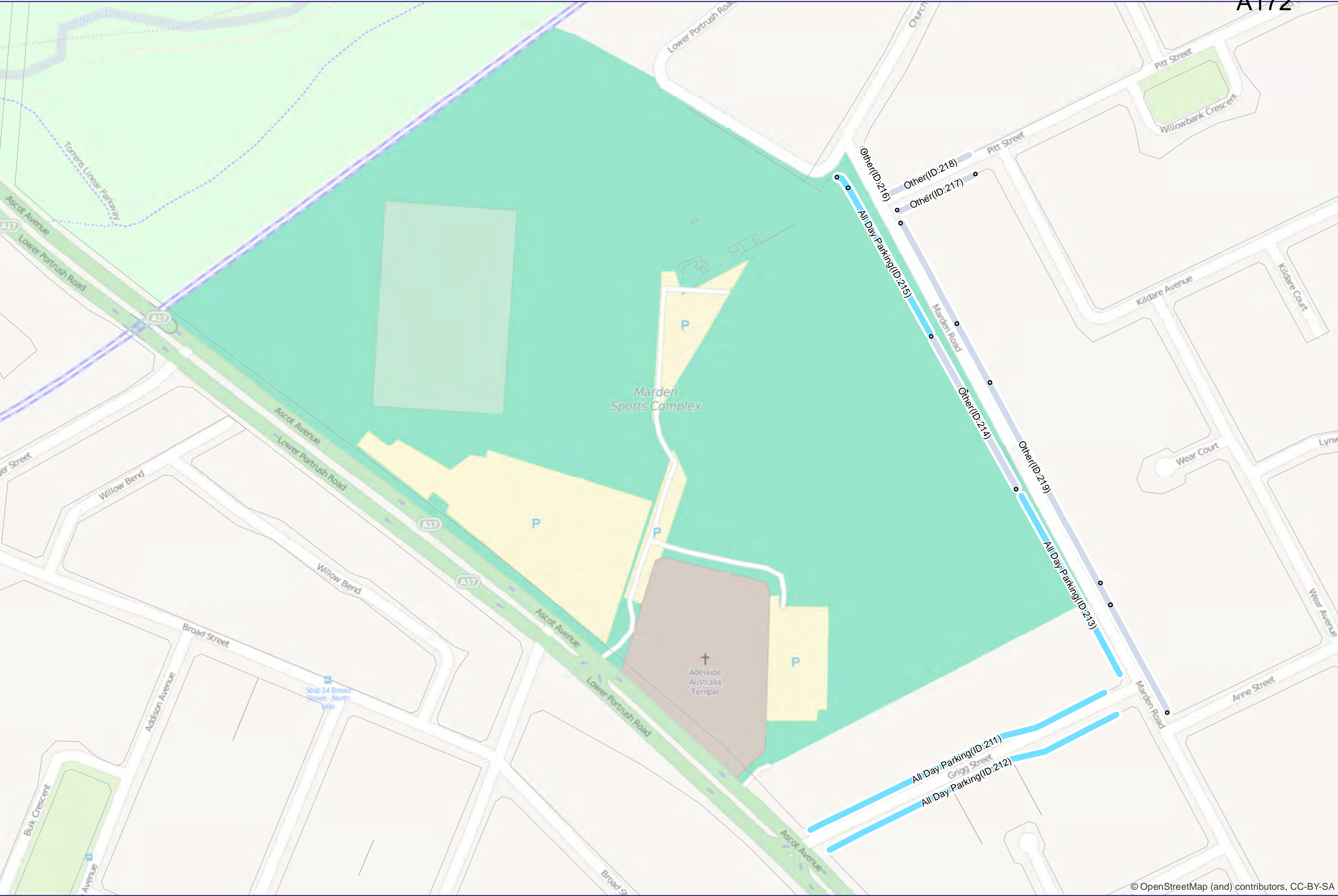
Norwood, Payneham and St Peters

MARDEN SENIOR COLLEGE

9:00 AM 9/9/2015



## 4.3 Parking Controls



- 1 Hour
- 2 Hours
- All Day Parking
- No Parking
- 15 Minute
- 30 Minute
- Kiss and Drop
- Other

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MARDEN SENIOR COLLEGE

Figure 4

## **5 Marryatville High School**

## 5.1 Crash Maps



050100200 m

ACCIDENT TYPE

|                  |             |                |            |                    |                            |                    |
|------------------|-------------|----------------|------------|--------------------|----------------------------|--------------------|
| REAR END         | SIDE SWIPE  | HEAD ON        | ROLL OVER  | HIT PERKED VEHICLE | HIT OBJECT ON ROAD         | OTHER - NOT LISTED |
| HIT FIXED OBJECT | RIGHT ANGLE | HIT PEDESTRIAN | RIGHT TURN | HIT ANIMAL         | LEFT ROAD - OUT OF CONTROL |                    |

LORETTO COLLEGE AND  
MARRYATVILLE HIGH SCHOOL

Figure 3





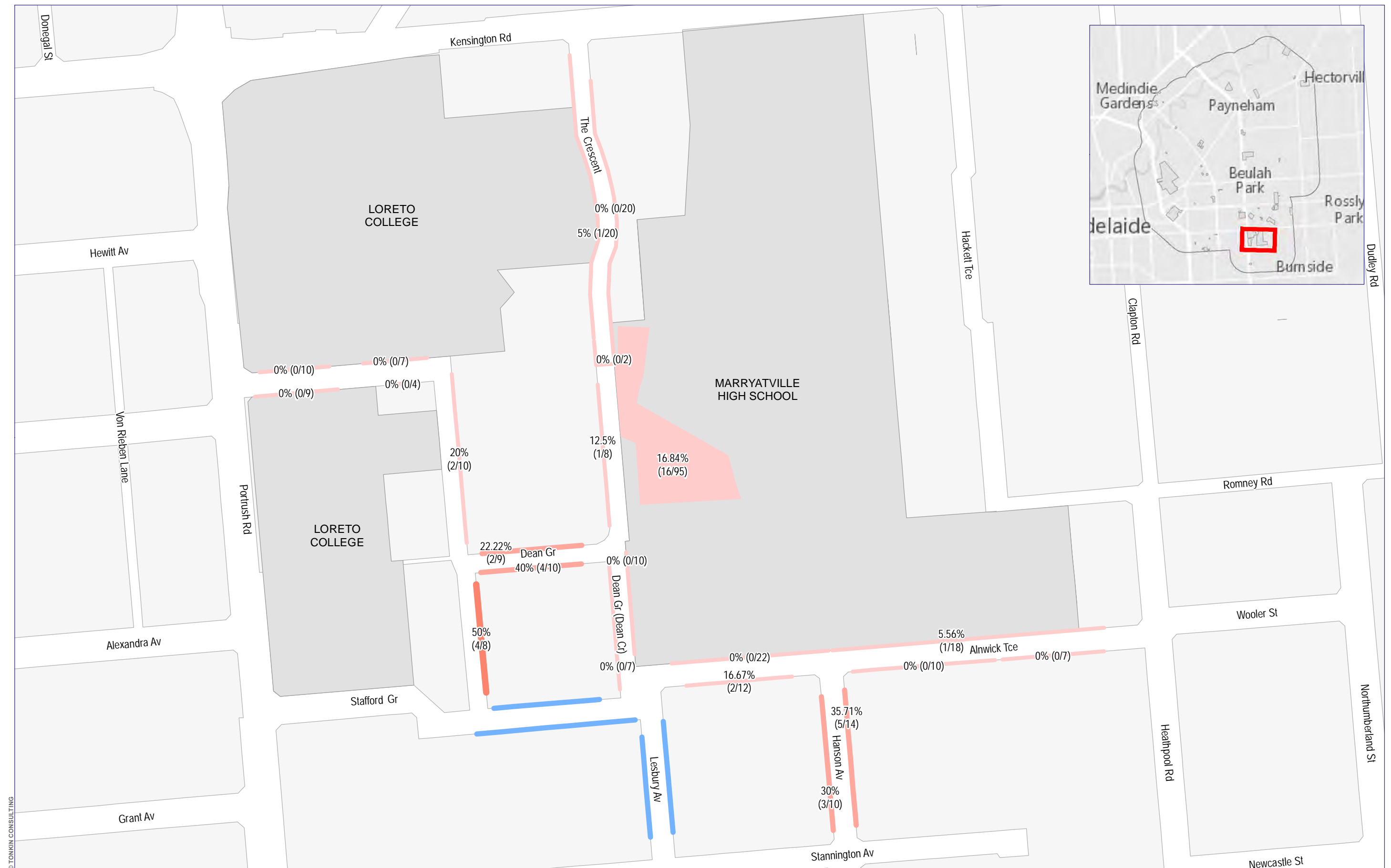
 Hit Bicycle     Hit Pedestrian

LORETTO COLLEGE AND  
MARRYATVILLE HIGH SCHOOL

Figure 3



## 5.2 Parking Survey

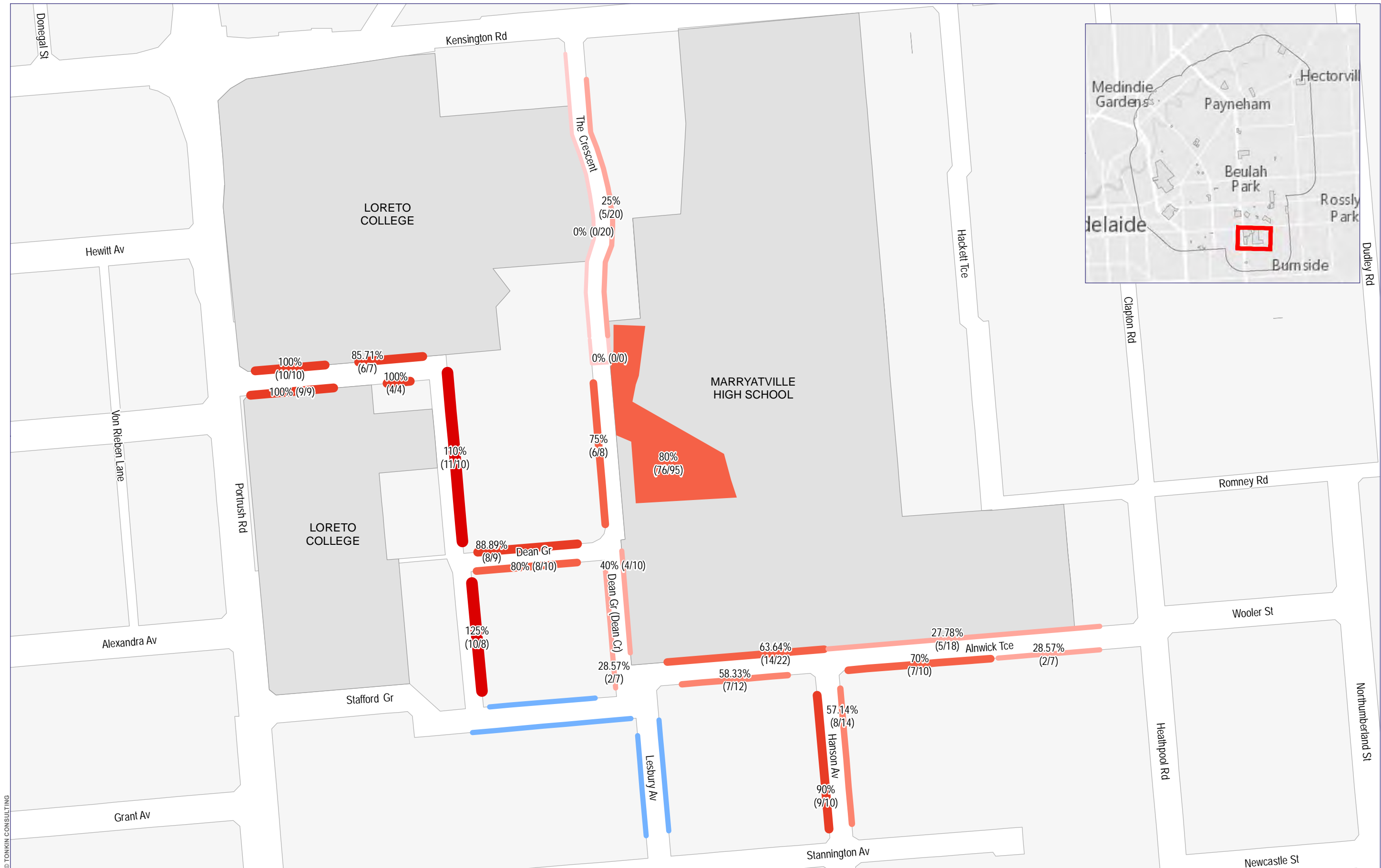


Norwood, Payneham and St Peters

LORETO COLLEGE AND  
MARRYATVILLE HIGH SCHOOL

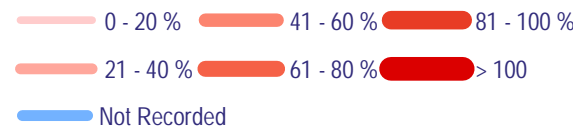
7:30 AM 10/9/2015





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Occupancy Percentage (%) - 3:00 PM to 3:10 PM

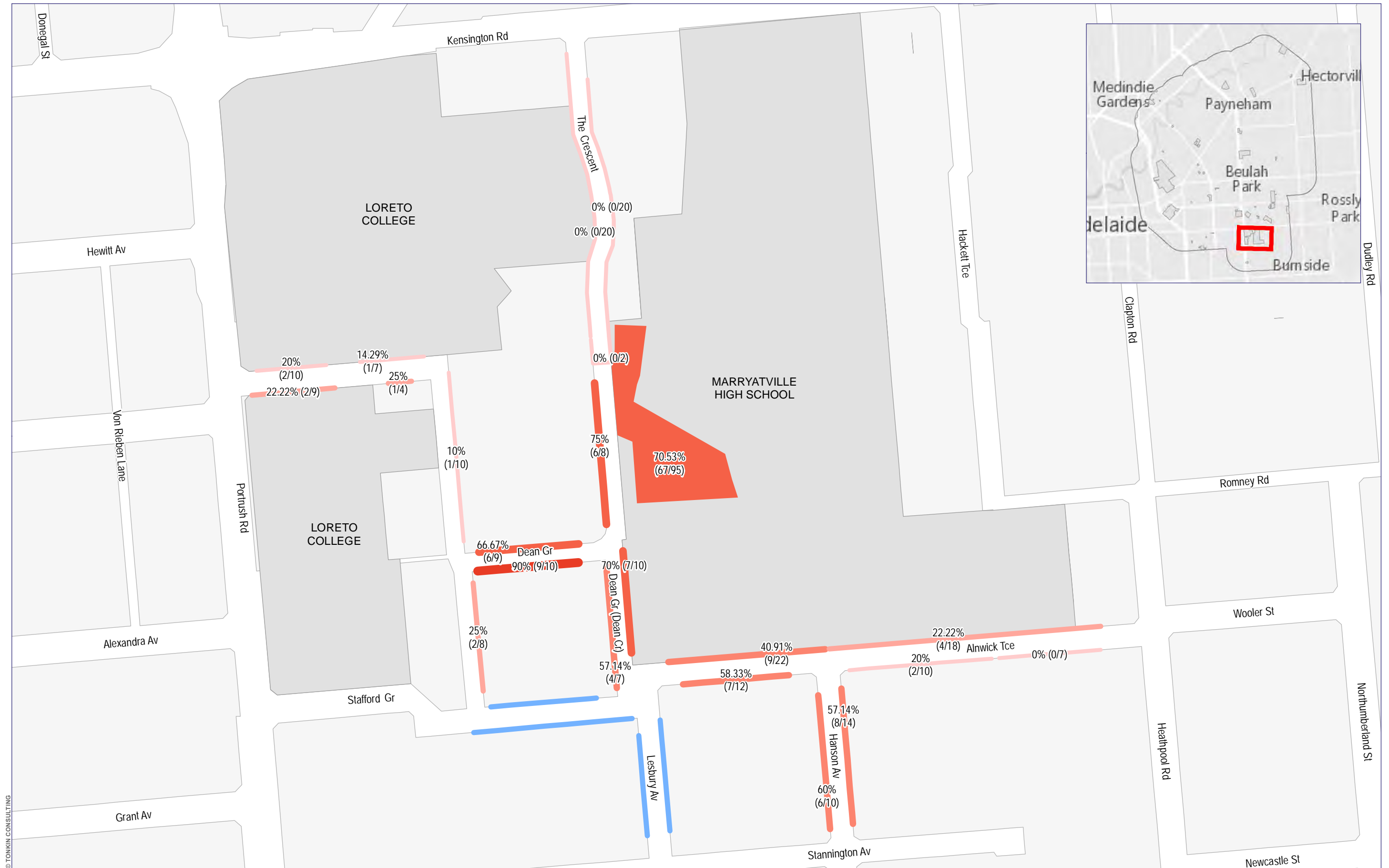


\*Note - Percentages greater than 100% possibly due to double ranking, use of no stopping / parking zones and / or small vehicles, scooters or motorbikes

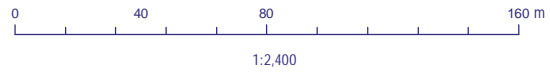
Norwood, Payneham and St Peters

**LORETO COLLEGE AND  
MARRYATVILLE HIGH SCHOOL**  
3:00 PM to 3:10 PM 10/9/2015





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Job Number: 20155097  
Filename: 20155097GE002C\_Loreto\_Marryatville\_215  
Revision: REV A  
Date: Friday, 23 October 2015 at 11:59 AM  
Drawn: TMOON

Data Acknowledgement:  
Cadastre supplied by PBBI Australia Pty Ltd  
Road data supplied by DATA SA  
Parking survey data collect by Tonkin Consulting and GTA Consultants

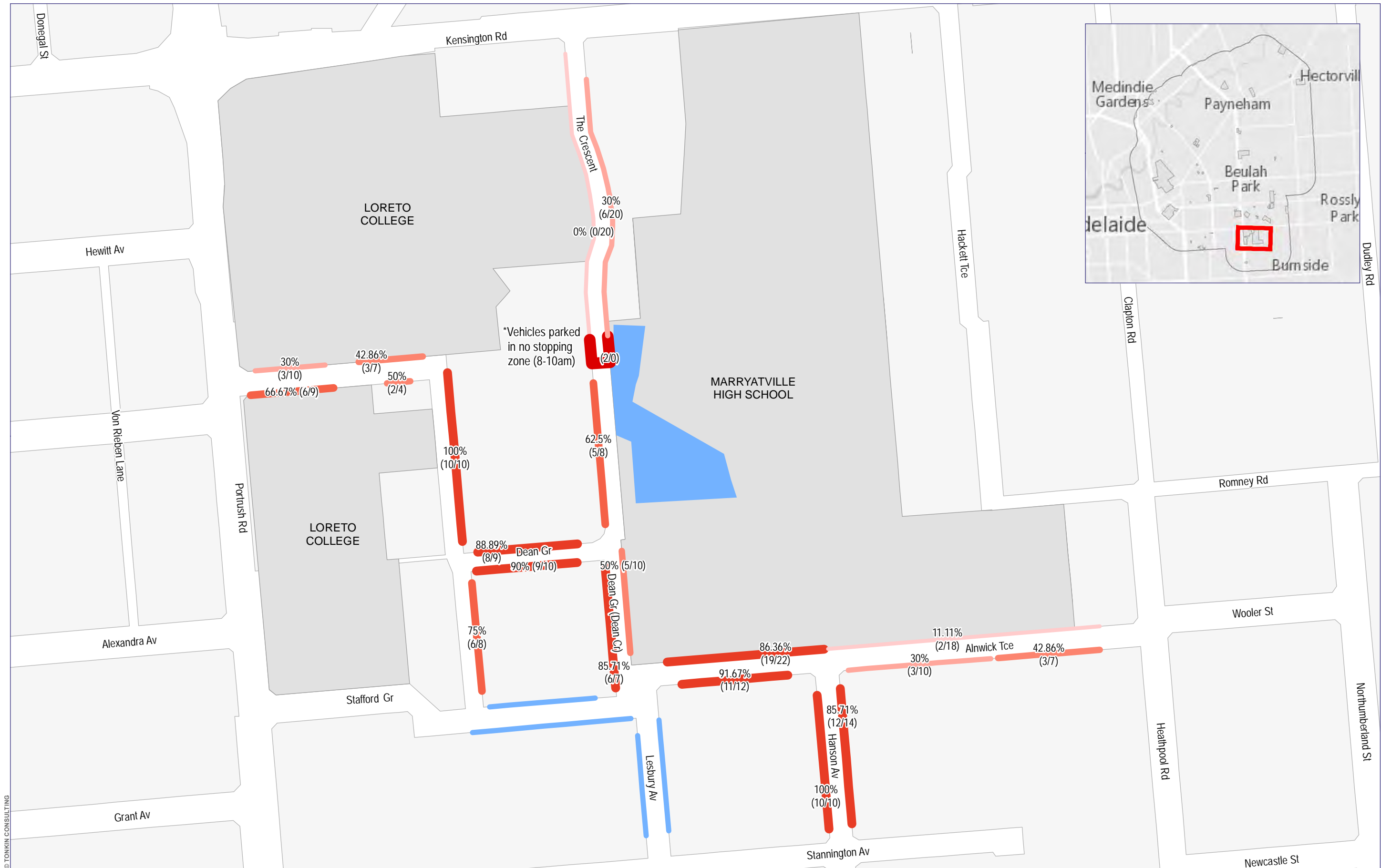
Occupancy Percentage (%) - 2:15 PM



\*Note - Percentages greater than 100% possibly due to double ranking, use of no stopping / parking zones and / or small vehicles, scooters or motorbikes

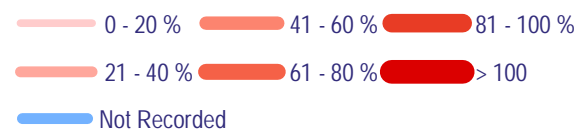
Norwood, Payneham and St Peters

**LORETO COLLEGE AND MARRYATVILLE HIGH SCHOOL**  
2:15 PM 10/9/2015



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Occupancy Percentage (%) - 8:30 AM



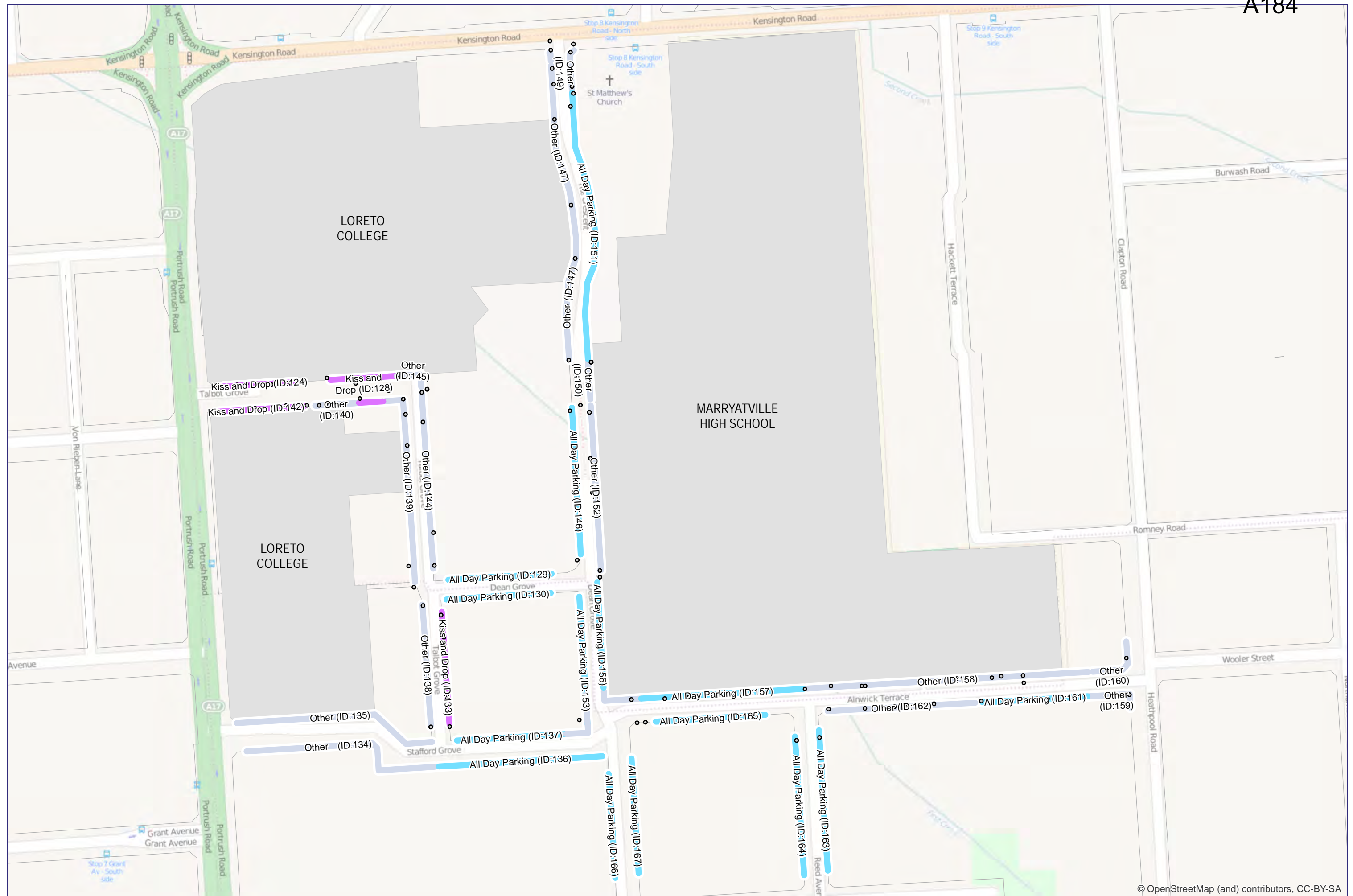
\*Note - Percentages greater than 100% possibly due to double ranking, use of no stopping / parking zones and / or small vehicles, scooters or motorbikes

Norwood, Payneham and St Peters

**LORETO COLLEGE AND  
MARRYATVILLE HIGH SCHOOL**

8:30 AM 10/9/2015

### 5.3 Parking Controls



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# LORETTO COLLEGE AND MARRYATVILLE HIGH SCHOOL

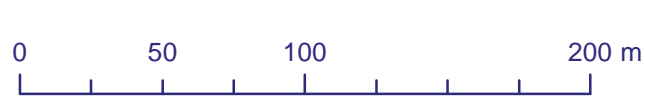


Figure 3

## 5.4 Consultation



**J**

---

**From:**  
**Sent:** Friday, December 18, 2015 3:28 PM  
**To:** School Survey  
**Subject:** Schools Traffic and Parking Review

Dear Sir

We reside in Stafford Grove Heathpool. We have read your Review in relation to Marryatville High School and Loreto Convent. We are not in favour of the Council's request for a trial installation of a 40 km/h speed limit along Portrush Road, via Variable Message Signs (VMS), to operate during the school peak times. We feel that this would create more safety issues than exist at the moment.

Sincerely

---

**From:**  
**Sent:** Friday, December 18, 2015 9:13 AM School  
**To:** Survey  
**Subject:** Survey

Hi

I am a resident and live at Heathpool and would like to add the following re the above.

Firstly the proposed 40km along Portrush Road near Loreto and all other schools I think is an absolute joke and will only cause further traffic jams ( even worse than is currently) and leave pedestrian lights to look after kids crossing at schools.

Also re the intersection at the bottom end of Stafford Grove , Brandreth etc across the road from Marryatville school ovals the proposal is for tightening the corners whereas I would say whats wrong with a small roundabout to slow down the traffic here.

It has worked well at the Brittania roundabout, why not here only smaller ??

Having read the report I must admit it looks like a waste of our rate payers money!!.

Surely the council didn't need an independent survey for so little and effective conclusion.

More rate payer money down the drain.

---

**From:**  
**Sent:** Wednesday, December 16, 2015 10:53 AM  
**To:** School Survey  
**Subject:** Parking review - Marryatville High School

Dear Mr Simons

I have read the draft report on Schools Traffic & Parking review with some interest and concern especially for us older residents who live in the Crescent (South end).

Parking by Marryatville High students and teachers (especially from Loretto college) have always caused us great inconvenience and concern.

It is difficult enough accessing our drive way when cars are parked in-line with our drive way – some instances students have parked partly encroaching our drive way. This irresponsible parking causes us distress when trying to exit or entering our property and also when we have delivery. If student parking in this part is to remain as part of your recommendations then can yellow line be used to define the areas and allow 0.5m either side of our driveway (as exists in other surrounding streets. Previous approaches to the Council re lines have always been met with “the National parking rules allow parking as close to the driveway alignment without encroaching” BUT why have lines been put down in some surrounding streets?

ALSO, Alnwick Terrace is a much wider street then the southern section of the Crescent, yet you are considering amending the restricted hour to parking signs on the Eastern end to “NO PARKING’ . This forces the students to park in the Crescent and surrounding streets. **This section of Alnwick Terrace is school frontage and it seems sensible for the school’s students to use this space.** Why is this restricted? It cannot be used as a drop- off or Pickup point as the restrictions relate to those hours when students are dropped off or picked up. Occasionally buses park there for student events BUT surely at these time temporary parking restriction signs can be erected. The reported anticipated increase in the numbers of student for Marryatville High school will only exacerbate the parking problem for all residents but especially for us older residents in the southern section of the Crescent.

My assessment of the attitude of students, parents and those users of the oval on weekends is “We don’t give a damn about residents as long as we (the parkers) are not inconvenienced; I have been abused on some occasions having had the temerity to ask to have a car shifted from blocking my driveway or parking on the other side which has ‘NO Parking’ signs erected (we cannot reverse our car into the street on these occasions).

In the past , meetings with the council seem to always take the sschool’s side and not the concerns of the residents who pay the rates.

Paul Simons  
 Senior Project Manager  
 Tonkin Consulting  
 Level 2, 66 Rundle St  
 Kent Town SA 5067

## City Wide Schools Safety Traffic and Parking Review

Dear Mr Simons

I'm a neighbour of Marryatville High, so I noted your report on traffic and parking near the school with great interest.

I live next door to the Eden Park Campus of Marryatville, across the road from the main part of the school. On most of the plans included in your online report on Marryatville High, the Eden Park Campus is shown as part of Loreto. See below. The fact that Marryatville High is cut in two by The Crescent, and that the street is a dead end creates most of the problems here with traffic. If you are under the impression that Eden Park is part of Loreto you will have missed one of the key issues here.



There is not just a problem here with traffic competing with pedestrians at the beginning and end of the school day. Students cross the road at any time of the school day, and at lesson breaks there are scores of students crossing the Crescent, many looking at i-pads or listening to music on earphones. The most alarming possibility is that one day a car will turn in from Kensington Rd and run down a group of students who don't see it coming. Many cars turn in here thinking it will be a way of avoiding the traffic lights on the corner of Kensington Rd. At night we hear this happen, sometimes at very high speed. Usually with much screaming of brakes the car manages to stop just before reaching the creek.

I hope your final report can address the issue of what happens during the school day as well as at the peak hours. Many students treat the street as part of the school grounds, and are not alert to traffic hazards at all.

## **Issues**

### **Vehicles stopping and/or parking in No Stopping zones on The Crescent (particularly in afternoon pickup time).**

I agree this is an issue. People park outside my house during the restricted times of the afternoon on most school days. This is not helped by the fact that all the signs face the wrong way for drivers to see them as they park.

An even worse traffic hazard is created when the school theatre is used for events after hours or in school holidays. The entire street becomes clogged. Since there are no restrictions in the evening, people park bumper to bumper on both sides of the street. There is only room for one car at a time to move when they all leave. Cars often park over driveways and I've had two gates knocked down by people doing u-turns.

This isn't just a problem for students avoiding traffic. Not too long ago an ambulance was unable get down the street to take my neighbour to hospital. This was a genuine emergency. Luckily his daughter's small car could get through, and she was able to transport him.

What would happen if the fire brigade could not get down the street in an emergency? One of the main fire water access points is near the entrance to the school car park.

### **Speed of cars exiting the school car park**

Since the construction of the new car park at Marryatville, cars are entering the Crescent at much higher speeds than previously. I can be backing out of my drive with no car in sight, and find one behind me as I cross the footpath. It's a bit scary.

### **Closing down of internal roadways inside school grounds**

When I first came to live in the Crescent, there were internal roadways within the school grounds which made it possible to drive between Kensington Rd and Alnwick Tce without leaving the school grounds. These have been closed with bollards, and for no good reason that I can see, the car park only exits to the



northern end of The Crescent. This maximises the congestion here at peak times. I'm not clear why the gate at the southern end of the Crescent can't be used. We see every car that comes here at least twice, and some pass four times a day.

**New Bridge**

I understand the footbridge across the creek in the Crescent is slated for replacement. Has this been factored into your plans?

**Solutions?**

I'm not sure how best to deal with some of these problems. Events outside school hours create as big a parking problem in The Crescent as those when students arrive or leave. Indeed the safety issues may be worse as there are often small children behaving in unpredictable ways and people not familiar with the way the street works. If there are to be parking restrictions for school days, they should apply to special events as well.

I'd also like to see traffic slowed on exiting the school car park.

**Good suggestions**

As a regular walker in the neighbourhood, often with a child in a pusher, I really like your suggestions on aligning the ramps for crossing streets.

Thanks for the opportunity to comment. I'd like to make some helpful comments about encouraging people to walk or cycle to school, but having tried that in the past I know they will fall on deaf ears. I think everyone on the Council should take a trip to Amsterdam to see how it should work. I feel we are all the victims of cars.

**Jennie Lawes**

---

**From:**  
**Sent:** Tuesday, December 1, 2015 9:19 PM School  
**To:** Survey  
**Subject:** School survey

To Paul Simons,

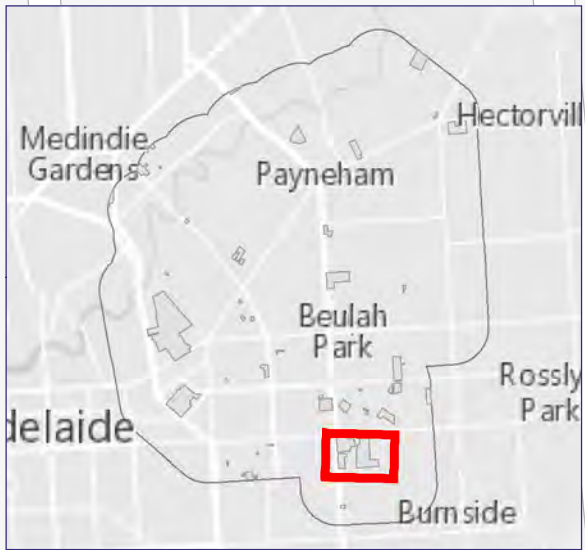
I am a resident at XXXXXXXXXXXXXXXX I note that on both your surveys for Marrayatville and Loretto schools that Stafford Grove was not recorded for parking.

Stafford grove has traffic from both Loretto leaving Talbot rd turning left, and also from Alnwick terrace from Marrayatville school. There are no parking restrictions on Stafford grove from Talbot rd to Dean Grove. During school drop off and pick up times it can be very difficult to leave our driveway due to children walking past, parked cars (on both sides of the Grove) and parents driving their children to and from school. As residents we are lucky to be able to find a park during the day in our own street.

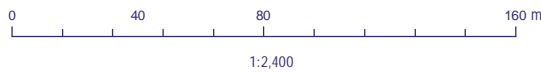
Surely some safety consideration regarding Stafford Grove should be made, perhaps 2 hour parking, parking on 1 side of the street only 8- 9am and 3-4pm will make this much safer for all concerned. In our 17 years in this property not once have I seen a parking inspector for cars parked over driveways or a safety officer when school resumes after the Xmas break and the ensuing chaos resulting in parents yelling abuse at each other for the first few days. Council policing parking, sorry heard it all before, nothing happens or maybe you can show me the number of fines issued in this area?

I agree schools should take more responsibility for their staff and student parking but doubt that will happen, and really 15% more students but no more teachers!! I don't think so!

## **5.5 High Demand Parking Areas (for No Stopping Lines over Driveways)**



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Job Number: 20155097  
Filename:  
Revision:  
Date:  
Drawn:

Data Acknowledgement:  
Cadastral supplied by PBA Australia Pty Ltd  
Road data supplied by DATA SA  
Parking survey data collect by Tonkin  
Consulting and GTA Consultants

Sections for No Stopping lines over driveways

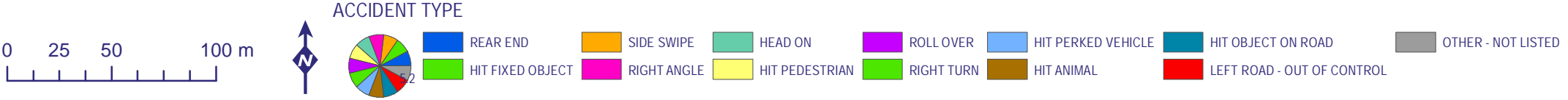
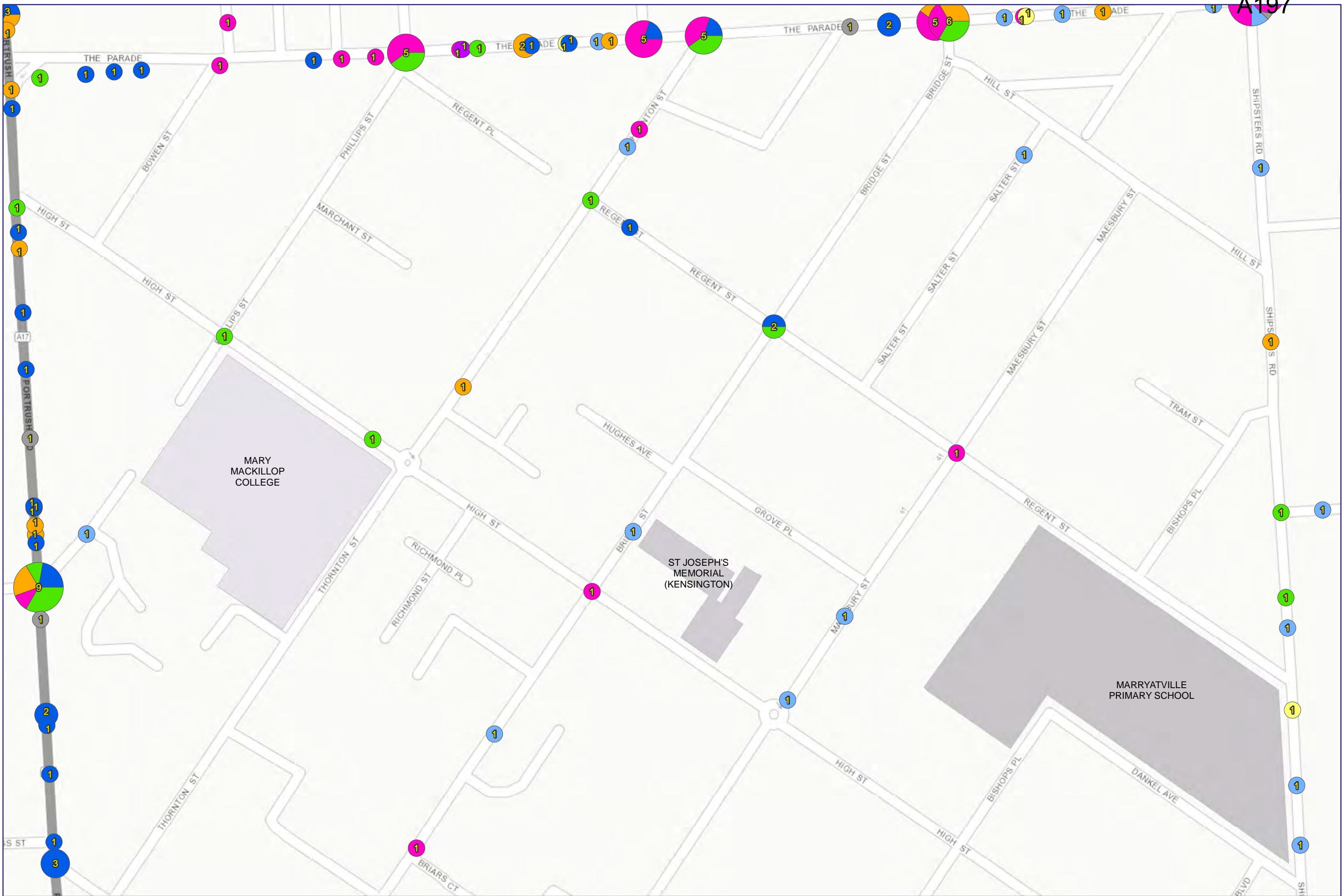
Norwood, Payneham and St Peters

LORETO COLLEGE AND  
MARRYATVILLE HIGH SCHOOL

## **6 Marryatville Primary School**



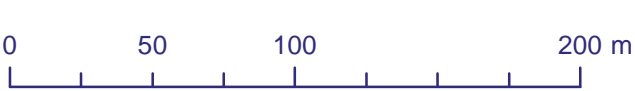
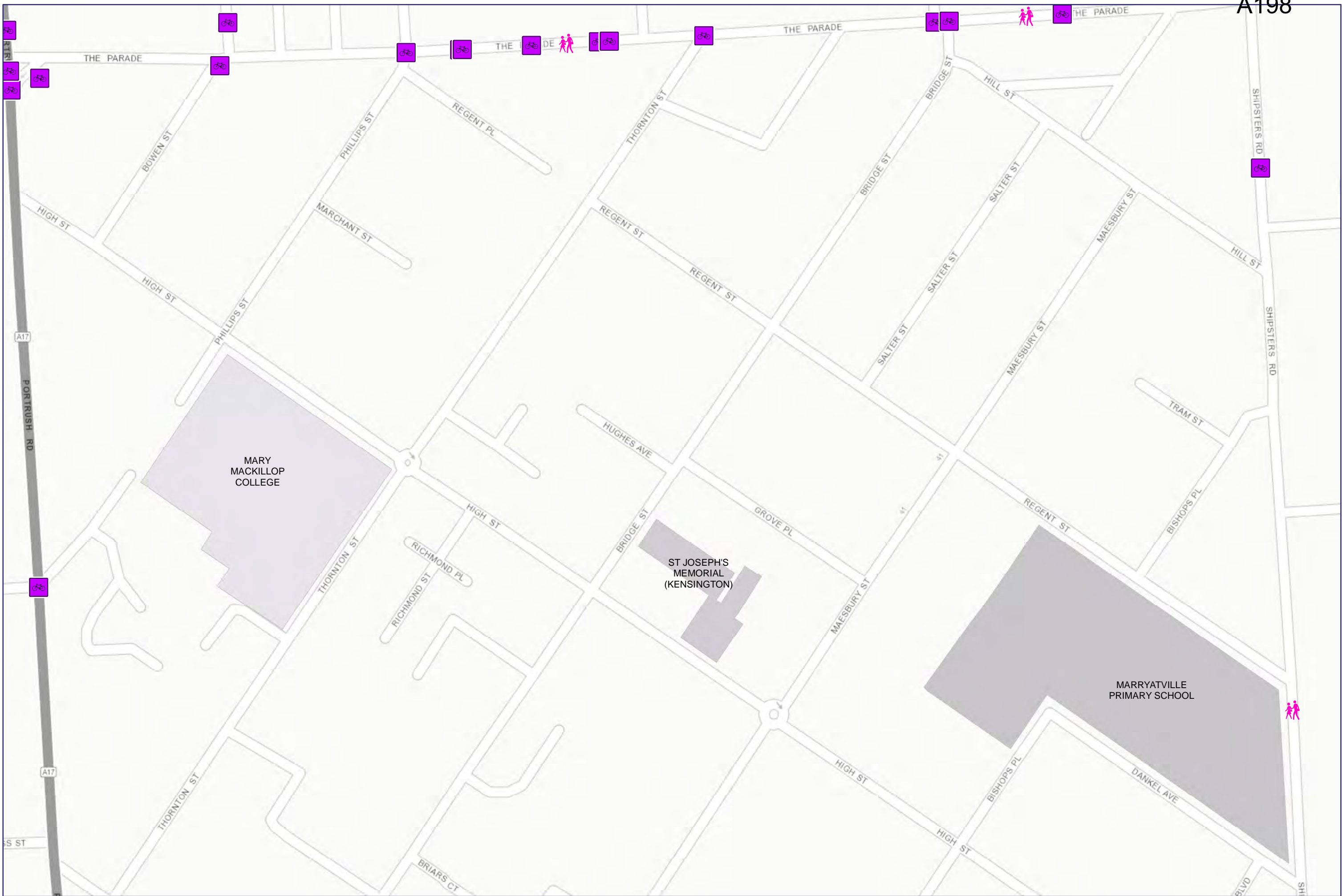
## 6.1 Crash Maps



MARRYATVILLE PRIMARY SCHOOL, MARY MACKILLOP AND ST JOSEPH'S MEMORIAL (KENSINGTON)

Figure 6

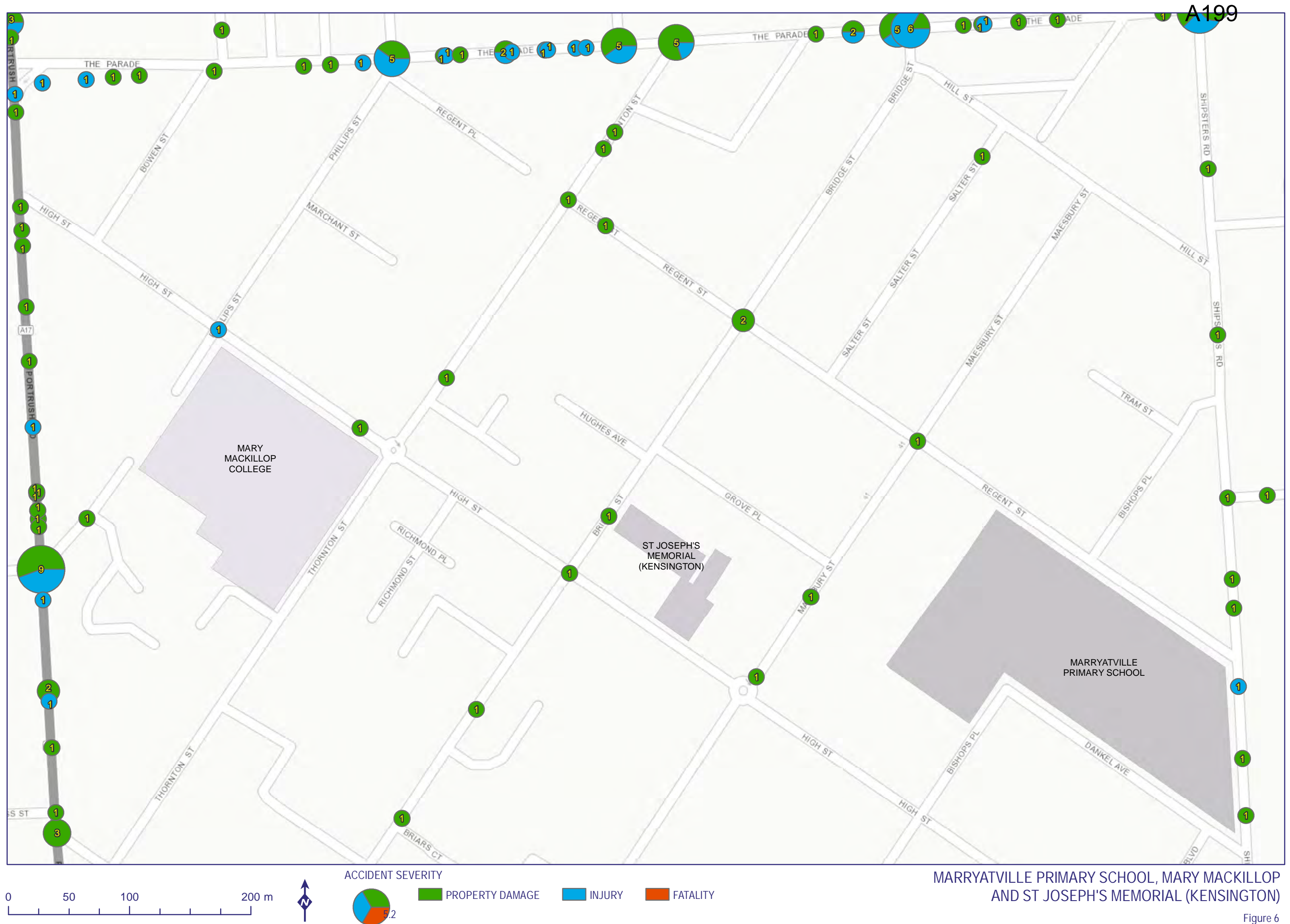




 Hit Bicycle     Hit Pedestrian

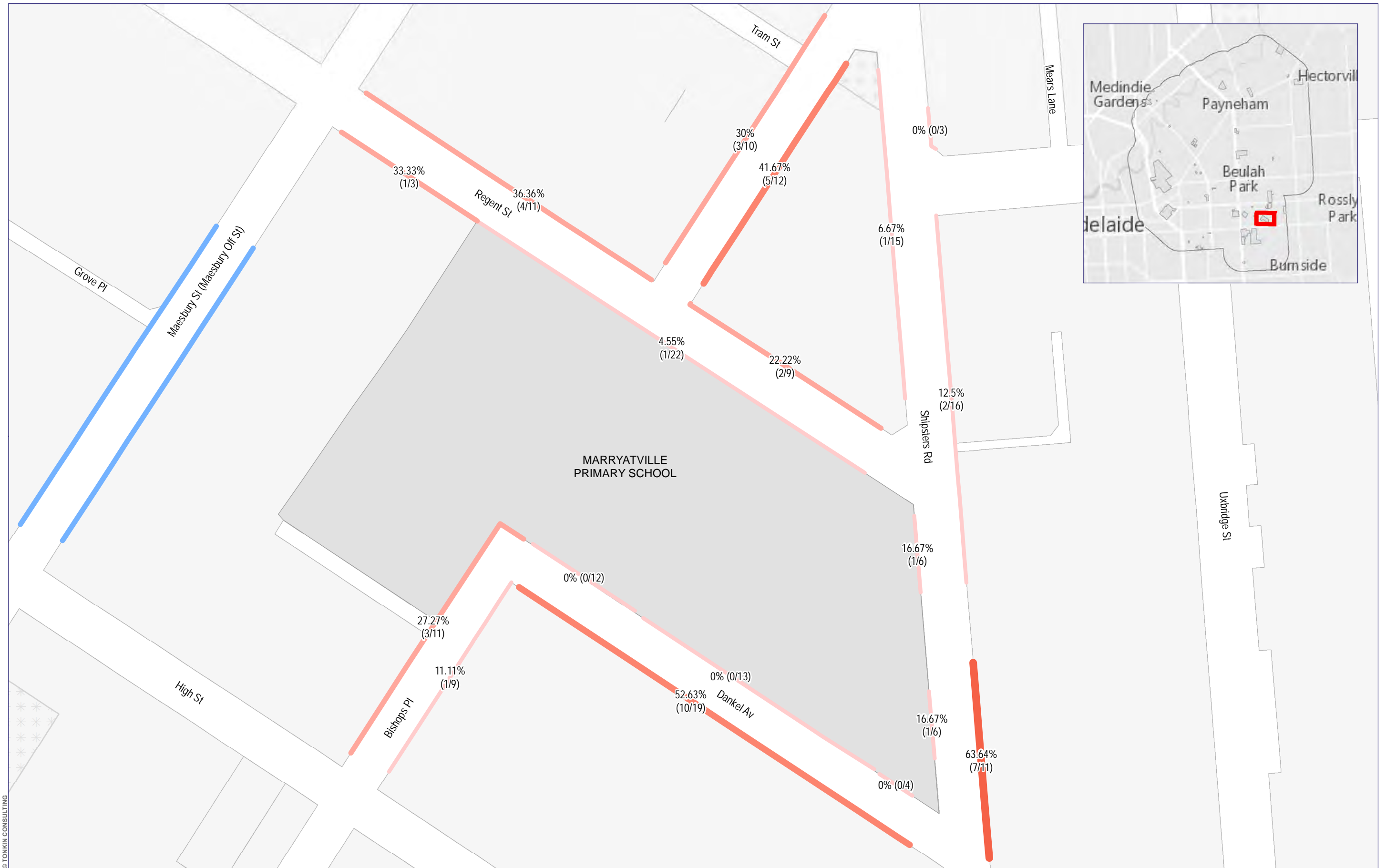
MARRYATVILLE PRIMARY SCHOOL, MARY MACKILLOP  
AND ST JOSEPH'S MEMORIAL (KENSINGTON)



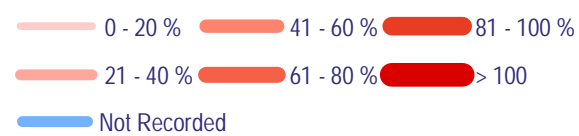


## 6.2 Parking Survey





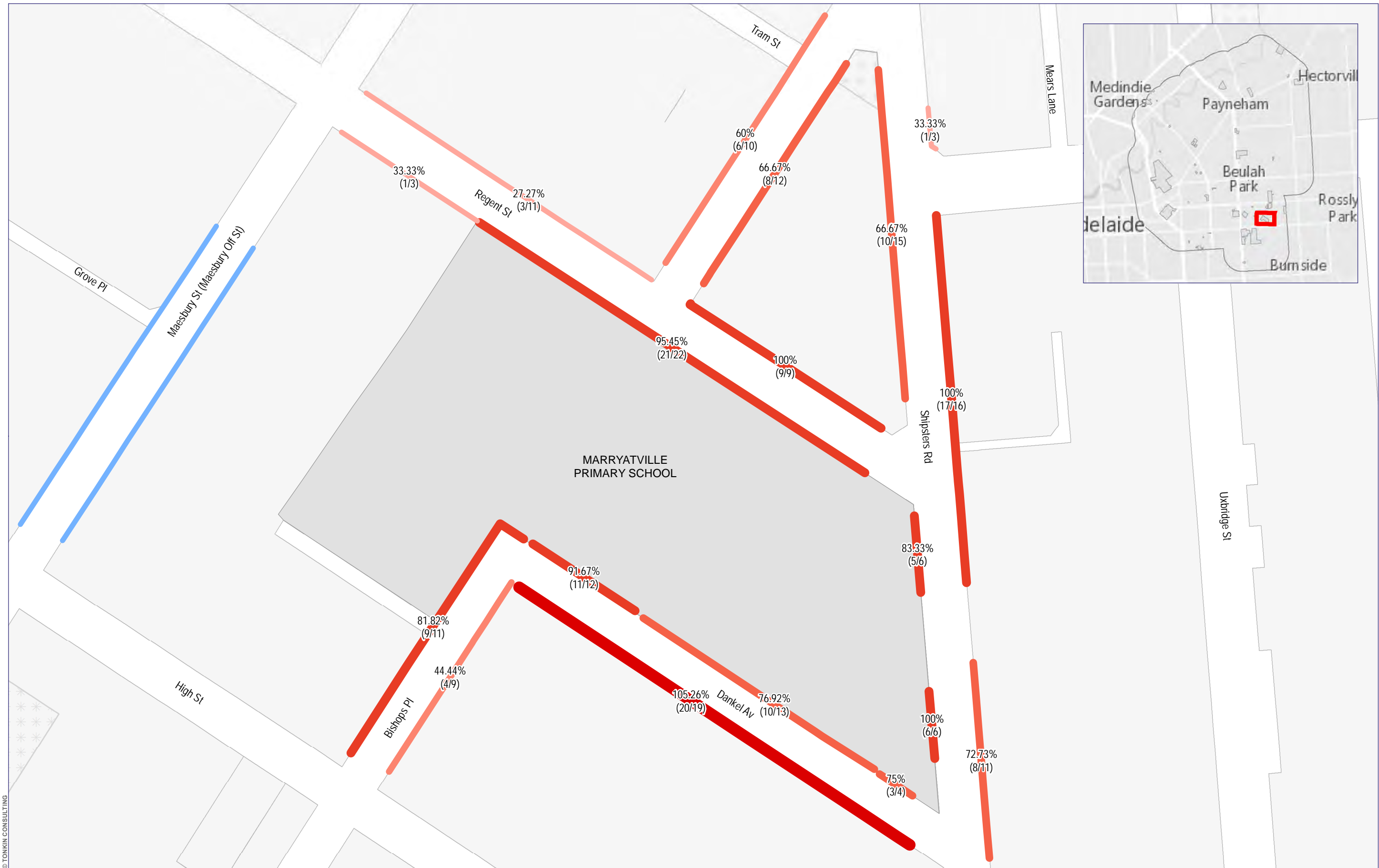
Occupancy Percentage (%) - 7:45 AM



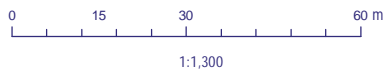
\*Note - Percentages greater than 100% possibly due to double ranking, use of no stopping / parking zones and / or small vehicles, scooters or motorbikes

Norwood, Payneham and St Peters

**MARRYATVILLE PRIMARY SCHOOL**  
7:45 AM 9/9/2015



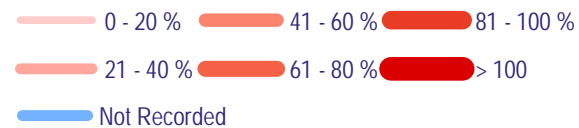
© TONKIN CONSULTING



Job Number: 20155097  
Filename: 20155097GE006D\_MVP\_255  
Revision: REV A  
Date: Friday, 23 October 2015 at 09:03 AM  
Drawn: TMOON

Data Acknowledgement:  
Cadastral supplied by PPB Australia Pty Ltd  
Road data supplied by DATA SA  
Parking survey data collect by Tonkin Consulting and GTA Consultants

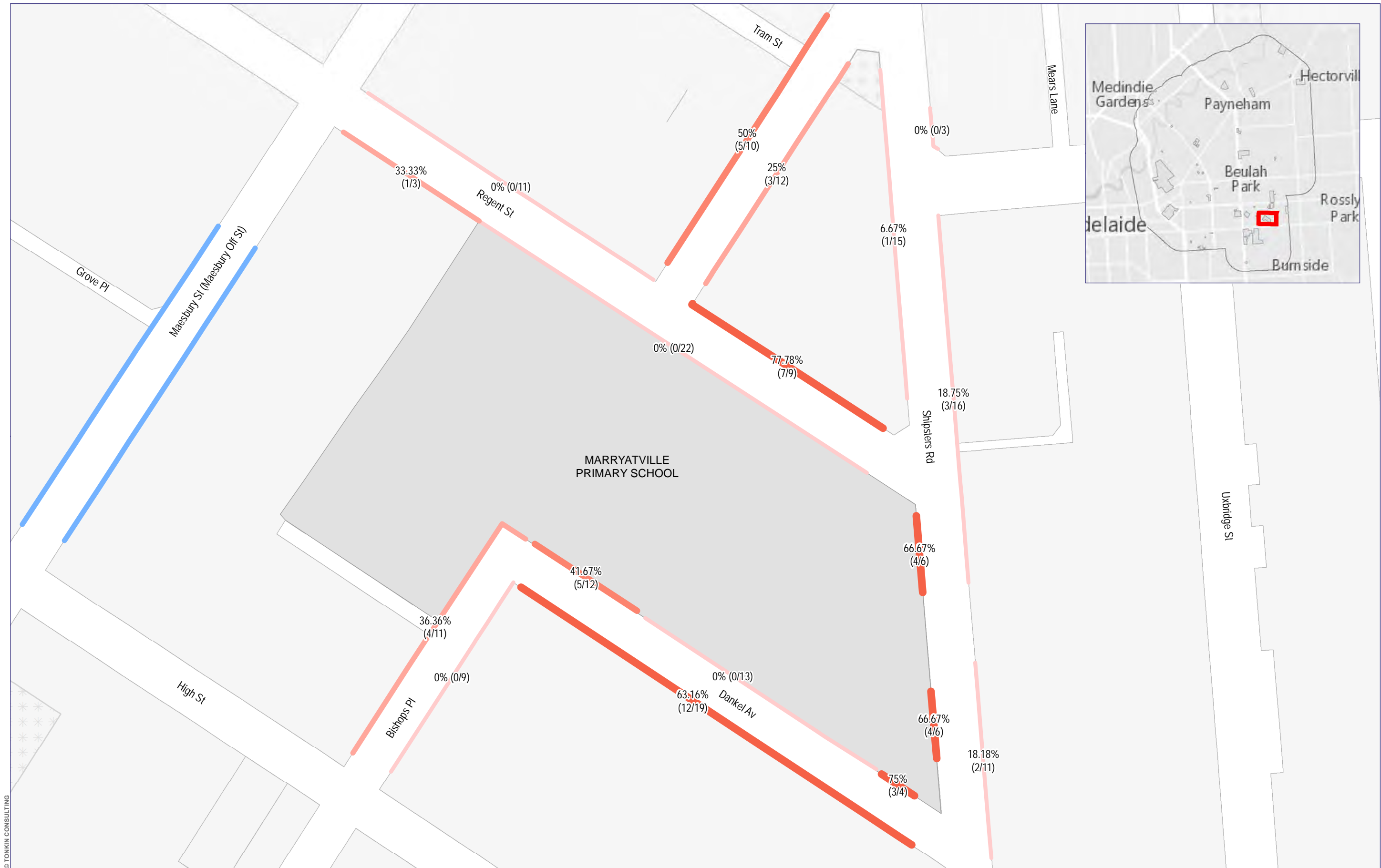
### Occupancy Percentage (%) - 2:55 to 3:05 PM



\*Note - Percentages greater than 100% possibly due to double ranking, use of no stopping / parking zones and / or small vehicles, scooters or motorbikes

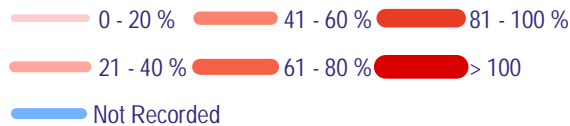
Norwood, Payneham and St Peters

**MARRYATVILLE PRIMARY SCHOOL**  
2:55 to 3:05 PM 9/9/2015



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Occupancy Percentage (%) - 2:15 PM

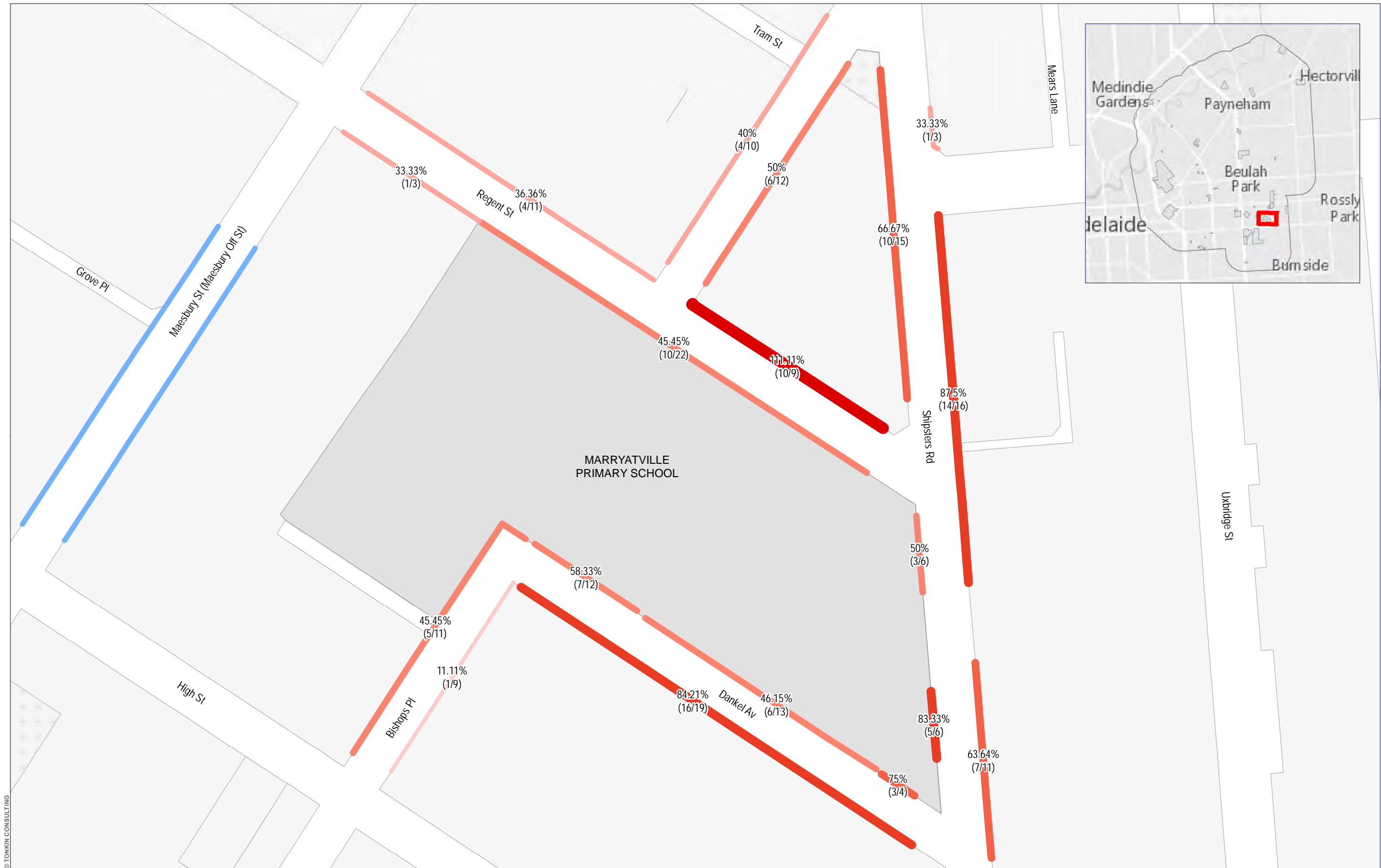


\*Note - Percentages greater than 100% possibly due to double ranking, use of no stopping / parking zones and / or small vehicles, scooters or motorbikes

Norwood, Payneham and St Peters

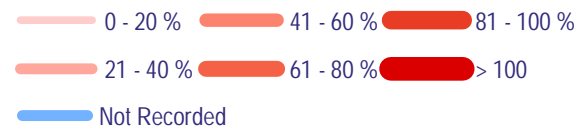
**MARRYATVILLE PRIMARY SCHOOL**

2:15 PM 9/9/2015



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Occupancy Percentage (%) - 8:35 to 8:45 AM



\*Note - Percentages greater than 100% possibly due to double ranking, use of no stopping / parking zones and / or small vehicles, scooters or motorbikes

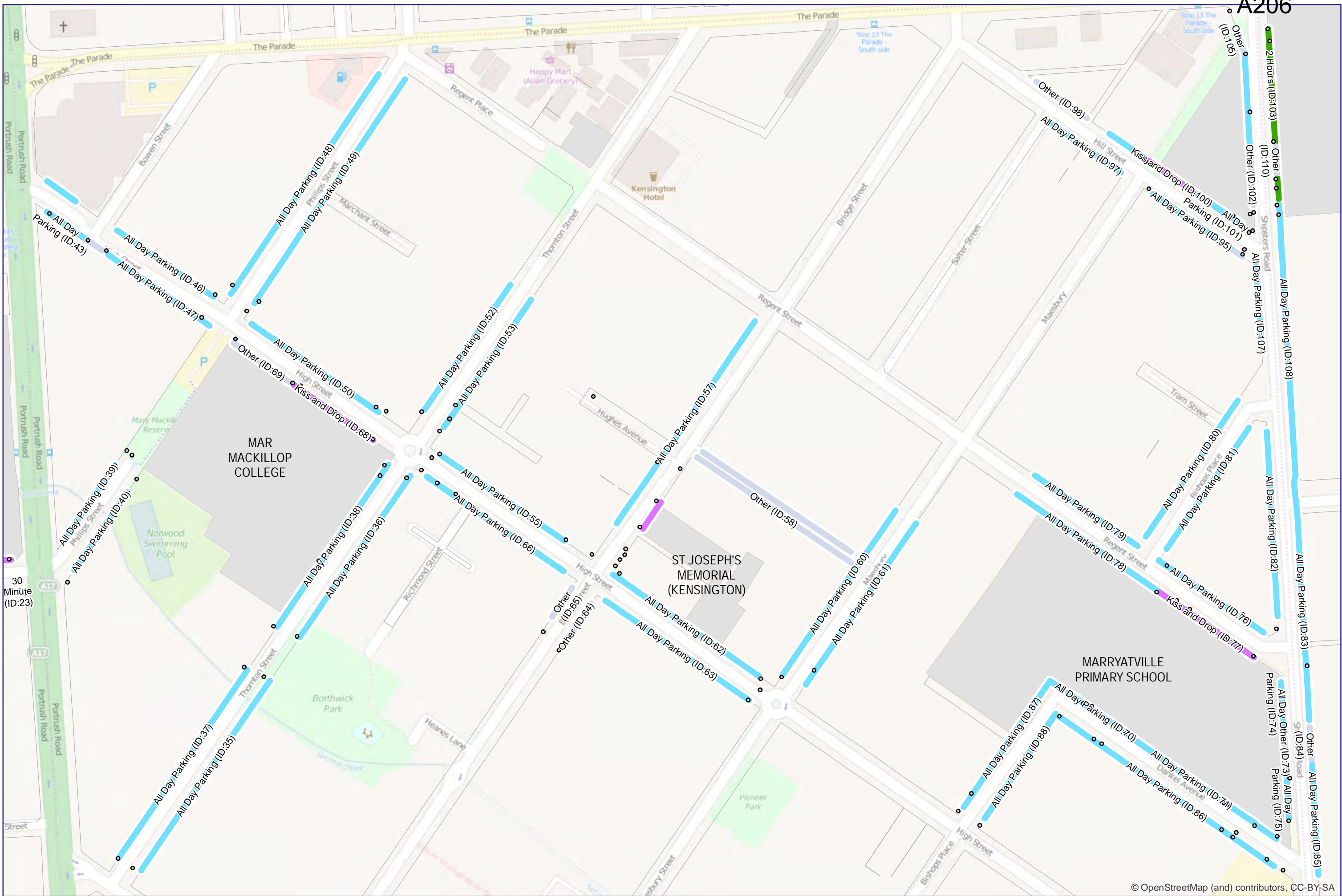
Norwood, Payneham and St Peters

MARRYATVILLE PRIMARY SCHOOL

8:35 to 8:45 AM 9/9/2015

## 6.3 Parking Controls





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- 1 Hour
- 2 Hours
- All Day
- No Parking
- 15 Minute
- 30 Minute
- Kiss & Drop
- Other

MARRYATVILLE PRIMARY SCHOOL, MARY MACKILLOP AND ST JOSEPH'S MEMORIAL (KENSINGTON)

Figure 6

## 6.4 Consultation

**Jennie Lawes**

---

**From:**  
**Sent:** Thursday, December 17, 2015 12:42 PM  
**To:** School Survey  
**Subject:** NPSP SchoolsTraffic Safety & Parking Review

Attention:  
Paul Simons  
Senior Project Manager  
Tonkin Consulting

Dear Paul,

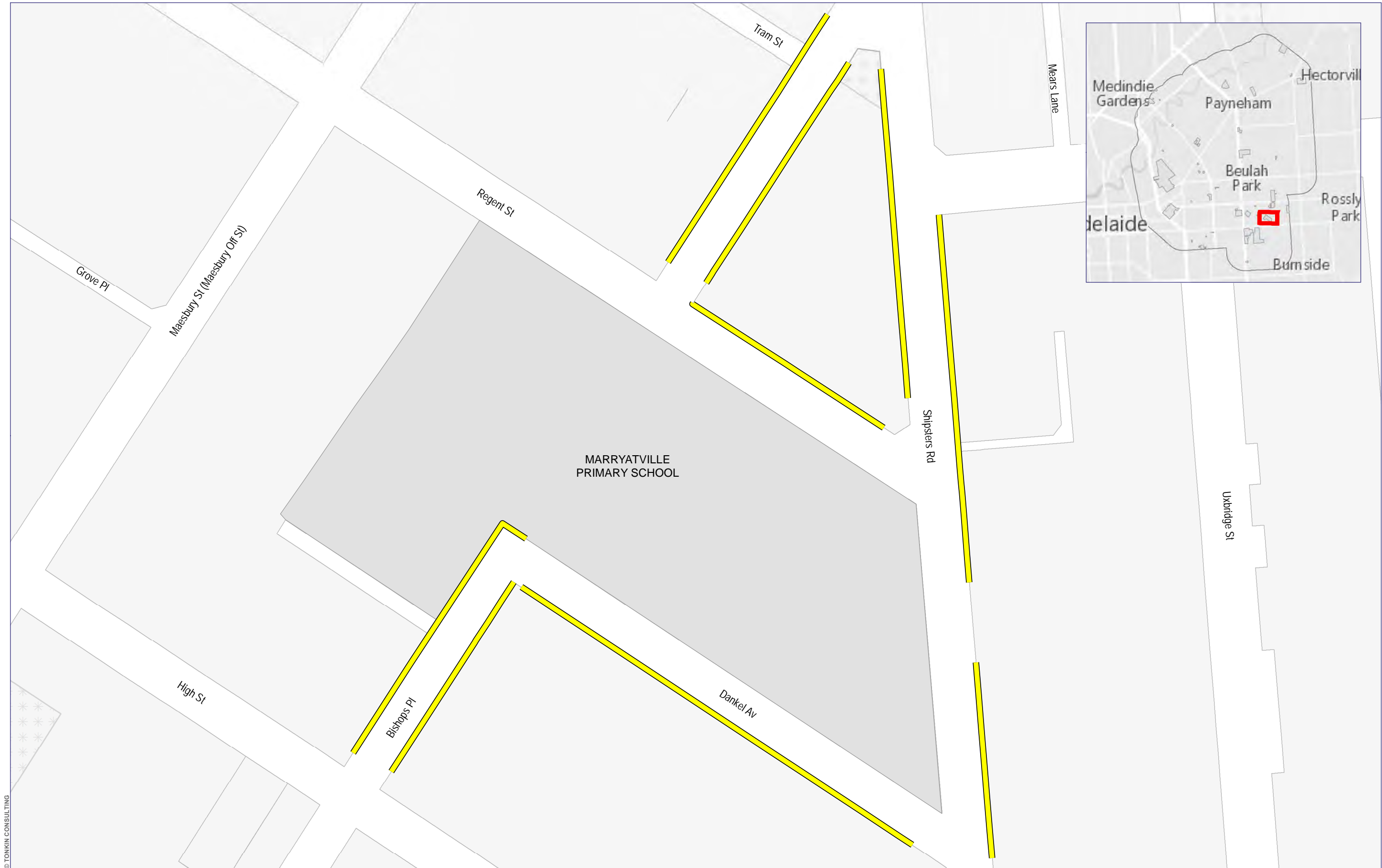
I have the following comments in relation to the review:

We live mid-way between Maesbury & Bridge Streets on Regent Street. I have noticed that some vehicles speed along Regent St in the vicinity of our home during school drop-off and pick-up times and also earlier in the morning when children are dropped off for out of school hours care at Marryatville Primary. There is a need to monitor traffic speed on Regent St.

On most school days there are traffic problems on Bridge Street in the area around St Joseph's School because of traffic queuing to park as close to the school as possible and double parking during drop-off and pick-up times. Regular policing of illegal queuing and double parking is required.

Regards

## **6.5 High Demand Parking Areas (for No Stopping Lines over Driveways)**

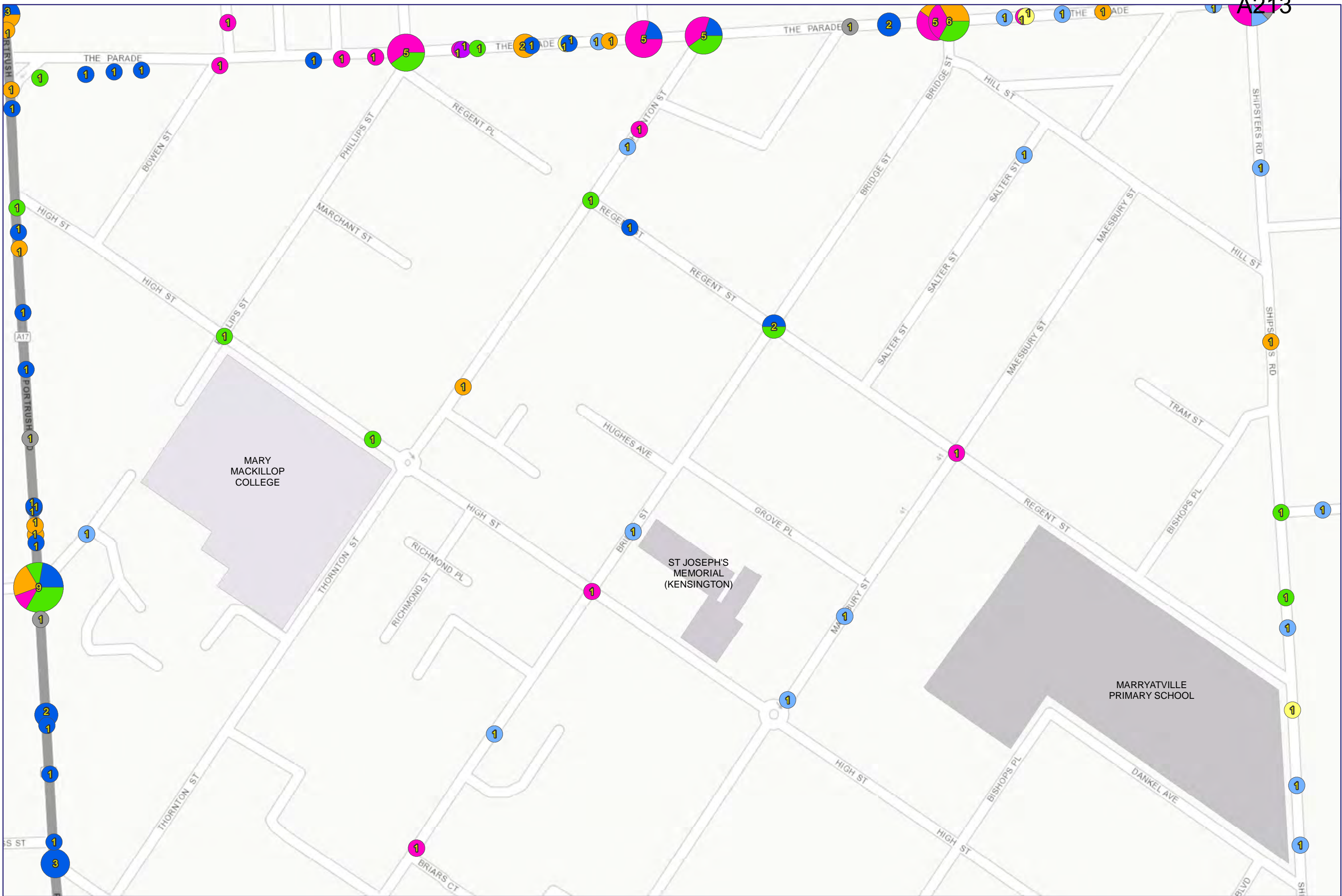


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## **7 Mary MacKillop College**

## 7.1 Crash Maps



MARRYATVILLE PRIMARY SCHOOL, MARY MACKILLOP AND ST JOSEPH'S MEMORIAL (KENSINGTON)

Figure 6



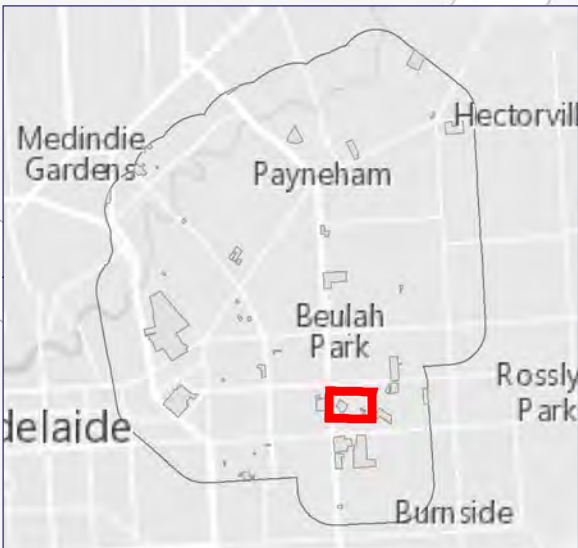
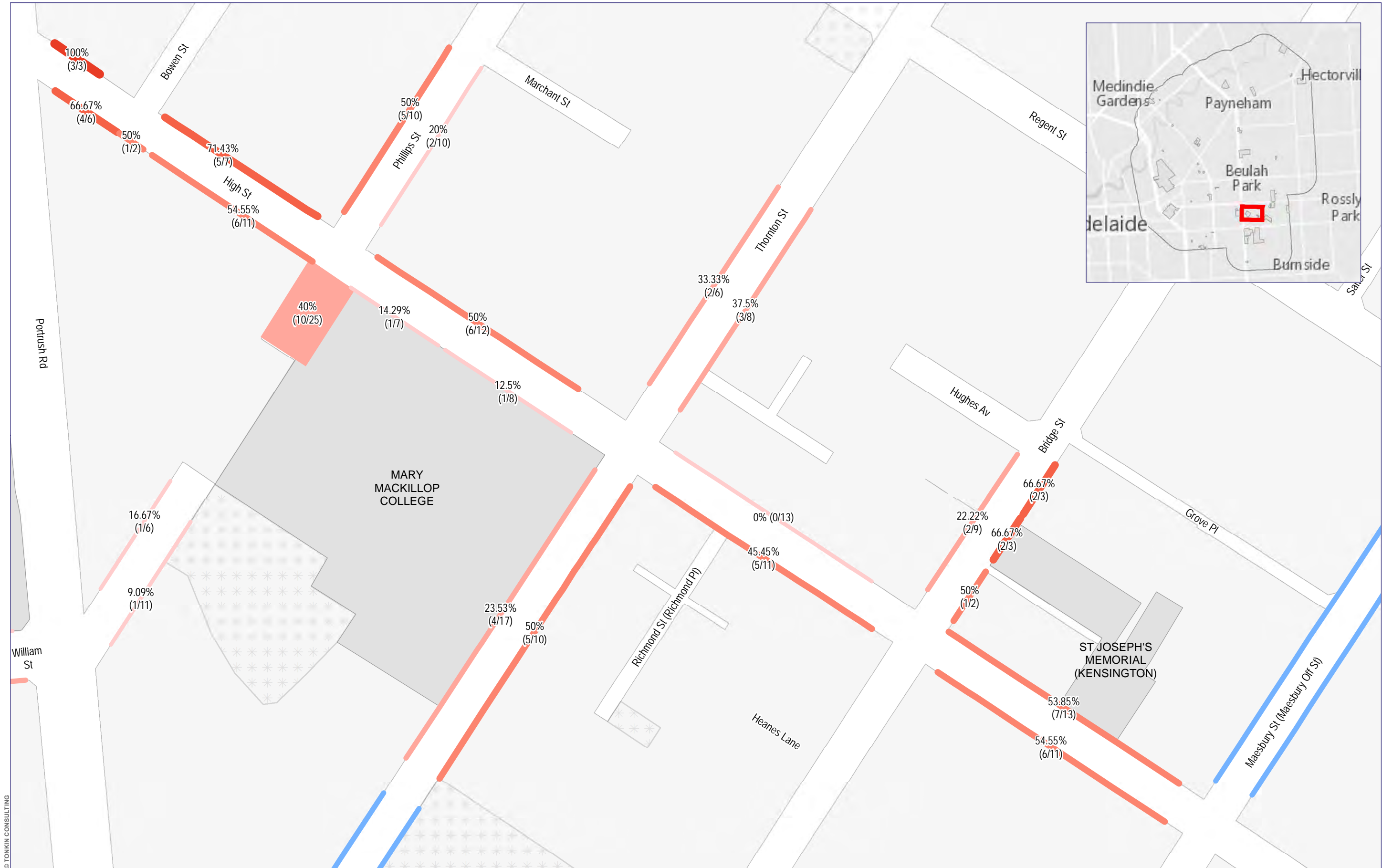








## 7.2 Parking Survey



© TONKIN CONSULTING



0 25 50 100 m  
1:1,500

Job Number: 20155097  
Filename: 20155097GE011A\_SJ\_MM\_c\_745  
Revision: REV A  
Date: Friday, 23 October 2015 at 10:09 AM  
Drawn: TMOON

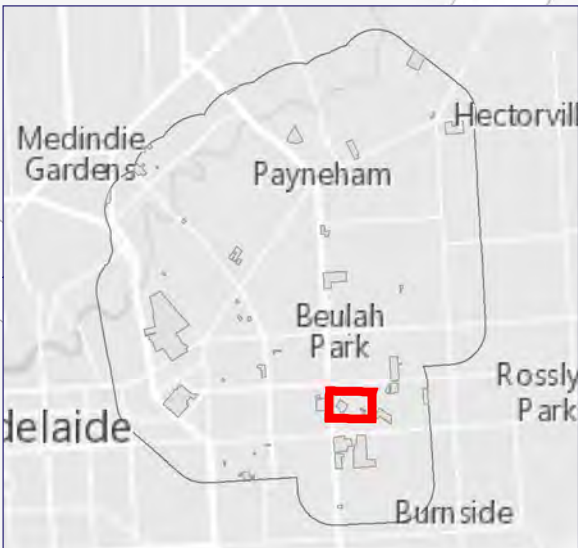
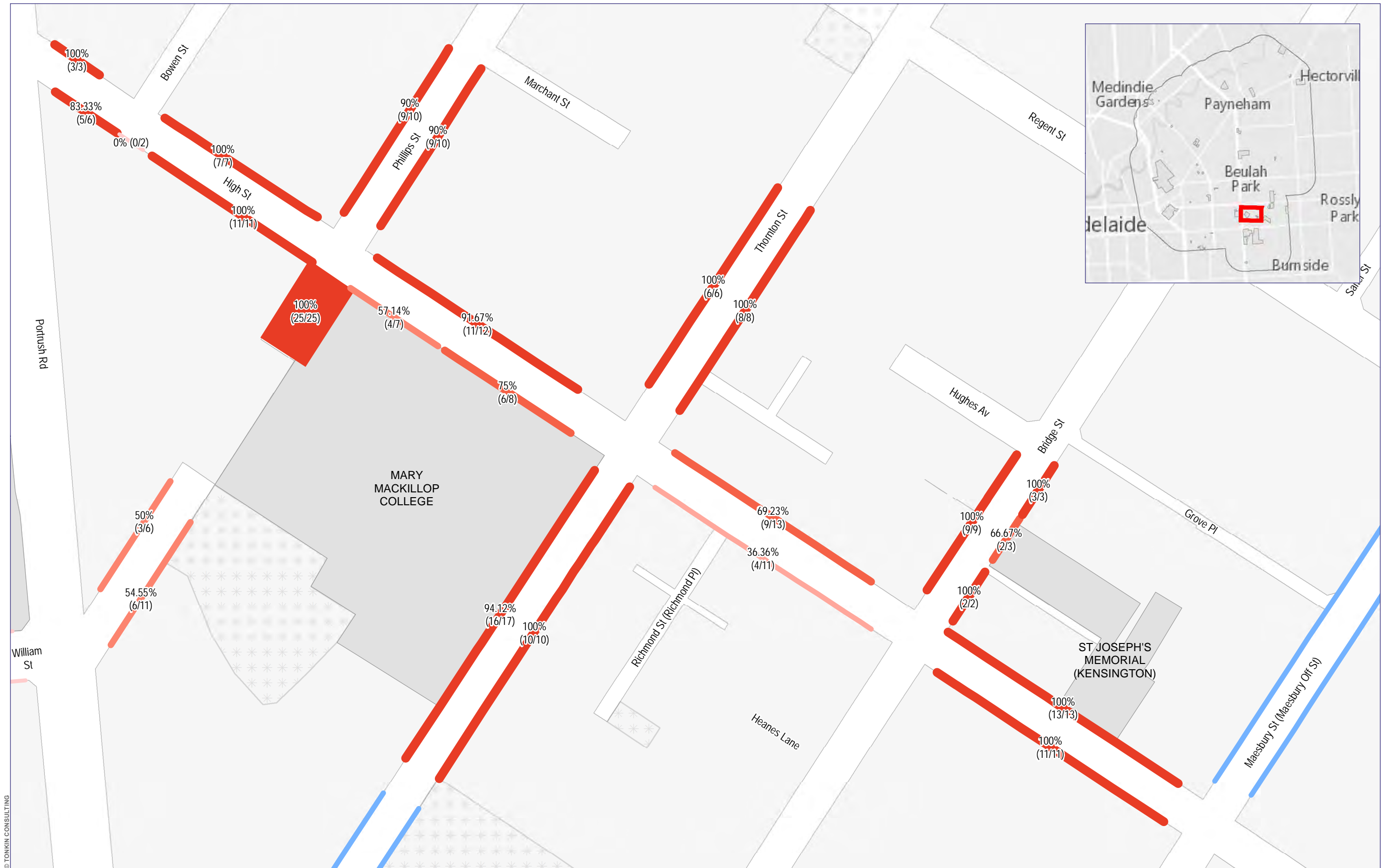
Data Acknowledgement:  
Cadastral supplied by PBBi Australia Pty Ltd  
Road data supplied by DATA SA  
Parking survey data collect by Tonkin Consulting and GTA Consultants

Occupancy Percentage (%) - 7:45 AM

|              |           |            |
|--------------|-----------|------------|
| 0 - 20 %     | 41 - 60 % | 81 - 100 % |
| 21 - 40 %    | 61 - 80 % | > 100      |
| Not Recorded |           |            |

\*Note - Percentages greater than 100% possibly due to double ranking, use of no stopping / parking zones and / or small vehicles, scooters or motorbikes

Norwood, Payneham and St Peters  
**MARY MACKILLOP AND ST JOSEPH'S  
MEMORIAL (KENSINGTON)**  
7:45 AM 9/9/2015



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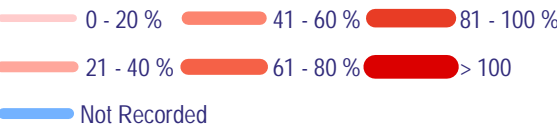


0 25 50 100 m  
1:1,500

Job Number: 20155097  
Filename: 20155097GE011B\_SJ\_MMc\_845  
Revision: REV A  
Date: Friday, 23 October 2015 at 10:07 AM  
Drawn: TMOON

Data Acknowledgement:  
Cadastral supplied by PBBi Australia Pty Ltd  
Road data supplied by DATA SA  
Parking survey data collect by Tonkin Consulting and GTA Consultants

Occupancy Percentage (%) - 8:45 to 8:55 AM

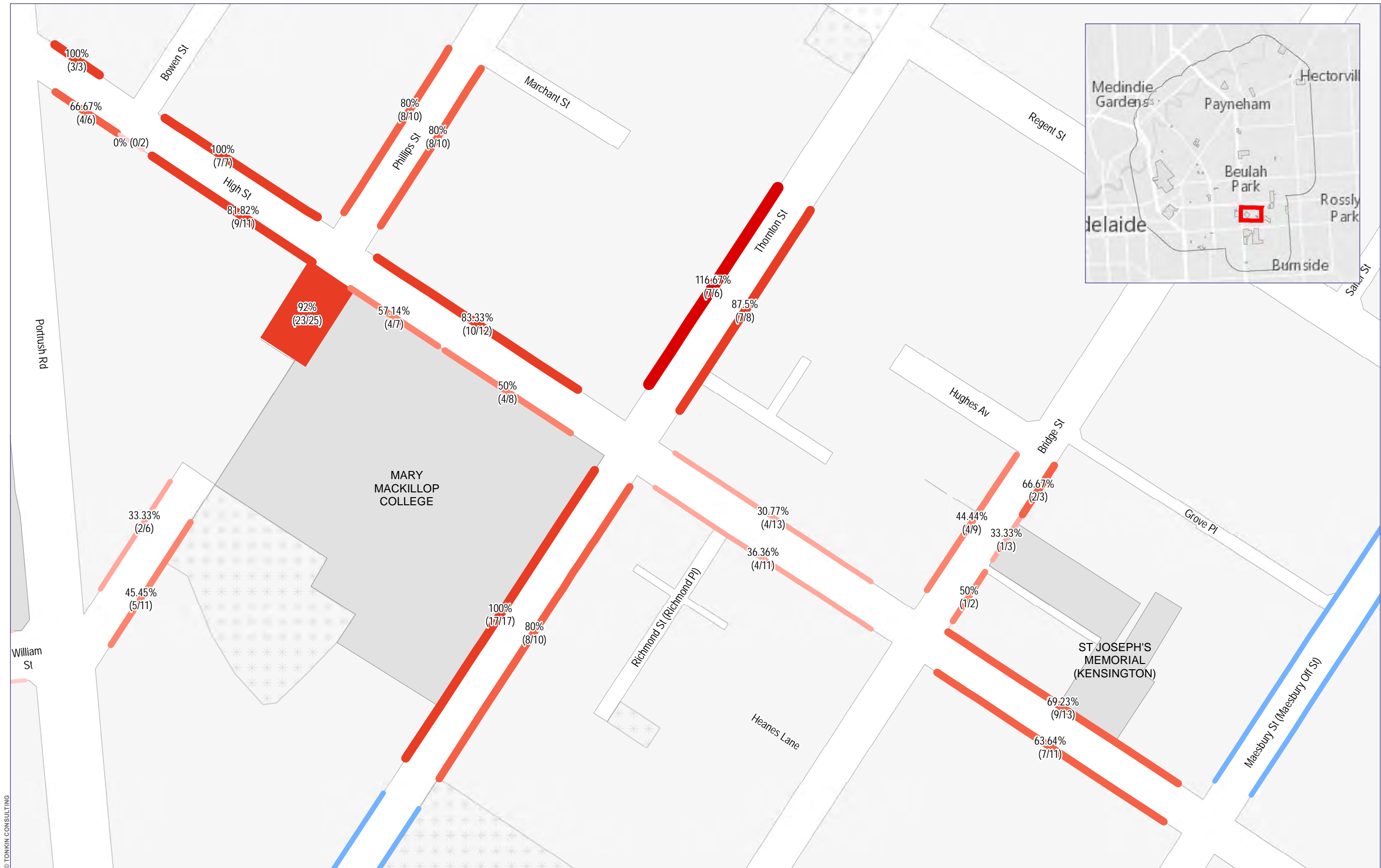


\*Note - Percentages greater than 100% possibly due to double ranking, use of no stopping / parking zones and / or small vehicles, scooters or motorbikes

Norwood, Payneham and St Peters

MARY MACKILLOP AND ST JOSEPH'S MEMORIAL (KENSINGTON)

8:45 to 8:55 AM 9/9/2015



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0 25 50 100 m  
1:1,500

Job Number: 20155097  
Filename: 20155097GE011C\_SU\_MM\_c\_215  
Revision: REV A  
Date: Friday, 23 October 2015 at 10:11 AM  
Drawn: TMOON

Data Acknowledgement:  
Cadastral supplied by PBBi Australia Pty Ltd  
Road data supplied by DATA SA  
Parking survey data collect by Tonkin Consulting and GTA Consultants

**Occupancy Percentage (%) - 2:15 PM**

|              |           |            |
|--------------|-----------|------------|
| 0 - 20 %     | 41 - 60 % | 81 - 100 % |
| 21 - 40 %    | 61 - 80 % | > 100      |
| Not Recorded |           |            |

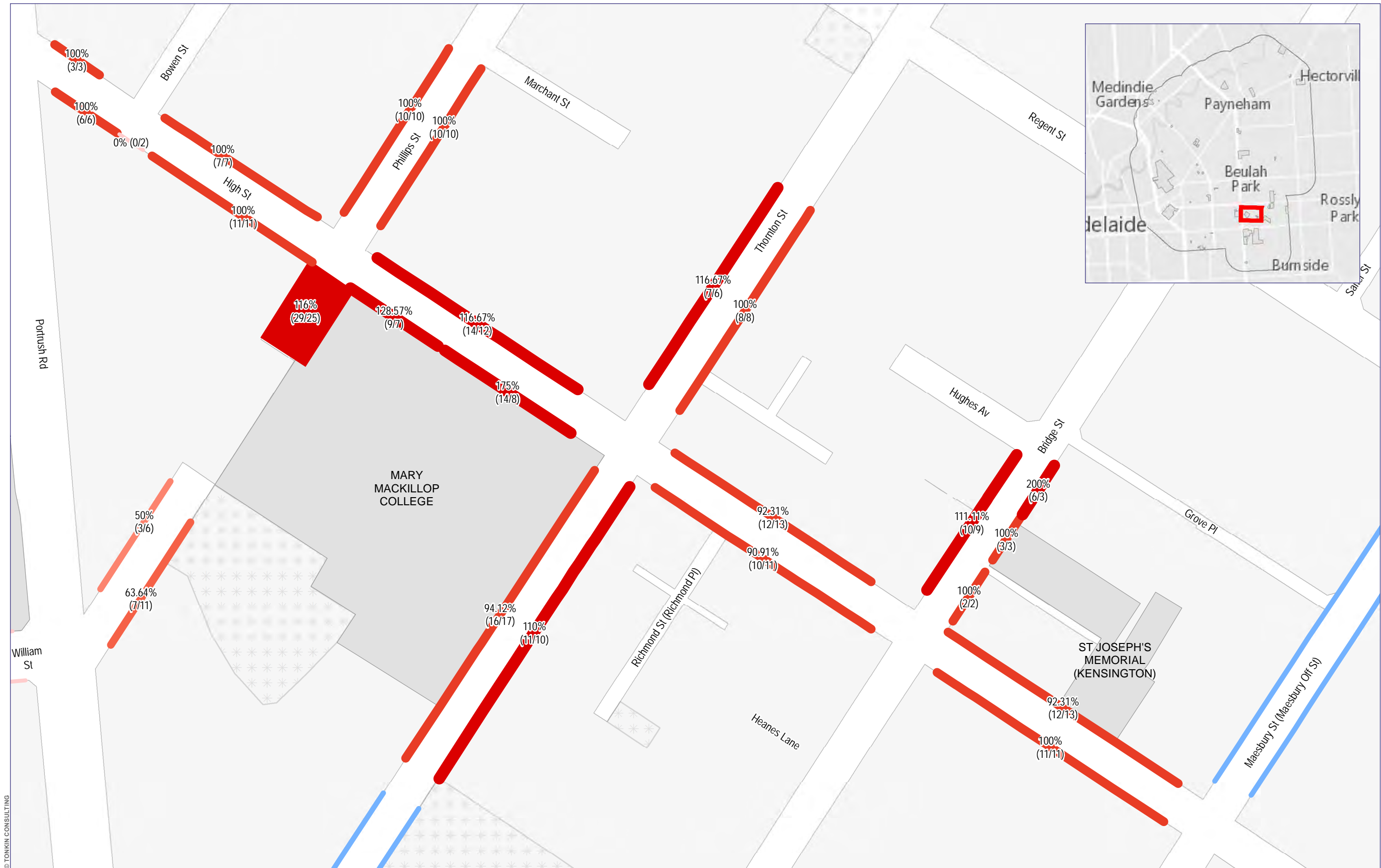
\*Note - Percentages greater than 100% possibly due to double ranking, use of no stopping / parking zones and / or small vehicles, scooters or motorbikes

Norwood, Payneham and St Peters

**MARY MACKILLOP AND ST JOSEPH'S MEMORIAL (KENSINGTON)**

2:15 PM 9/9/2015





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0 25 50 100 m  
1:1,500

Job Number: 20155097  
Filename: 20155097GE011D\_SU\_MM\_c\_325  
Revision: REV A  
Date: Friday, 23 October 2015 at 10:15 AM  
Drawn: TMOON

Data Acknowledgement:  
Cadastral supplied by PBBi Australia Pty Ltd  
Road data supplied by DATA SA  
Parking survey data collect by Tonkin Consulting and GTA Consultants

Occupancy Percentage (%) - 3:25 to 3:35 PM

- 0 - 20 %
- 21 - 40 %
- 41 - 60 %
- 61 - 80 %
- 81 - 100 %
- > 100
- Not Recorded

\*Note - Percentages greater than 100% possibly due to double ranking, use of no stopping / parking zones and / or small vehicles, scooters or motorbikes

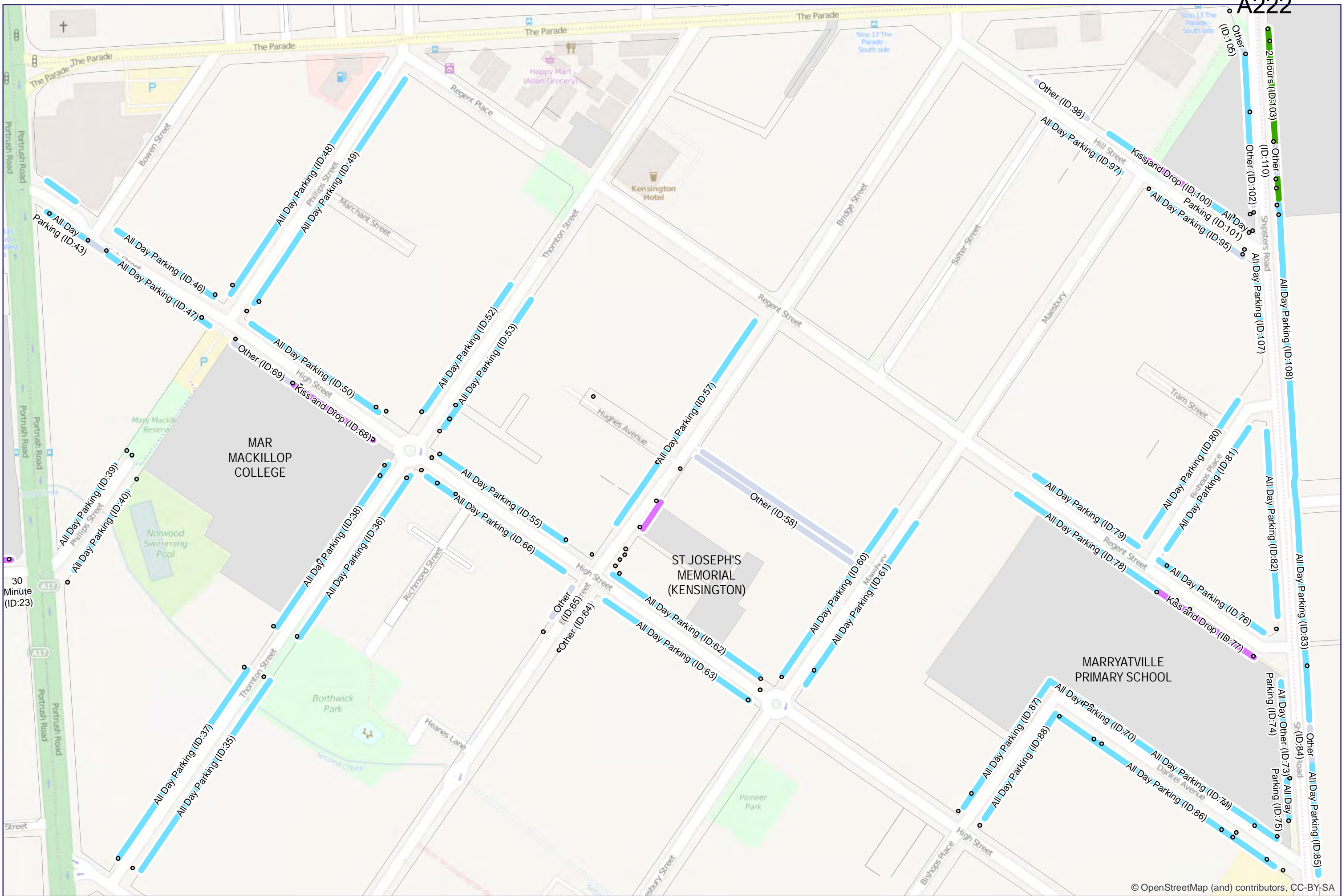
Norwood, Payneham and St Peters

MARY MACKILLOP AND ST JOSEPH'S MEMORIAL (KENSINGTON)

3:25 to 3:35 PM 9/9/2015



### 7.3 Parking Controls



MARRYATVILLE PRIMARY SCHOOL, MARY MACKILLOP AND ST JOSEPH'S MEMORIAL (KENSINGTON)

Figure 6

## 7.4 Consultation

**Jennie Lawes**

---

**From:**  
**Sent:** Thursday, December 17, 2015 12:52 PM  
**To:** School Survey  
**Subject:** mary mackillop school crossing comments

Hello,

Recently I received the citywide schools safety traffic and parking review. I live opposite Mary Mackillop school and thought the review was quite an accurate reflection on reality.

I do note that even though school has finished, parking is still much tighter these days than when I arrived here 20 years ago. Local business has consolidated and now consumes many more parks.

My main reason for this letter is the proposal for a school crossing at the corner of phillips st and high st. My main concern is the impact this crossing would have on the already rare residential parking and access to my front driveway if the crossing is on the eastern side of the intersection. I believe having it on the western side between two non-residential buildings would be safer and cause less impact to residents.

Additionally, being a bike rider myself, I note that bikes predominately use the western side of the carpark and cross to phillips street on the west, heading north east. They do this to bypass the large intersection at porrtush road. In the return direction most go to the parade for coffee or use the main intersection as it's a simple turn left with care for them. Thus a crossing on the western side suits them.

Finally there are very few gaps in driveways, front access gates on the eastern side, but there is a nice stretch of uninterrupted footpath on the western side for a crossing.

BTW fixing the issue with mixed bike and pedestrian traffic on phillips street near the swimming pool would be a good idea, the pavers used are not safe for road bikes, the footpath is narrow, and there is no clear path to get from one part of phillips st to the intersection.

Regarding busses, I agree that something needs to be done to create a spot for them, but Im not sure how you do this without putting more pressure on the rare curbside realestate, and residential parking needs.

**Jennie Lawes**

---

**From:****Sent:****To:** Tuesday, December 1, 2015 10:19 AM**Subject:** School Survey  
School Survey from Jo March

I am writing to provide feedback on the NP&SP City Wide Schools Safety Traffic and Parking Review draft report, with particular reference to 1.13 Mary MacKillop College, as I live opposite at 36 Thornton Street, Kensington.

1.13.2

Dot points 1-4 apply equally to Thornton Street south of High Street.

Dot point 7 "Quite a few P plate vehicles park on Thornton....."

Dot point 12 seems to be a bit contradictory.

1.13.3

Dot point 1 should read Borthwick Park

1.13.5

Dot point 5 "Speed enforcement by SAPOL on High Street and Thornton Street."

1.13.6

Dot point 6 "The Council formally request SAPOL to enforce school zone speed limit on High Street and Thornton Street."

Thornton Street is a school zone from 38 Thornton Street to High Street.

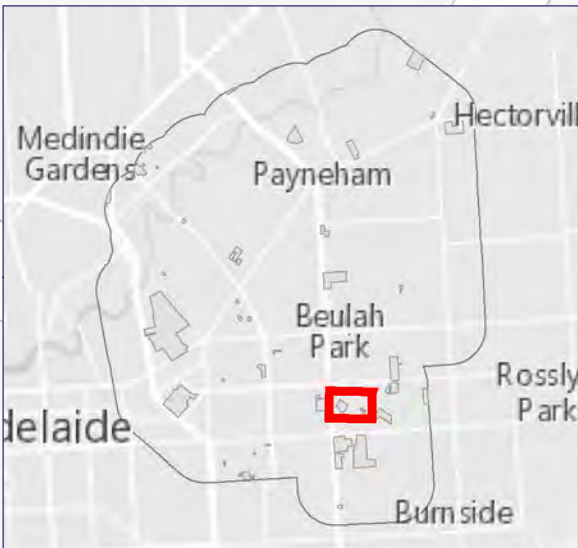
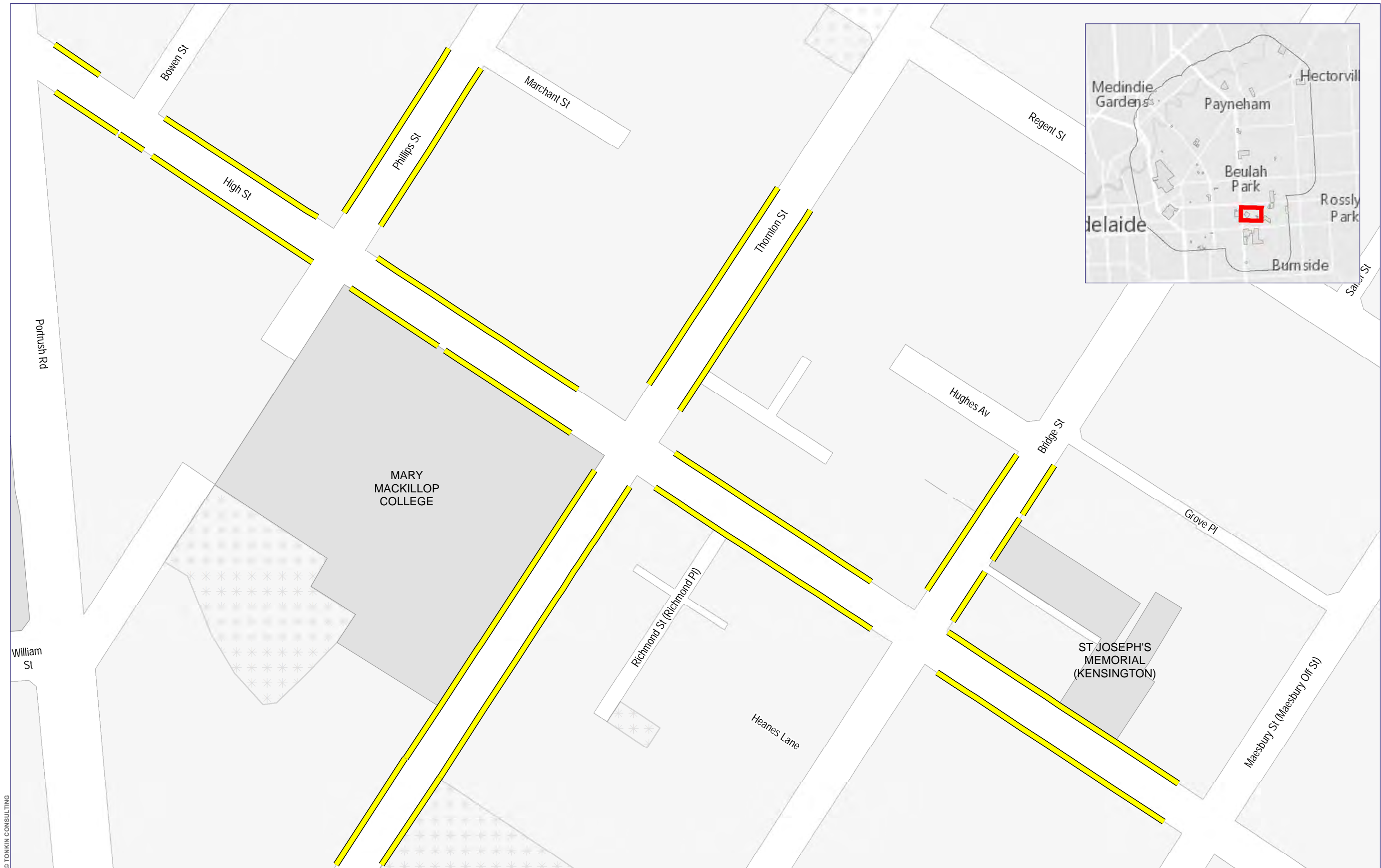
My personal comments:

There are many Mary MacKillop staff and students (year 12s with P plates) who regularly park on Thornton Street south of High Street (both sides). If I am expecting a tradesperson or suchlike I try to ensure that there is no school related parking in front of my property at that particular time, else there are no available parks for at least 100 meters either side of Thornton Street.

Thank you for the opportunity to provide comment on what seems to me to be a very comprehensive review.



## **7.5 High Demand Parking Areas (for No Stopping Lines over Driveways)**



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0 25 50 100 m  
1:1,500

Job Number: 20155097  
Filename: 20155097GE011E\_SU\_MMc\_No\_Stopping  
Revision: REV A  
Date: Friday, July 22, 2016 at 01:47 PM  
Drawn: TMOON

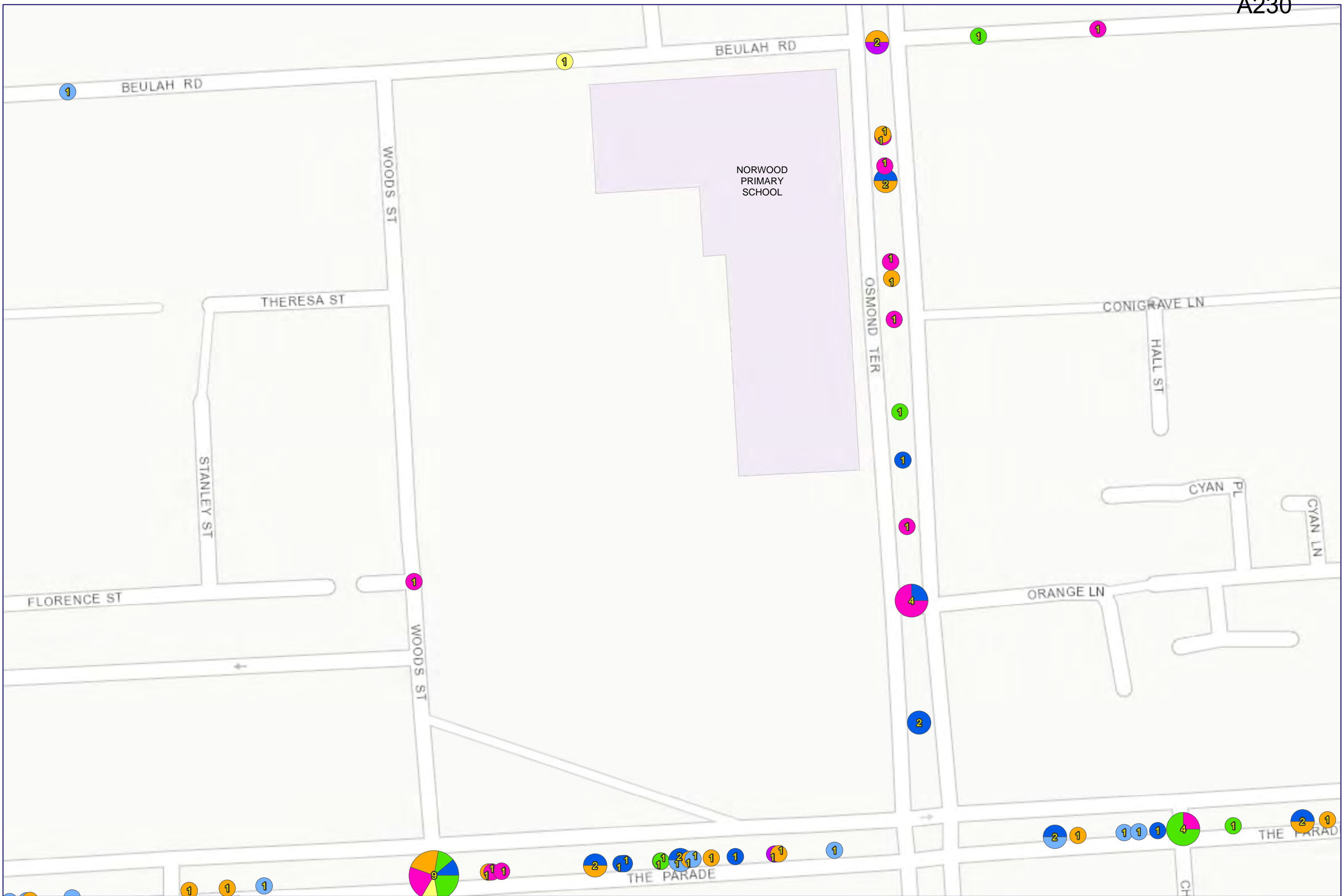
Data Acknowledgement:  
Cadastral supplied by PBBi Australia Pty Ltd  
Road data supplied by DATA SA  
Parking survey data collect by Tonkin Consulting and GTA Consultants

Sections for No Stopping lines over driveways

Norwood, Payneham and St Peters  
MARY MACKILLOP AND ST JOSEPH'S  
MEMORIAL (KENSINGTON)

## **8 Norwood Primary School**

## 8.1 Crash Maps



03570140 m

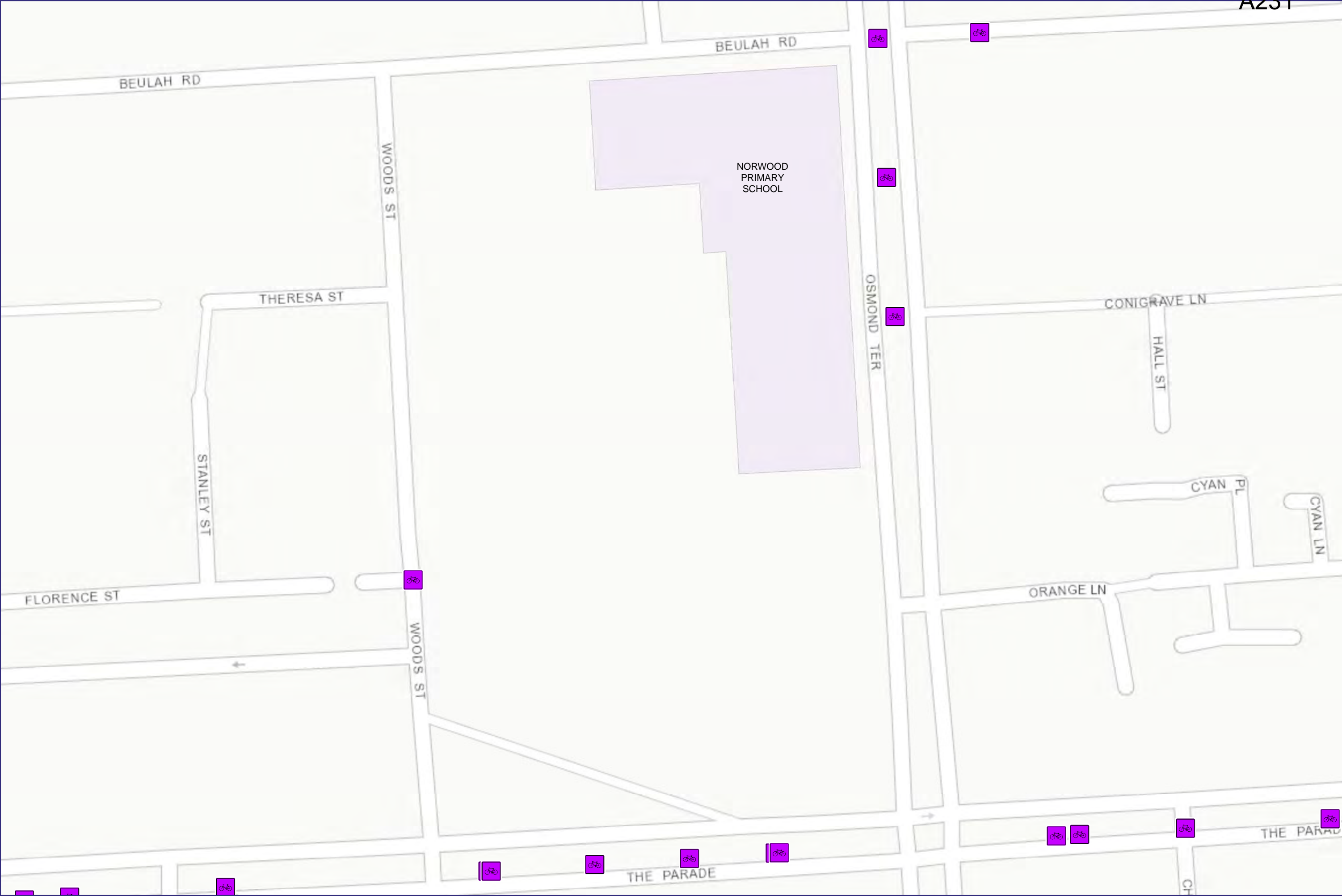
ACCIDENT TYPE

|                  |             |                |            |                    |                            |                    |
|------------------|-------------|----------------|------------|--------------------|----------------------------|--------------------|
| REAR END         | SIDE SWIPE  | HEAD ON        | ROLL OVER  | HIT PERKED VEHICLE | HIT OBJECT ON ROAD         | OTHER - NOT LISTED |
| HIT FIXED OBJECT | RIGHT ANGLE | HIT PEDESTRIAN | RIGHT TURN | HIT ANIMAL         | LEFT ROAD - OUT OF CONTROL |                    |

NORWOOD PRIMARY SCHOOL

Figure 8

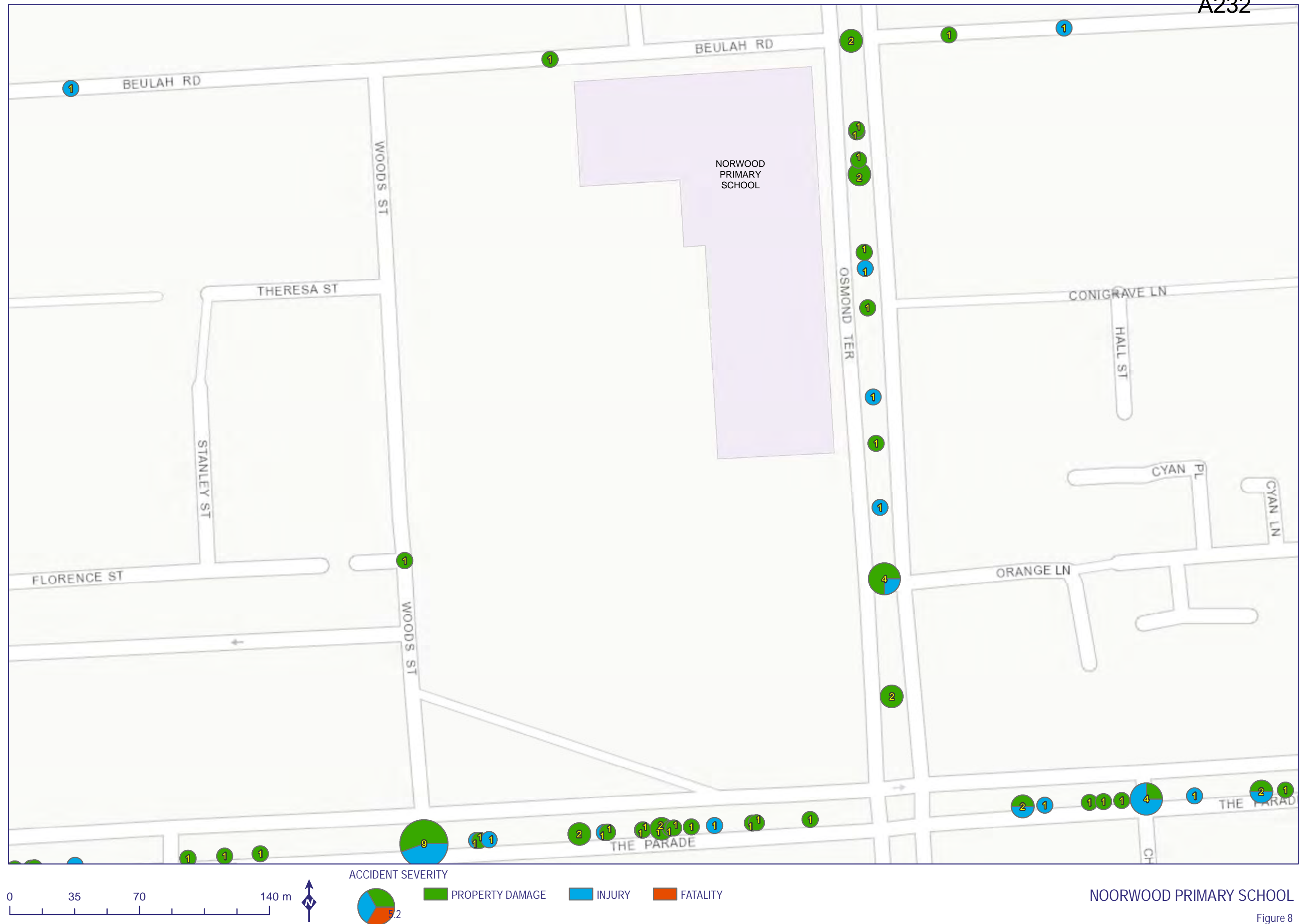




 Hit Bicycle     Hit Pedestrian

NORWOOD PRIMARY SCHOOL

Figure 8

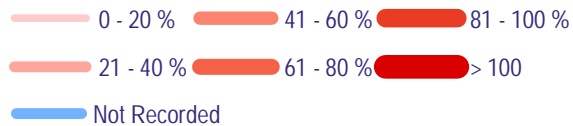


## 8.2 Parking Survey



© TONKIN CONSULTING

Occupancy Percentage (%) - 7:45 AM



\*Note - Percentages greater than 100% possibly due to double ranking, use of no stopping / parking zones and / or small vehicles, scooters or motorbikes

Norwood, Payneham and St Peters

NORWOOD PRIMARY SCHOOL

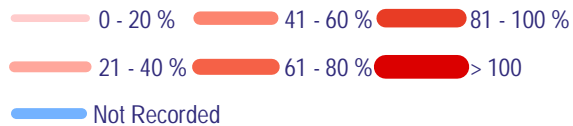
7:45 AM 8/9/2015





© TONKIN CONSULTING

Occupancy Percentage (%) - 3:20 PM



\*Note - Percentages greater than 100% possibly due to double ranking, use of no stopping / parking zones and / or small vehicles, scooters or motorbikes

Norwood, Payneham and St Peters

**NORWOOD PRIMARY SCHOOL**

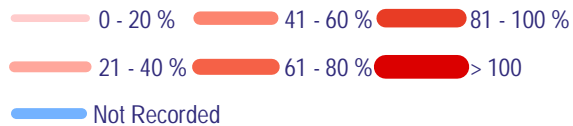
3:20 PM 8/9/2015





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Occupancy Percentage (%) - 2:15 PM



\*Note - Percentages greater than 100% possibly due to double ranking, use of no stopping / parking zones and / or small vehicles, scooters or motorbikes

Norwood, Payneham and St Peters

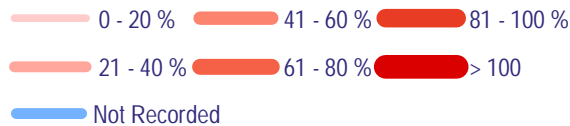
**NORWOOD PRIMARY SCHOOL**

2:15 PM 8/9/2015



© TONKIN CONSULTING

Occupancy Percentage (%) - 8:45 AM



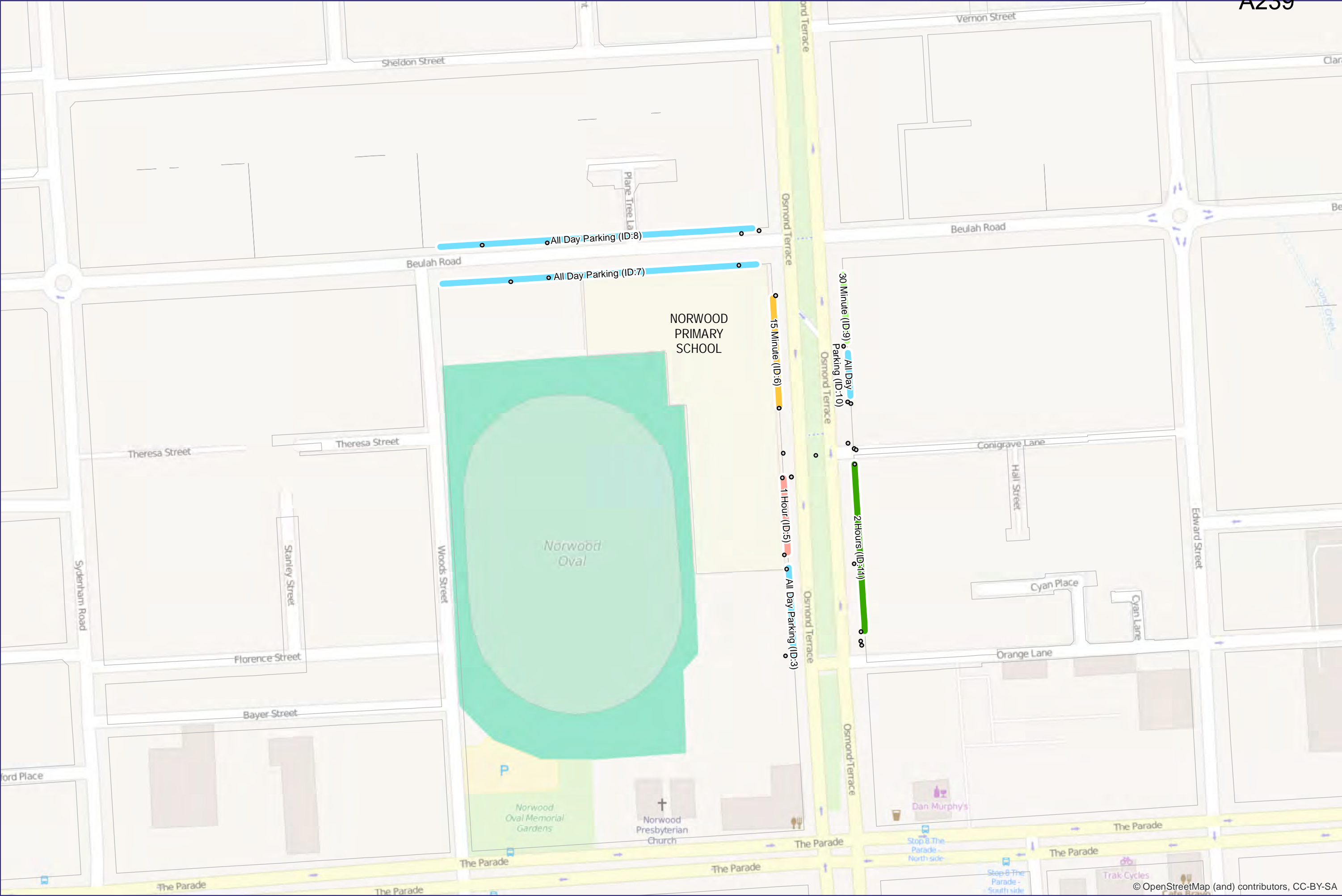
\*Note - Percentages greater than 100% possibly due to double ranking, use of no stopping / parking zones and / or small vehicles, scooters or motorbikes

Norwood, Payneham and St Peters

NORWOOD PRIMARY SCHOOL

8:45 AM 8/9/2015

### 8.3 Parking Controls



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NORWOOD PRIMARY SCHOOL

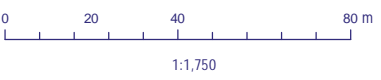
Figure 8

#### **8.4 High Demand Parking Areas (for No Stopping Lines over Driveways)**





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Job Number: 20155097  
Filename: 20155097GE008E\_Norwood\_No\_Stopping  
Revision: REV A  
Date: Friday, July 22, 2016 at 02:09 PM  
Drawn: TMOON

Data Acknowledgement:  
Cadastre supplied by PBBi Australia Pty Ltd  
Road data supplied by DATA SA  
Parking survey data collect by Tonkin Consulting and GTA Consultants

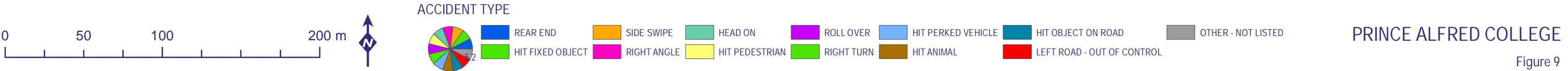
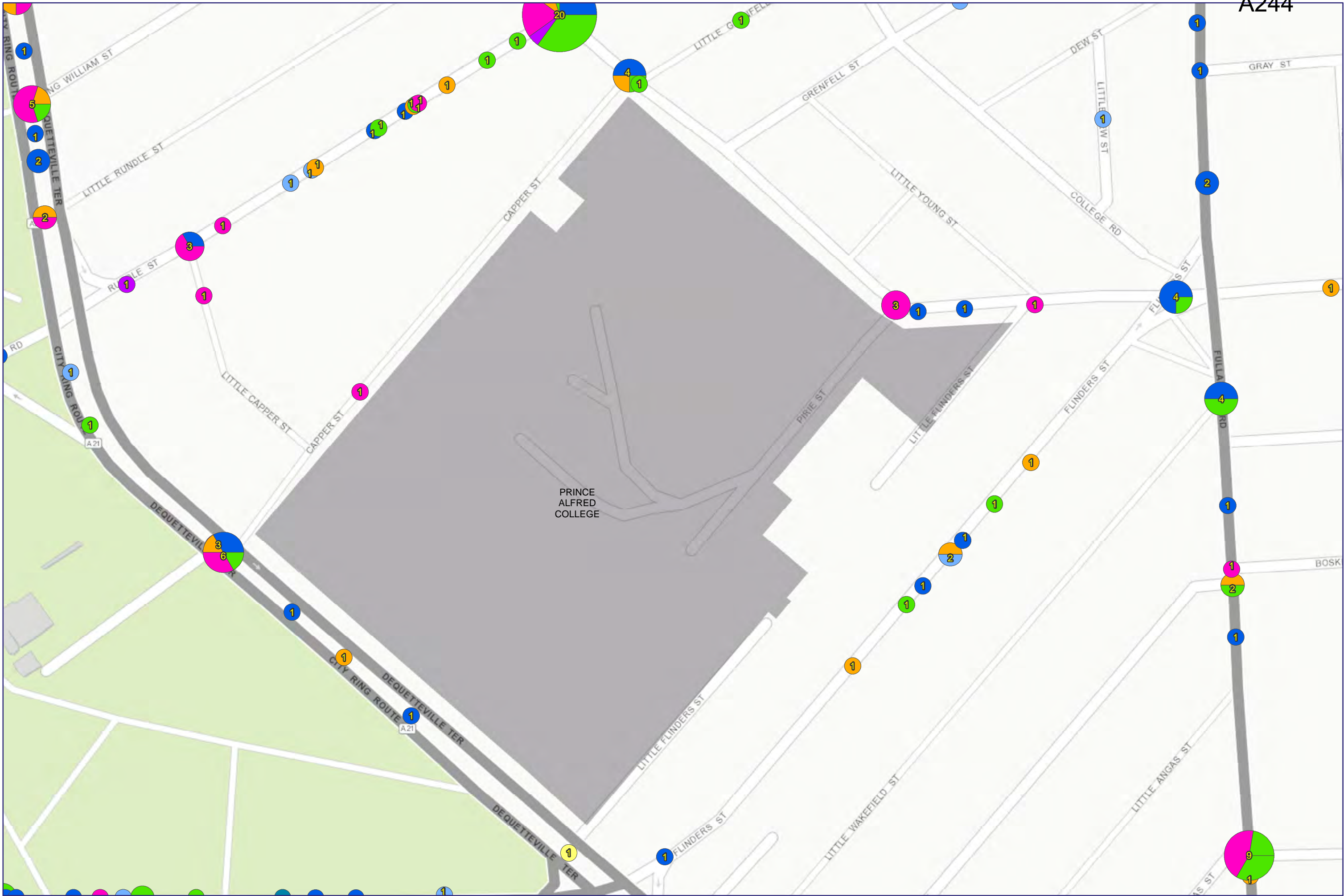
Sections for No Stopping lines over driveways

Norwood, Payneham and St Peters

NORWOOD PRIMARY SCHOOL

## **9 Prince Alfred College**

## 9.1 Crash Maps





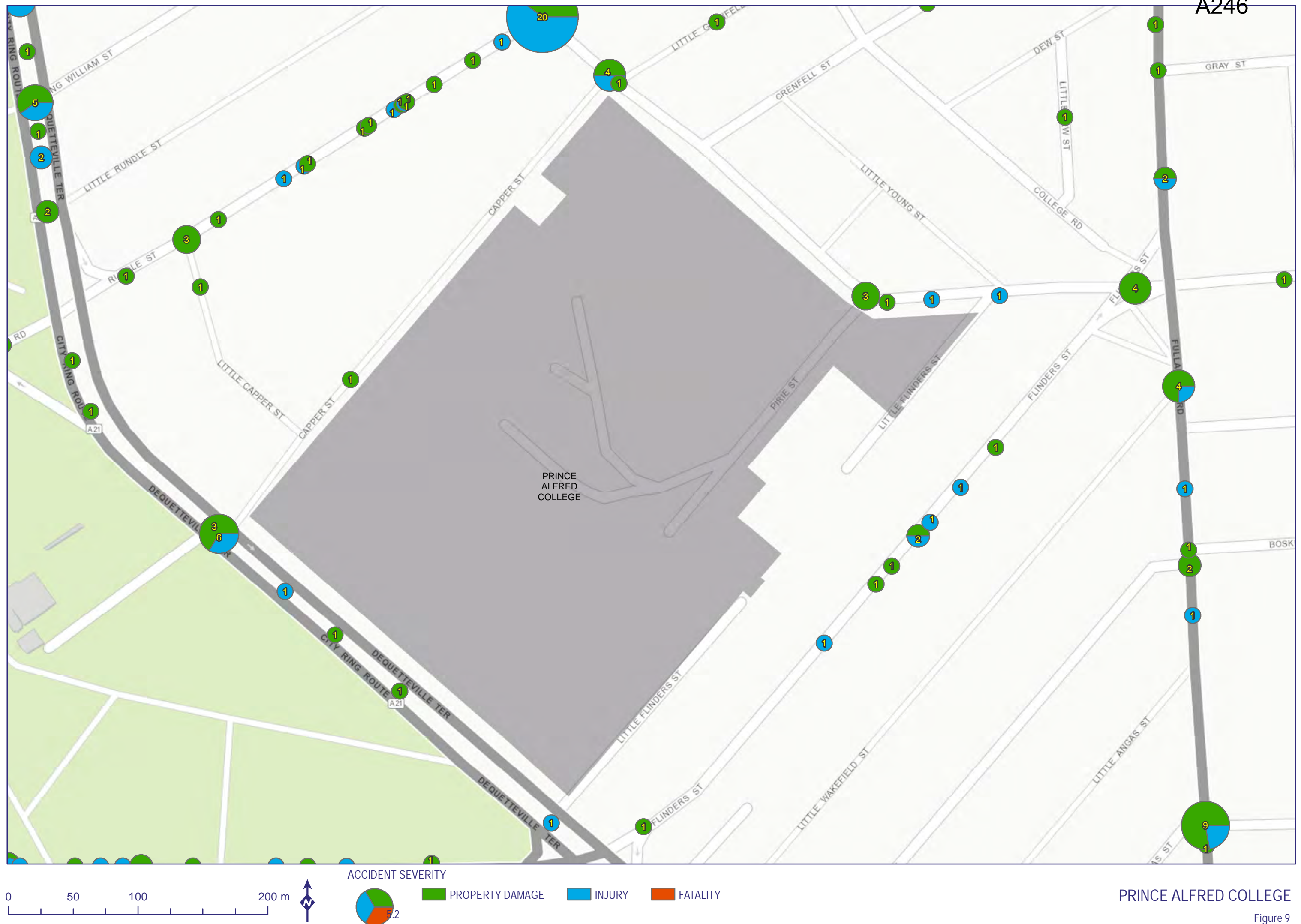


 Hit Bicycle     Hit Pedestrian

PRINCE ALFRED COLLEGE

Figure 9





## 9.2 Parking Survey



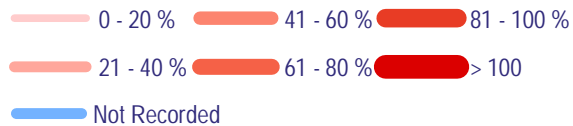
© TONKIN CONSULTING



0 25 50 100 m  
1:2,250  
Job Number: 20155097  
Filename: 20155097GE009B\_PAC\_900  
Revision: REV A  
Date: Thursday, 22 October 2015 at 04:48 PM  
Drawn: TMOON

Data Acknowledgement:  
Cadastral supplied by PBBi Australia Pty Ltd  
Road data supplied by DATA SA  
Parking survey data collect by Tonkin Consulting and GTA Consultants

Occupancy Percentage (%) - 9:00 AM



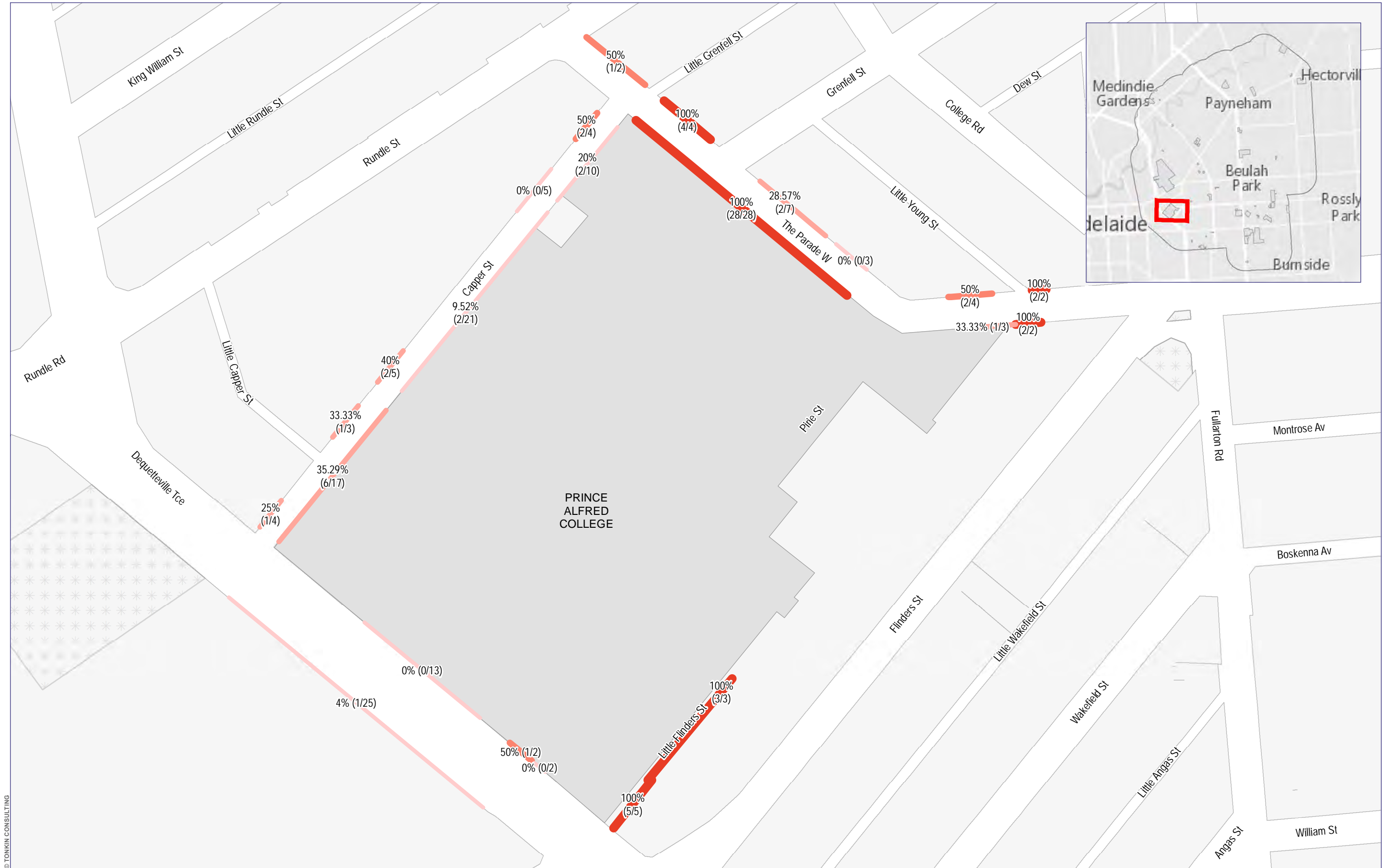
\*Note - Percentages greater than 100% possibly due to double ranking, use of no stopping / parking zones and / or small vehicles, scooters or motorbikes

Norwood, Payneham and St Peters

PRINCE ALFRED COLLEGE

9:00 AM 15/9/2015





© TONKIN CONSULTING



0 25 50 100 m  
1:2,250  
Job Number: 20155097  
Filename: 20155097GE009A\_PAC\_745  
Revision: REV A  
Date: Thursday, 22 October 2015 at 04:48 PM  
Drawn: TMOON

Data Acknowledgement:  
Cadastral supplied by PPB Australia Pty Ltd  
Road data supplied by DATA SA  
Parking survey data collect by Tonkin Consulting and GTA Consultants

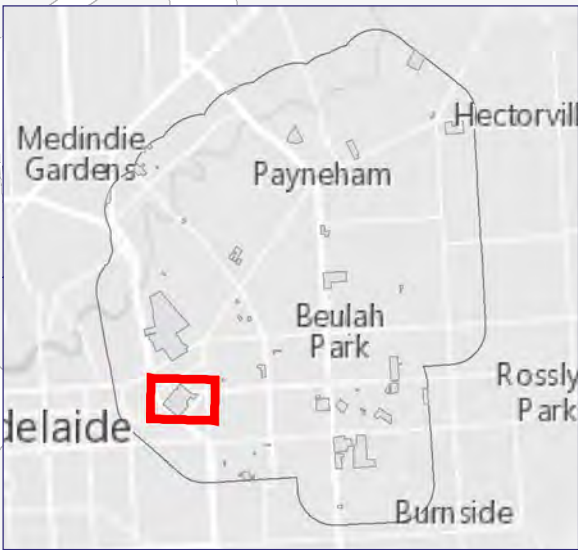
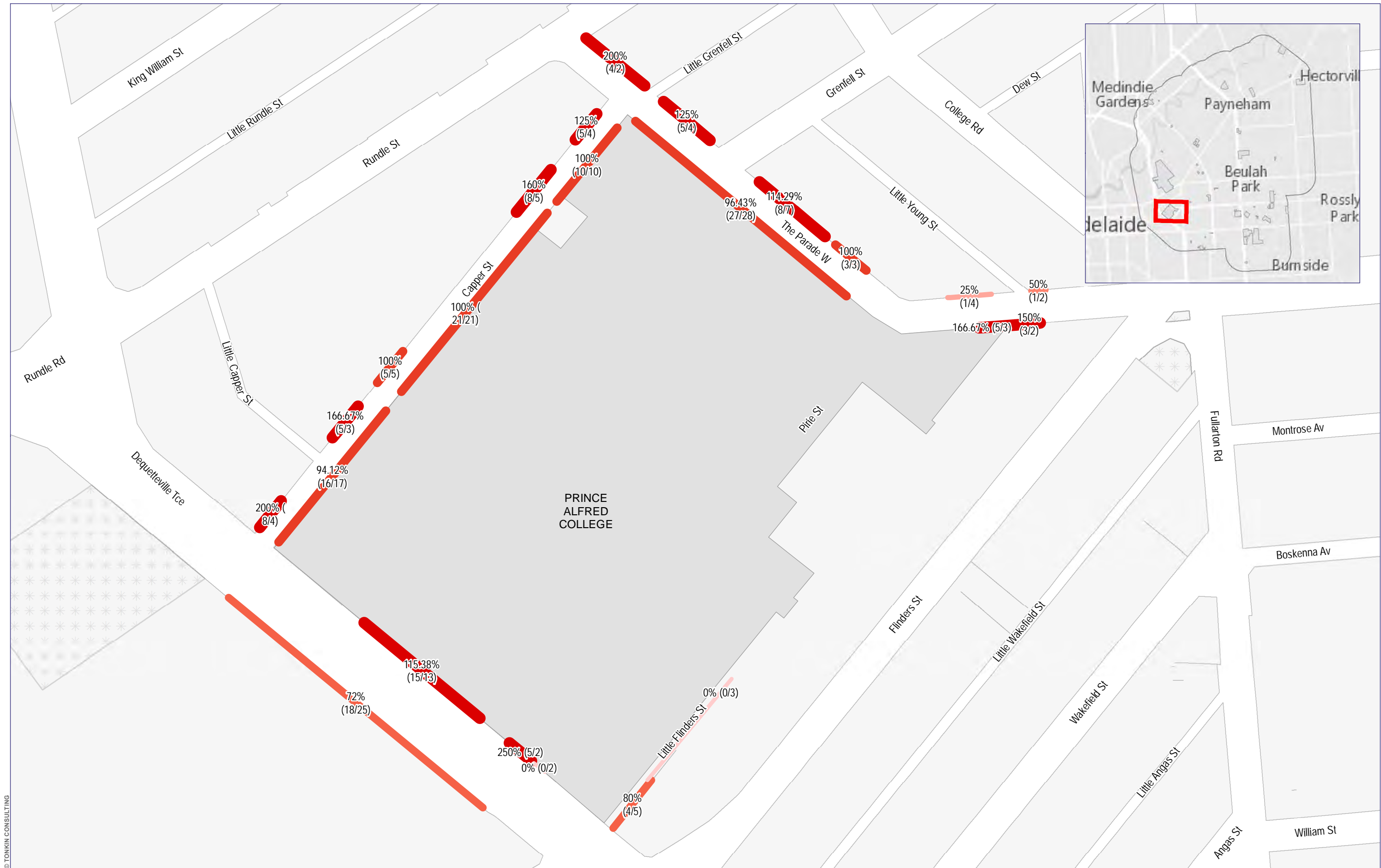
**Occupancy Percentage (%) - 7:45 AM**

|              |           |            |
|--------------|-----------|------------|
| 0 - 20 %     | 41 - 60 % | 81 - 100 % |
| 21 - 40 %    | 61 - 80 % | > 100      |
| Not Recorded |           |            |

\*Note - Percentages greater than 100% possibly due to double ranking, use of no stopping / parking zones and / or small vehicles, scooters or motorbikes

Norwood, Payneham and St Peters

**PRINCE ALFRED COLLEGE**  
7:45 AM 15/9/2015



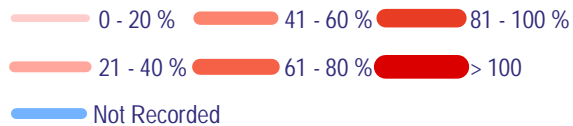
© TONKIN CONSULTING



0 25 50 100 m  
1:2,250  
Job Number: 20155097  
Filename: 20155097GE009E\_PAC\_330  
Revision: REV A  
Date: Thursday, 22 October 2015 at 04:49 PM  
Drawn: TMOON

Data Acknowledgement:  
Cadastral supplied by PBBi Australia Pty Ltd  
Road data supplied by DATA SA  
Parking survey data collect by Tonkin Consulting and GTA Consultants

### Occupancy Percentage (%) - 3:30 PM



\*Note - Percentages greater than 100% possibly due to double ranking, use of no stopping / parking zones and / or small vehicles, scooters or motorbikes

Norwood, Payneham and St Peters

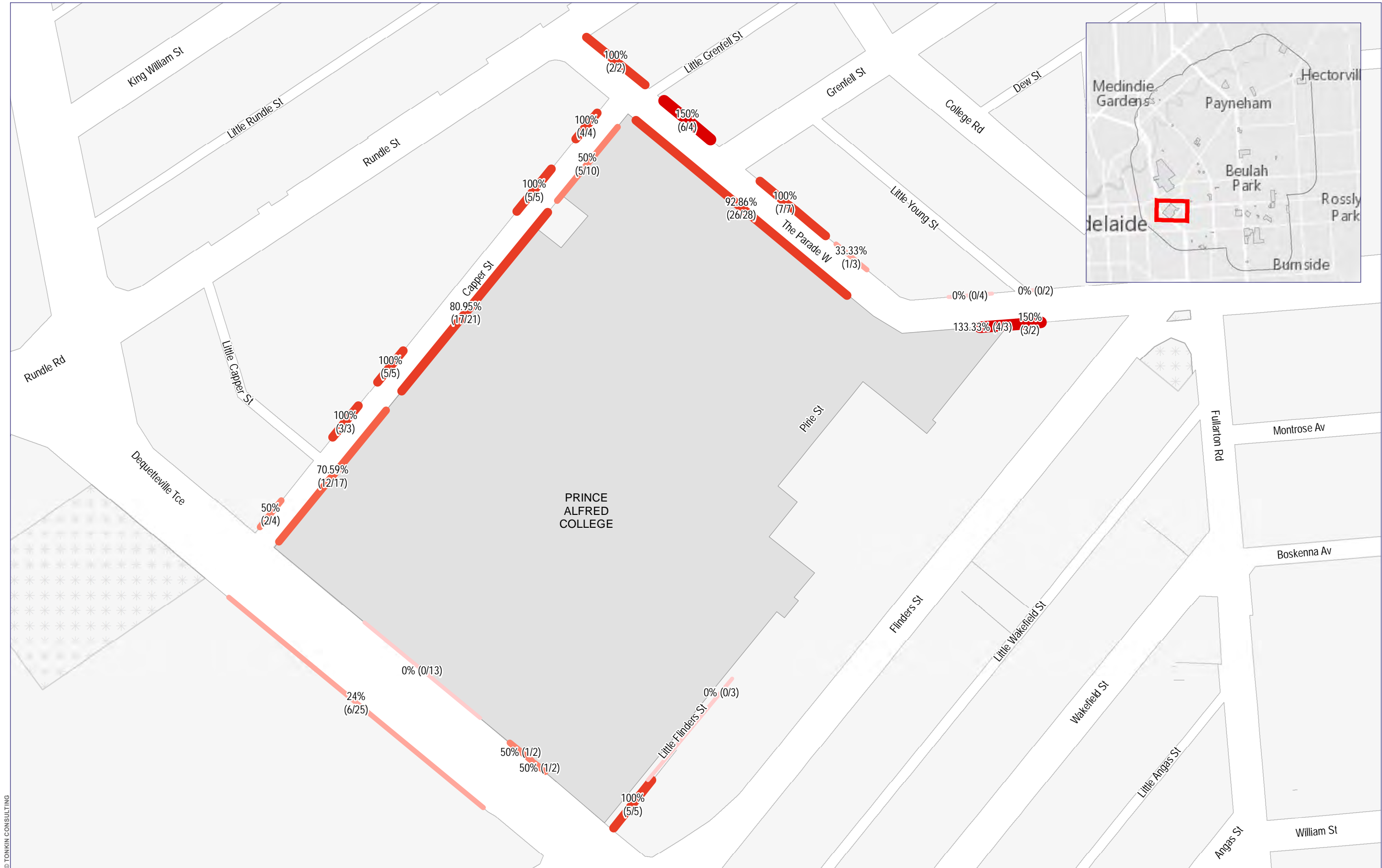
PRINCE ALFRED COLLEGE

3:30 PM 15/9/2015



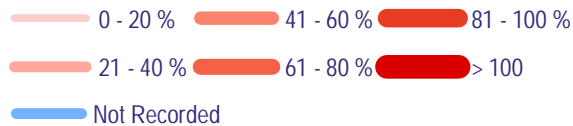


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Occupancy Percentage (%) - 2:00 PM



\*Note - Percentages greater than 100% possibly due to double ranking, use of no stopping / parking zones and / or small vehicles, scooters or motorbikes

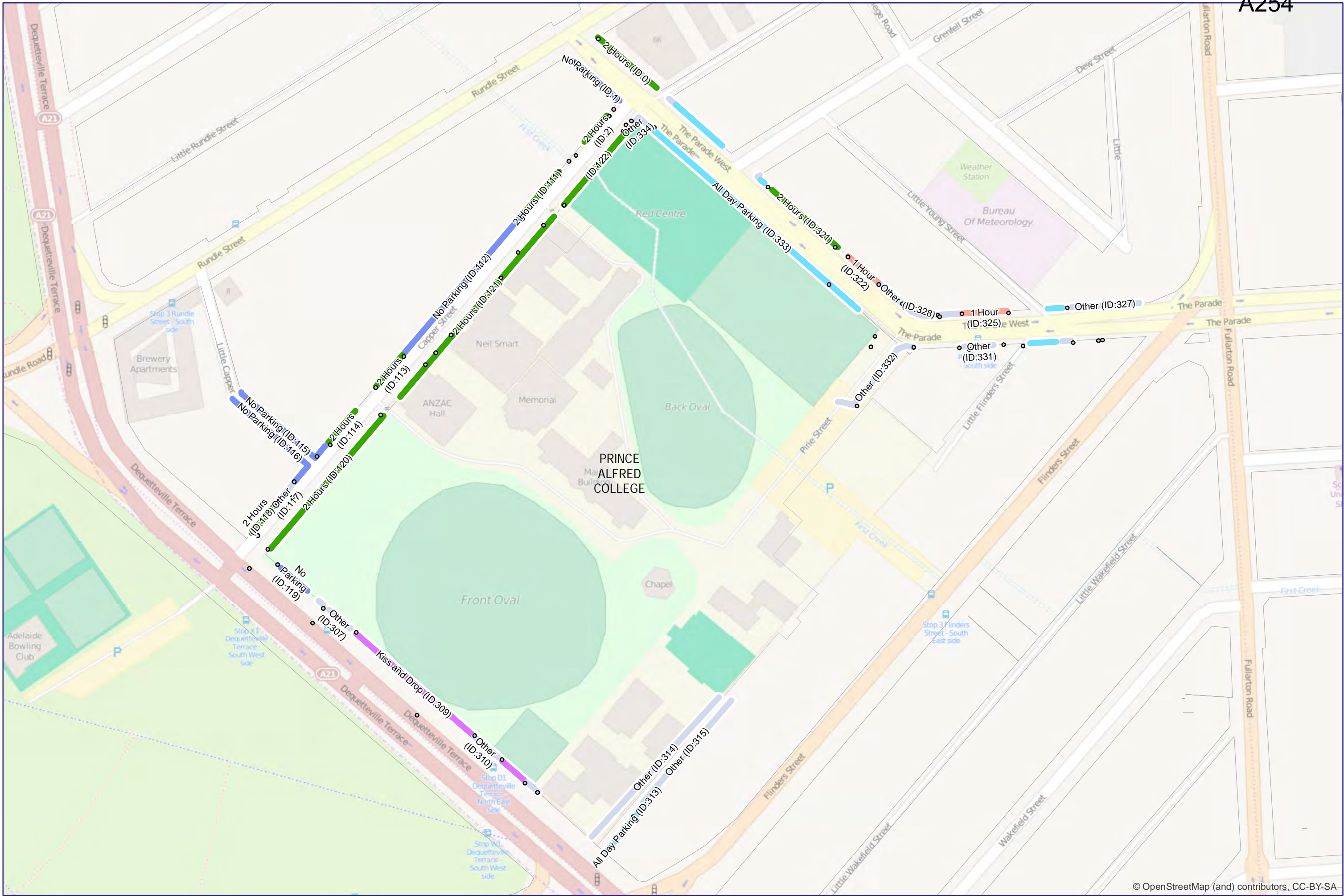
Norwood, Payneham and St Peters

PRINCE ALFRED COLLEGE

2:00 PM 15/9/2015

### 9.3 Parking Controls





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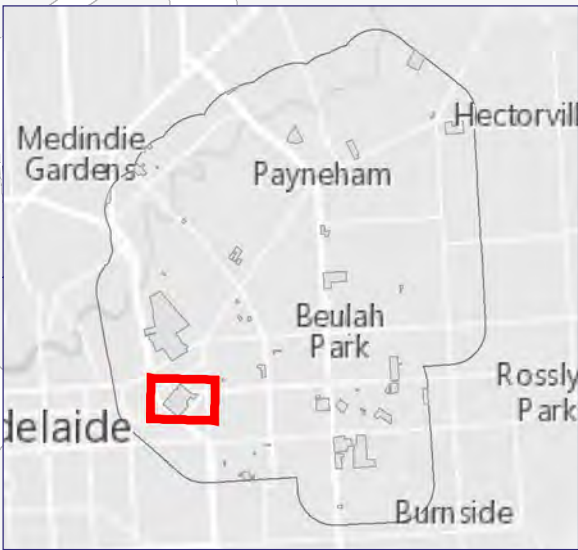
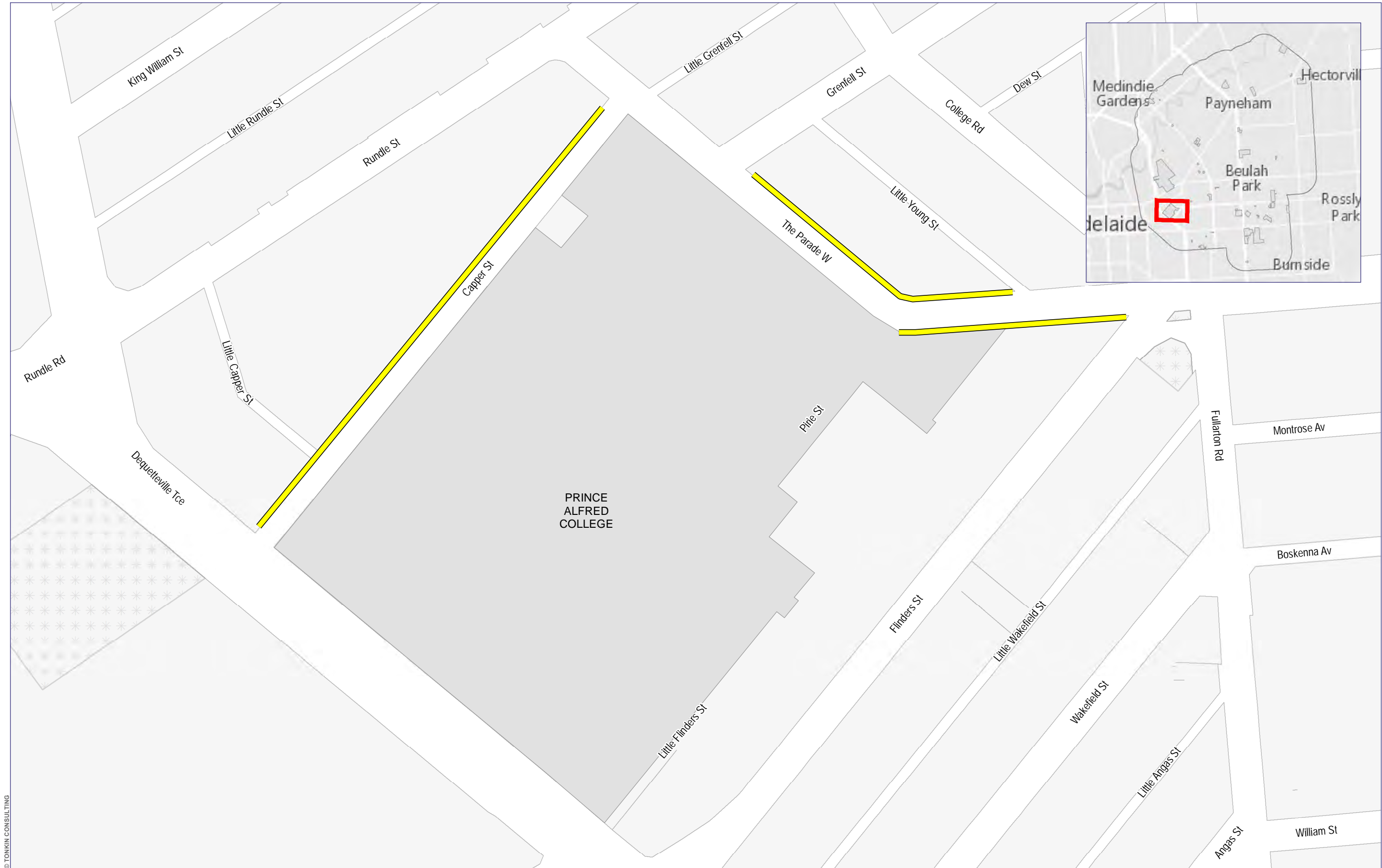


PRINCE ALFRED COLLEGE

Figure 9

#### **9.4 High Demand Parking Areas (for No Stopping Lines over Driveways)**



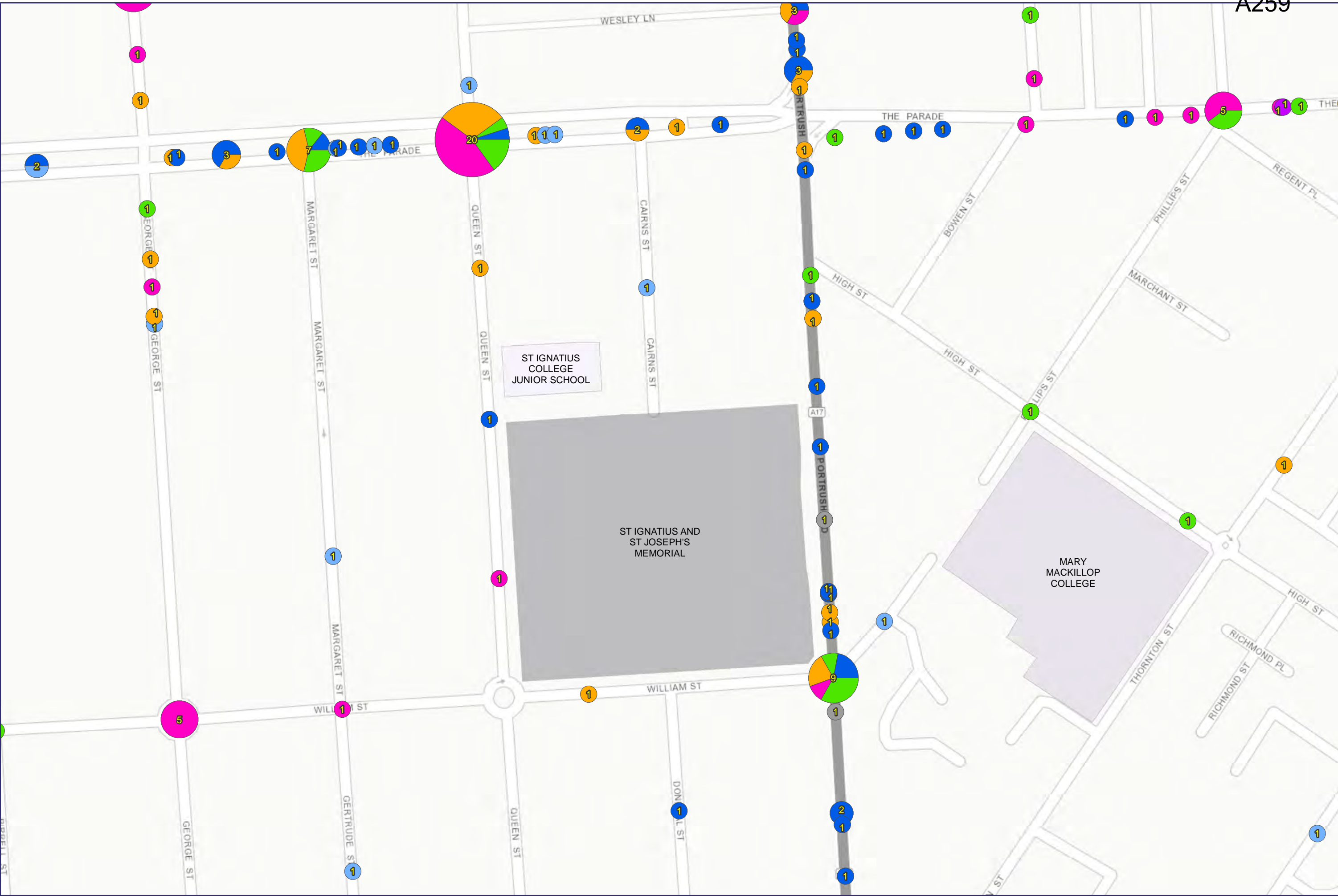


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## 10 St Ignatius Junior College

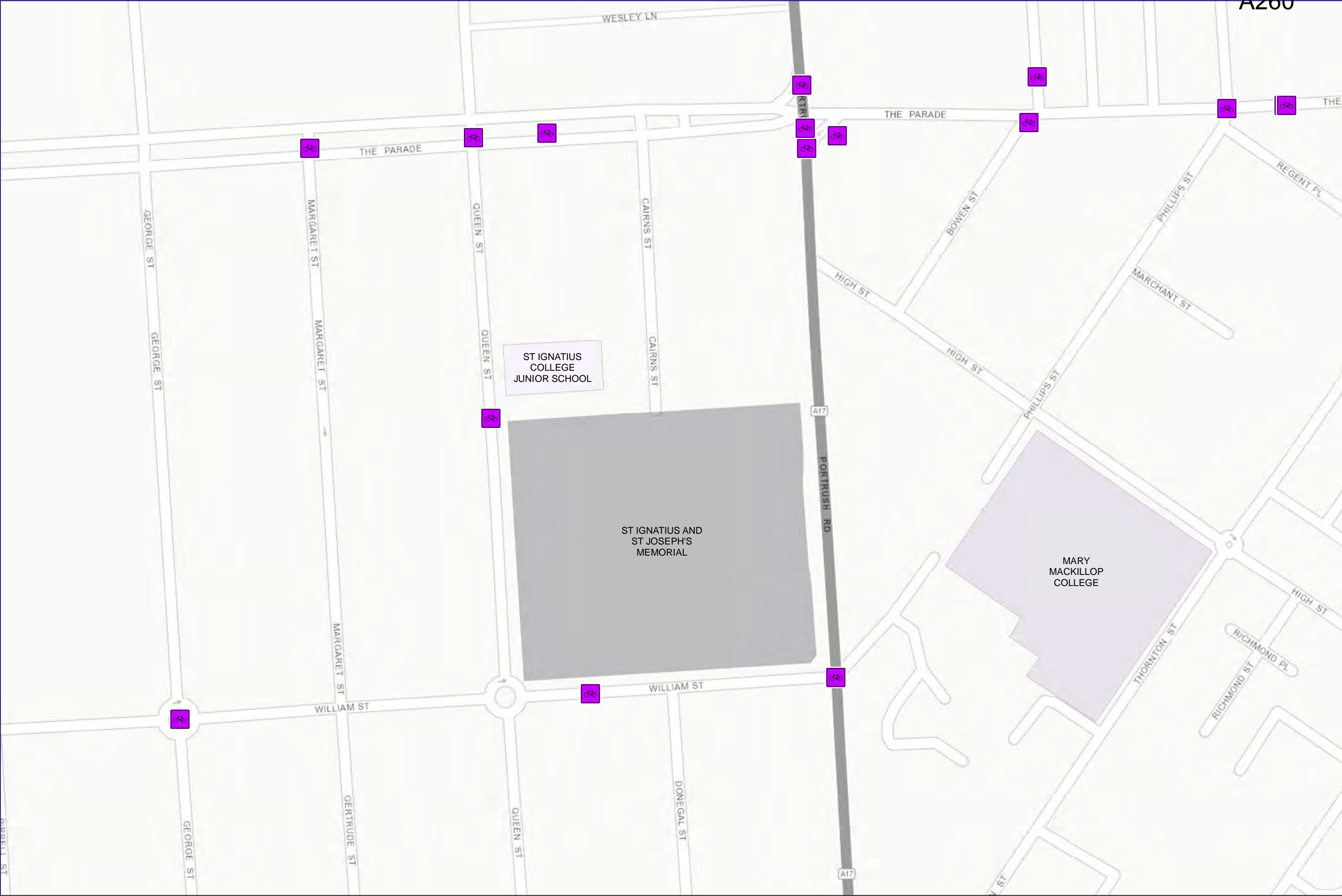
## 10.1 Crash Maps



ST IGNATIUS COLLEGE JUNIOR SCHOOL AND ST JOSEPHS MEMORIAL (NORWOOD)

Figure 10





ST IGNATIUS COLLEGE JUNIOR SCHOOL AND  
ST JOSEPHS MEMORIAL (NORWOOD)

Figure 10



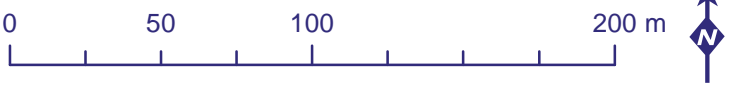
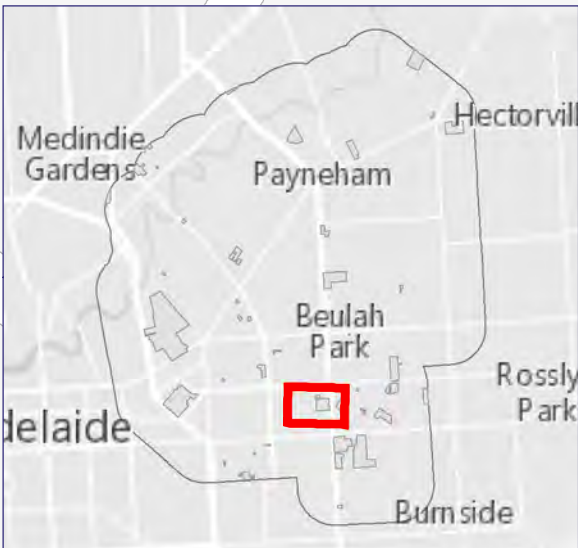
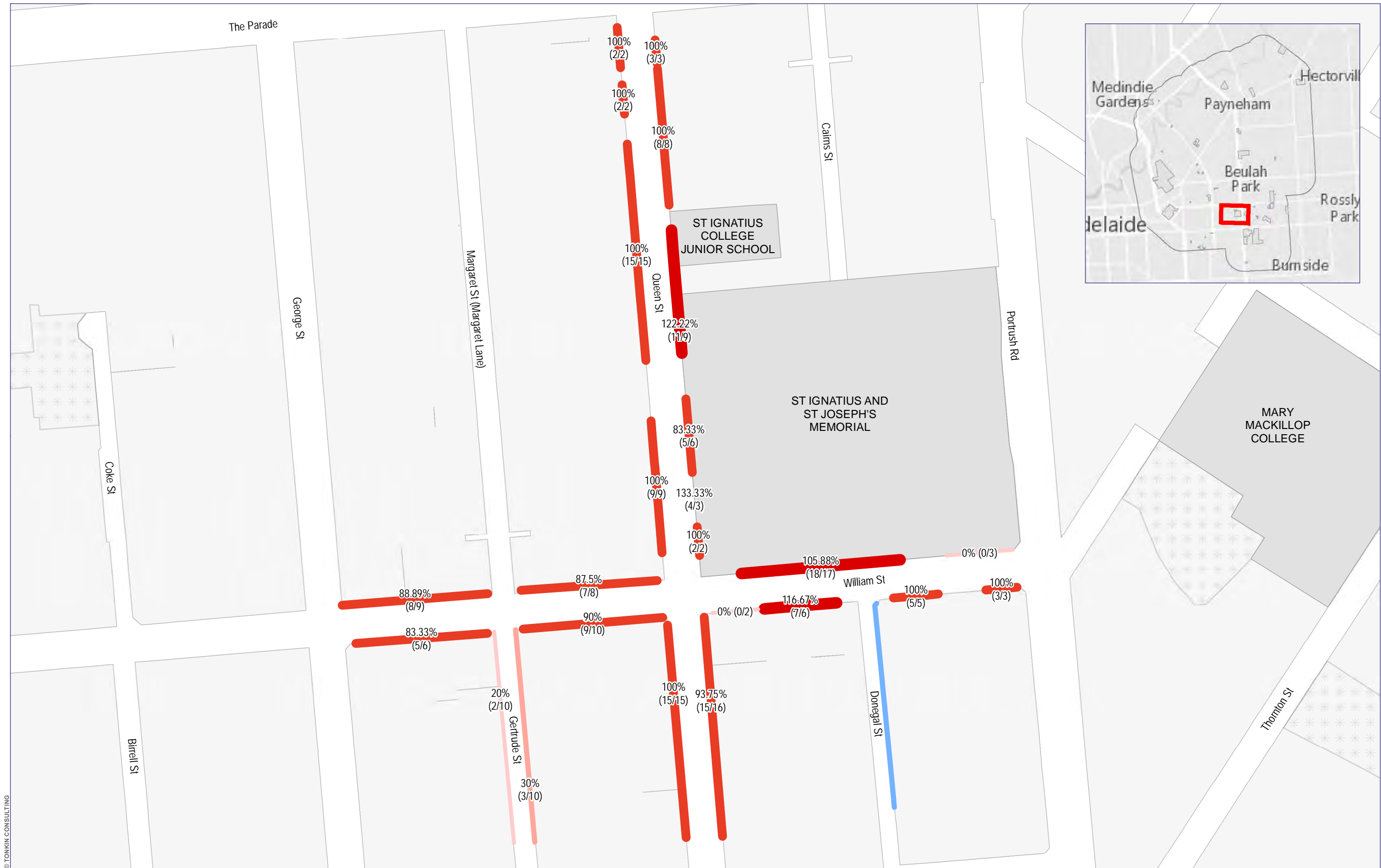
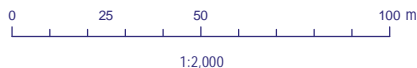


Figure 10

## 10.2 Parking Survey



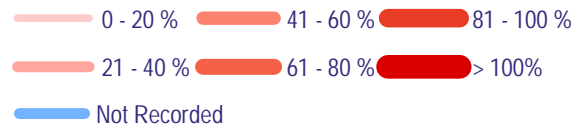
© TONKIN CONSULTING



Job Number: 20155097  
Filename: 20155097GE012B\_SJ\_SIL\_830  
Revision: REV A  
Date: Friday, 23 October 2015 at 12:25 PM  
Drawn: TMOON

Data Acknowledgement:  
Cadastral data supplied by PPB Australia Pty Ltd  
Road data supplied by DATA SA  
Parking survey data collected by Tonkin Consulting and GTA Consultants

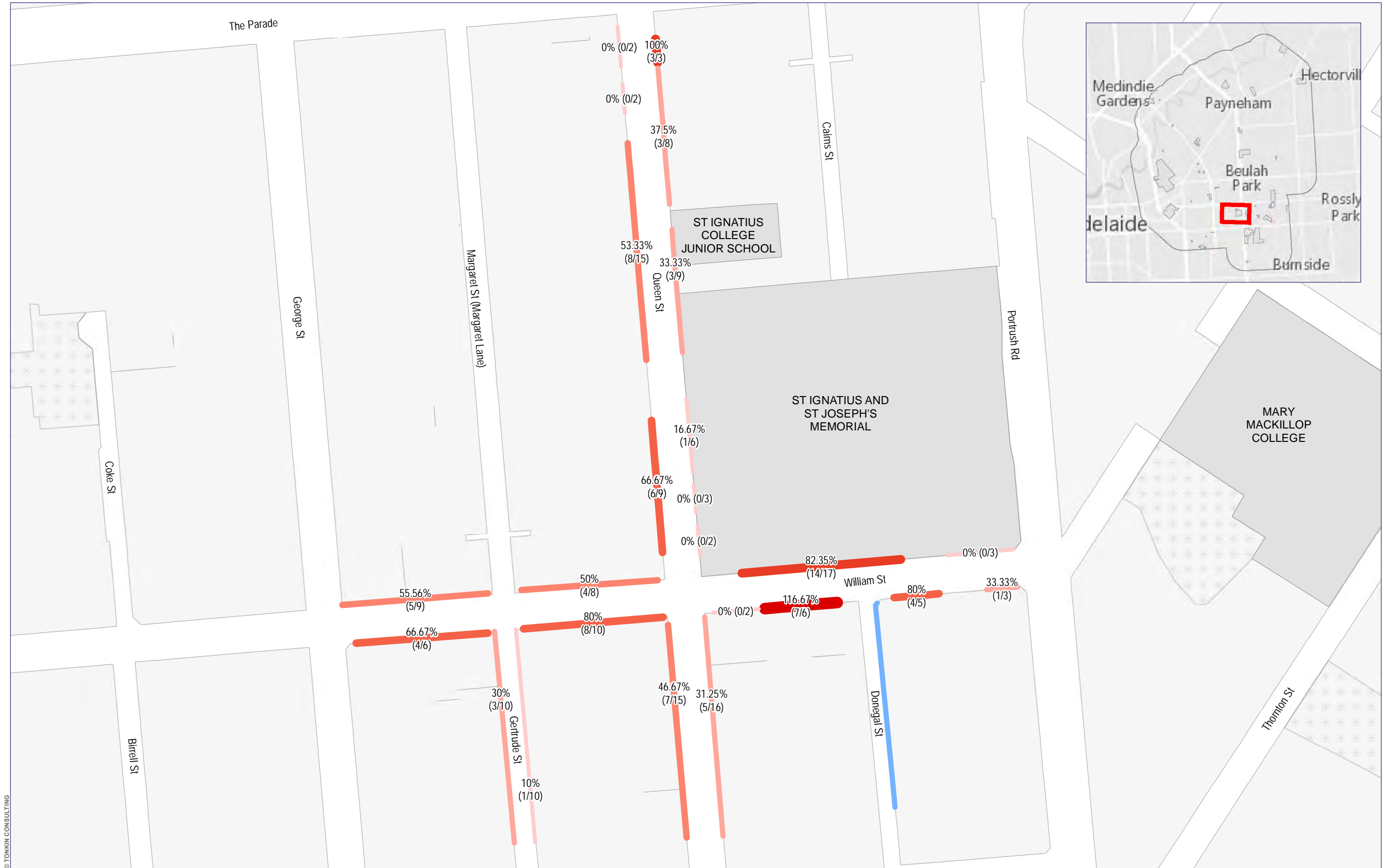
### Occupancy Percentage (%) - 8:30 to 8:45 AM



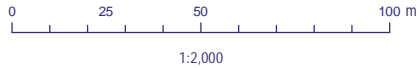
\*Note - Percentages greater than 100% possibly due to double ranking, use of no stopping / parking zones and / or small vehicles, scooters or motorbikes

Norwood, Payneham and St Peters  
ST IGNATIUS COLLEGE JUNIOR  
SCHOOL AND ST JOSEPH'S  
MEMORIAL (NORWOOD)

8:30 to 8:45 AM 10/9/2015



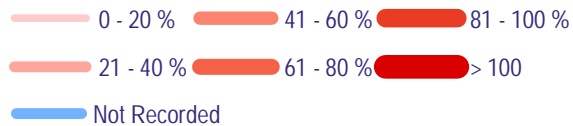
© TONKIN CONSULTING



Job Number: 20155097  
Filename: 20155097GE012A\_SJ\_SIL\_745  
Revision: REV A  
Date: Friday, 23 October 2015 at 12:24 PM  
Drawn: TMOON

Data Acknowledgement:  
Cadastral supplied by PPB Australia Pty Ltd  
Road data supplied by DATA SA  
Parking survey data collect by Tonkin Consulting and GTA Consultants

Occupancy Percentage (%) - 7:45 AM

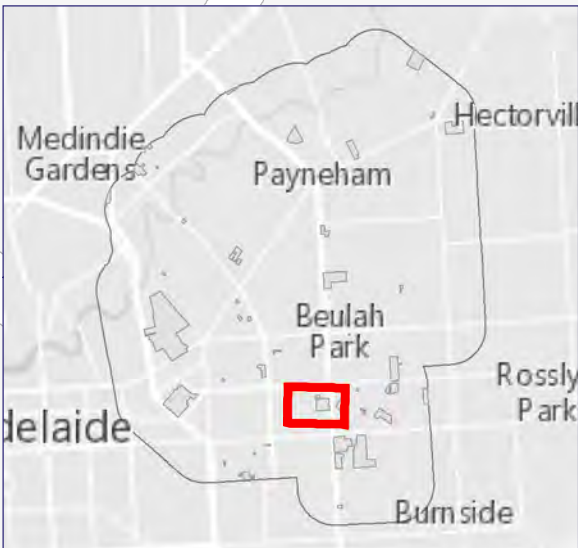
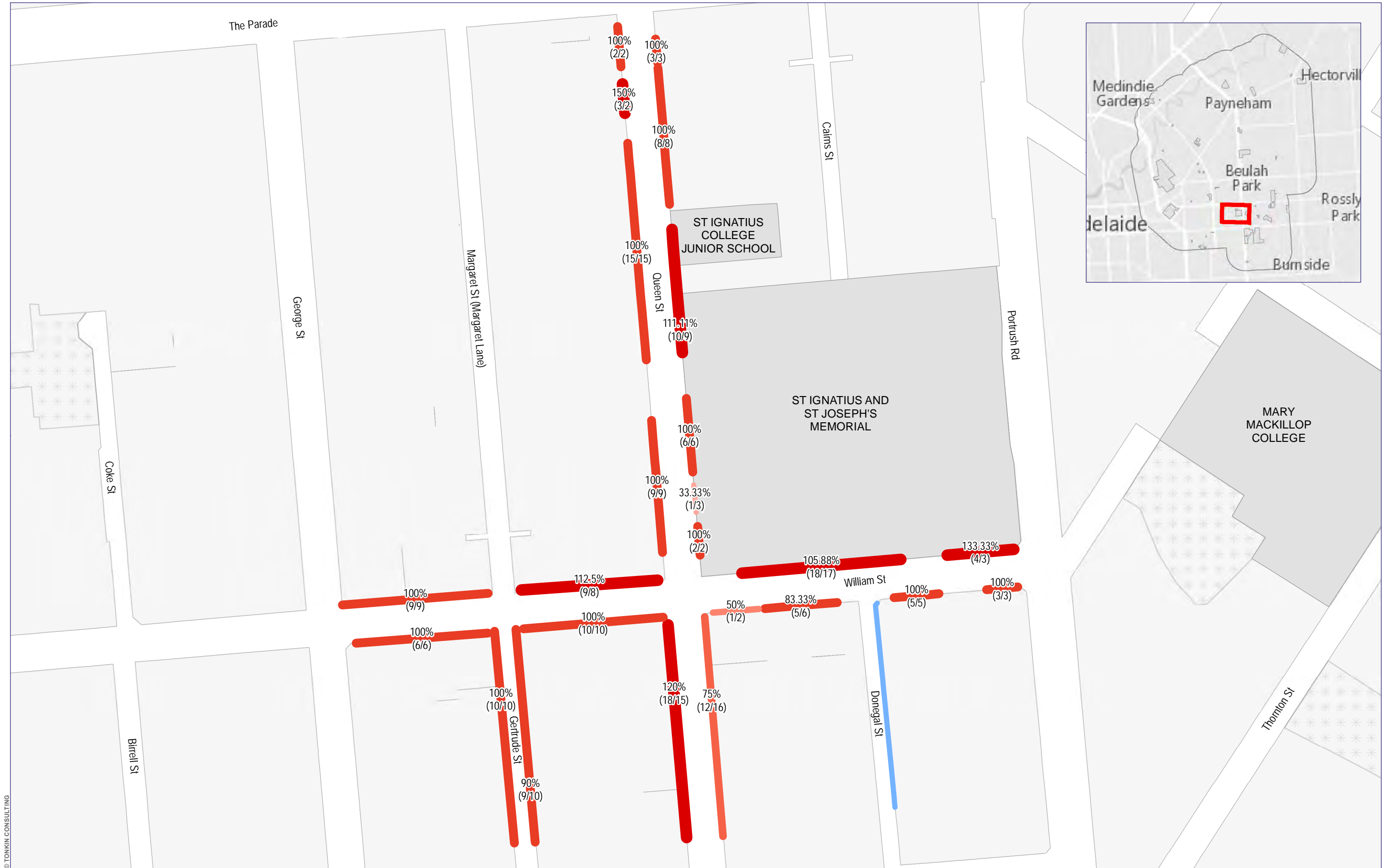


\*Note - Percentages greater than 100% possibly due to double ranking, use of no stopping / parking zones and / or small vehicles, scooters or motorbikes

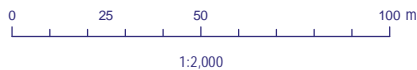
Norwood, Payneham and St Peters  
ST IGNATIUS COLLEGE JUNIOR  
SCHOOL AND ST JOSEPHS  
MEMORIAL (NORWOOD)

7:45 AM 10/9/2015





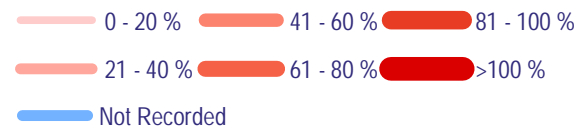
© TONKIN CONSULTING



Job Number: 20155097  
Filename: 20155097GE012D\_SU\_SIL\_300  
Revision: REV A  
Date: Friday, 23 October 2015 at 12:28 PM  
Drawn: TMOON

Data Acknowledgement:  
Cadastral supplied by PPB Australia Pty Ltd  
Road data supplied by DATA SA  
Parking survey data collect by Tonkin Consulting and GTA Consultants

Occupancy Percentage (%) - 3:00 to 3:10 PM

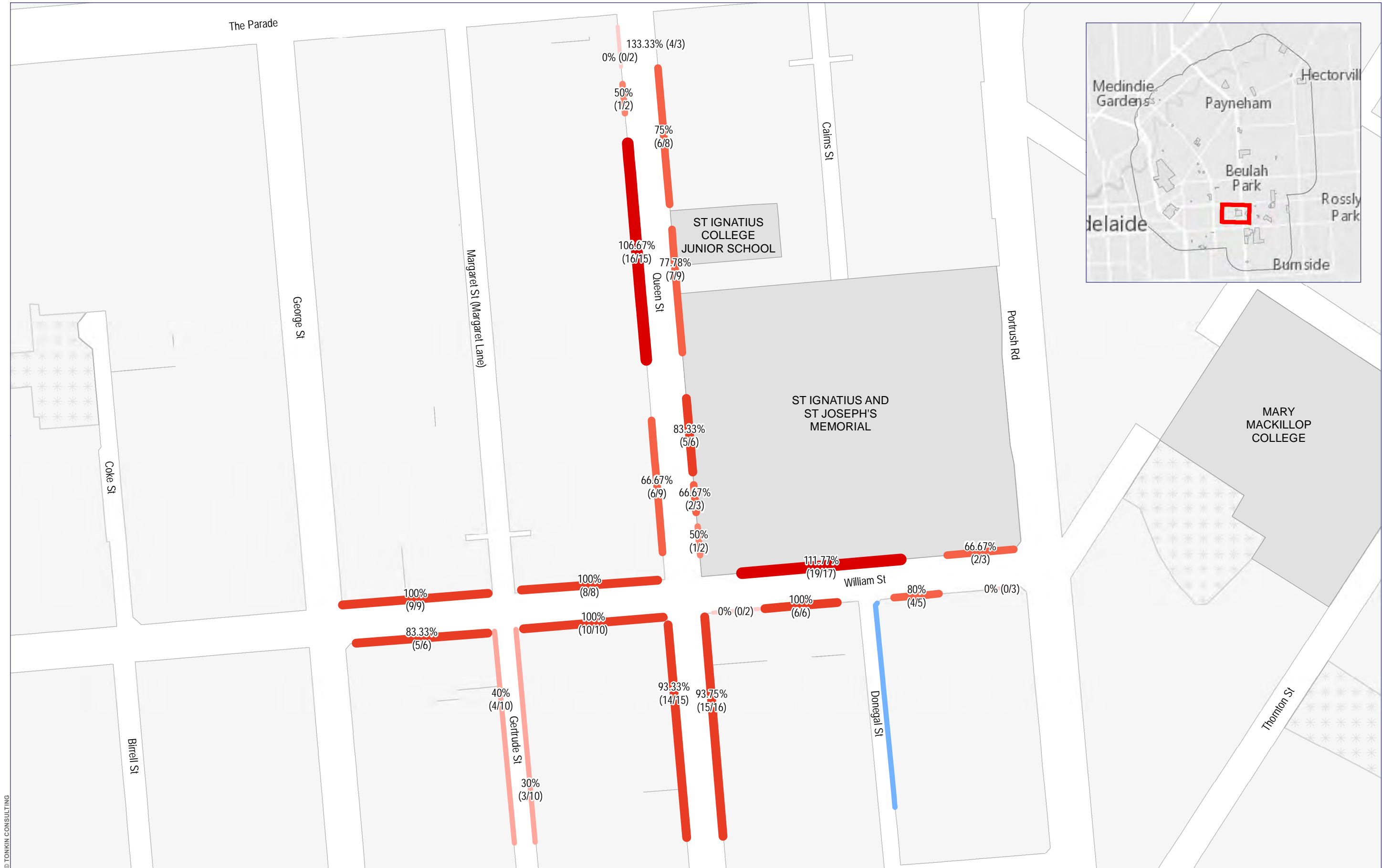


\*Note - Percentages greater than 100% possibly due to double ranking, use of no stopping / parking zones and / or small vehicles, scooters or motorbikes

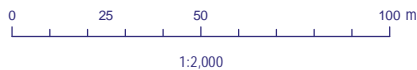
Norwood, Payneham and St Peters  
**ST IGNATIUS COLLEGE JUNIOR SCHOOL AND ST JOSEPH'S MEMORIAL (NORWOOD)**

3:00 to 3:10 PM 10/9/2015





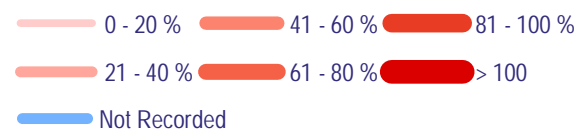
© TONKIN CONSULTING



Job Number: 20155097  
Filename: 20155097GE012C\_SU\_SIL\_230  
Revision: REV A  
Date: Friday, 23 October 2015 at 12:27 PM  
Drawn: TMOON

Data Acknowledgement:  
Cadastral supplied by PPB Australia Pty Ltd  
Road data supplied by DATA SA  
Parking survey data collect by Tonkin Consulting and GTA Consultants

Occupancy Percentage (%) - 2:30 PM

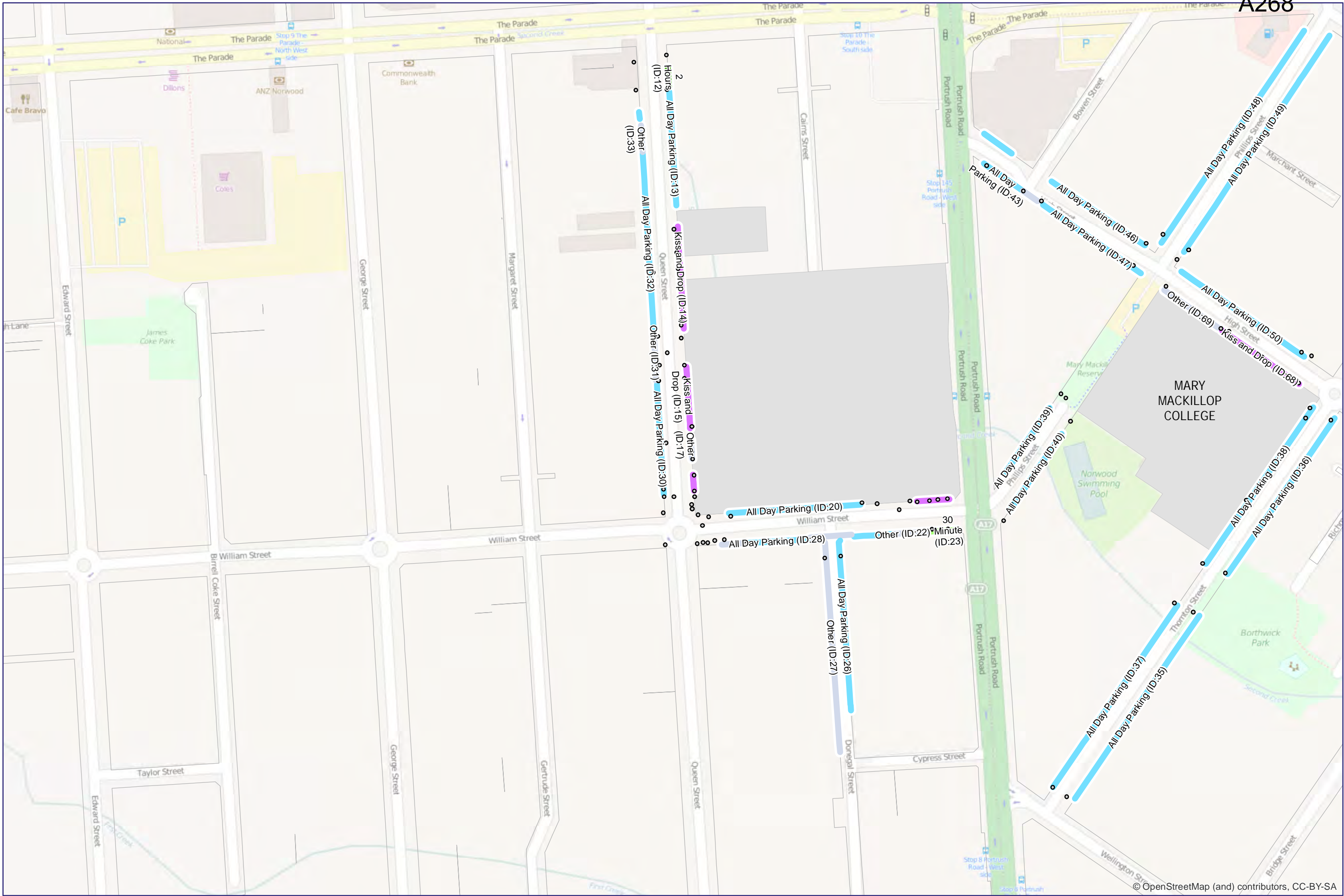


\*Note - Percentages greater than 100% possibly due to double ranking, use of no stopping / parking zones and / or small vehicles, scooters or motorbikes

Norwood, Payneham and St Peters  
**ST IGNATIUS COLLEGE JUNIOR SCHOOL AND ST JOSEPH'S MEMORIAL (NORWOOD)**

2:30 PM 10/9/2015

## 10.3 Parking Controls



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ST IGNATIUS COLLEGE JUNIOR SCHOOL AND  
ST JOSEPHS MEMORIAL (NORWOOD)

Figure 10

## 10.4 Consultation

**Jennie Lawes**

---

**From:**  
**Sent:** Wednesday, December 16, 2015 9:46 PM  
**To:** School Survey  
**Subject:** Draft report - traffic and parking around local schools

Thank you for the opportunity to comment on the draft report related to traffic and parking problems around schools in our council area. I live in Queen Street, Norwood and frequently observe the traffic problems associated with student drop off and pick up at St Ignatius Junior School in Queen Street and St Josephs school in William Street, Norwood. Unfortunately some parents seem to think it is OK to double rank in the street whilst waiting for their child to emerge from school. In the afternoons the bank up of traffic can extend down Queen Street and around the corner in to The Parade adjacent to the Bath Hotel. Perhaps placing cameras outside schools would enable police to easily issue fines to those drivers at the front of these queues.

Whilst suggested changes to parking signs and speed limits in the draft report may have some effect, they are not addressing the cause of the problem – too many cars converging on the one area at the same time. I think we can learn from India, where in many places small mini-buses collect students from home and take them to school, and then home again in the afternoon. In our council area, several nearby schools could pool their resources and establish shared bus services which would do the rounds in particular suburbs. This would have huge benefits for all road users by reducing traffic congestion, but particularly for parents who no longer would need to spend time driving their kids to and from school, and may allow some of them to use public transport to get to work.

Kind regards,



**Jennie Lawes**

---

**From:**  
**Sent:** Thursday, December 10, 2015 4:20 PM  
**To:** Paul Simons  
**Subject:** Comments re Safety Traffic & Parking Ref 20155097  
**Attachments:** TonkinNSPSchoolsPS001.pdf; TonkinNSPSchoolsPS002.pdf

Good Afternoon Paul,

In response to your letter regarding the 'City Wide Schools Safety and Traffic and Parking Review' dated 26 November 2015, we attach our comments (2 pages) Re two particular schools in your review namely:

- St Ignatius Junior College, Norwood and
- St Joseph's Memorial School, Norwood

We trust that our comments provide a further insight to your review and assist you in achieving a safer environment for all concerned.

As noted in our attachment should you wish to clarify and / or discuss any matter relating to our comments we would welcome that opportunity.

We look forward to a positive outcome for all stakeholders and would appreciate a return email confirming that you have received our comments.

It is hoped that we will be advised as to the agreed outcomes at the conclusion of the review.

Attachment: 2 Pages

**CITY WIDE SCHOOLS TRAFFIC SAFETY & PARKING REVIEW**  
**STAKEHOLDER REF NO 20155097 (Letter dated 26 November 2015)**

**For the attention of: Paul Simmons (Tonkin Consulting)**

Dear Paul,

The following are our comments and observations which we trust will assist you in presenting to Council a package of improvements to Queen Street and adjoining roads which will result in a safer environment for all its users.

1. General Overview of our Situation:

As residents of Queen Street for over 12 years we have witnessed significant growth of traffic movement in Queen Street and adjoining roads which spans from early in the morning (7am) to late in the evening.

Queen Street is probably unique in a number of ways given the broad usage of the street as illustrated below: (not in any specific order)

- Drop off and collection of Children at the St Ignatius Day Centre (adjacent to the St Ignatius Junior) being generally outside the main Junior School hours.
- Drop of and collection of Children at the St Ignatius Junior School (Monday to Friday)
- Drop off and collection of children involved in sporting activities at the St Ignatius Junior School (Saturdays)
- Delivery of food/small goods to the School and the Hotel and restaurants on the Norwood Parade
- Traffic and parking associated with the St Ignatius Church, including funerals, weddings, services and use of the hall for various functions
- Daily School chartered buses (morning and late afternoon) for students travelling to the St Ignatius senior school,
- Hire buses bringing generally young children to theatre productions at the Odeon Theatre (near Norwood Parade) together with hire buses for St Ignatius student excursions. This may occur over a period of some days and occurs throughout the year.
- Parking for Teachers and visitors to the St Ignatius Junior School (Monday to Friday)
- Overflow vehicular parking for residents living in standalone houses, flats and apartments (possibly due to insufficient parking on their properties)
- Parking by persons working or visiting the parade shops etc. ( incidentally we believe this overflows into William Street as we sometimes need to park our motor vehicles in William Street and generally it is also full.
- Parking of visitors to the Parade in the early to late evening ( late evening say 10-12pm is generally the time we have experienced cars speeding)

2. Comments on 'Your Recommendations – Clause 1.13.6 of your Draft Report Ref No 20155097 dated 26.11.15' as they may impact on the safety of ourselves and all others utilising Queen Street either on foot, car, bicycle, motor bike:

- Enforcement of kiss-n-drop - Similar to what generally occurs currently. We have noted that the driver needs to get out of their vehicle to assist the child or children with removing their 'school bags' from their car and to ensure they are safely on the footpath. Therefore 'Signage may need to reflect this to ensure 'the safety of all concerned'.

- Upgrading the current road crossing to a crossing with flashing lights together with the required road appears to be a mandatory requirement ( as per many schools interstate).
- For any parking restrictions to be effective this must involve the Council who would need to increase their current monitoring on top of their current workload in this area.
- SAPOL from time to time have run blitzes on speeding which do not appear to change the long term problem of speeding particularly in the area in front of our home.
- The St Josephs Memorial Primary School's drop off and pickup together with parent and teacher parking needs also would have some impact on parking and traffic flow in Queen Street / William Street. The extent to which we assume your review can determine and take account of.
- Given our comments above we are strong advocates of a 40KPH limit being imposed in Queen Street (from at least William Street to The Parade). Such an action together with some form of 'vehicle calming' being incorporated in the design of the proposed 'Koala' School Crossing and painted lines on the road (indicating a danger area similar 'Rail Crossing') would hopefully avoid a serious accident occurring.

### 3. St Joseph's Memorial Primary, Norwood

Many of the above comments re parking and speeding issues relating to Queen Street apply equally to the St Josephs Primary with the additional complexities relating to the use of William Street as a 'main alternative' route to and from the City of Adelaide used particularly by cyclists.

We trust that our comments will assist you in finalising your recommendations to the Council and we would appreciate your acknowledgement of our letter.

Should you wish to discuss any of comments or recommendations please do not hesitate to contact us as follows:

**Jennie Lawes**

---

**From:**  
**Sent:** Wednesday, December 9, 2015 9:00 AM  
**To:** School Survey  
**Cc:**  
**Subject:** School Survey Norwood - St Ignatius Junior School

Good morning

I live xxxxxxxxxxxxxxxxxxxxxxxx the St Ignatius junior school, Queen Street, Norwood.

It's a nightmare from 7.30 - 9.15am and 2.45 - 3.45 pm most days. 11 years and counting!

I have been abused for asking someone (parent) to leave my private parking spot, not to mention driveway blockages which you have identified.

We at least get 9 weeks reprieve over Christmas!

Totally agree with the DPTI's Way to go encouraging walking and cycling to school.... if it were up to me I'd block the entirety of Queen Street between William and The Parade and encourage "walking" by both parents and children. There are little kids but frankly the notion of kiss and drop is a farce.

I also believe there need to be clearer "School Zone " signage .... staff I suspect park in Queen Street out of school hour times.

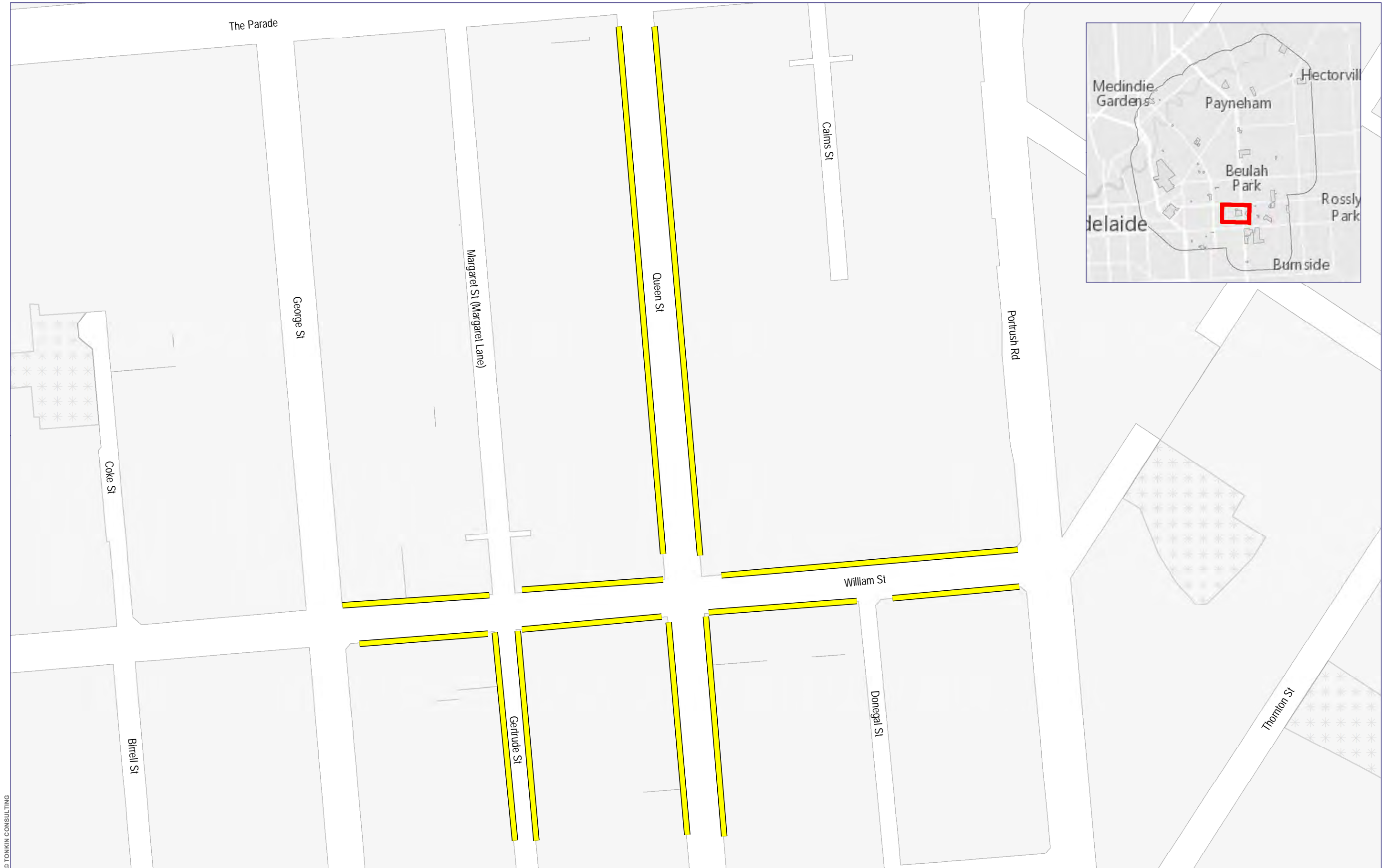
It will be very interesting to see what happens when The Bath Hotel starts building its 55 apartments ( January 2016) additional traffic, and in time additional people living in the area. They will have limited parking at the new apartments so I am guessing they will all park in Queen Street if they don't want to pay an additional \$50k for a car park with their new apartment.

I also note that no one ( according to your survey) is catching a bus to school? Perhaps designated bus pickups and drop offs could be organised to eliminate the myriad of four wheel drives that use the area.

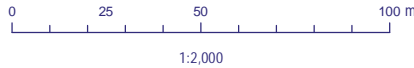
Good report - appreciate the opportunity to comment.

## **10.5 High Demand Parking Areas (for No Stopping Lines over Driveways)**





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Job Number: 20155097  
Filename: 20155097GE012E\_SU\_Sil\_No\_Stopping  
Revision: REV A  
Date: Friday, July 22, 2016 at 01:36 PM  
Drawn: TMOON

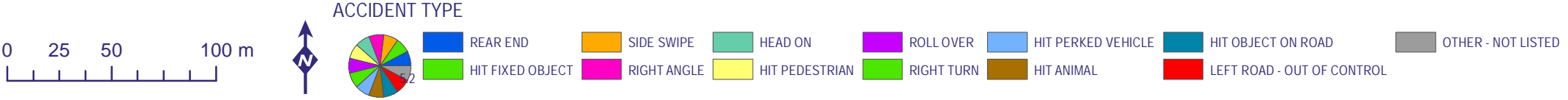
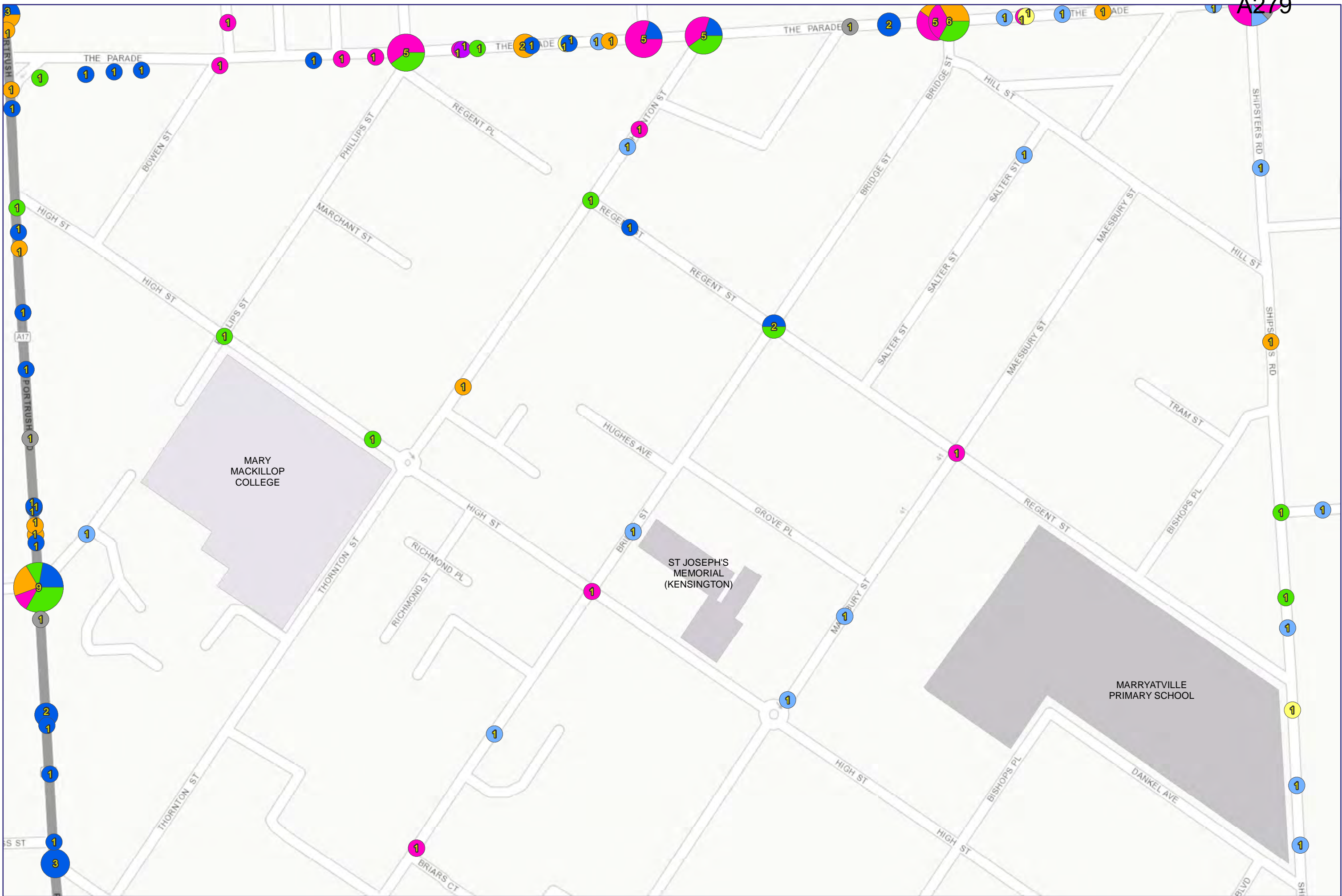
Data Acknowledgement:  
Cadastral supplied by PBBI Australia Pty Ltd  
Road data supplied by DATA SA  
Parking survey data collect by Tonkin Consulting and GTA Consultants

— Sections for No Stopping lines over driveways

Norwood, Payneham and St Peters  
ST IGNATIUS COLLEGE JUNIOR  
SCHOOL AND ST JOSEPHS  
MEMORIAL (NORWOOD)

## **11 St Joseph's Memorial School (Kensington)**

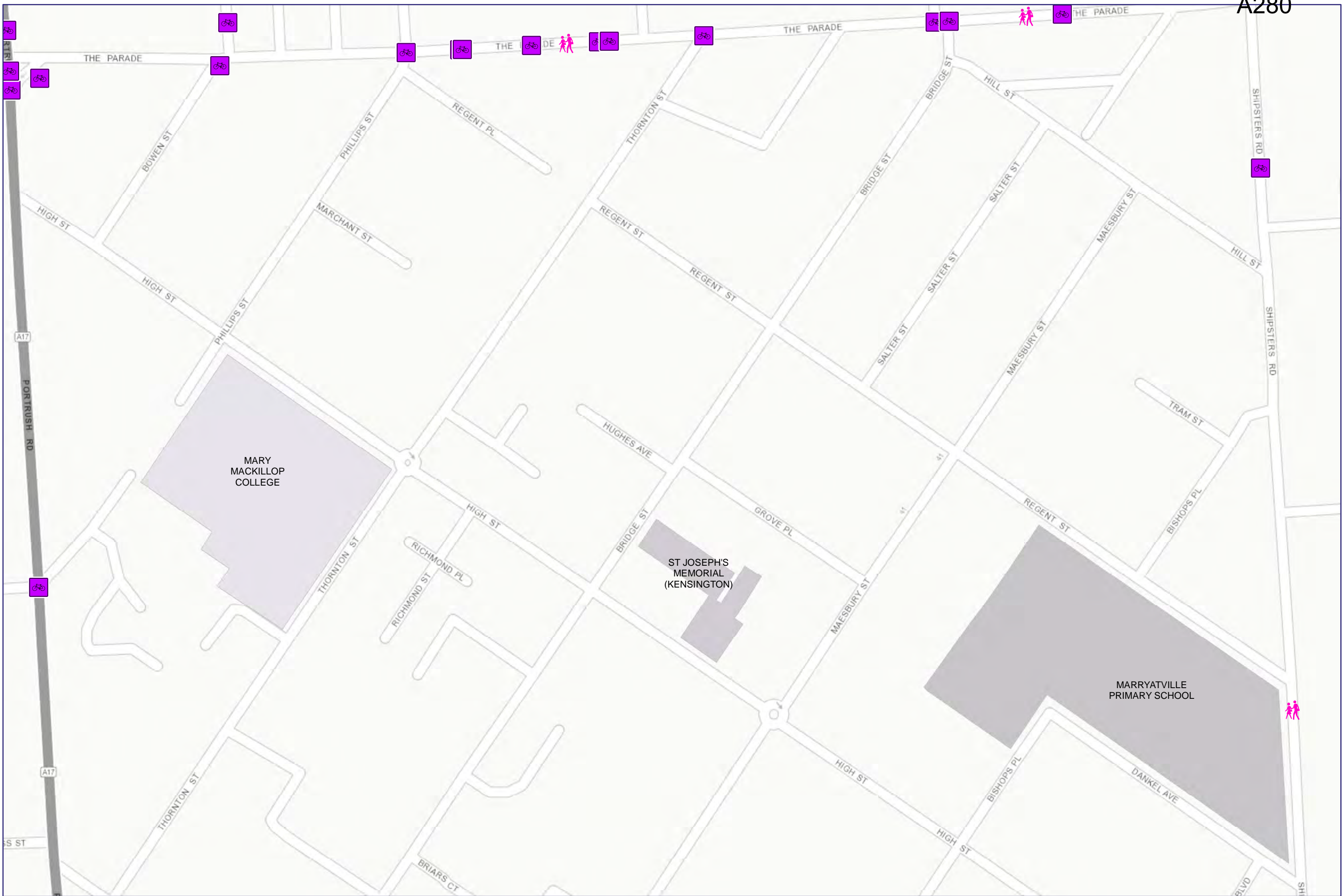
## 11.1 Crash Maps



MARRYATVILLE PRIMARY SCHOOL, MARY MACKILLOP AND ST JOSEPH'S MEMORIAL (KENSINGTON)

Figure 6





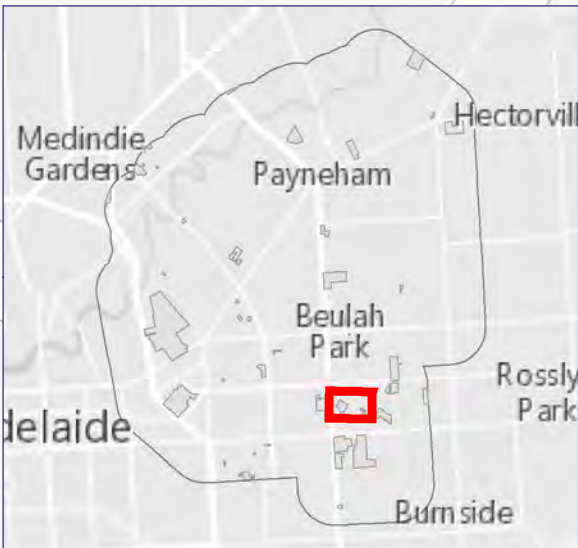
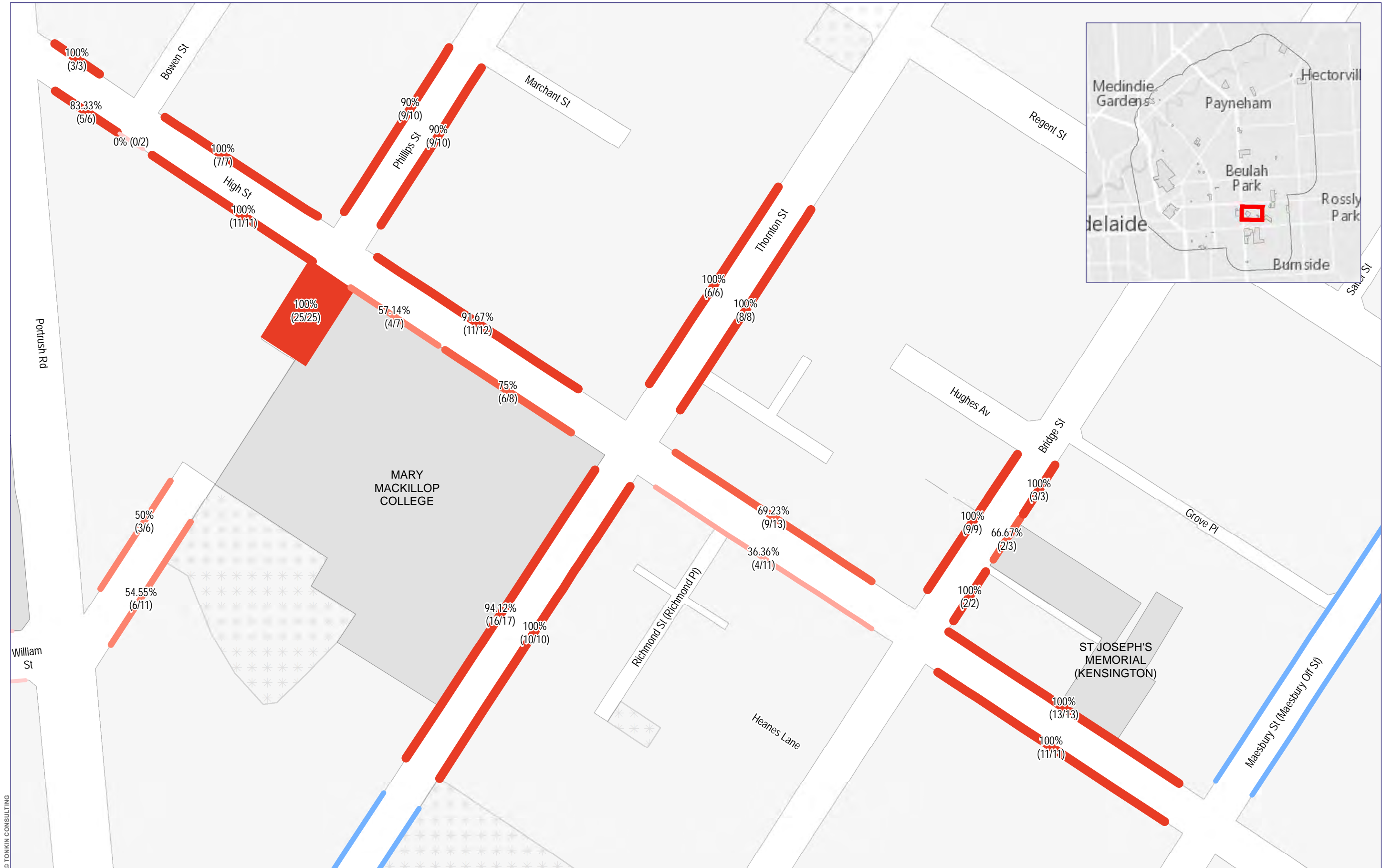
 Hit Bicycle     Hit Pedestrian

MARRYATVILLE PRIMARY SCHOOL, MARY MACKILLOP  
AND ST JOSEPH'S MEMORIAL (KENSINGTON)





## 11.2 Parking Survey



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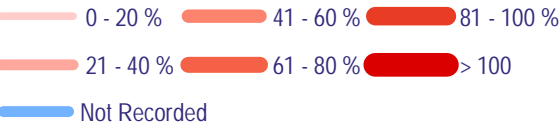


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Revision: REV A  
Date: Friday, 23 October 2015 at 10:07 AM  
Drawn: TMOON

Data Acknowledgement:  
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Road data supplied by DATA SA  
Parking survey data collect by Tonkin Consulting and GTA Consultants

Occupancy Percentage (%) - 8:45 to 8:55 AM



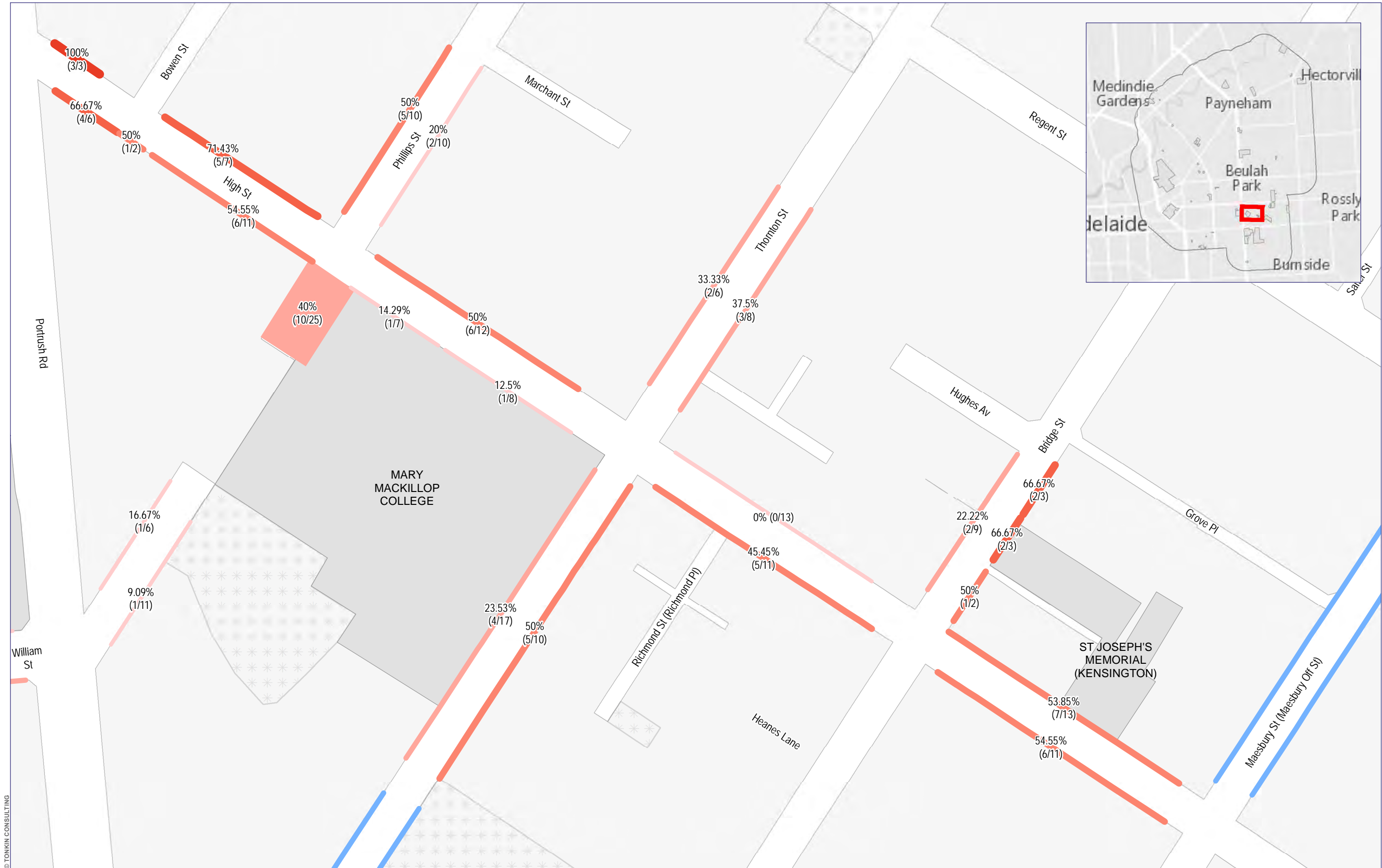
\*Note - Percentages greater than 100% possibly due to double ranking, use of no stopping / parking zones and / or small vehicles, scooters or motorbikes

Norwood, Payneham and St Peters

MARY MACKILLOP AND ST JOSEPH'S MEMORIAL (KENSINGTON)

8:45 to 8:55 AM 9/9/2015





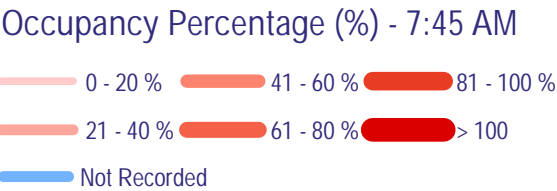
© TONKIN CONSULTING



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Date: Friday, 23 October 2015 at 10:09 AM  
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Data Acknowledgement:  
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Road data supplied by DATA SA  
Parking survey data collect by Tonkin Consulting and GTA Consultants

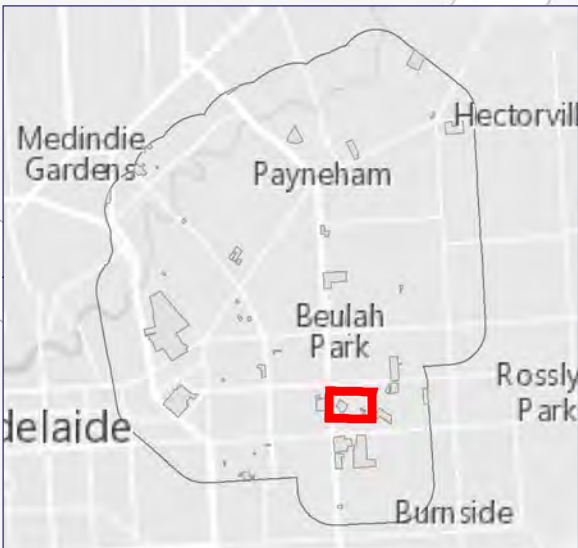
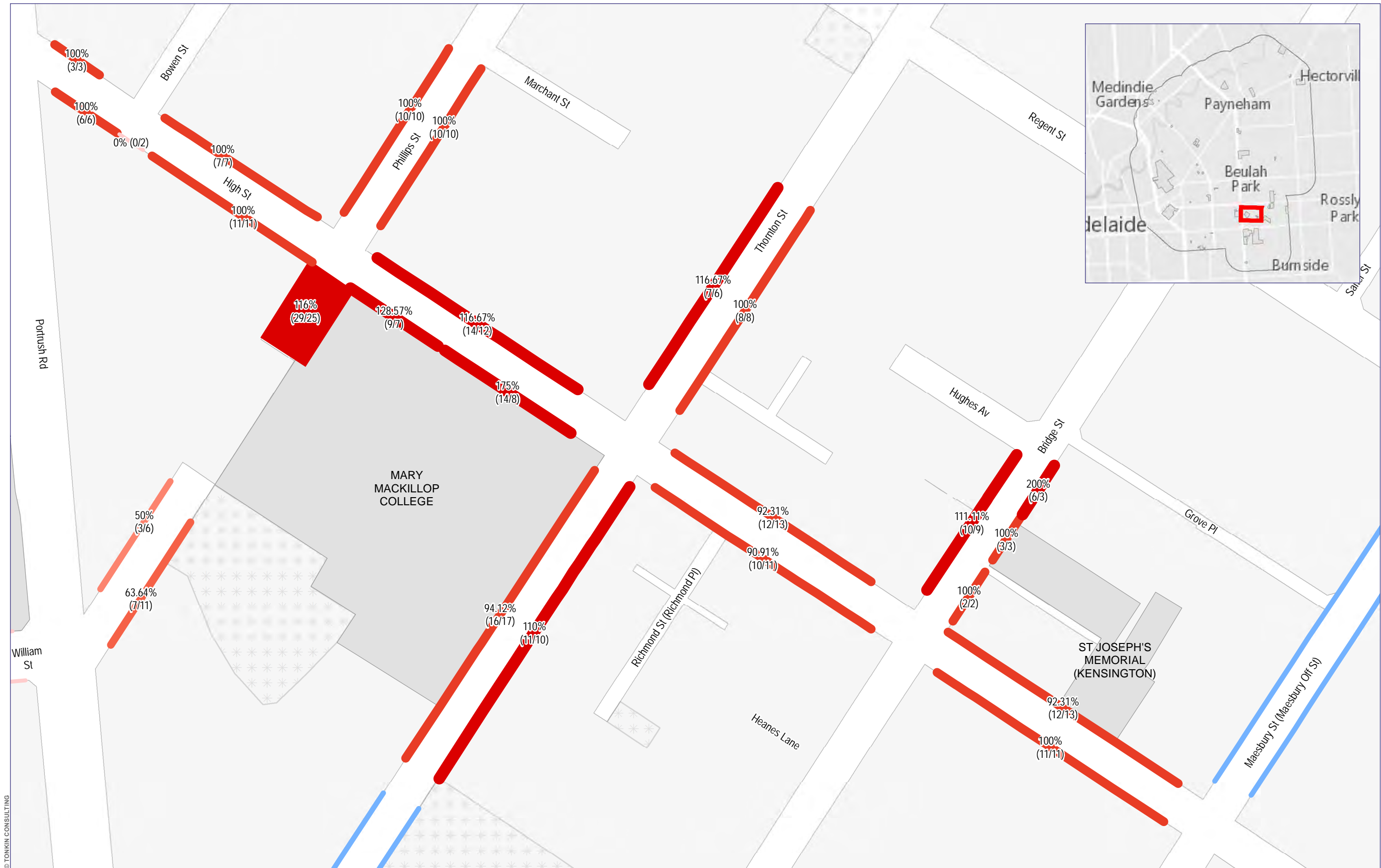


\*Note - Percentages greater than 100% possibly due to double ranking, use of no stopping / parking zones and / or small vehicles, scooters or motorbikes

Norwood, Payneham and St Peters

**MARY MACKILLOP AND ST JOSEPH'S MEMORIAL (KENSINGTON)**

7:45 AM 9/9/2015



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0 25 50 100 m  
1:1,500

Job Number: 20155097  
Filename: 20155097GE011D\_SU\_MM\_c\_325  
Revision: REV A  
Date: Friday, 23 October 2015 at 10:15 AM  
Drawn: TMOON

Data Acknowledgement:  
Cadastral supplied by PBBi Australia Pty Ltd  
Road data supplied by DATA SA  
Parking survey data collect by Tonkin Consulting and GTA Consultants

Occupancy Percentage (%) - 3:25 to 3:35 PM

|              |           |            |
|--------------|-----------|------------|
| 0 - 20 %     | 41 - 60 % | 81 - 100 % |
| 21 - 40 %    | 61 - 80 % | > 100      |
| Not Recorded |           |            |

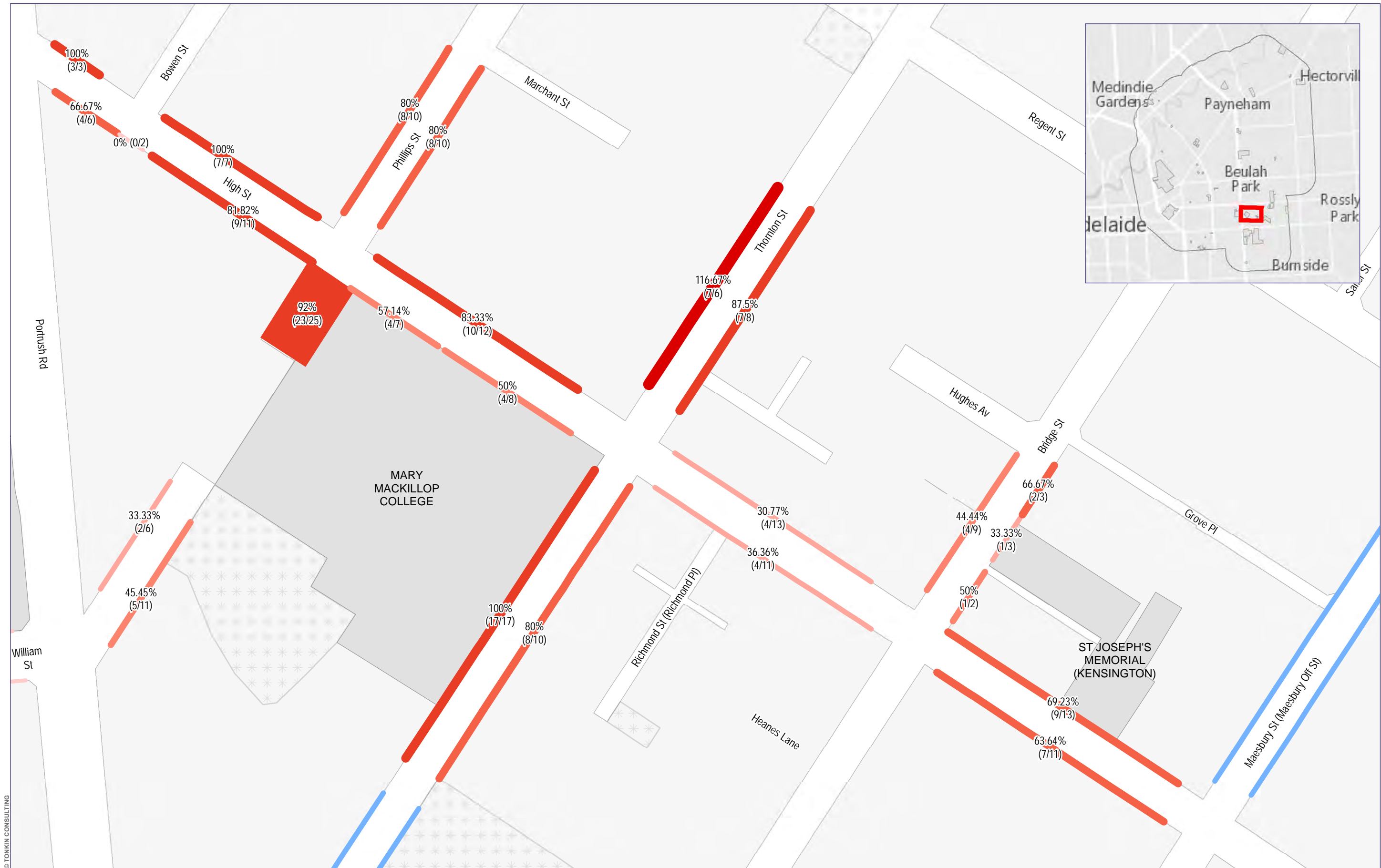
\*Note - Percentages greater than 100% possibly due to double ranking, use of no stopping / parking zones and / or small vehicles, scooters or motorbikes

Norwood, Payneham and St Peters

**MARY MACKILLOP AND ST JOSEPH'S MEMORIAL (KENSINGTON)**

3:25 to 3:35 PM 9/9/2015





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0 25 50 100 m  
1:1,500

Job Number: 20155097  
Filename: 20155097GE011C\_SU\_MM\_c\_215  
Revision: REV A  
Date: Friday, 23 October 2015 at 10:11 AM  
Drawn: TMOON

Data Acknowledgement:  
Cadastral supplied by PBBi Australia Pty Ltd  
Road data supplied by DATA SA  
Parking survey data collect by Tonkin Consulting and GTA Consultants

Occupancy Percentage (%) - 2:15 PM

|              |           |            |
|--------------|-----------|------------|
| 0 - 20 %     | 41 - 60 % | 81 - 100 % |
| 21 - 40 %    | 61 - 80 % | > 100      |
| Not Recorded |           |            |

\*Note - Percentages greater than 100% possibly due to double ranking, use of no stopping / parking zones and / or small vehicles, scooters or motorbikes

Norwood, Payneham and St Peters

MARY MACKILLOP AND ST JOSEPH'S MEMORIAL (KENSINGTON)

2:15 PM 9/9/2015

### 11.3 Parking Controls



## 11.4 Consultation



**Jennie Lawes**

---

**From:**  
**Sent:** Wednesday, December 9, 2015 10:46 AM  
**To:** School Survey  
**Cc:**  
**Subject:** comments

Re Investigation into schools and traffic NPSP Council area

Paul Simons  
Senior Project Manager  
Tonkin Consulting  
Level 2, 66 Rundle Street  
KENT TOWN SA 5067  
Dear survey managers

Dear Paul

It was good to see the extent of observation and reporting undertaken by your firm .

I am directly affected by St Josephs in Bridge St.

Over 25 years I have seen a gradual worsening of the problems and have made a number of complaints to no avail.

I am pleased to see the reminder about duty of care and school parking planning to authorities.

Council enabled this junior primary school to expand, but when I enquired at the time if Council could consider purchasing the large land holding property up for sale on the corner of Bridge and High Sts -formerly a bakery – to enable parking for St Joseph's, this was not taken up. No doubt the rates for several townhouses were more attractive. That lack of sensible and responsible action has led to an escalation of problems.

Parent Behaviour

I have grandchildren and I am sympathetic to parents but many seem not to worry about respecting our neighbourhood. They are often seen blocking carriageways and I am surprised there have not been more accidents as a result. Generally, the recommendations in relation to Bridge St seem adequate but I would like to see more emphasis on modifying the behaviour of parents. Few seem to be able to stand walking more than a few metres to collect their children and we have often had cars half way across our driveway. They also do not seem to care about trampling on street plantings. No doubt, going by the size of their late model vehicles, many drive in from more well-heeled and modern suburbs with no schools in their streets to our relatively modest neighbourhood.

Therefore, I would highly recommend a branded Council wide campaign to assist school principals.

A focus of that campaign might be respecting the residents and the benefits of a short walk to the car after a day at school – our society is well aware that many children are not getting enough exercise as it is, so that would be entirely consistent with public health campaigns. It might also be good to let parents know about the history of Kensington in my case so that they understand how long this place has been going –since 1839..and how many adjustments it has had to make to modern changes, including their own needs !

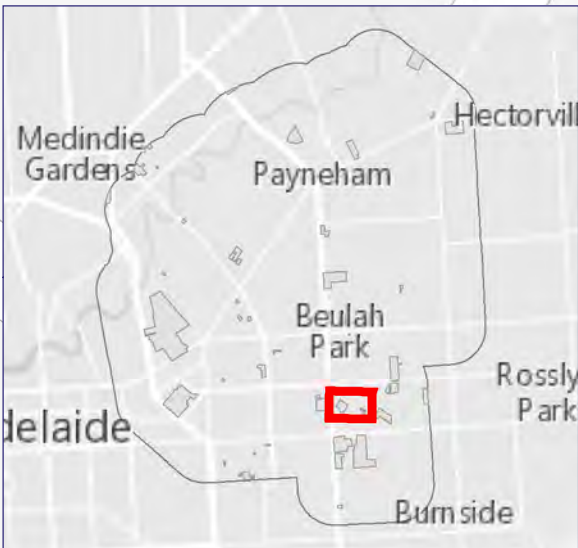
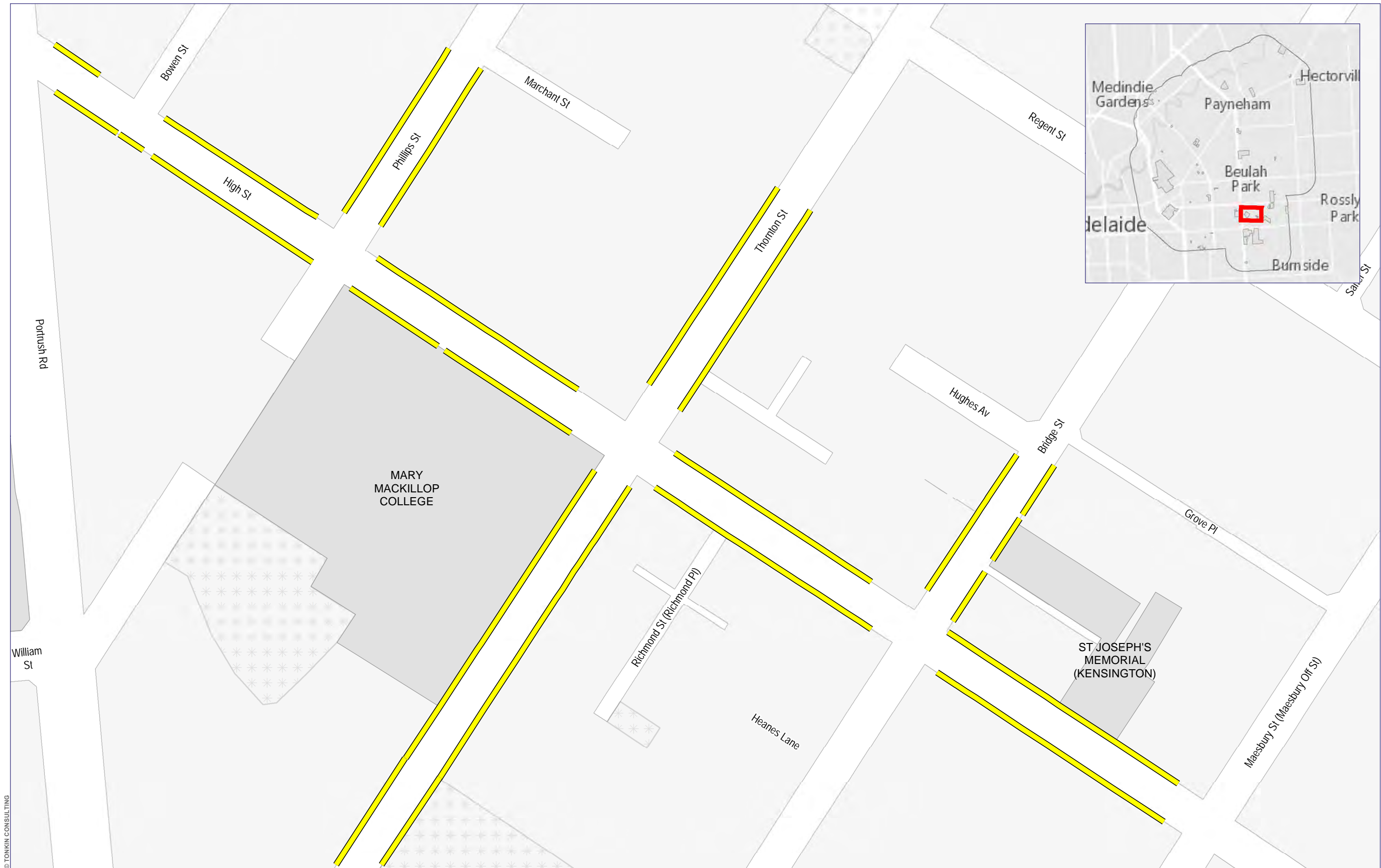
Thanks .

Regards





## **11.5 High Demand Parking Areas (for No Stopping Lines over Driveways)**



© TONKIN CONSULTING



0 25 50 100 m  
1:1,500

Job Number: 20155097  
Filename: 20155097GE011E\_SJ\_MMc\_No\_Stopping  
Revision: REV A  
Date: Friday, July 22, 2016 at 01:47 PM  
Drawn: TMOON

Data Acknowledgement:  
Cadastral supplied by PBBi Australia Pty Ltd  
Road data supplied by DATA SA  
Parking survey data collect by Tonkin Consulting and GTA Consultants

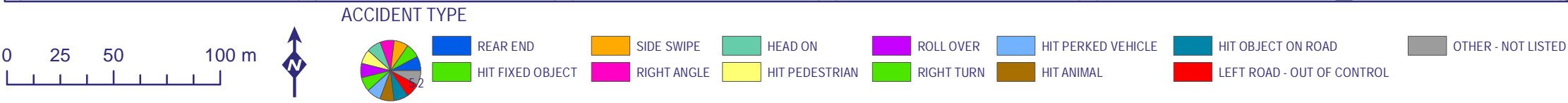
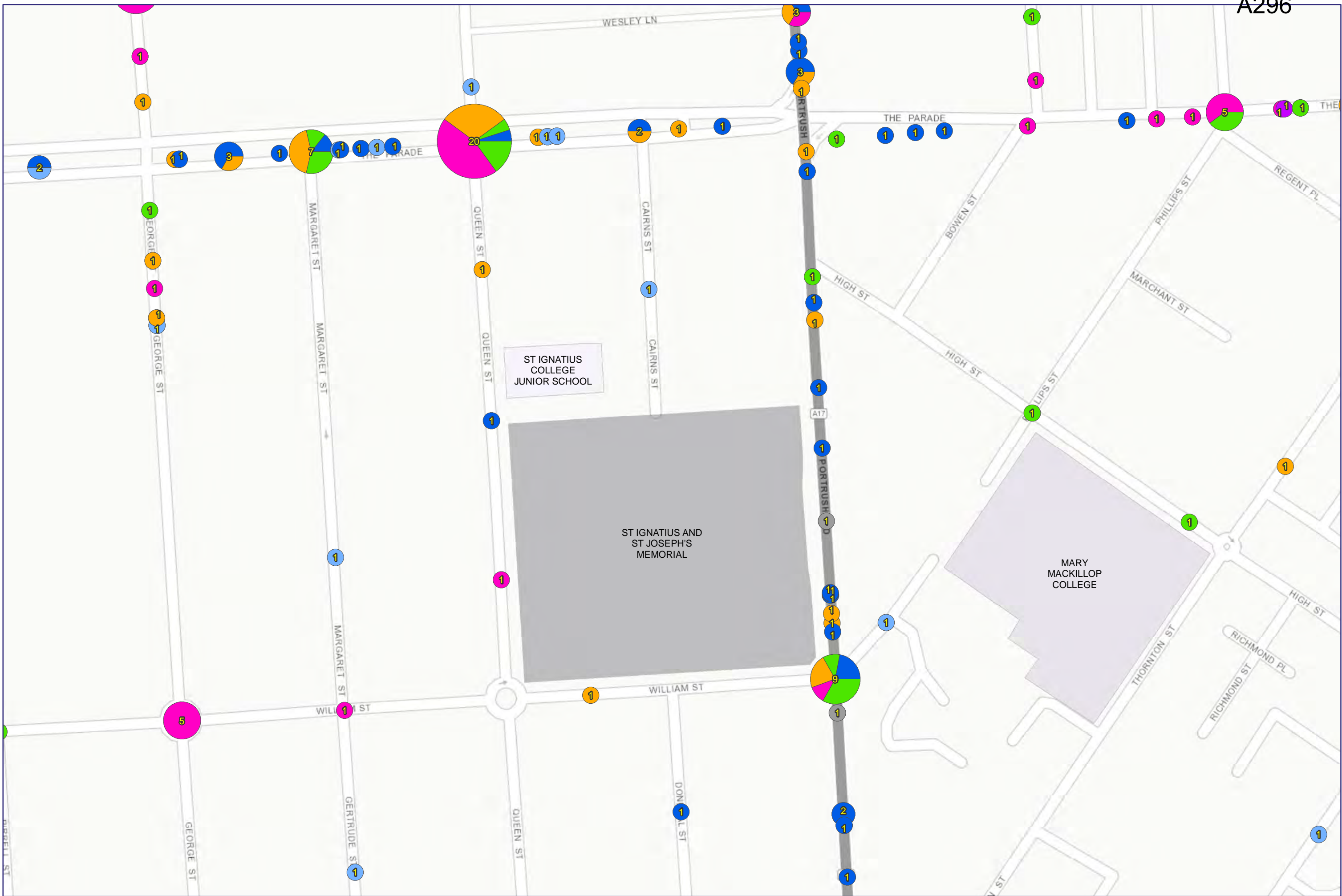
Sections for No Stopping lines over driveways

Norwood, Payneham and St Peters  
**MARY MACKILLOP AND ST JOSEPH'S  
MEMORIAL (KENSINGTON)**

## **12 St Joseph's Memorial School (Norwood)**

## 12.1 Crash Maps





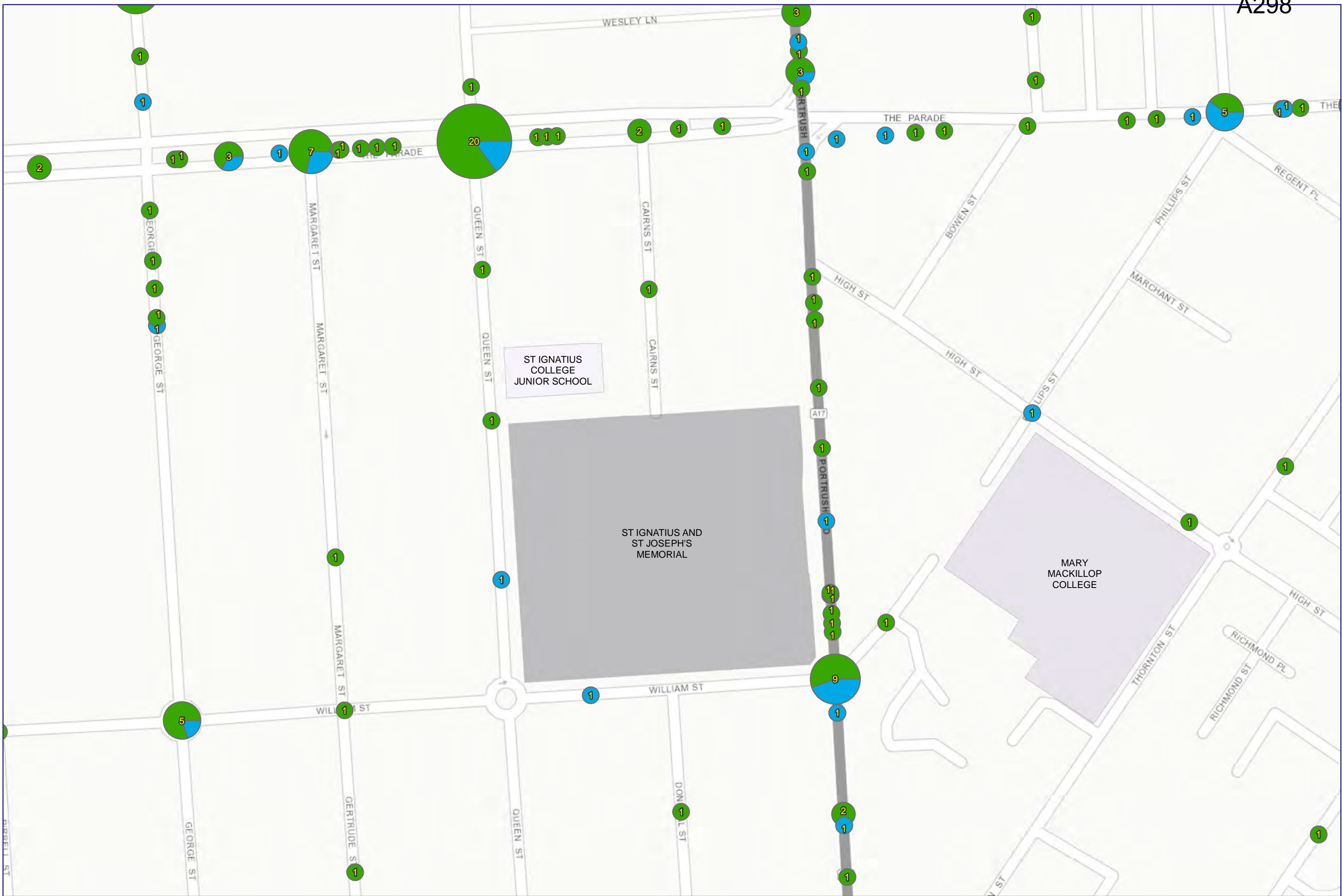
ST IGNATIUS COLLEGE JUNIOR SCHOOL AND ST JOSEPHS MEMORIAL (NORWOOD)

Figure 10



ST IGNATIUS COLLEGE JUNIOR SCHOOL AND  
ST JOSEPHS MEMORIAL (NORWOOD)



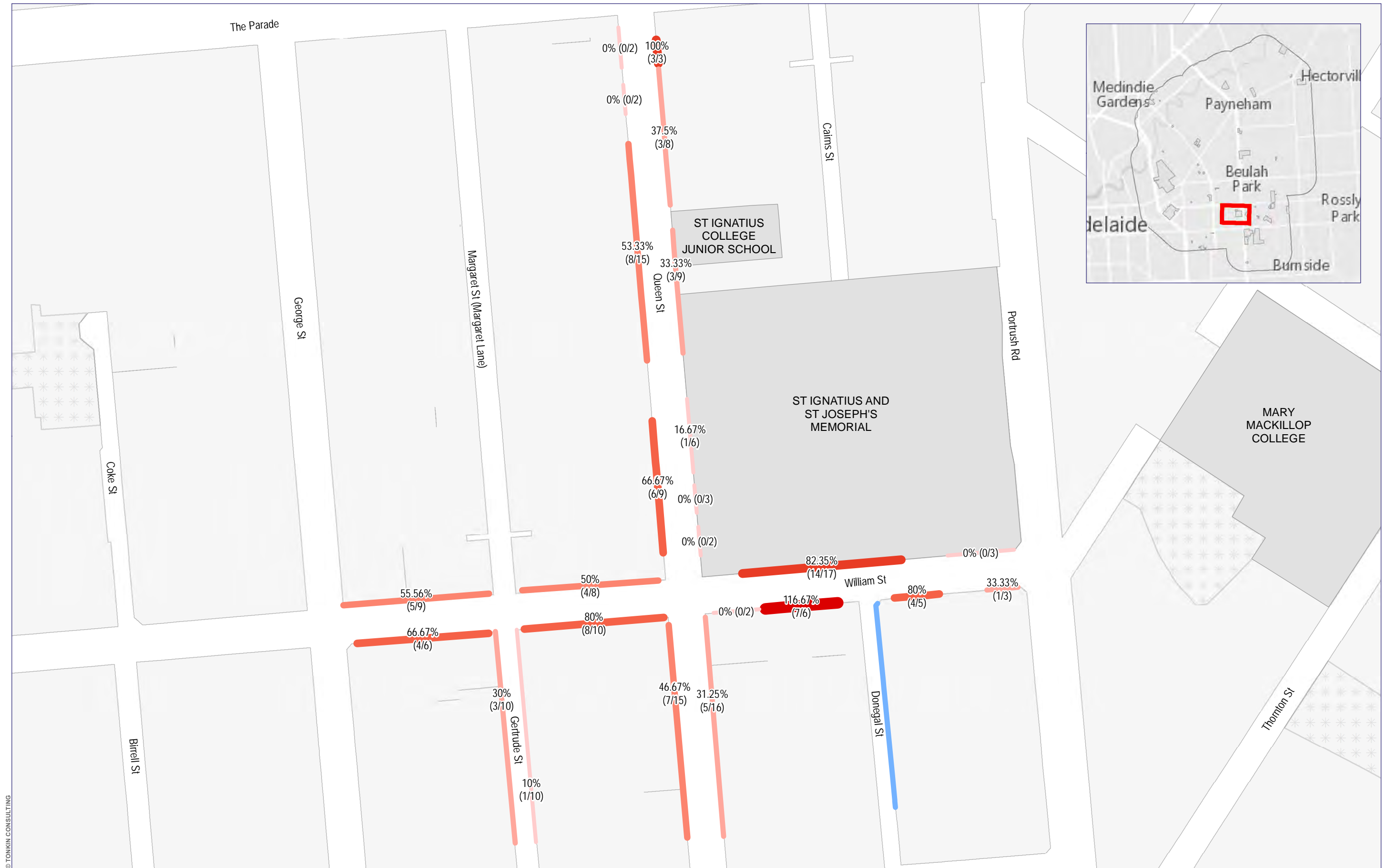


ST IGNATIUS COLLEGE JUNIOR SCHOOL AND ST JOSEPH'S MEMORIAL (NORWOOD)

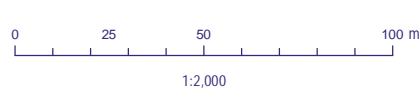
## 12.2 Parking Survey







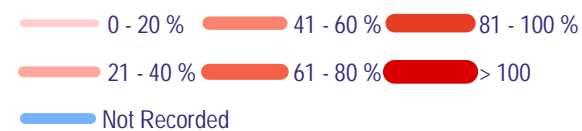
© TONKIN CONSULTING



Job Number: 20155097  
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Revision: REV A  
Date: Friday, 23 October 2015 at 12:24 PM  
Drawn: TMOON

Data Acknowledgement:  
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Road data supplied by DATA SA  
Parking survey data collect by Tonkin Consulting and GTA Consultants

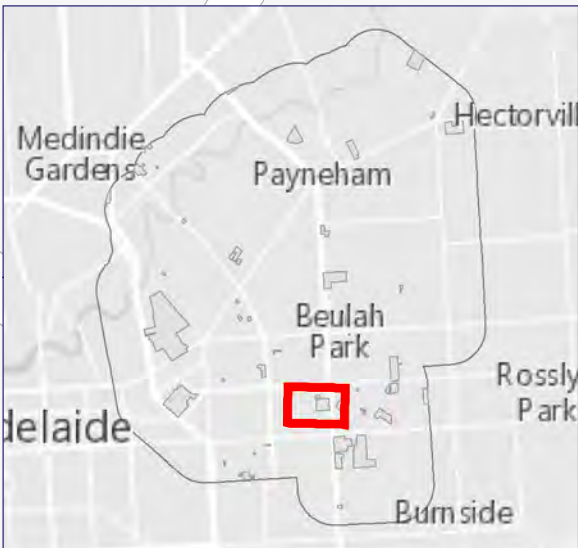
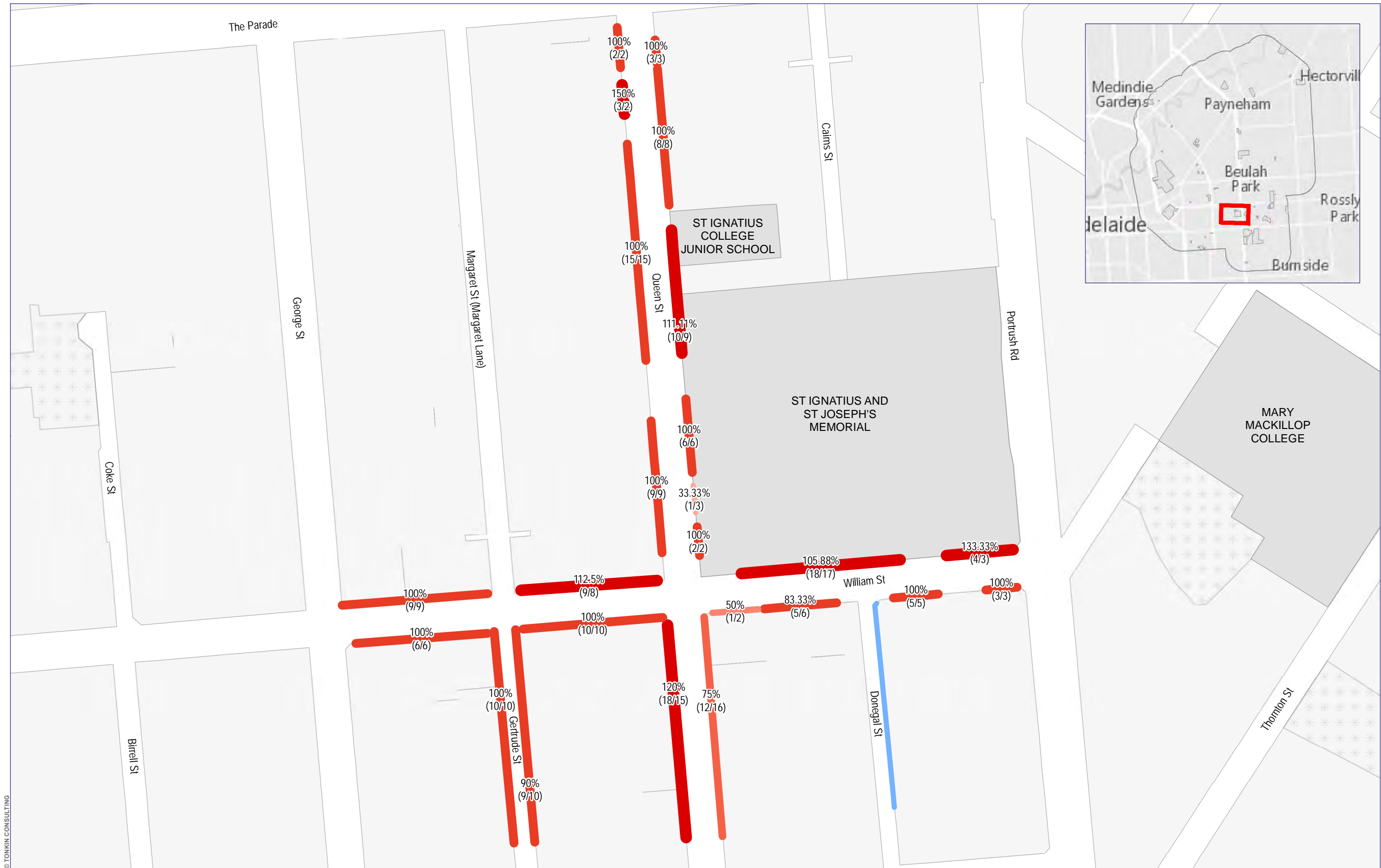
### Occupancy Percentage (%) - 7:45 AM



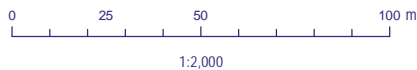
\*Note - Percentages greater than 100% possibly due to double ranking, use of no stopping / parking zones and / or small vehicles, scooters or motorbikes

Norwood, Payneham and St Peters  
**ST IGNATIUS COLLEGE JUNIOR SCHOOL AND ST JOSEPHS MEMORIAL (NORWOOD)**

7:45 AM 10/9/2015



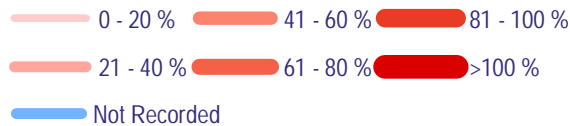
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Filename: 20155097GE012D\_SU\_SIL\_300  
Revision: REV A  
Date: Friday, 23 October 2015 at 12:28 PM  
Drawn: TMOON

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Road data supplied by DATA SA  
Parking survey data collect by Tonkin Consulting and GTA Consultants

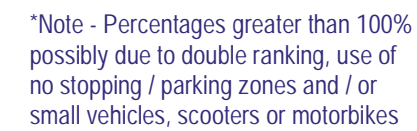
Occupancy Percentage (%) - 3:00 to 3:10 PM



\*Note - Percentages greater than 100% possibly due to double ranking, use of no stopping / parking zones and / or small vehicles, scooters or motorbikes

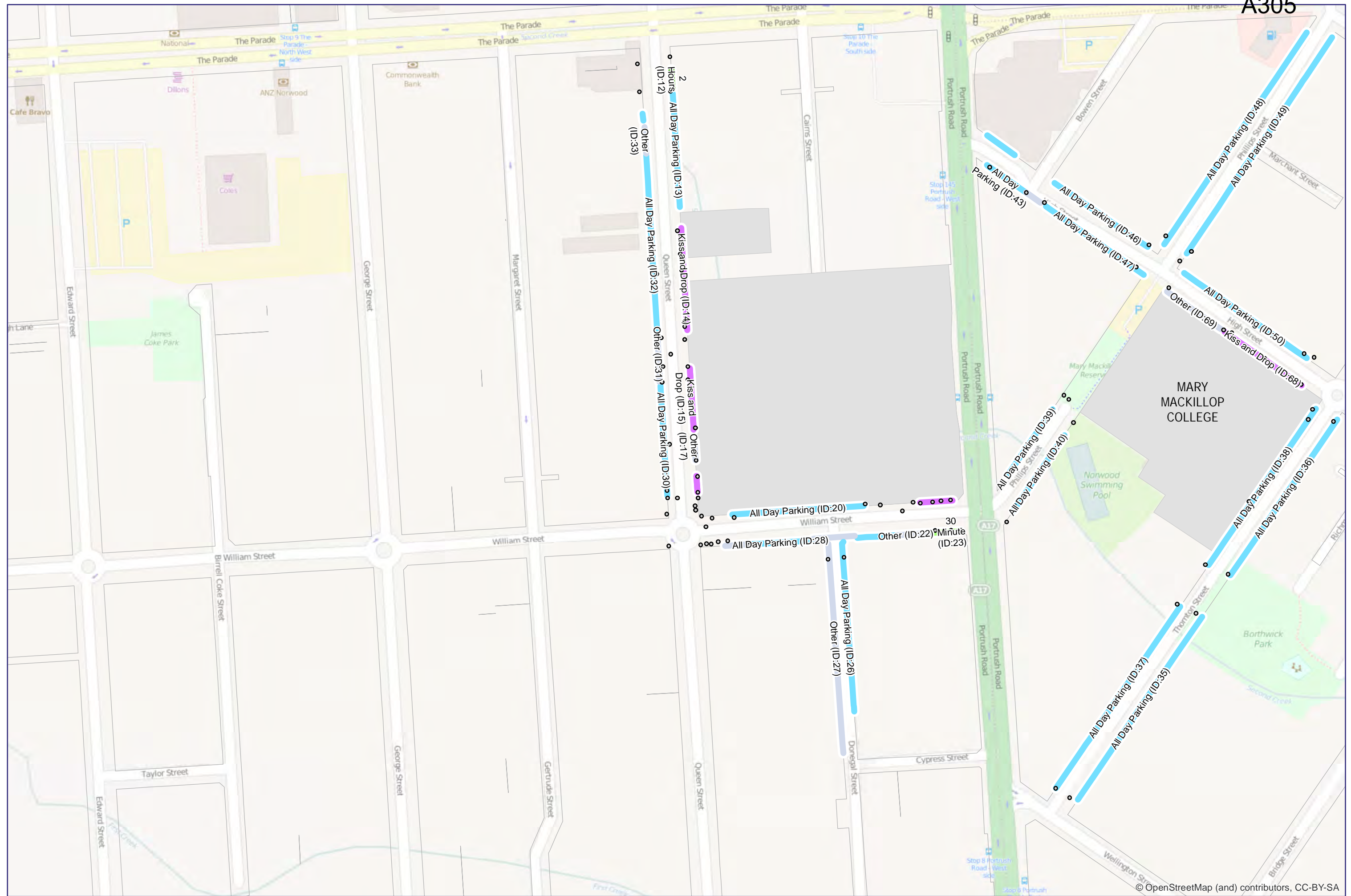
Norwood, Payneham and St Peters  
ST IGNATIUS COLLEGE JUNIOR  
SCHOOL AND ST JOSEPHS  
MEMORIAL (NORWOOD)

3:00 to 3:10 PM 10/9/2015



## 12.3 Parking Controls





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ST IGNATIUS COLLEGE JUNIOR SCHOOL AND  
ST JOSEPHS MEMORIAL (NORWOOD)

Figure 10



## 12.4 Consultation

**Jennie Lawes**

---

**From:**  
**Sent:** Wednesday, December 16, 2015 9:46 PM  
**To:** School Survey  
**Subject:** Draft report - traffic and parking around local schools

Thank you for the opportunity to comment on the draft report related to traffic and parking problems around schools in our council area. I live in Queen Street, Norwood and frequently observe the traffic problems associated with student drop off and pick up at St Ignatius Junior School in Queen Street and St Josephs school in William Street, Norwood. Unfortunately some parents seem to think it is OK to double rank in the street whilst waiting for their child to emerge from school. In the afternoons the bank up of traffic can extend down Queen Street and around the corner in to The Parade adjacent to the Bath Hotel. Perhaps placing cameras outside schools would enable police to easily issue fines to those drivers at the front of these queues.

Whilst suggested changes to parking signs and speed limits in the draft report may have some effect, they are not addressing the cause of the problem – too many cars converging on the one area at the same time. I think we can learn from India, where in many places small mini-buses collect students from home and take them to school, and then home again in the afternoon. In our council area, several nearby schools could pool their resources and establish shared bus services which would do the rounds in particular suburbs. This would have huge benefits for all road users by reducing traffic congestion, but particularly for parents who no longer would need to spend time driving their kids to and from school, and may allow some of them to use public transport to get to work.

Kind regards,

**Jennie Lawes**

---

**From:**  
**Sent:** Thursday, December 10, 2015 4:20 PM  
**To:** Paul Simons  
**Subject:** Comments re Safety Traffic & Parking Ref 20155097  
**Attachments:** TonkinNSPSchoolsPS001.pdf; TonkinNSPSchoolsPS002.pdf

Good Afternoon Paul,

In response to your letter regarding the 'City Wide Schools Safety and Traffic and Parking Review' dated 26 November 2015, we attach our comments (2 pages) Re two particular schools in your review namely:

- St Ignatius Junior College, Norwood and
- St Joseph's Memorial School, Norwood

We trust that our comments provide a further insight to your review and assist you in achieving a safer environment for all concerned.

As noted in our attachment should you wish to clarify and / or discuss any matter relating to our comments we would welcome that opportunity.

We look forward to a positive outcome for all stakeholders and would appreciate a return email confirming that you have received our comments.

It is hoped that we will be advised as to the agreed outcomes at the conclusion of the review.

Regards

Attachment: 2 Pages

**CITY WIDE SCHOOLS TRAFFIC SAFETY & PARKING REVIEW**  
**STAKEHOLDER REF NO 20155097 (Letter dated 26 November 2015)**

**For the attention of: Paul Simmons (Tonkin Consulting)**

Dear Paul,

The following are our comments and observations which we trust will assist you in presenting to Council a package of improvements to Queen Street and adjoining roads which will result in a safer environment for all its users.

**1. General Overview of our Situation:**

As residents of Queen Street for over 12 years we have witnessed significant growth of traffic movement in Queen Street and adjoining roads which spans from early in the morning (7am) to late in the evening.

Queen Street is probably unique in a number of ways given the broad usage of the street as illustrated below: (not in any specific order)

- Drop off and collection of Children at the St Ignatius Day Centre (adjacent to the St Ignatius Junior) being generally outside the main Junior School hours.
- Drop of and collection of Children at the St Ignatius Junior School (Monday to Friday)
- Drop off and collection of children involved in sporting activities at the St Ignatius Junior School (Saturdays)
- Delivery of food/small goods to the School and the Hotel and restaurants on the Norwood Parade
- Traffic and parking associated with the St Ignatius Church, including funerals, weddings, services and use of the hall for various functions
- Daily School chartered buses (morning and late afternoon) for students travelling to the St Ignatius senior school,
- Hire buses bringing generally young children to theatre productions at the Odeon Theatre (near Norwood Parade) together with hire buses for St Ignatius student excursions. This may occur over a period of some days and occurs throughout the year.
- Parking for Teachers and visitors to the St Ignatius Junior School (Monday to Friday)
- Overflow vehicular parking for residents living in standalone houses, flats and apartments (possibly due to insufficient parking on their properties)
- Parking by persons working or visiting the parade shops etc. ( incidentally we believe this overflows into William Street as we sometimes need to park our motor vehicles in William Street and generally it is also full.
- Parking of visitors to the Parade in the early to late evening ( late evening say 10-12pm is generally the time we have experienced cars speeding)

**2. Comments on 'Your Recommendations – Clause 1.13.6 of your Draft Report Ref No 20155097 dated 26.11.15' as they may impact on the safety of ourselves and all others utilising Queen Street either on foot, car, bicycle, motor bike:**

- Enforcement of kiss-n-drop - Similar to what generally occurs currently. We have noted that the driver needs to get out of their vehicle to assist the child or children with removing their 'school bags' from their car and to ensure they are safely on the footpath. Therefore 'Signage may need to reflect this to ensure 'the safety of all concerned'.

- Upgrading the current road crossing to a crossing with flashing lights together with the required road appears to be a mandatory requirement ( as per many schools interstate).
- For any parking restrictions to be effective this must involve the Council who would need to increase their current monitoring on top of their current workload in this area.
- SAPOL from time to time have run blitzes on speeding which do not appear to change the long term problem of speeding particularly in the area in front of our home.
- The St Josephs Memorial Primary School's drop off and pickup together with parent and teacher parking needs also would have some impact on parking and traffic flow in Queen Street / William Street. The extent to which we assume your review can determine and take account of.
- Given our comments above we are strong advocates of a 40KPH limit being imposed in Queen Street (from at least William Street to The Parade). Such an action together with some form of 'vehicle calming' being incorporated in the design of the proposed 'Koala' School Crossing and painted lines on the road (indicating a danger area similar 'Rail Crossing') would hopefully avoid a serious accident occurring.

### 3. St Joseph's Memorial Primary, Norwood

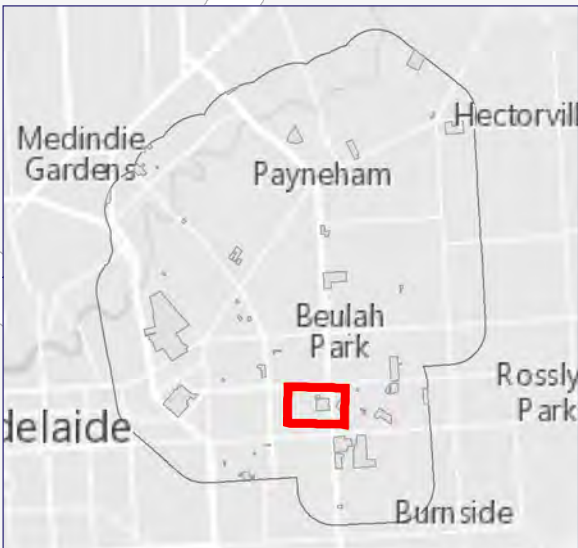
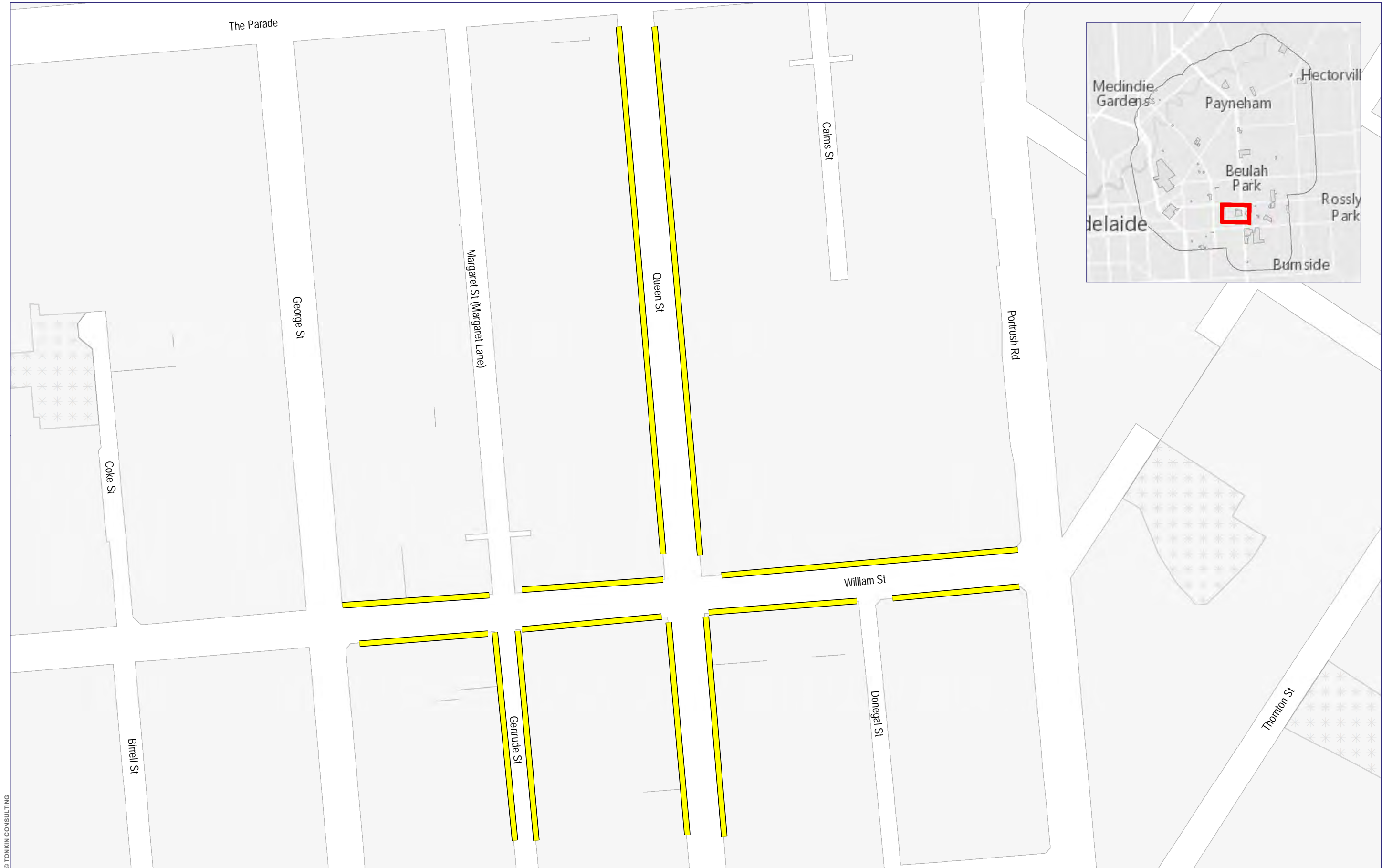
Many of the above comments re parking and speeding issues relating to Queen Street apply equally to the St Josephs Primary with the additional complexities relating to the use of William Street as a 'main alternative' route to and from the City of Adelaide used particularly by cyclists.

We trust that our comments will assist you in finalising your recommendations to the Council and we would appreciate your acknowledgement of our letter.

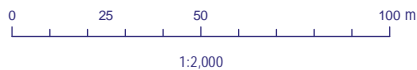
Should you wish to discuss any of comments or recommendations please do not hesitate to contact us as follows:



## **12.4 High Demand Parking Areas (for No Stopping Lines over Driveways)**



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Job Number: 20155097  
Filename: 20155097GE012E\_SU\_Sil\_No\_Stopping  
Revision: REV A  
Date: Friday, July 22, 2016 at 01:36 PM  
Drawn: TMOON

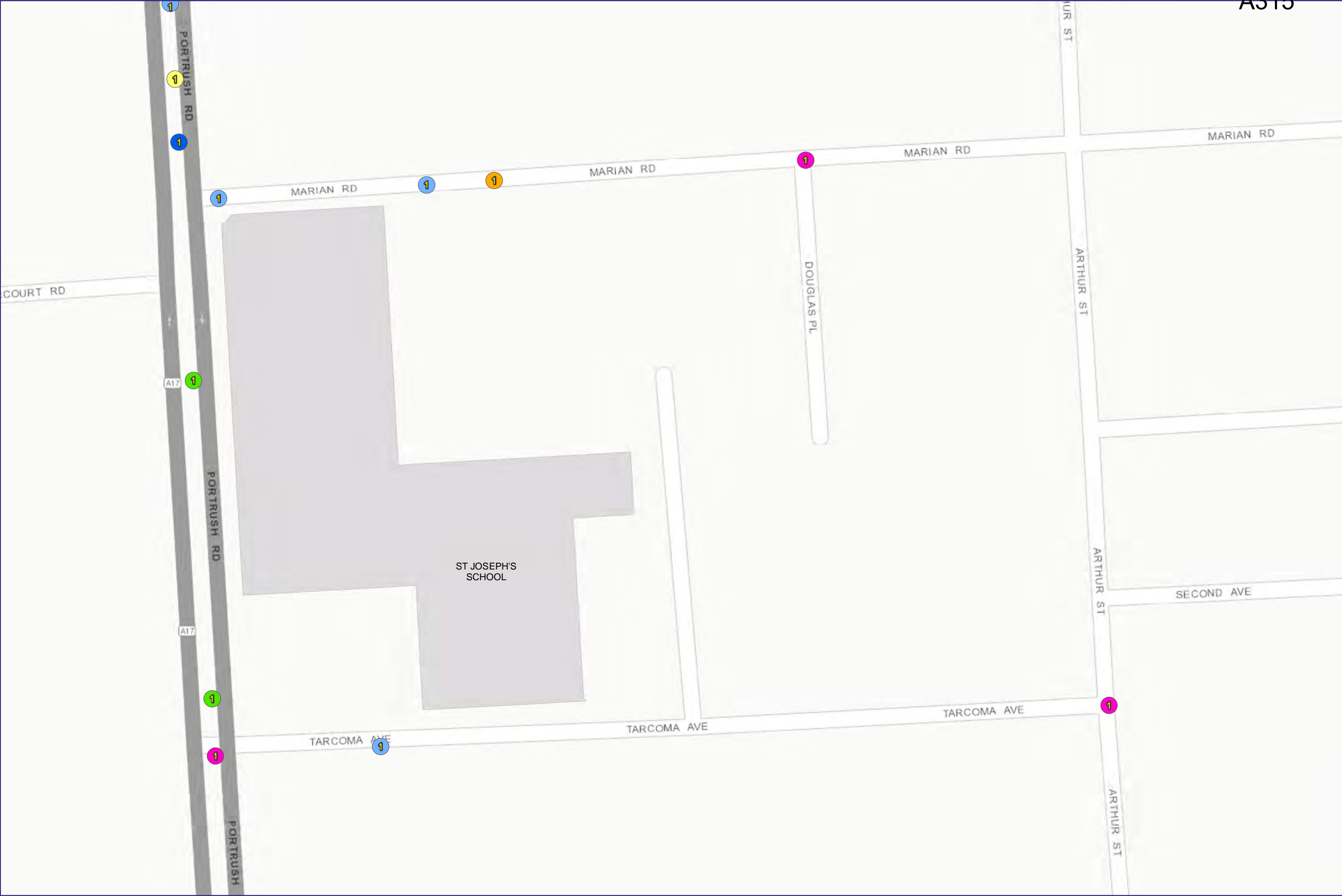
Data Acknowledgement:  
Cadastral data supplied by PPB Australia Pty Ltd  
Road data supplied by DATA SA  
Parking survey data collected by Tonkin Consulting and GTA Consultants

— Sections for No Stopping lines over driveways

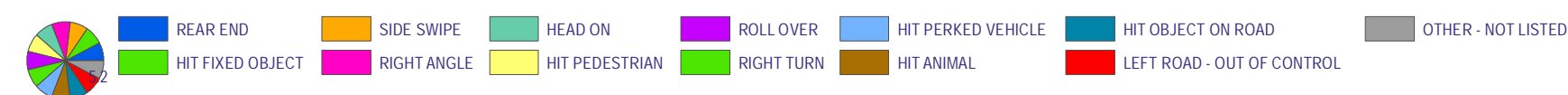
Norwood, Payneham and St Peters  
ST IGNATIUS COLLEGE JUNIOR  
SCHOOL AND ST JOSEPHS  
MEMORIAL (NORWOOD)

## **13 St Joseph's School (Payneham)**

## 13.1 Crash Maps



ACCIDENT TYPE



ST JOSEPHS SCHOOL  
(PAYNEHAM)

Figure 13

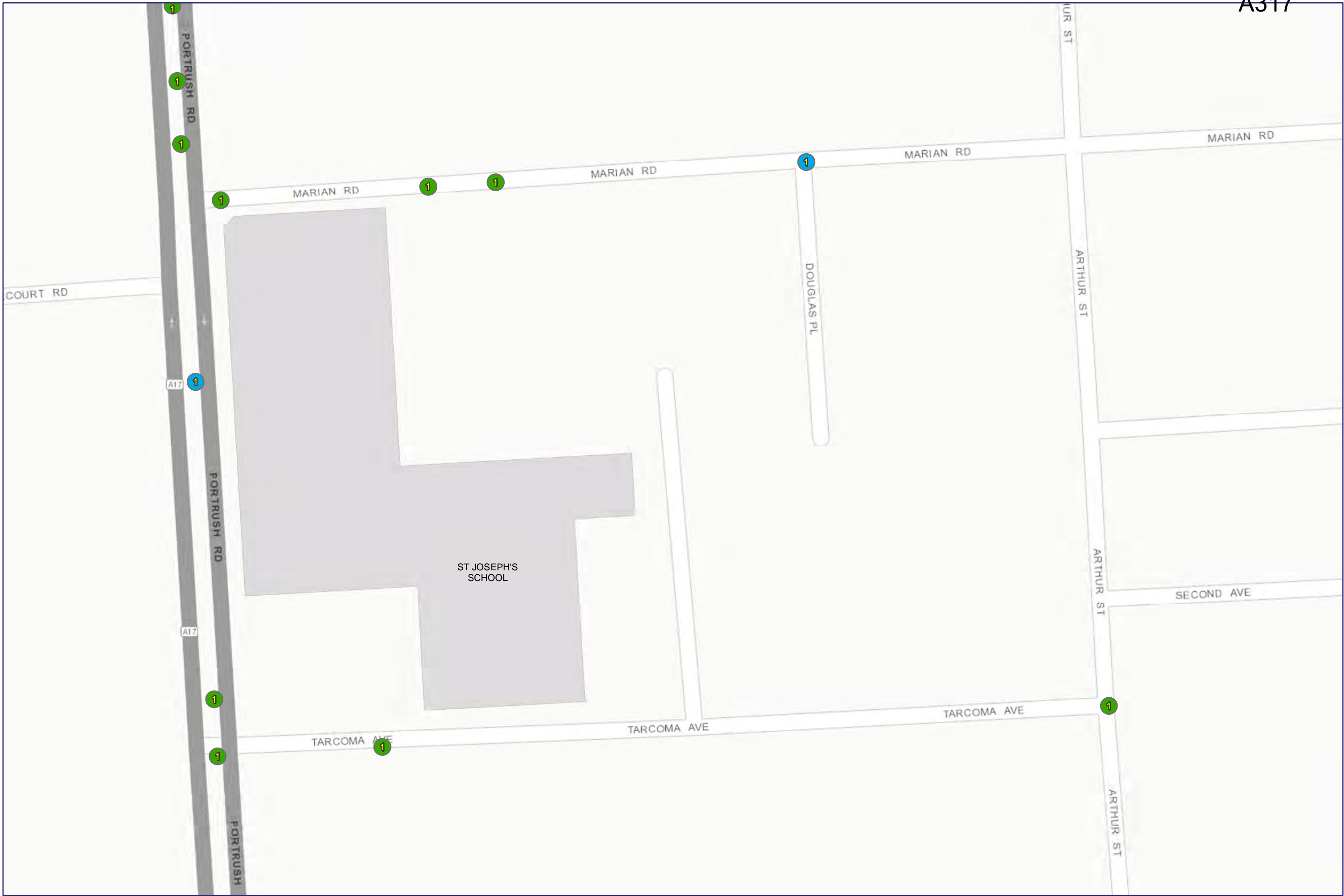




 Hit Bicycle  Hit Pedestrian

ST JOSEPHS SCHOOL  
(PAYNEHAM)

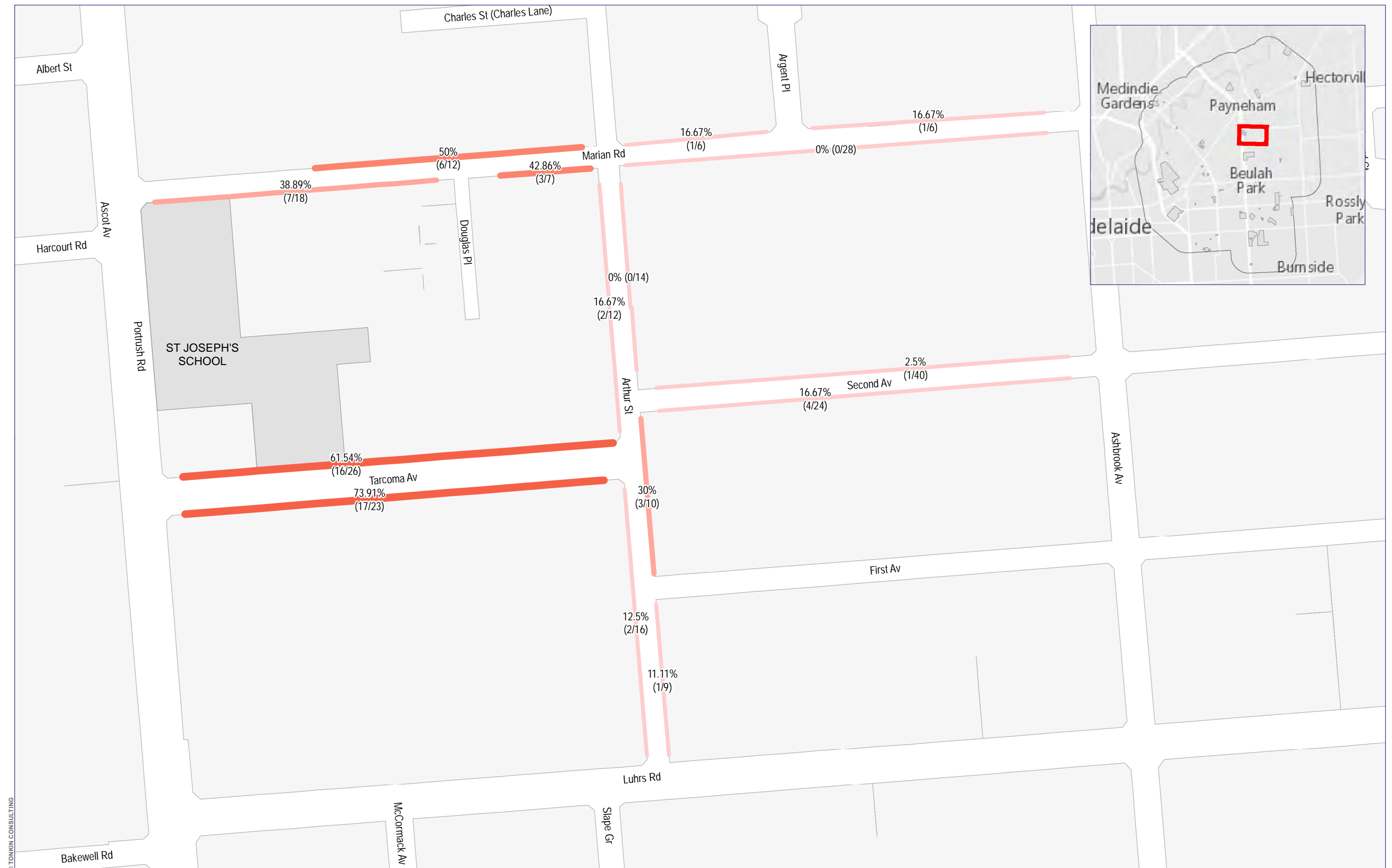
Figure 13



ST JOSEPHS SCHOOL  
(PAYNEHAM)

Figure 13

## 13.2 Parking Survey



Norwood, Payneham and St Peters

ST JOSEPH'S SCHOOL (PAYNEHAM)

8:45 AM 8/9/2015

\*Note - Percentages greater than 100% possibly due to double ranking, use of no stopping / parking zones and / or small vehicles, scooters or motorbikes

Occupancy Percentage (%) - 8:45 AM

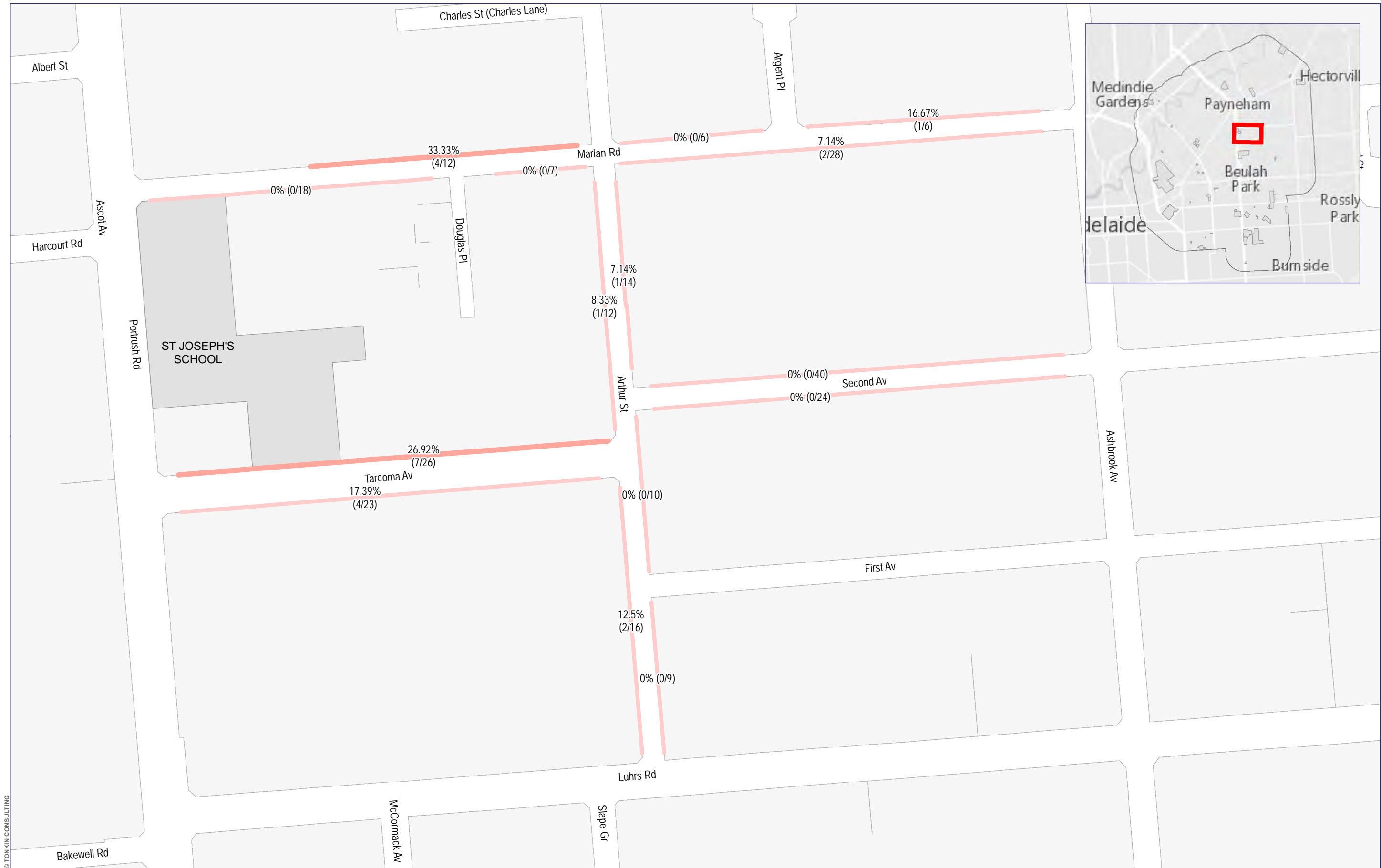
0 - 20 %    21 - 40 %    41 - 60 %    61 - 80 %    81 - 100 %    > 100

Not Recorded



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 Revision: REV A  
 Date: Thursday, 22 October 2015 at 04:52 PM  
 Drawn: TMOON

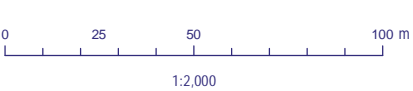
Data Acknowledgement:  
Cadastre supplied by PBBi Australia Pty Ltd  
Road data supplied by DATA SA  
Parking survey data collect by Tonkin  
Consulting and GTA Consultants



Norwood, Payneham and St Peters

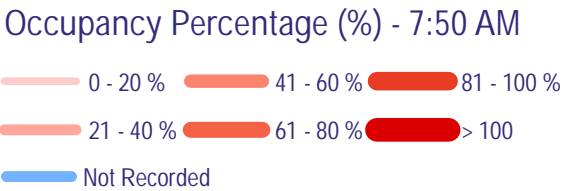
ST JOSEPH'S SCHOOL (PAYNEHAM)  
7:50 AM 8/9/2015

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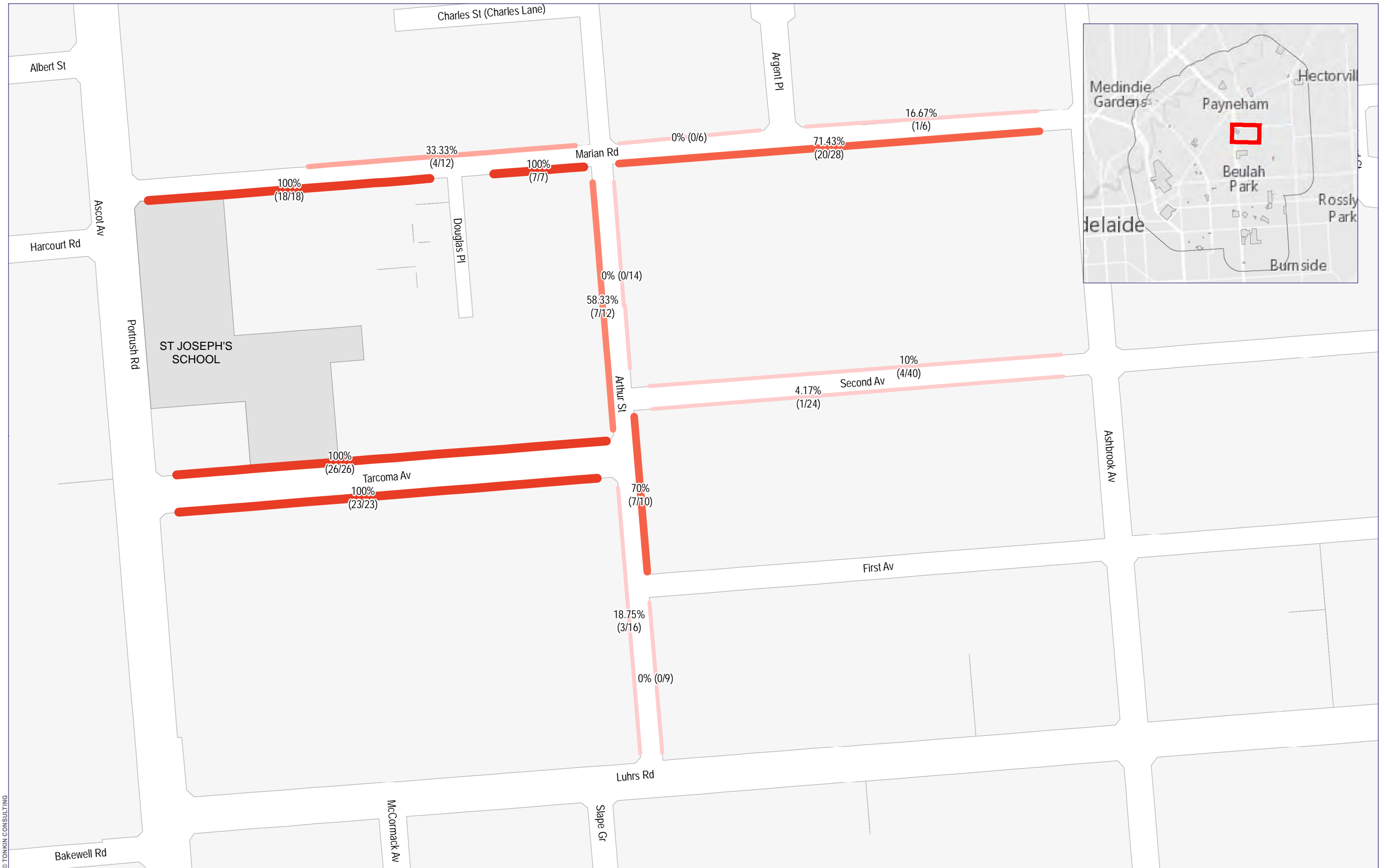
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Date: Thursday, 22 October 2015 at 04:51 PM  
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Data Acknowledgement:  
Cadastral data supplied by PPB Australia Pty Ltd  
Road data supplied by DATA SA  
Parking survey data collected by Tonkin Consulting and GTA Consultants



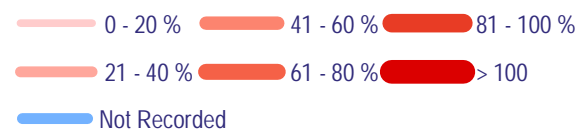
\*Note - Percentages greater than 100% possibly due to double ranking, use of no stopping / parking zones and / or small vehicles, scooters or motorbikes





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Occupancy Percentage (%) - 2:55 AM

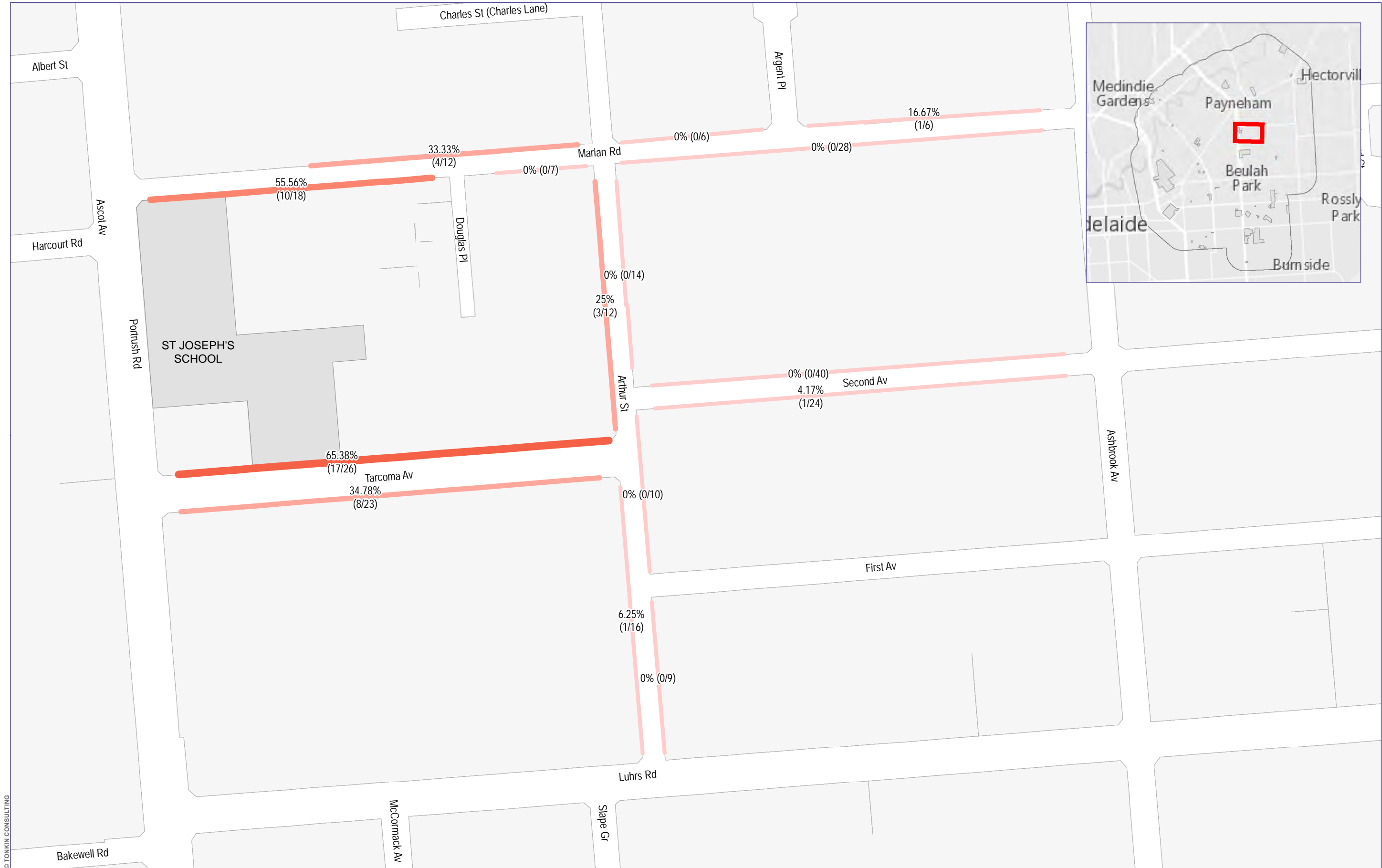


\*Note - Percentages greater than 100% possibly due to double ranking, use of no stopping / parking zones and / or small vehicles, scooters or motorbikes

Norwood, Payneham and St Peters

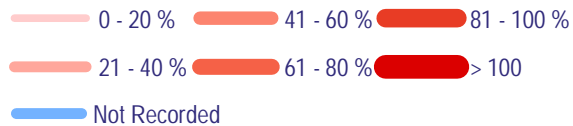
ST JOSEPH'S SCHOOL (PAYNEHAM)

2:55 PM 8/9/2015



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Occupancy Percentage (%) - 2:15 AM

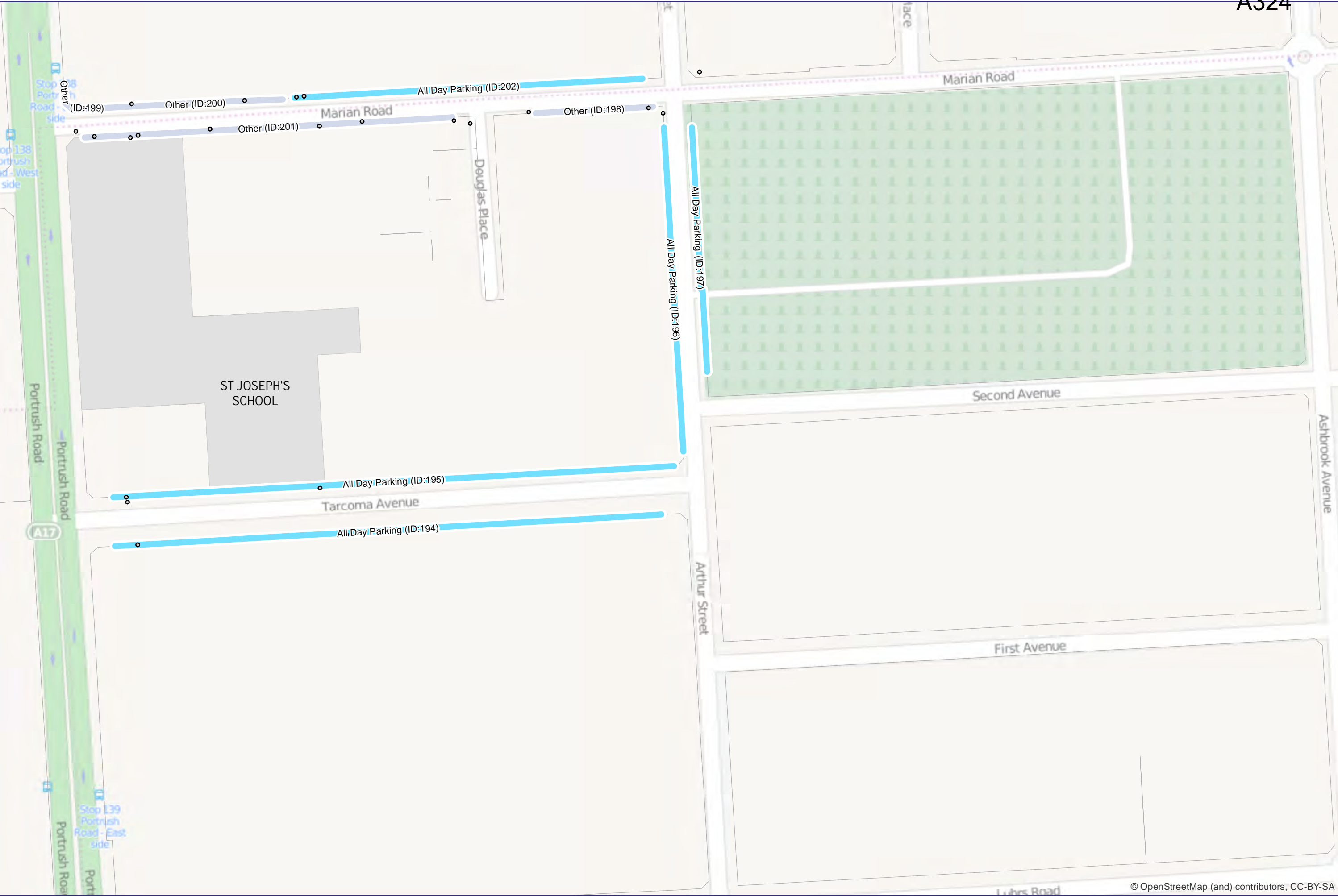


\*Note - Percentages greater than 100% possibly due to double ranking, use of no stopping / parking zones and / or small vehicles, scooters or motorbikes

Norwood, Payneham and St Peters

**ST JOSEPH'S SCHOOL (PAYNEHAM)**  
2:15 PM 8/9/2015

### 13.3 Parking Controls



- |           |           |             |            |
|-----------|-----------|-------------|------------|
| 1 Hour    | 2 Hours   | All Day     | No Parking |
| 15 Minute | 30 Minute | Kiss & Drop | Other      |

ST JOSEPH'S SCHOOL (PAYNEHAM)

## 13.4 Consultation



**Jennie Lawes**

---

**From:**  
**Sent:** Sunday, December 20, 2015 9:42 PM  
**To:** School Survey  
**Cc:**  
**Subject:** NP&SP Council - School safety traffic & parking review

Dear Mr Simons,

We wish to submit a response to the NP&SP Council - School safety traffic & parking review.  
We hope you will accept our late response.

We reside at the top of Tacoma Avenue on the corner of Arthur St in Payneham South. We have previously corresponded with St. Josephs Primary School, The council and State, Federal and local representatives to express significant concerns in relation to safety on Tarcoma Avenue. Whilst we acknowledge that the focus of your report is school safety, your recommendations do not take into consideration broader traffic issues pertaining to Tarcoma Avenue. Residents have significant concerns relating to traffic safety outside of school hours. This includes excessive speeding due to the wide nature of the street.

Your recommendation of a kiss and go zone will not address these concerns and therefore we would like to put forward the idea of speed humps on Tarcoma Avenue as has previously been installed on Devitt Street adjacent to Trinity Gardens Primary School. Alternatively a traffic island placed at the the intersection of Tarcoma Avenue and Arthur Street would help to manage excessive speeding observed at that intersection and would have no negative impact on school traffic. Finally, we disagree with the recommendation of the proposed kiss and go zone because it's far from the school entrance and it will impact the local residents.

Regards,

**Jennie Lawes**

---

**From:**  
**Sent:** Monday, December 21, 2015 2:14 PM  
**To:** Paul Simons  
**Subject:** Re: Schools Traffic Review  
**Attachments:** Doc1.pdf

Hi Paul

Thanks for getting back to me and giving me the opportunity to respond even though the cut off date has passed. I thought I would have been notified however as I couldn't recall receiving anything thought id check.

I live within close proximity to St Joseph's School and I see the main issues around that area being as a result of queuing traffic for the kiss and drop zone on Marian Road and where parking is permitted. These problems arise as a result of the narrow streets. Widening the streets is obviously not possible but changing the way traffic is able to move through these areas would help.

The kiss and drop on Marian Road seems to work ok when everyone is doing the correct thing eg stopping letting kids out and then driving off. There are issues with people queuing over driveways but this is an educational thing and something that school staff could help to fix by education parents and Council inspectors enforcing and fining.

What does not work with the kiss and drop is that you can also park on the northern side of Marian Road effectively making it a one lane road which can cause major problems if you get cars traveling in both directions as there is not may areas to pull into for one car to let the other past. I believe this could be resolved by making the entire northern part of Marian Road between Portrush and Arthur no standing 8-9 and 3-4. this will then allow for safe 2 way traffic movement.

With the proposed kiss and drop on Tarcome Ave a no standing zone should also be located on the opposite side of the road to ensure 2 ways traffic movement can occur.

Other things that would help traffic would be to increase the yellow line at the intersection of Marian and Arthur further south along Arthur to ensure there is enough room for a car to be waiting on Arthur to turn left or rights and not block the road (if a car is park on either side of Arthur) for a car to get from Marian to Arthur heading south.

There should also be no parking at any time on the western side of Arthur Street between the intersection of Tarcoma and Second.

I have attached a screenshot from Google maps showing these areas to make it a bit clearer for you.

Council's parking inspectors need to have a better presence around the school at peek times and ensure that people are fined if doing the wrong thing as people stopping/parking over driveways or parking in the wrong spot causes major problems.

Thanks again for the chance to respond

Regards

On Mon, Dec 21, 2015 at 12:26 PM, wrote:

Dear Mr

I understand that you have recently emailed Claude Malak at Council concerning the schools traffic and parking review being undertaken.

All properties surrounding the St Joseph's School (Payneham) have been letter-boxed dropped. This occurred Friday 27<sup>th</sup> November and over the weekend of 28-29<sup>th</sup> November. Both sides of Marian Road between Portrush Road and Arthur Street were included, as were several properties further east between Arthur and Argent Place. A copy of our letter is attached.

While the close date for consultation has (just) passed, I would still be interested in any feedback that you would like to provide.

Please email me directly or through the email [school.survey@tonkin.com.au](mailto:school.survey@tonkin.com.au)

Kind regards

Paul

**Paul Simons**

Senior Project Manager



A Level 2, 66 Rundle Street, Kent Town SA 5067

T [+61 8 8273 3100](tel:+61882733100) F [+61 8 8273 3110](tel:+61882733110) M 0407 714 864

E [Paul.Simons@tonkin.com.au](mailto:Paul.Simons@tonkin.com.au) W [www.tonkin.com.au](http://www.tonkin.com.au)

**Development – Environment – Local Government – Mining & Resources – Spatial – Transport – Water**

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Tonkin Consulting would like to thank you for your business and support over the past year and we look forward to your continued support in 2016.

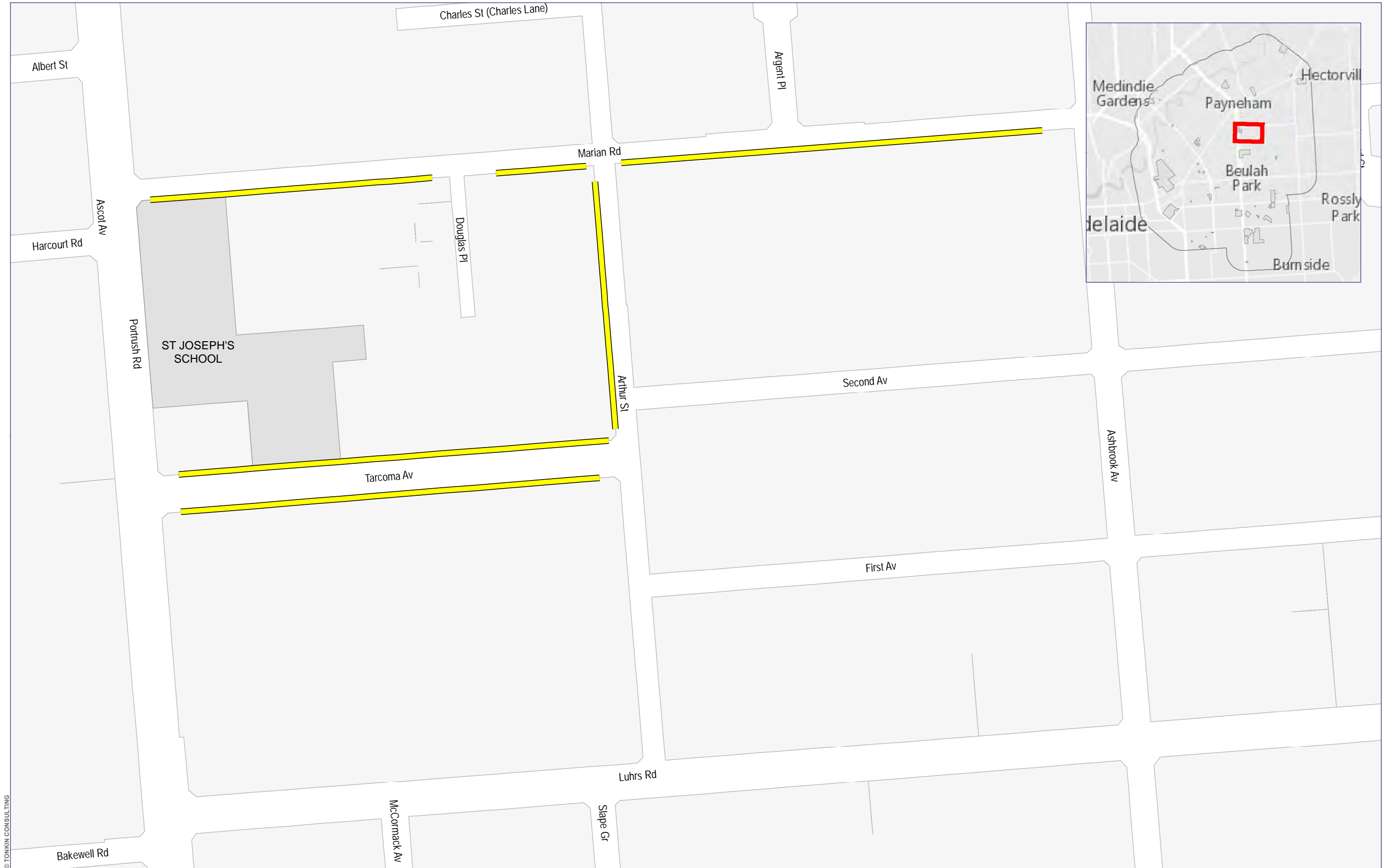
We wish you and your families a very happy and safe holiday season.

Tonkin office closure dates: Wednesday 23rd December 2015 from 12pm, returning Monday 4 January 2016.

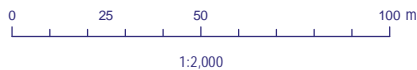


### **13.5 High Demand Parking Areas (for No Stopping Lines over Driveways)**





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Job Number: 20155097  
Filename: 20155097GE013E\_SL\_Josephs\_No\_Stopping  
Revision: REV A  
Date: Friday, July 22, 2016 at 01:14 PM  
Drawn: TMOON

Data Acknowledgement:  
Cadastral supplied by PBBI Australia Pty Ltd  
Road data supplied by DATA SA  
Parking survey data collect by Tonkin Consulting and GTA Consultants

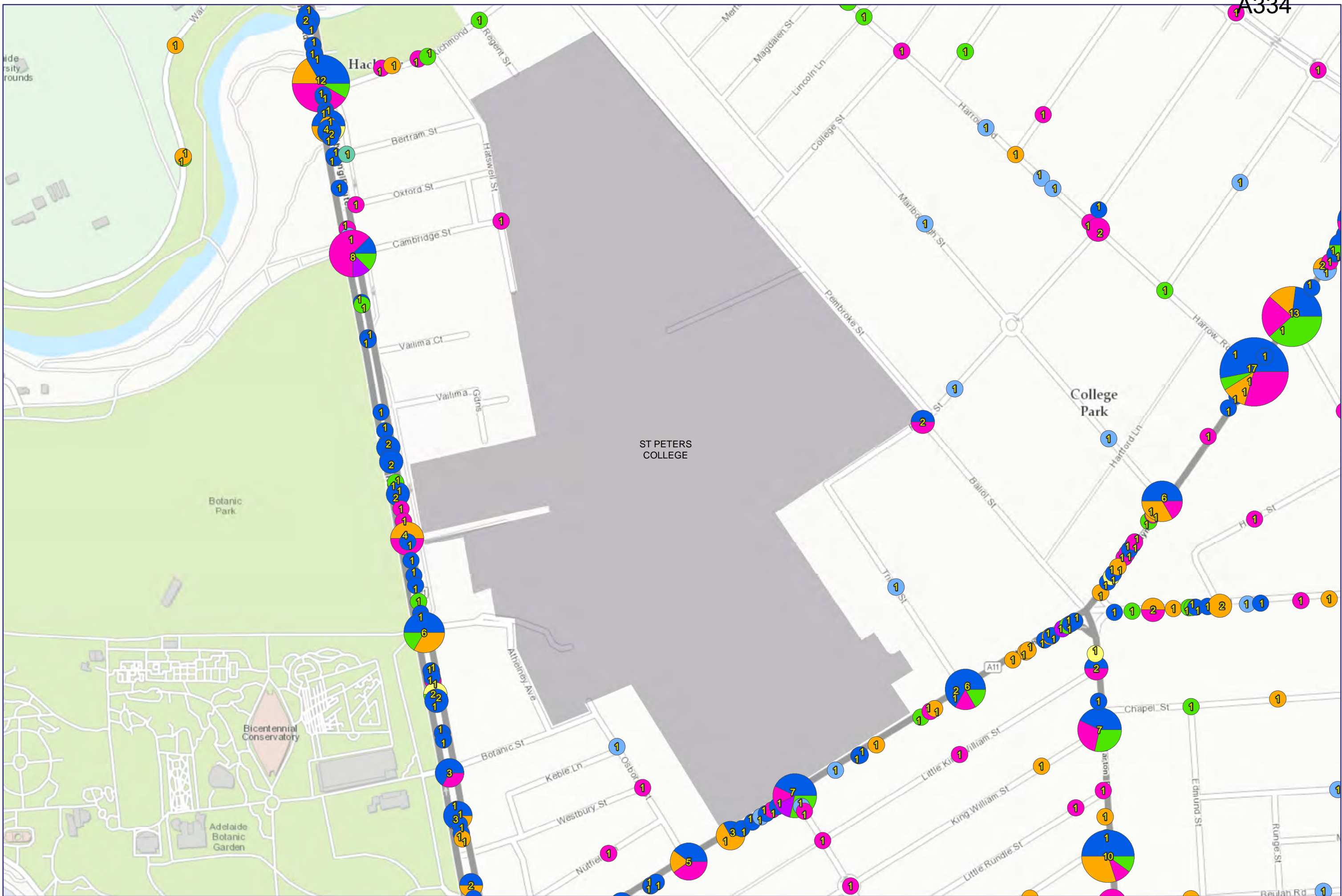
 Sections for No Stopping lines over driveways

Norwood, Payneham and St Peters

ST JOSEPH'S SCHOOL (PAYNEHAM)

## 14 St Peter's College

## 14.1 Crash Maps



0100200400 m

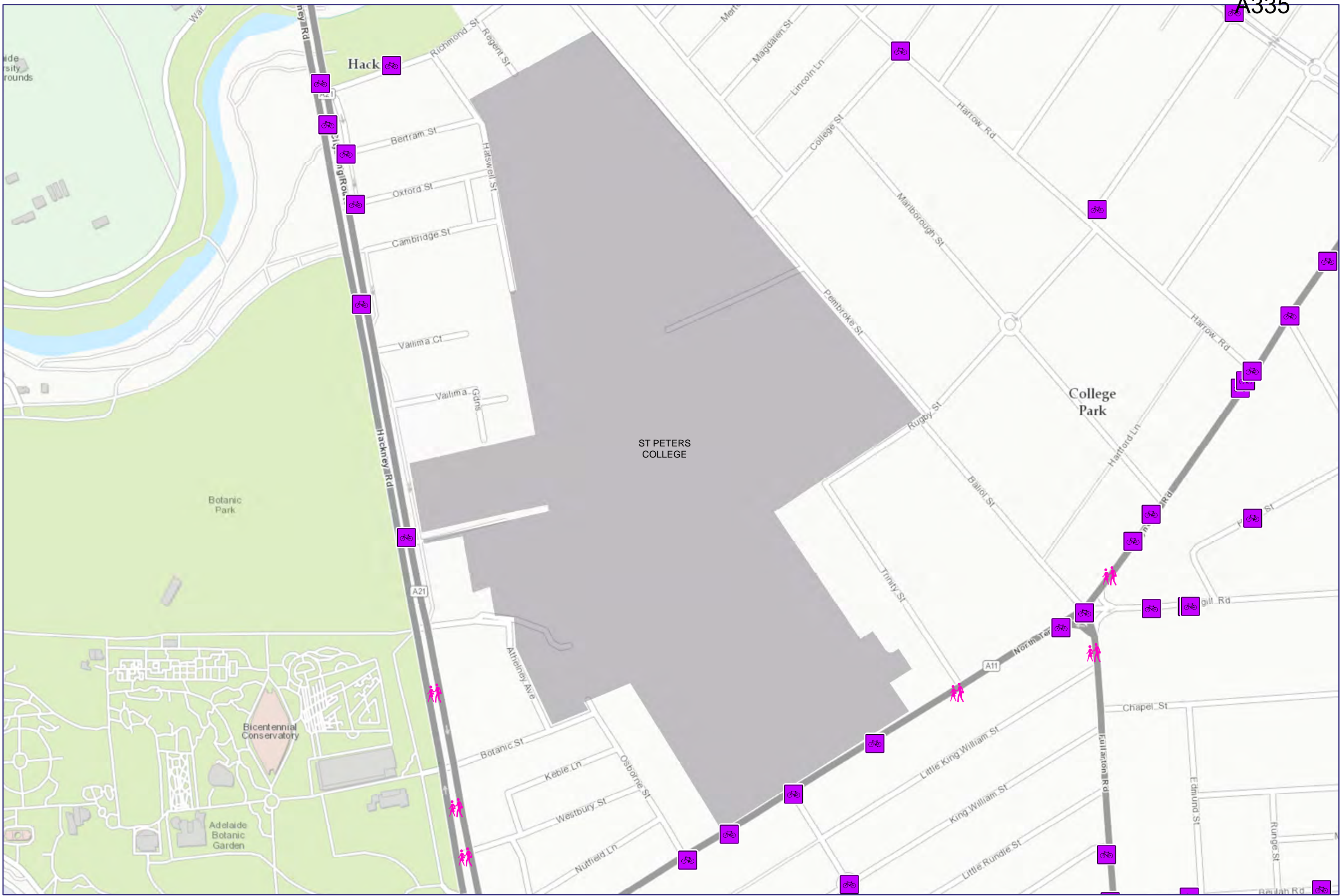
ACCIDENT TYPE

|  |                  |  |             |  |                |  |            |  |                    |  |                            |  |                    |
|--|------------------|--|-------------|--|----------------|--|------------|--|--------------------|--|----------------------------|--|--------------------|
|  | REAR END         |  | SIDE SWIPE  |  | HEAD ON        |  | ROLL OVER  |  | HIT PERKED VEHICLE |  | HIT OBJECT ON ROAD         |  | OTHER - NOT LISTED |
|  | HIT FIXED OBJECT |  | RIGHT ANGLE |  | HIT PEDESTRIAN |  | RIGHT TURN |  | HIT ANIMAL         |  | LEFT ROAD - OUT OF CONTROL |  |                    |

ST PETERS COLLEGE

Figure 14



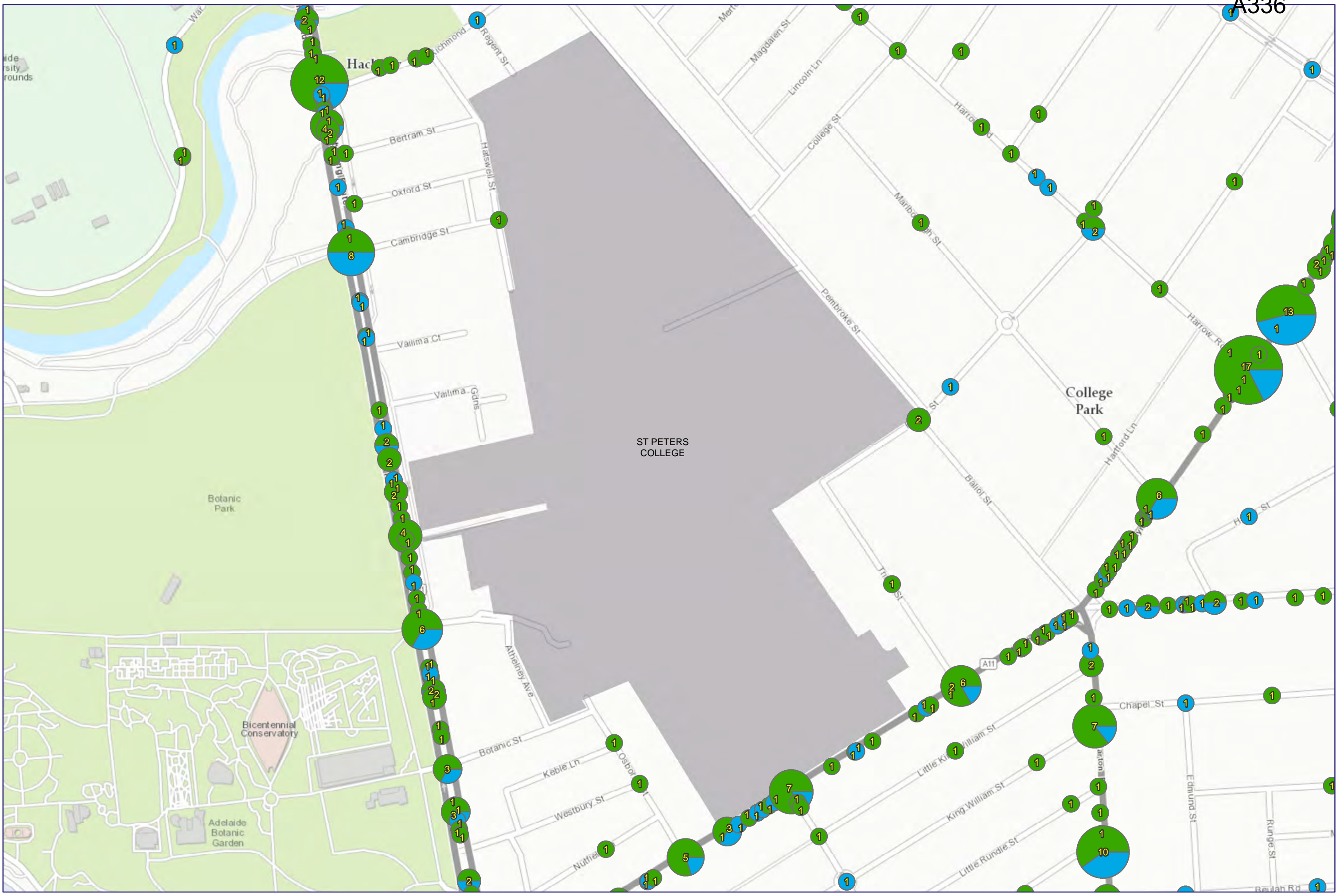


 Hit Bicycle     Hit Pedestrian

ST PETERS COLLEGE

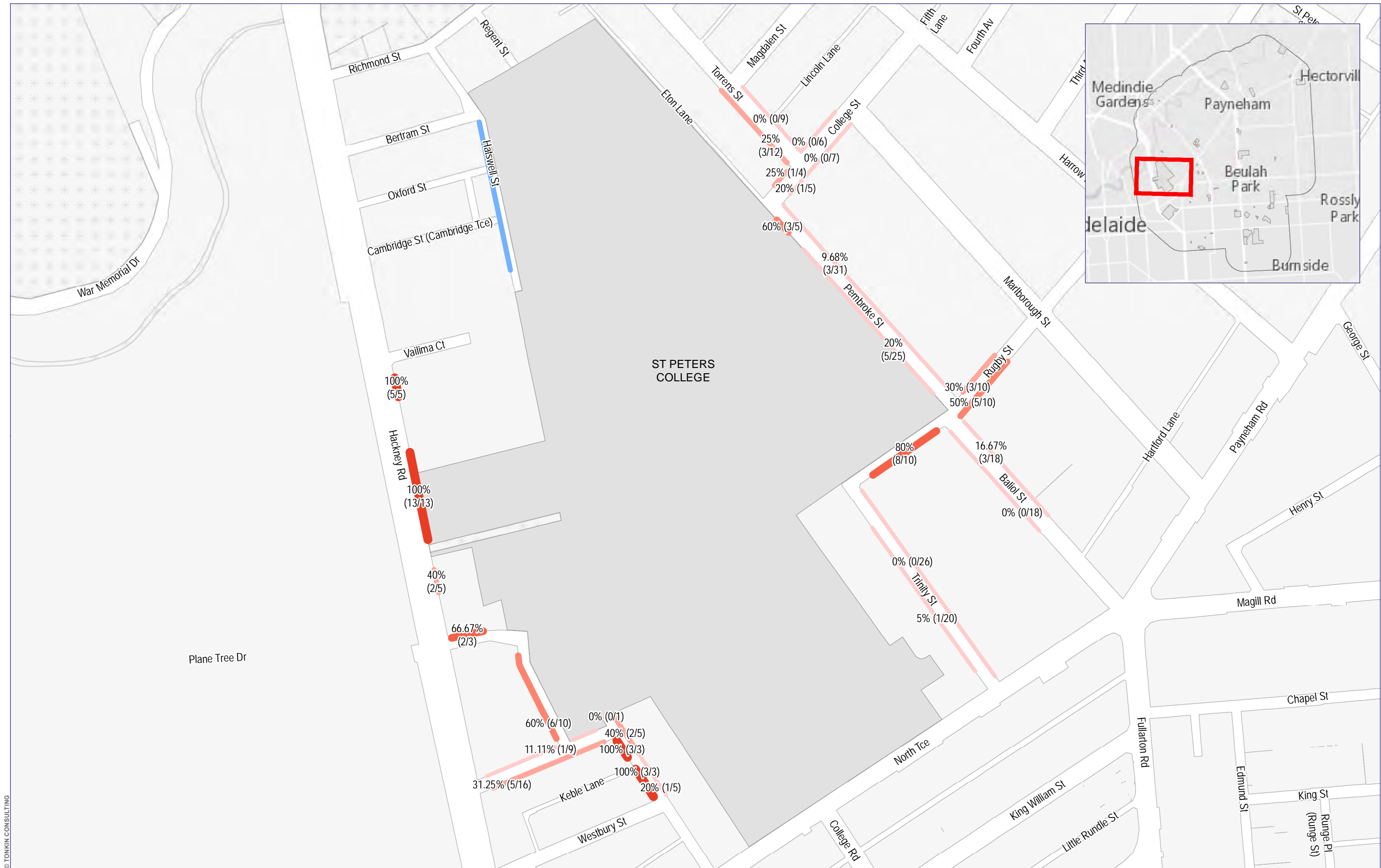
Figure 14





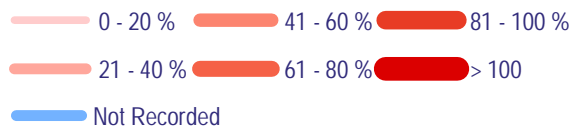
## 14.2 Parking Survey





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Occupancy Percentage (%) - 8:15 AM



\*Note - Percentages greater than 100% possibly due to double ranking, use of no stopping / parking zones and / or small vehicles, scooters or motorbikes

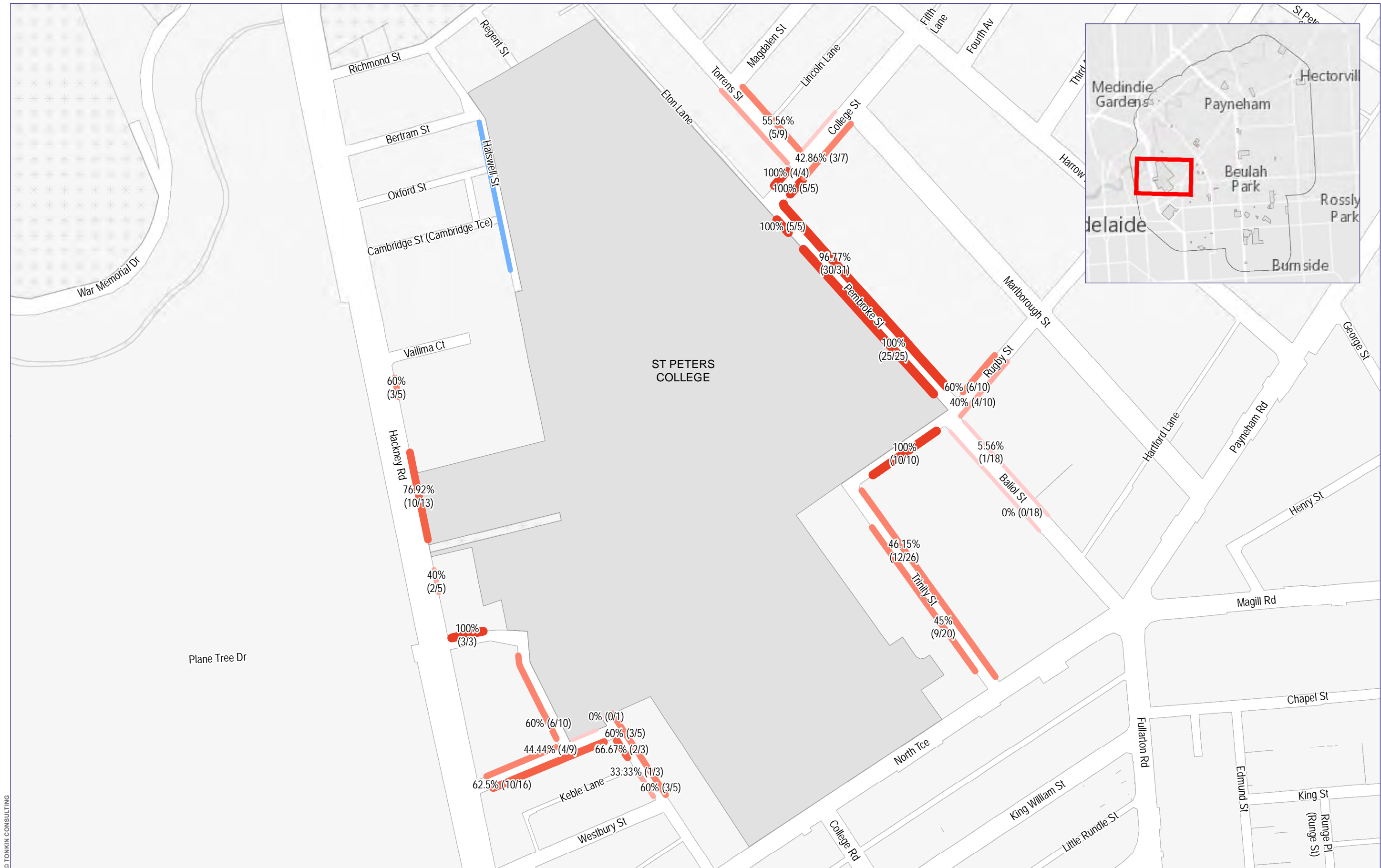
Norwood, Payneham and St Peters

ST PETERS COLLEGE

8:15 AM 10/9/2015

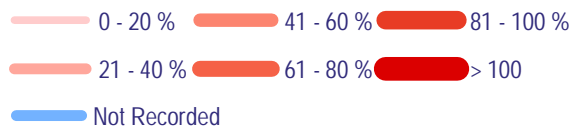






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Occupancy Percentage (%) - 3:30 PM



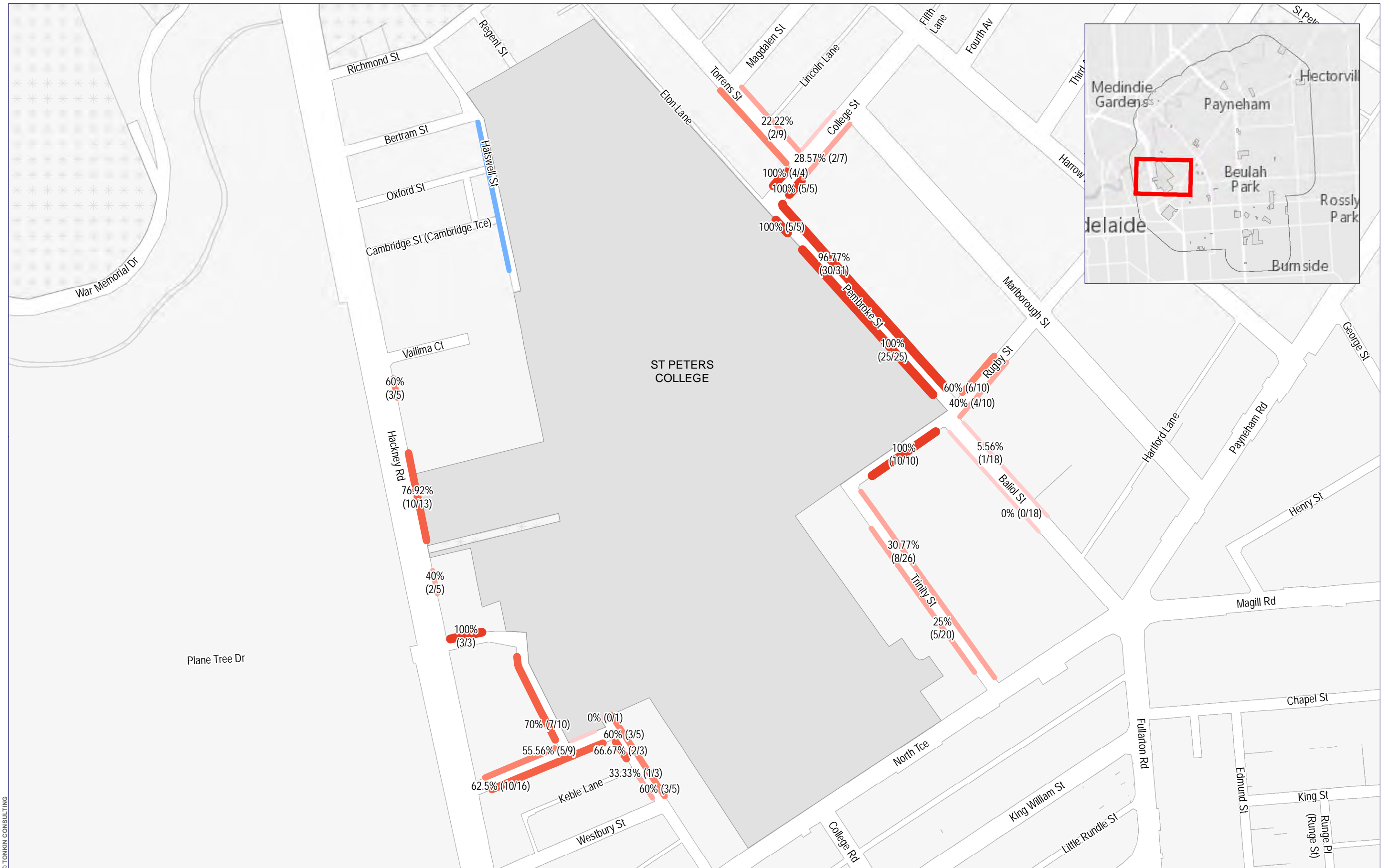
\*Note - Percentages greater than 100% possibly due to double ranking, use of no stopping / parking zones and / or small vehicles, scooters or motorbikes

Norwood, Payneham and St Peters

ST PETERS COLLEGE

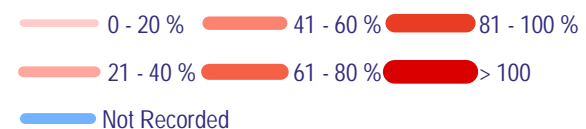
3:30 PM 10/9/2015





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Occupancy Percentage (%) - 3:15 PM

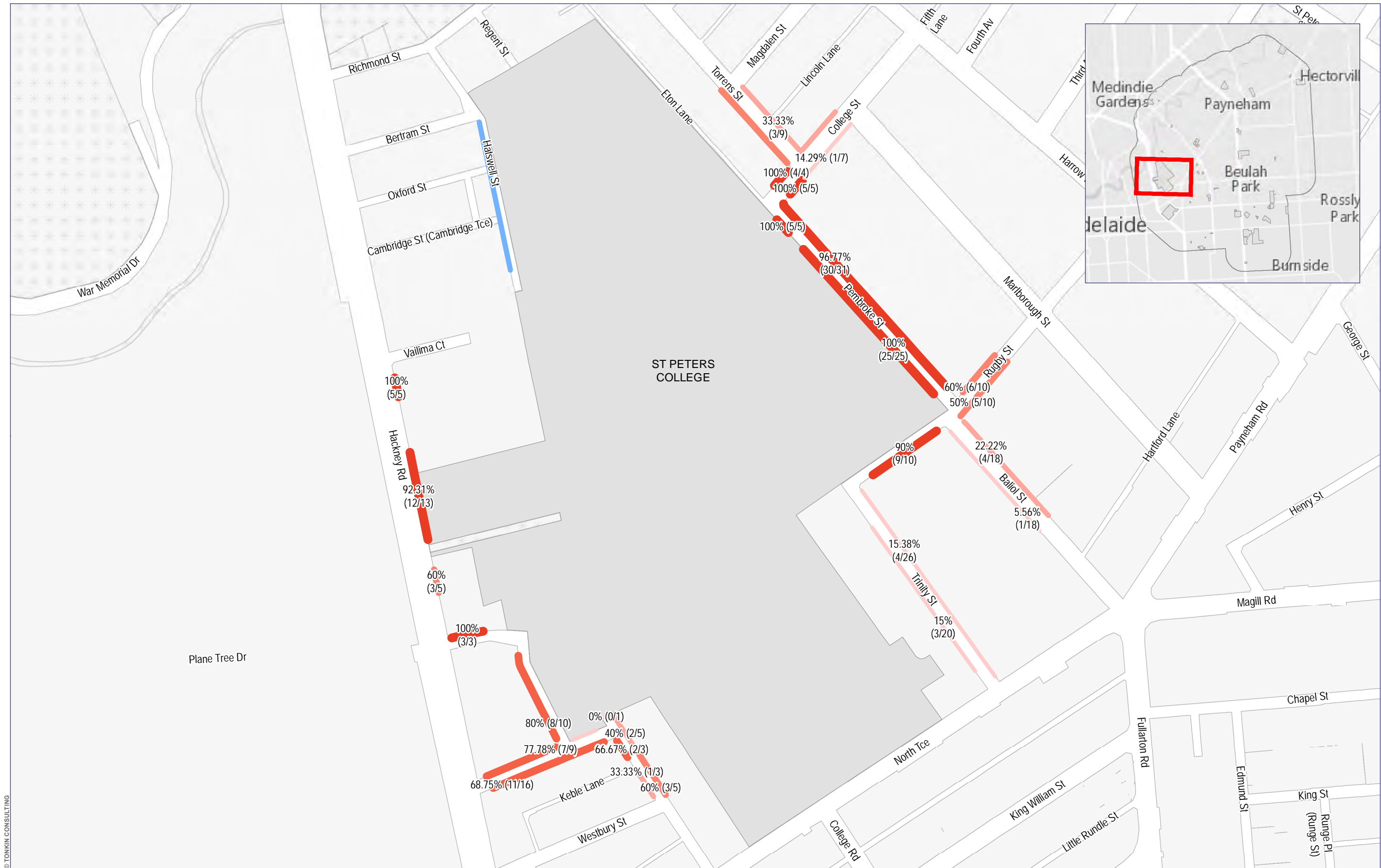


\*Note - Percentages greater than 100% possibly due to double ranking, use of no stopping / parking zones and / or small vehicles, scooters or motorbikes

Norwood, Payneham and St Peters

ST PETERS COLLEGE

3:15 PM 10/9/2015



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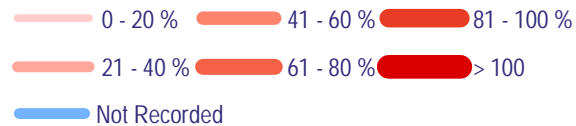


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Revision: REV A  
Date: Thursday, 22 October 2015 at 04:54 PM  
Drawn: TMOON

Data Acknowledgement:  
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Road data supplied by DATA SA  
Parking survey data collect by Tonkin Consulting and GTA Consultants

### Occupancy Percentage (%) - 2:15 PM



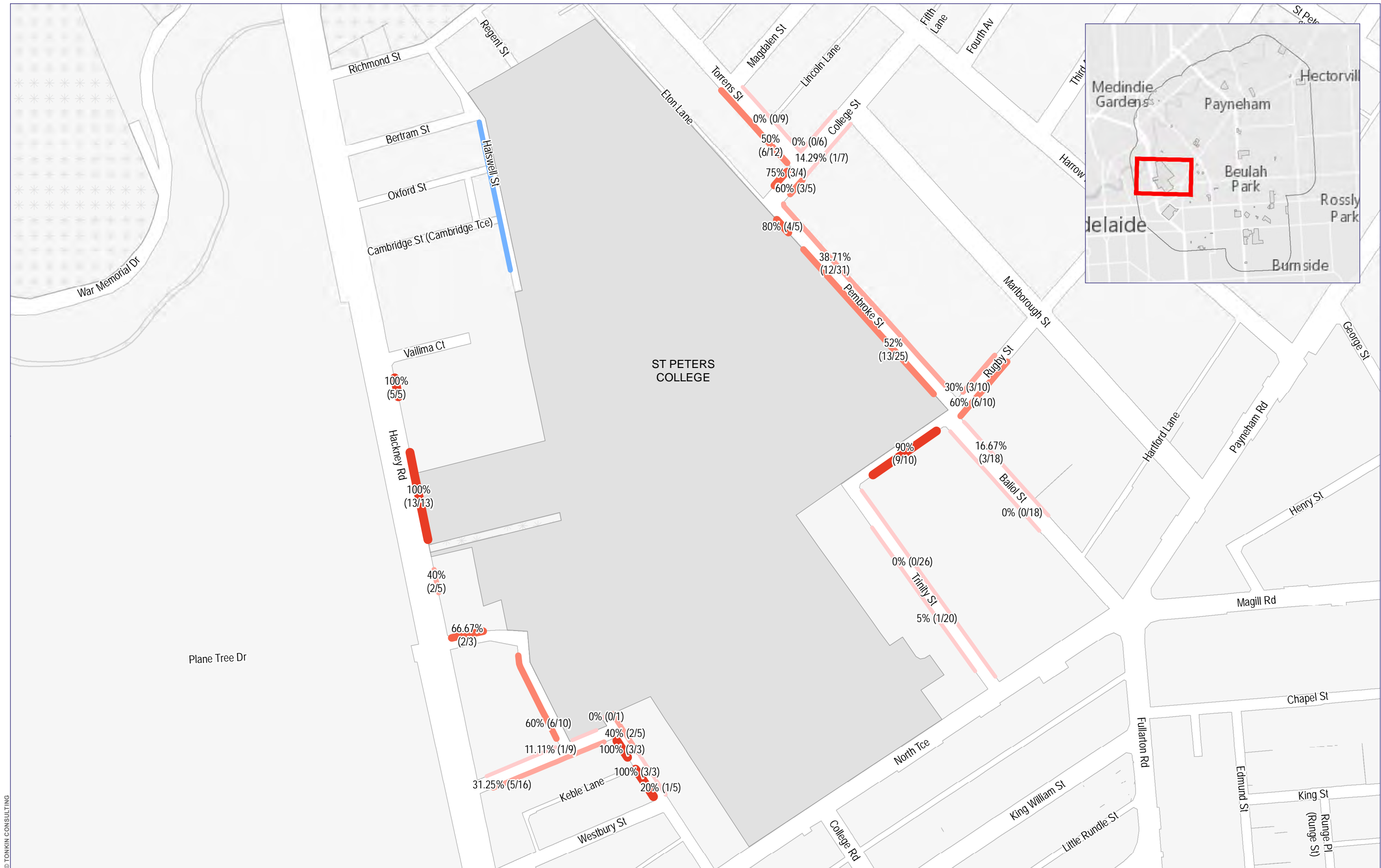
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Norwood, Payneham and St Peters

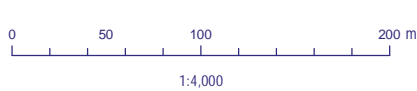
ST PETERS COLLEGE

2:15 PM 10/9/2015





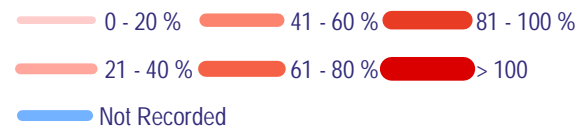
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Revision: REV A  
Date: Thursday, 22 October 2015 at 04:54 PM  
Drawn: TMOON

Data Acknowledgement:  
Cadastral supplied by PBB Australia Pty Ltd  
Road data supplied by DATA SA  
Parking survey data collect by Tonkin Consulting and GTA Consultants

### Occupancy Percentage (%) - 8:25 AM



\*Note - Percentages greater than 100% possibly due to double ranking, use of no stopping / parking zones and / or small vehicles, scooters or motorbikes

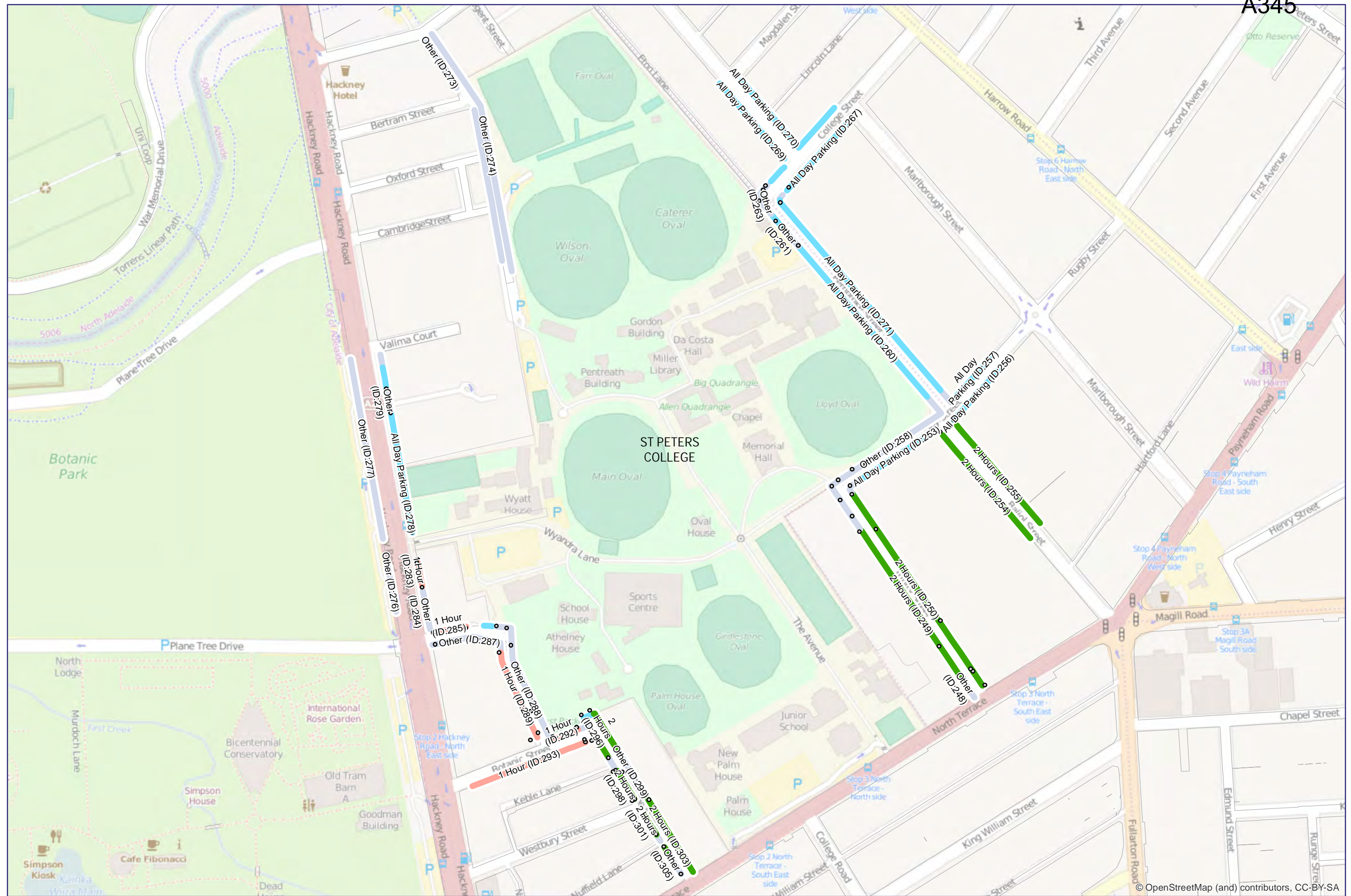
Norwood, Payneham and St Peters

ST PETERS COLLEGE

8:25 AM 10/9/2015

### 14.3 Parking Controls





- 1 Hour
- 2 Hours
- All Day
- No Parking
- 15 Minute
- 30 Minute
- Kiss & Drop
- Other



## 14.4 Consultation

**Jennie Lawes**

---

**From:**  
**Sent:** Friday, December 11, 2015 9:32 AM  
**To:** School Survey  
**Cc:**  
**Subject:** School traffic and parking review---St. Peter's College

Paul Simons  
 Tonkin Consulting  
 Kent Town.

Dear Paul,

I am resident at no.

This is opposite the school gate on this street. There is a 'kiss and drop' no standing zone opposite our gateway. Your parking occupancy survey for Pembroke St. reveals it to be almost completely filled during school hours. There is an incremental increase to this level from around 8am and decrease until about 4pm. I have repeatedly watched the street fill with cars. Commuters occupy the southern 30% of the street and students and a small no. of presumably school employees the rest. This is true of both sides of the street.

**Student Parking:**

Over the past 3 years I have approached the school about the extensive student parking. Most recently I met the Headmaster who categorically told me that student parking is prohibited in Pembroke St. and that this was strictly enforced. This was in around February 2015 and since then nothing has changed. The school is either unwilling or unable to control student parking.

ANY SOLUTION TO PARKING AND TRAFFIC CONTROL BASED ON THE SCHOOL CONTROLLING IT'S STUDENTS' PARKING IS DOOMED TO FAIL.

**Commuter Parking:**

Clearly, even if student parking were to decrease, the space in Pembroke St. created would in time be filled with increasing numbers of commuters.

The effects of the street parking outside of drop off and pick up times are these:

\* The street is narrowed to one lane. This means that if 2 vehicles enter the street from opposite directions one vehicle must somehow find somewhere to pull over. If a truck is involved the smaller vehicle must reverse. This dynamic is difficult and dangerous for residents.

\* Any access to a resident's property by visitors, delivery vehicles or tradesmen is almost impossible. This is a residential area and residents need this access.

\* Reversing out of a resident driveway into what is essentially a narrow one-way street of uncertain direction is difficult and dangerous. This is unacceptable in a residential street.

The effects of street parking at 'drop and pick up times':

\* This can only be described as dangerous chaos, exacerbated by high traffic density and immature and sometimes irresponsible student drivers.

Possible solutions:

\* Any solution involving special 'drop off or pick up zones' either inside the school or in the street will only work if Pembroke Street is at its full width with a low and enforced speed limit.

\* The resident's day to day problems at minimum require restricted parking on at least the house side of the street, with strict control and a permit system.

Conclusion:

A street that potentially has most of the problems enumerated above and is of similar width to Pembroke St. is Trinity St.. The street is functional for residents and for traffic flow, and is safe for students. This has been achieved by 2 hour parking on both sides of the street. It has been similarly achieved in the wider Baliol St..

Such restrictions would go a long way to solving the problems in Pembroke St..

**Jennie Lawes**

---

**From:**  
**Sent:** Tuesday, December 15, 2015 10:12 PM  
**To:** School Survey  
**Subject:** St Peters College traffic survey

Good evening Paul

We live at XXXX Trinity Street College Park. I have read your accident survey and your recommendations regarding St Peters College. I am unsure what "kerb ramps" are. However I agree with the recommendations, travelling at all hours in the school day and other times along Pembroke Street, Baliol Street, Trinity Street, Second Avenue and Harrow road regularly.

I was surprised by the lack accidents along Rugby Street and the intersections of Baliol Street and Junction with Harrow Road. I have observed a number of very near misses at these locations and some very aggressive driving. Some parents believe they are driving Sherman tanks in such restricted areas.

- I believe the vegetation on the NW corner of Rugby Street /Pembroke Street (Pepper Trees growth by bird droppings) be removed urgently.
- The sight line to Rugby Street travelling along Baliol Eastwards be improved if at all possible. That intersection should be very prominently and regularly remarked as a stop signed intersection because frequently motorists, and particularly cyclists, cross it at speed in congested times (Not only an enforcement/detection issue), and often cutting diagonally across the south bound carriageway in Baliol Street to do so..
- Likewise, the junction with Harrow Road/Second Avenue (nearly opposite) travelling away from the school creates acute vision problems for cars exiting Rugby Street either to the left, to the right, or occasionally, straight across obliquely into Second Avenue The lack of vision requires drivers to stop behind the solid Stop Line (which they rarely do) then progress into the junction to gain sight lines for traffic travelling in both directions along Harrow Road, Many turn into Rugby Street towards the school. Obviously the junction/intersection is not "clear" if an accident follows. A prohibited area on the Northern side of Harrow Road between 7.30am to 9.00 am and 4.00 to 6.00pm a number of metres back from the junction on school days would considerably reduce the risk of accident in this area,

particularly as traffic flows alter and increase with the Richmond Street/Hackney Road congestion created by the Oban Project.

- An existing solid yellow line designating the No Standing area along Rugby Street from the Hamish Bruce gates needs to be renewed and the sign indicating no standing between it and the school gate in Rugby Street altered with Arrows in both directions indicating the no standing zone. Another with an arrow pointing in the direction of the same school gate is urgently required to comply with the law rather than provide conflicting information (except for the pale yellow line).
- One wonders whether the same area on the Southern side of Rugby Street needs to be all day parking because people working in the city park there all day and walk through the school to work. It might have a traffic calming effect, but it is an area frequented quite densely by the school arrival and departure community and the risk particularly to bike riding and pedestrian young students and public to the Prep school or elsewhere across the school grounds is increased. Your skills might assess the risk.

I hope the comments are helpful and assist creating a safer precinct around the school.

Yours sincerely



College Park,  
SA 5069,  
16<sup>th</sup> December, 2015

Paul Simons,  
Tonkin Consulting.  
Kent Town.

Dear Sir,

My wife and I are residents of Pembroke Street. We have lived here for over forty years. There have been significant changes over that time to have reached the situation that we now face. We have thought about the recent changes and as to how these can or should be managed. While thinking of and considering a more conservative approach this does not now appear to be a reasonable approach.

The problem is due to the concentration of parking which during term times will take up both sides of the street. That results in the street becoming one way and thus is dependent on one of the drivers in a vehicle coming from the opposite direction to give way by finding a driveway entrance to move to give clearance. This is not a satisfactory answer as it is dependent on the courtesy of one driver to another.

This concentration of parking is determined by the school terms of St Peters College of which this street is on their eastern boundary. Many of the cars have a P sign on them leaving no doubt as to who the drivers are, being students of the college. This is further supported by actual observation. There is also a contribution by commuters leaving their cars. As the College is now in recess there is only a scattering of cars.

The problems and dangers that this produces are several. There is no room for the residents, or their visitors or for service personnel such as tradesmen, deliveries etc., nor for parents arriving for pickup and dropping off their children. It is also a risk situation for children on being dropped off crossing the street in such concentrated traffic conditions.

The risks apply to residents particularly exiting their properties, as they must inch out, with a not an inconsiderable part of the car out on the road before traffic can be seen. As often seen there are some vehicles which travel at a speed excessive to the situation of dense parking in

2.

a one way situation. While I have no details, a friend informed my wife of recently seeing the results of a collision between two vehicles at the southern end of our street.

I have personally telephoned the school about the problem, but have not received a reply. I have only just learned that students of the college are prohibited from parking in Pembroke street, but my observation is that they still were.

At the first level it would appear that the school has the possibility of controlling the parking . However from observation this does not seem to be happening. I believe an approach to the school would be reasonable in the first instant, as to whether they can control students in charge of motor vehicles, such as requiring them to park a block or two away in a non dense manner and walking the rest of the way to the school . Drop off and pick up zones to be considered. The effectiveness of this would have to be seen. If not effective then parking restrictions would have to be introduced such as occurring in Trinity and Baliol Streets. While I dislike introducing more and more street signs, there may in the end be no other option.

Yours faithfully,

**Jennie Lawes**

---

**From:**  
**Sent:** Friday, December 18, 2015 3:02 PM  
**To:** School Survey  
**Subject:** Traffic and Parking Review

Paul Simons  
 Senior Project Manager  
 Tonkin Consulting  
 Kent Town.

Dear Paul,

I am resident at XXX Pembroke Street, College Park opposite St Peters College.

Your parking occupancy survey for Pembroke St. correctly reveals it to be virtually completely filled during school hours . This is entirely consistent with my own observations.

There is an incremental increase in cars parking from around 8am on weekdays.  
 I have repeatedly watched the street fill with cars. Commuters occupy the southern end of the street and students and students and a few others the rest .This is true of both sides of the street.  
 The **commuters** mostly stay till after 5pm and a few quite often leave their cars for a couple of days. The number of commuters parking is steadily increasing, most noticeably over the last year.

All the streets in the area south of us that is closer to Payneham Road /North Terrace have parking restrictions preventing commuters from parking.

- Baliol , Trinity and the southern end of Marlborough Street have 2 hour parking restrictions 7am to 7pm.
- The Southern end of Harrow Road parking is 6am to 11 am Permit Zone Monday - Friday.
- First Avenue is resident parking only 7 am to 10 am Monday- Friday
- Second Avenue is permit zone 7 am -10am Monday - Friday
- Rugby Street is no standing on the North side between Baliol and Trinity Streets

The impact of these restrictions is to concentrate commuter parking in Rugby and Pembroke streets both of which are high traffic streets especially on school days.

The result is that the streets become narrow one lane streets with very few passing spots. This is highly dangerous to vehicle but more particularly to bicycle and pedestrian traffic .

Adjacent to a school this situation is intolerable. Sight lines are restricted with the high density traffic with the last accident being at 1.30pm on 25 Nov 2015 where a driver heading south on Baliol collided with a car heading west on Rugby. The driver heading south told me he didn't see the car coming.

Similarly there has been a very significant increase in student parking in the last year or two. I have observed the students parking and have photos of the P plated cars in the street.

I am told the School bans the students fro parking in Pembroke Street and if so it is clearly not enforced or impossible to enforce.

In any event even if student parking were to decrease, the space in Pembroke Street created would in time be filled with increasing numbers of commuters.

Residents in this residential area are being denied access to our property by visitors and delivery vehicles .Accesssing the street from our properties can also be hazardous.

Our street is nearly always dirty because the commuters beat the street sweeper to curb space.

The resident's day to day problems at minimum require restricted parking on at least the house side of the street, with strict control and a permit system.

Regards

---

\*WARNING: This e-mail is from Piper Alderman. The contents are confidential and may be protected by legal professional privilege. If you have received this e-mail in error, please reply to us immediately and delete the document.\*

**Jennie Lawes**

---

**From:**  
**Sent:** Tuesday, December 1, 2015 9:05 AM  
**To:** School Survey  
**Subject:** College Park traffic

I live at XX Rugby Street College Park.

The 'through' traffic is crazy.

Please send someone out during drop off, pick up times...to watch the stupidity of some motorists.

This situation needs addressing urgently.

Thank you,



**Jennie Lawes**

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**From:**  
**Sent:** Tuesday, December 1, 2015 7:44 AM  
**To:** Paul Simons  
**Subject:** FW: Rugby ST

---

**From:**  
**Date:** Monday, 30 November 2015 9:18 PM  
**To:** "[school.survey@tonkin.com.au](mailto:school.survey@tonkin.com.au)" <[school.survey@tonkin.com.au](mailto:school.survey@tonkin.com.au)>  
**Subject:** Rugby ST

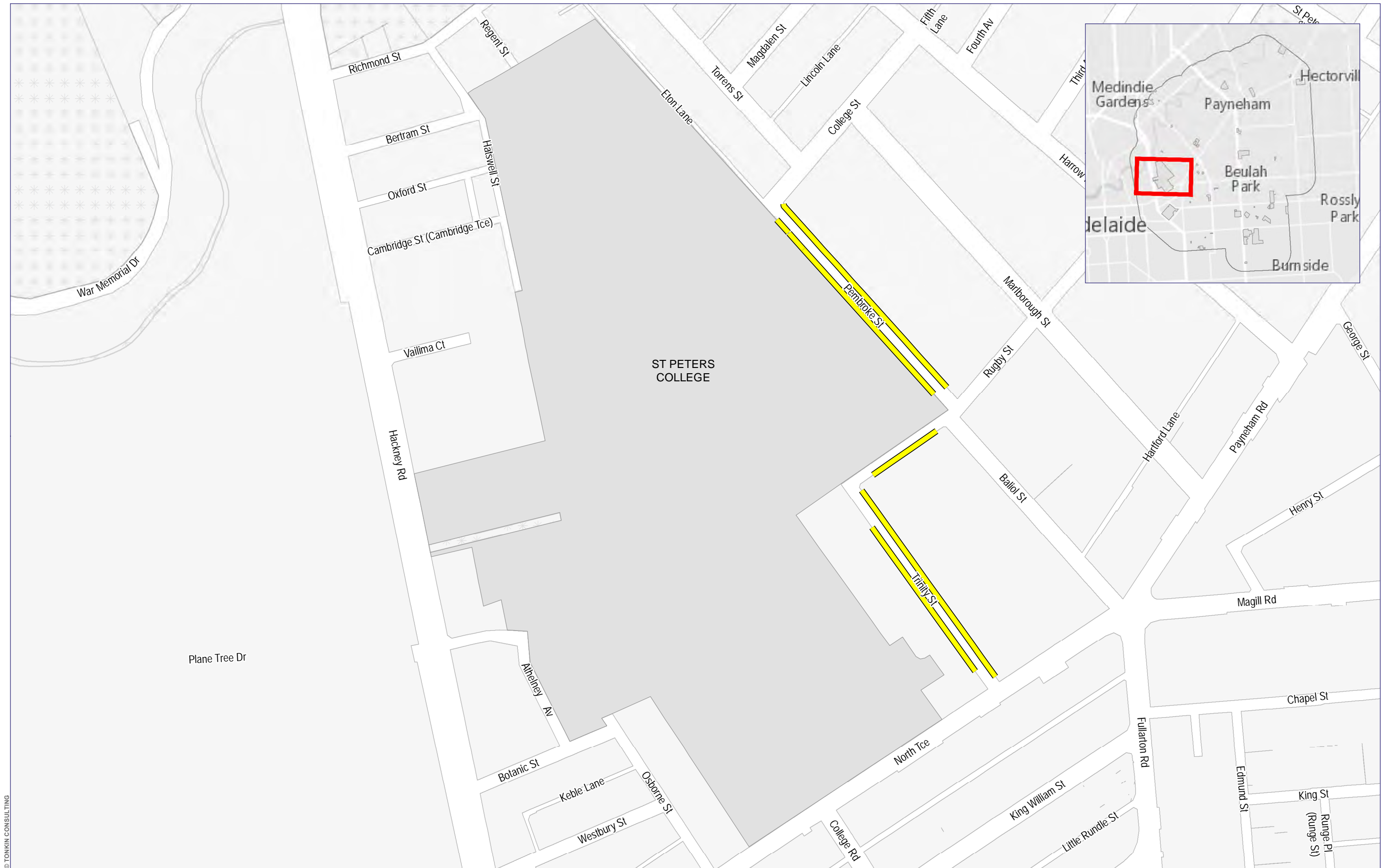
Dear Paul

Rugby st , the section between trinity and baliol is clearly dangerous and it is only a matter of time before there is a serious accident due to the narrow street and all day parking on the south side.

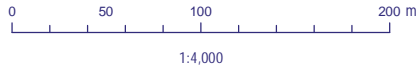
This section should be 2 hour parking as are baliol and trinity st. which would stop the all day parking which makes the traffic congestion hazardous at drop off and pick up time's of the day.

Regards

## **14.5 High Demand Parking Areas (for No Stopping Lines over Driveways)**



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Job Number: 20155097  
Filename: 20155097GE014G\_SL\_Peters\_No\_Stopping  
Revision: REV A  
Date: Friday, July 22, 2016 at 01:09 PM  
Drawn: TMOON

Data Acknowledgement:  
Cadastral supplied by PBA Australia Pty Ltd  
Road data supplied by DATA SA  
Parking survey data collect by Tonkin Consulting and GTA Consultants

 Sections for No Stopping lines over driveways

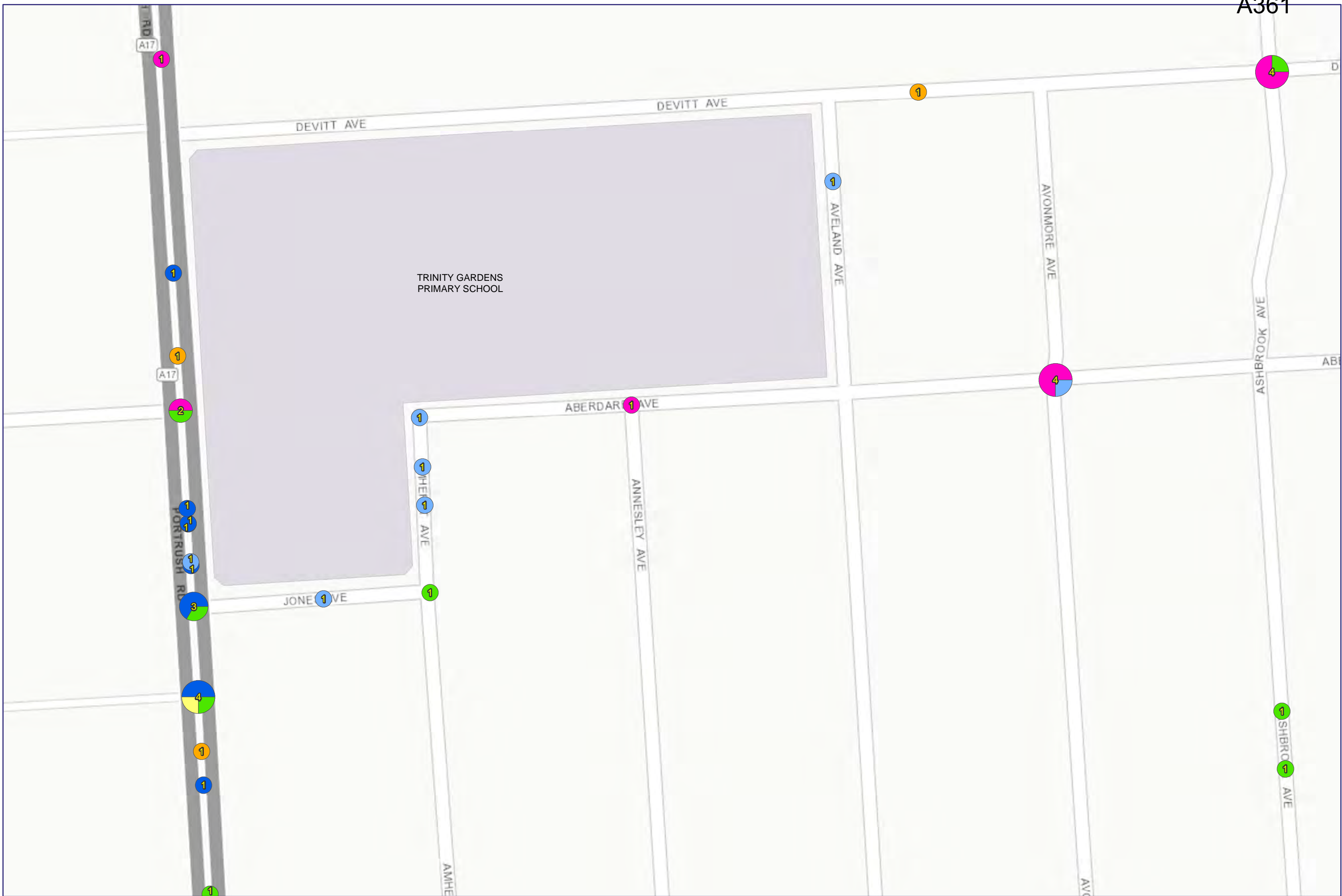
Norwood, Payneham and St Peters

ST PETERS COLLEGE

## 15 Trinity Gardens Primary

## 15.1 Crash Maps





0

40

80

160 m

ACCIDENT TYPE

REAR END

SIDE SWIPE

HEAD ON

ROLL OVER

HIT PERKED VEHICLE

HIT OBJECT ON ROAD

OTHER - NOT LISTED

HIT FIXED OBJECT

RIGHT ANGLE

HIT PEDESTRIAN

RIGHT TURN

HIT ANIMAL

LEFT ROAD - OUT OF CONTROL

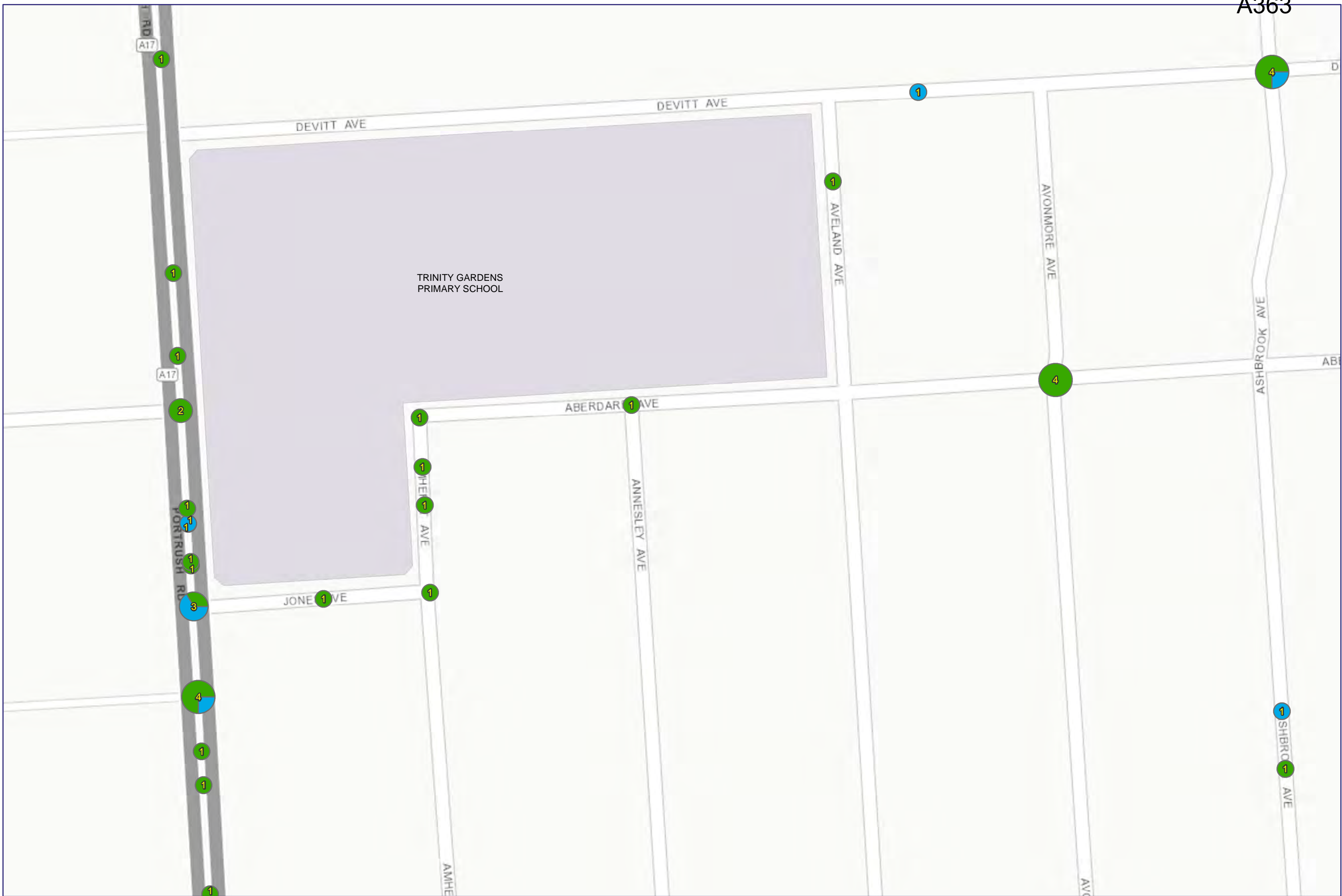
TRINITY GARDENS  
PRIMARY SCHOOL

Figure 15



TRINITY GARDENS  
PRIMARY SCHOOL

Figure 15



A363



ACCIDENT SEVERITY



■ PROPERTY DAMAGE
 ■ INJURY
 ■ FATALITY

TRINITY GARDENS PRIMARY SCHOOL

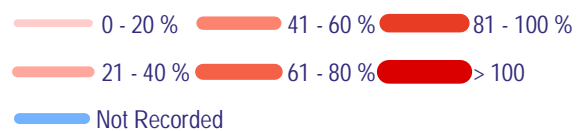
Figure 15

## 15.2 Parking Survey



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Occupancy Percentage (%) - 8:40 AM



\*Note - Percentages greater than 100% possibly due to double ranking, use of no stopping / parking zones and / or small vehicles, scooters or motorbikes

Norwood, Payneham and St Peters

TRINITY GARDENS PRIMARY SCHOOL

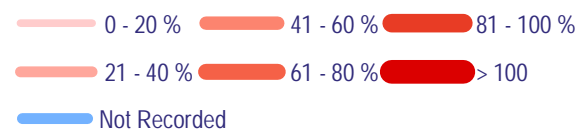
8:40 AM 9/9/2015





© TONKIN CONSULTING

**Occupancy Percentage (%) - 7:35 AM**



\*Note - Percentages greater than 100% possibly due to double ranking, use of no stopping / parking zones and / or small vehicles, scooters or motorbikes

Norwood, Payneham and St Peters

**TRINITY GARDENS PRIMARY SCHOOL**

7:35 AM 9/9/2015



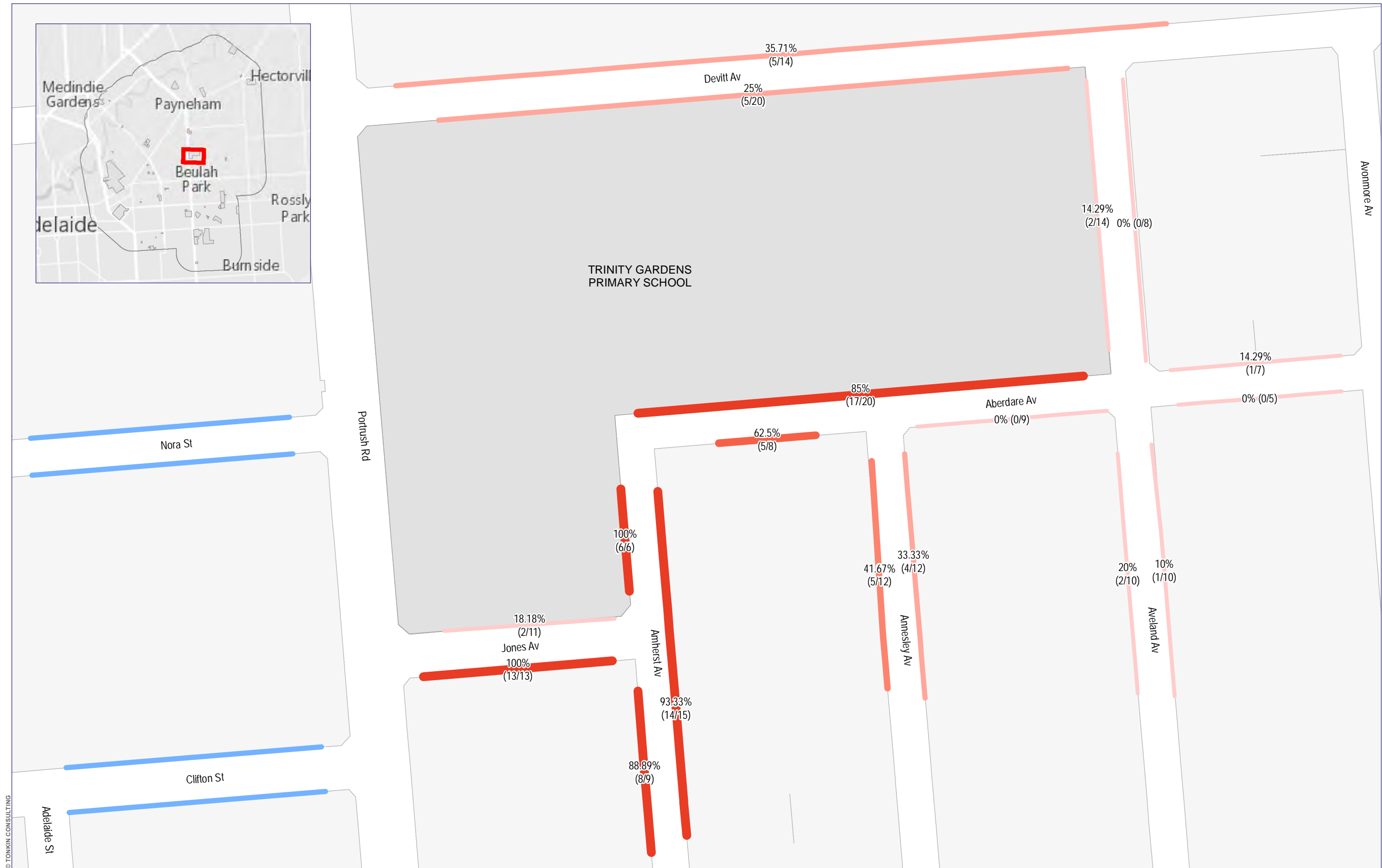
Data Acknowledgement:  
Cadastre supplied by PBBI Australia Pty Ltd  
Road data supplied by DATA SA  
Parking survey data collect by Tonkin  
Consulting and GTA Consultants

0 - 20 %    21 - 40 %    41 - 60 %    61 - 80 %    81 - 100 %    > 100

Not Recorded

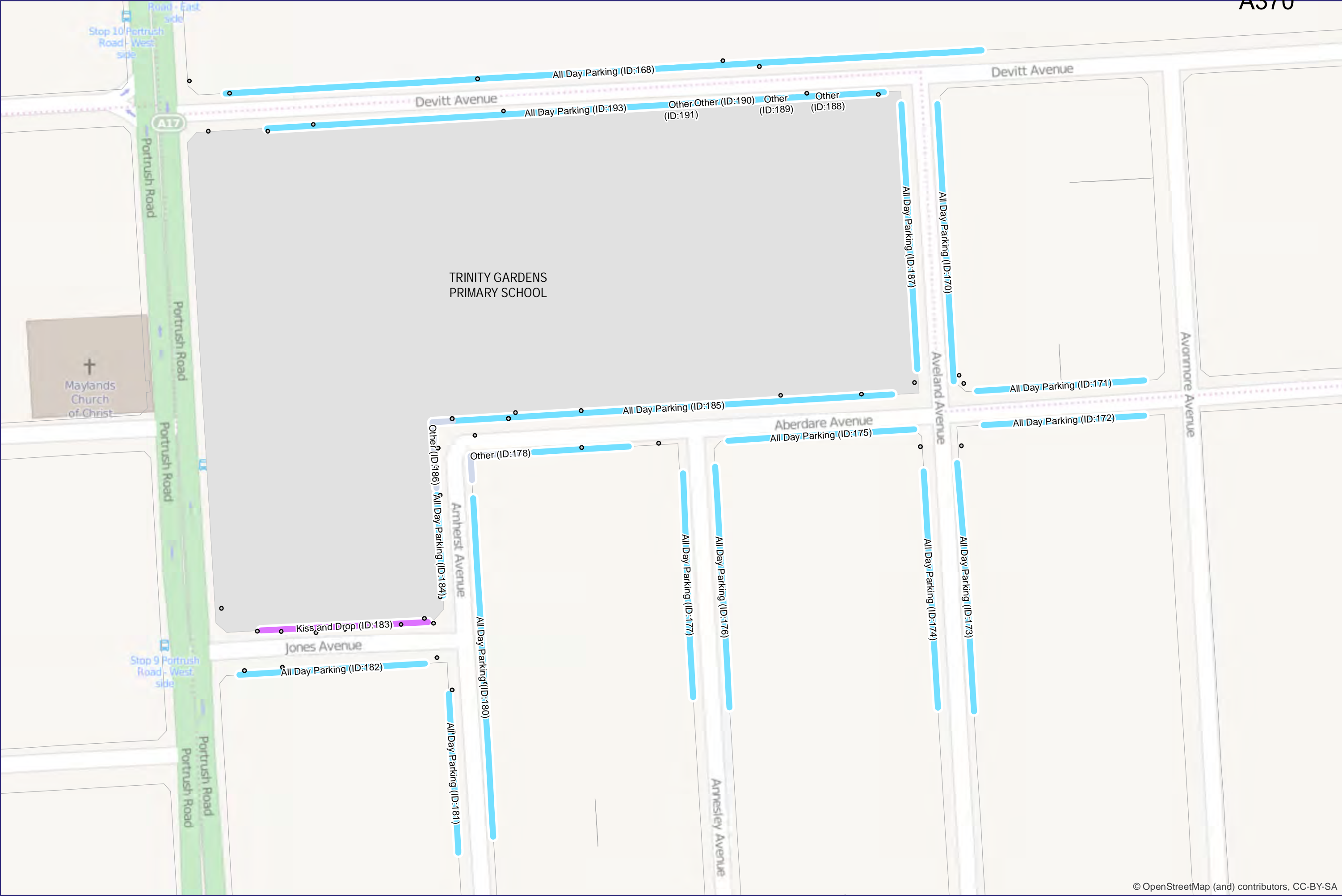
Norwood, Payneham and St Peters

3:00 PM 9/9/2015



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## 15.3 Parking Controls



© OpenStreetMap (and) contributors, CC-BY-SA



- 1 Hour
- 2 Hours
- All Day
- No Parking
- 15 Minute
- 30 Minute
- Kiss & Drop
- Other

TRINITY GARDENS PRIMARY SCHOOL

Figure 15



## 15.4 Consultation

**Jennie Lawes**

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**From:**  
**Sent:** Thursday, December 17, 2015 5:51 PM  
**To:** School Survey  
**Subject:** City Wide Schools Safety Traffic and Parking Review (Trinity Gardens Primary School)

Att: Paul Simons

We are residents and owners of XX Amherst Avenue, Trinity Gardens and would like to submit the following feedback and comments regarding the traffic, safety and parking adjacent to the Trinity Gardens Primary School draft report and recommendations.

Our property is situated on the Eastern side of Amherst Avenue and within the intersection of Jones Avenue.

We have lived in our property for over 12 years and finding it more and more difficult to access and exit our property, during pick up and drop off times caused by the congestion of traffic, and even during school hours, due to lack of visibility caused by teachers who park their Sport Utility Vehicles (SUV) and 4WD's on the corners and either side of our driveway. This would also affect others within the area. Staff are currently parking on the streets from as early as 7.15am and do not leave until well after school hours. We have also noticed that some people have parked around the area and in the front of our property and then walked to the Portrush Road to catch a bus, leaving the vehicle most of the day.

We would like the Council's Consulting Team (CCT) to consider proposing the installation of 1 to 2 hour parking limit signs in front of residential properties during school hours, especially Amherst Ave, which would alleviate our problem as well as lessening traffic congestion during pick up and drop off times. We strongly support dot point eight of the recommendations that the Department of Education and Child Development (DECD) create parking for the school staff within the school grounds to relocate a number of the existing and future staff vehicles from the streets.

We would also like to consider another option that staff vehicles should not be allowed to park on the Southern side of Jones Avenue, or on Amherst Avenue from Aberdare and past the intersection of Jones Avenue. This should also help alleviate double parking during drop off and pick up times.

As stated in the report the number of students, teachers and traffic has increased significantly. The erection of the Children's Centre adjacent to Devitt Avenue and the buildings adjacent to Aberdare Avenue have contributed to these problems, without thinking about parking for school staff and people using the Community Centre during school hours as well as the impact of the residents. We have also been advised by a school representative, that the school intends to increase student levels in the future, which also means additional teachers and potentially further buildings to be erected on the school grounds. Should this occur this will cause further traffic and parking facilities for teachers.

We agree that a one way system is not appropriate, especially for residents in the area, and U-turns should not be allowed in Jones Avenue. We feel the CCT should also consider recommending the prohibiting of U-Turns on all surrounding streets of the school during school hours, as this does occur on Amherst Avenue and Aberdare Avenues. Unless regular monitoring and there are persons who can enforce the traffic rules during these times the introduction of a continuous centre lines would be a waste of money. This is due to the illegal traffic infringements currently occurring by drivers dropping off and picking up as it appear no action is being undertaken.

Whilst we understand the need for the safety of pedestrians traffic at Jones Avenue and the junction with Amherst Avenue we feel that there will be further build up of traffic causing other issues for other drivers and people entering and existing properties.

We are also concerned about the kiss and drop off areas are not being adhered too as drivers are parking there longer than stated, drivers are parked in the area well before the school closes, causing traffic to build up around onto Portrush Road. There are a number of times where the driver leaves the vehicle to take the children into the school grounds which makes you believe the kiss and drop off is not be monitored by the school or being adhered to be the drivers.

A minor issue with school staff parking all day on the streets is on rubbish days causing access issue with rubbish bins.

Should you require any clarification or further information please do not hesitate to contact us on XXXXXXXXXXXXXXXX or by email.

**Jennie Lawes**

---

**From:**  
**Sent:** Sunday, December 20, 2015 8:50 PM  
**To:** School Survey  
**Subject:** Parking Devitt Ave.

I would just like to add my opinion to this survey ( I was unable to find the report on the council website )

My wife and I live on XXXXXXXXXXXXXXXXXXXXXXXXXXXX which is opposite the oval of Trinity Gdns. School. As is obvious at "school out" times, and at any time there is an event on the oval, the parking is becoming quite dangerous. Devitt Ave. is not wide enough to allow parking on both sides without allowance for cars to pass. There should be parking on one side only, or staggered parking during these times. People would be forced to walk further, but is that too much to ask ?

We also have the added problem of people parking on our corner. They park too close to the corner and are squeezing in and encroaching over the edge of our driveway, which owing to a stobie pole, is at an angle. If there are cars on the opposite side this makes it very difficult to back out. It needs a yellow line around the corner and at the edge of our driveway.

I hope these comments are helpful.

Monday, 11 January 2016

Mr David Maywald & Mr Claude Malak - City of Norwood Payneham St Peters

Dear Sirs

This letter is written on behalf of [REDACTED] – a pensioner couple of limited ability in the English language, residing at [REDACTED] Trinity Gardens in what is now their 42<sup>nd</sup> year of living opposite Trinity Gardens Primary School (TGPS).

We write to you out of concern for the growing traffic and parking problem faced by residents along Amherst, Aberdare and Annesley Avenues' (refer to map when asked – page 3), associated with the significant rise in both student and staff numbers at TGPS as well as the schools decision to hire out the ovals to external organisations for associated activities (Dog Obedience Training, school as well as club cricket, football, Self Defence etc).

The traffic and parking problems associated with the increase in the school's student and staff numbers\* as well as its year round use of its facilities have resulted in the following;

- An increase in traffic not only throughout the day but also throughout the year. This has heightened the potential for noise pollution as well as compromised the safety of residents especially at the start and conclusion of the school day. We have personally witnessed a rise in the number of minor car accidents and numerous close calls. Our car has also been hit by a parent. But more worryingly, we have witnessed and experienced the welfare of school children, their guardians and residents safety compromised because road users and pedestrians deliberately and wilfully ignore traffic rules in their haste to 'pick up' and 'drop off'. This is a daily occurrence.
- Because staff (and parents) want to park as close as possible to the entry point to their classroom along Aberdare Ave *see '1' on map*, (even though there are 5 other SAFE entry/exit points) they take up the limited spaces available along both sides of Aberdare Ave and in particular 64 Amherst Ave, 65 Annesley Ave, 64 Annesley Ave and 1 Aberdare Ave from 7.30am till after 5pm Monday-Friday. This has led to the following problems:
  - When visiting us, my immediate family cannot park in front of our house as the parking spaces are taken by staff of TGPS. This can be quite frustrating and in reality is preposterous that our children, when dropping off groceries, need to walk some distance
  - Discouraged family and friends from visiting during those hours, in particular elderly friends of ours who don't want to walk distances in the heat or rain
  - Has made it difficult for our children to have quick access to us in times of emergencies
  - Has prevented street cleaning vehicles from cleaning the roads adequately
  - Has made it difficult and at times impossible for tradespersons to have quick and close access to our property.
- Because parents, during 'pick up' and 'drop off' as well as school functions deliberately ignore the yellow line across our driveway, it has led to:
  - Our inability to exit/enter our property. This has affected us while attempting to get to medical appointments as well as picking up our own grandchildren from school which in itself is ironic
  - Verbal aggravated stoushes with parents/guardians who have ignored our requests to move. We have been sworn at and have had our bins not only moved but knocked down out of anger
  - Inability of the waste collection trucks to access our bins

\* Student numbers have almost doubled since 2008 from 388 to approx. 700 [www.myschool.edu.au/SchoolProfile/Index/90617/TrinityGardensPrimarySchool/49338/2014](http://www.myschool.edu.au/SchoolProfile/Index/90617/TrinityGardensPrimarySchool/49338/2014)

\* Staff numbers have doubled since 2008 from 43 to 85 (<http://www.myschool.edu.au/SchoolProfile/Index/90617/TrinityGardensPrimarySchool/49338/2014>)



The above scenarios have negatively impacted on our health as we have both had a need to visit our local GP at times after heated discussions with parents who have blocked our driveway. There is a close correlation between a rise in our blood pressure and the rise in traffic and its associated problems. On the advice of our children, we have tried to be proactive by (see below) but to no avail;

- Speaking to parents/guardians
- Speaking to staff
- Ring the school with our concerns on many occasions
- Organising to meet with the previous Principal
- Standing 'guard' on our driveway in the mornings and afternoon
- Contacted the council previously to express our growing concerns several times

We respectfully ask the Council to appreciate the difficulties we face on a regular basis and to consider the following suggestions which will alleviate our concerns and the problems we and others have and are facing;

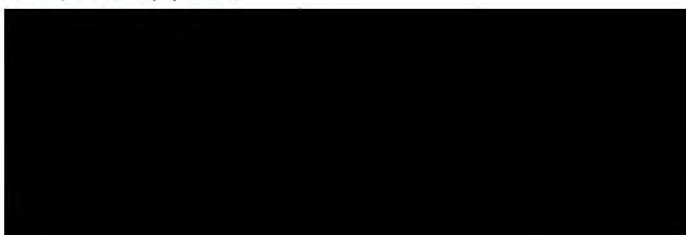
1. Designate the southern side of Aberdare Ave from the corner of Amherst Ave to Aveland Ave as 'Resident Only Parking' on Monday-Friday 7.30am-5pm (see '6' Map)
2. Designate the northern side for 'pick up and drop off' by allowing for 2 min max as per nearby Jones Ave (see '7' Map)
3. Encourage TGPS to ask staff and parents to park near and use the other five entry/exit points (see '2-6' Map)
4. Encourage TGPS to commence and sustain throughout the year an educational campaign for its parents
5. For the SPNP Council to actively and visibly enforce the road rules
6. Re-paint and extend the yellow lines across the driveways
7. Considering the growth of the school (which also includes the introduction of 2 specialist units which attracts families from outside the schools catchment zone), would it not be feasible to develop an on campus 'pick up drop off' zone?

While the letter expressly communicates the issues faced by us, the following residents are also faced with similar issues and have similar concerns. In a show of support, they have been prepared to provide their details if the Council sees fit to consult;

| Surname   | Given Name | Address                         | Contact Number |
|-----------|------------|---------------------------------|----------------|
| Johnston  | Amanda     | 64 Annesley Ave Trinity Gardens | 0408082528     |
| Pezos     | Tina       | 65 Annesley Ave Trinity Gardens | 0919700387     |
| Skoumbros | Angela     | 64 Amherst Ave Trinity Gardens  | 0411448541     |
| TAYLOR    | Catherine  | 63, Annesley Ave, Trinity Gdns  | 0401121535     |
| DAL PRA   | GIANCARLO  | 62 ANNESLEY AVE TRINITY Gdns    | 0431877958     |
| Elson     | Ryan       | 59 Annesley Ave, Trinity Gdns   | 0403530414     |

While we appreciate that the first form of communication is in writing, we would gladly accept an invitation to discuss the matter in person.

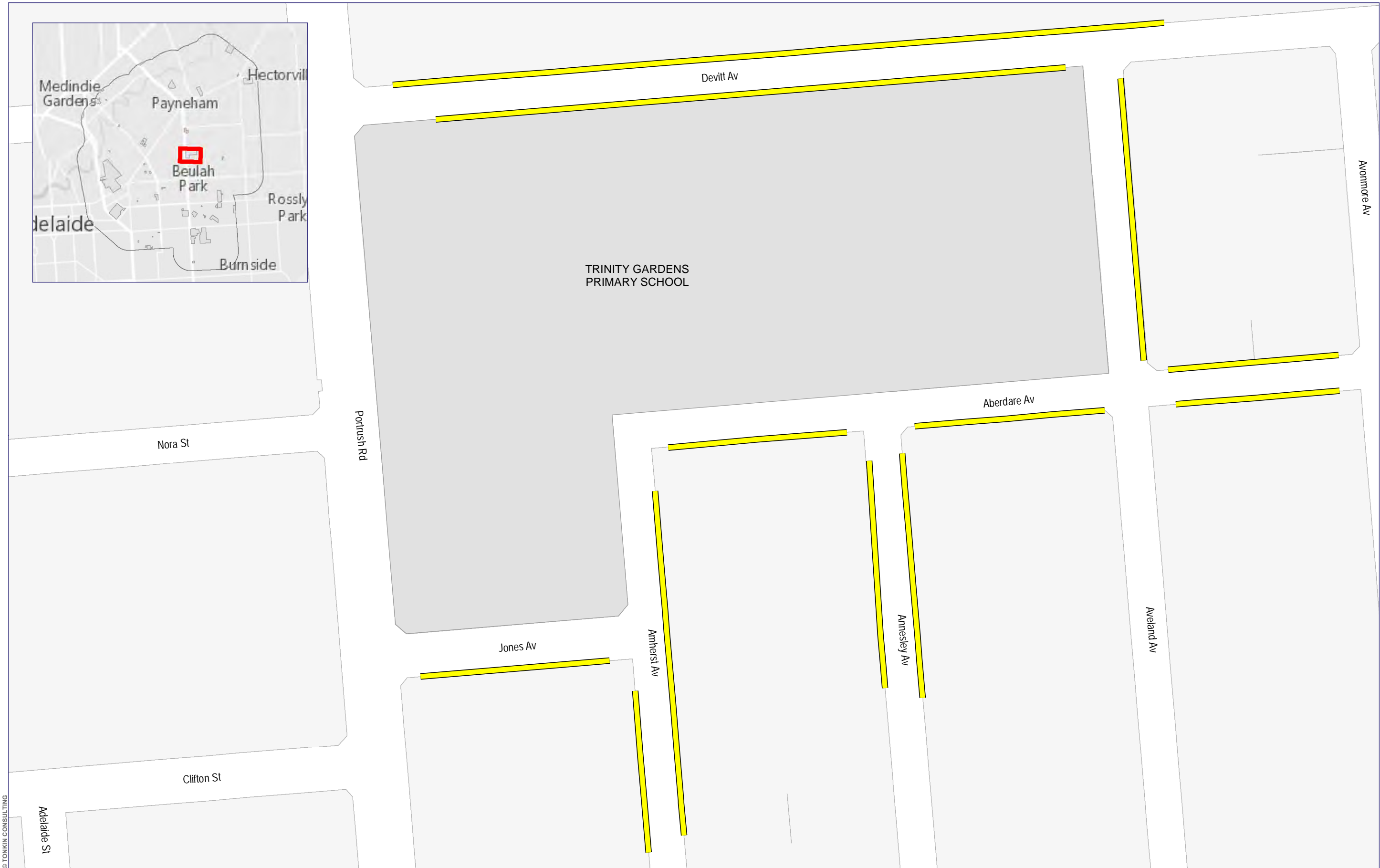
Respectfully yours,







## **15.5 High Demand Parking Areas (for No Stopping Lines over Driveways)**

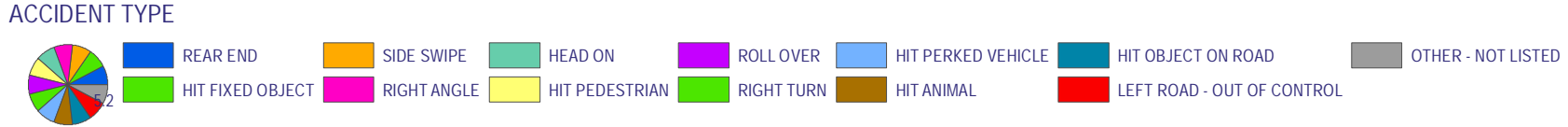
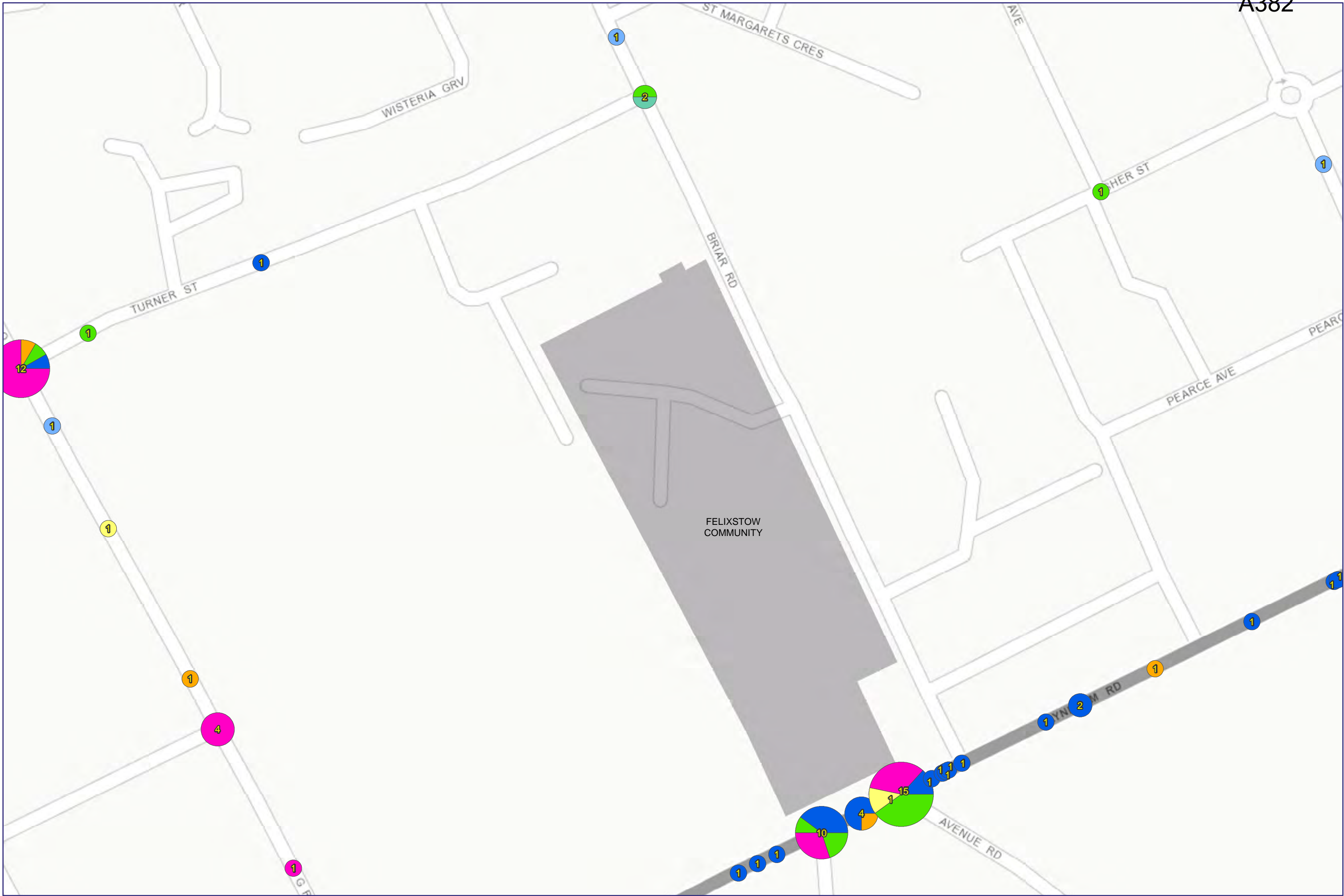


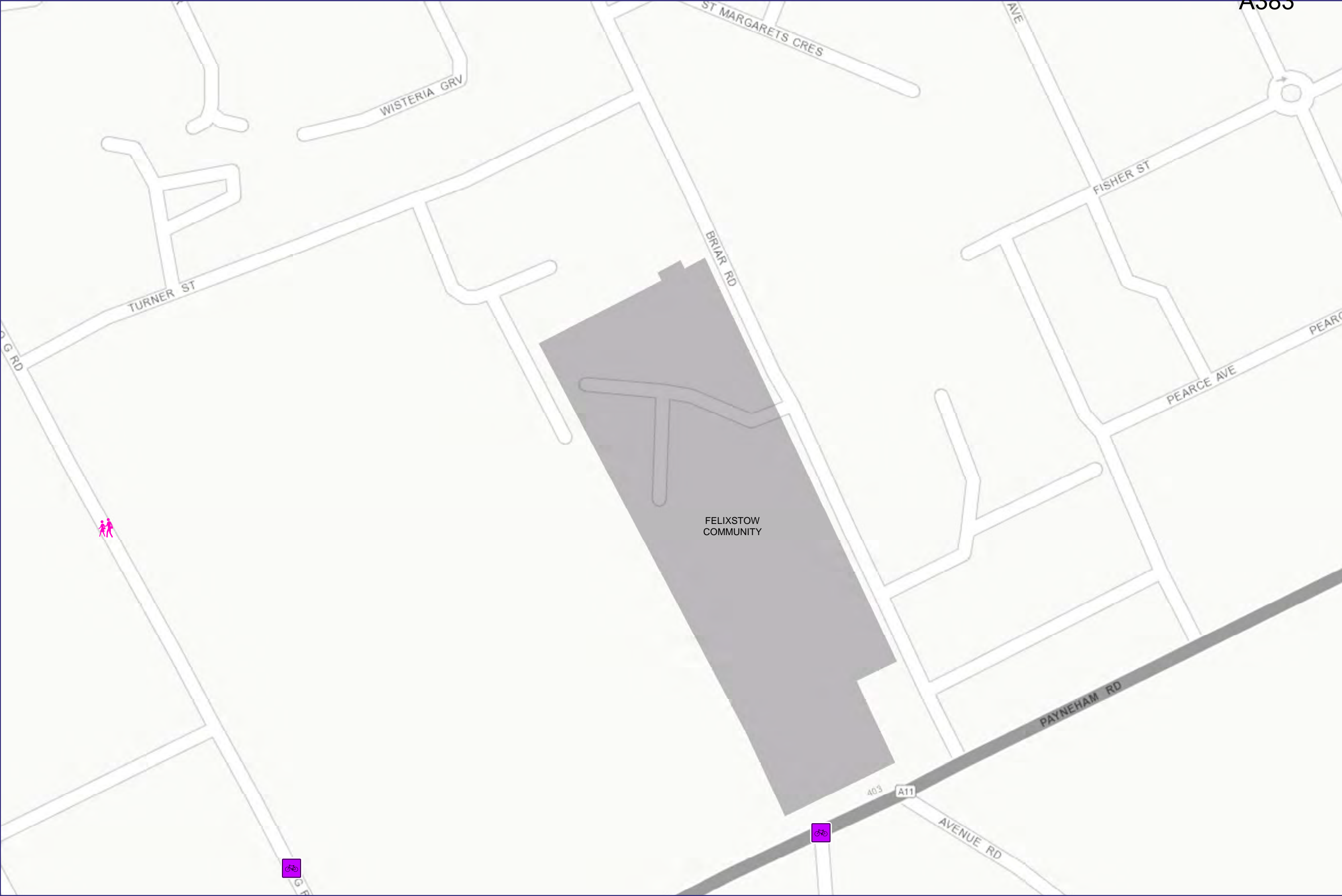
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## 16 Felixstow Community



## 16.1 Crash Maps

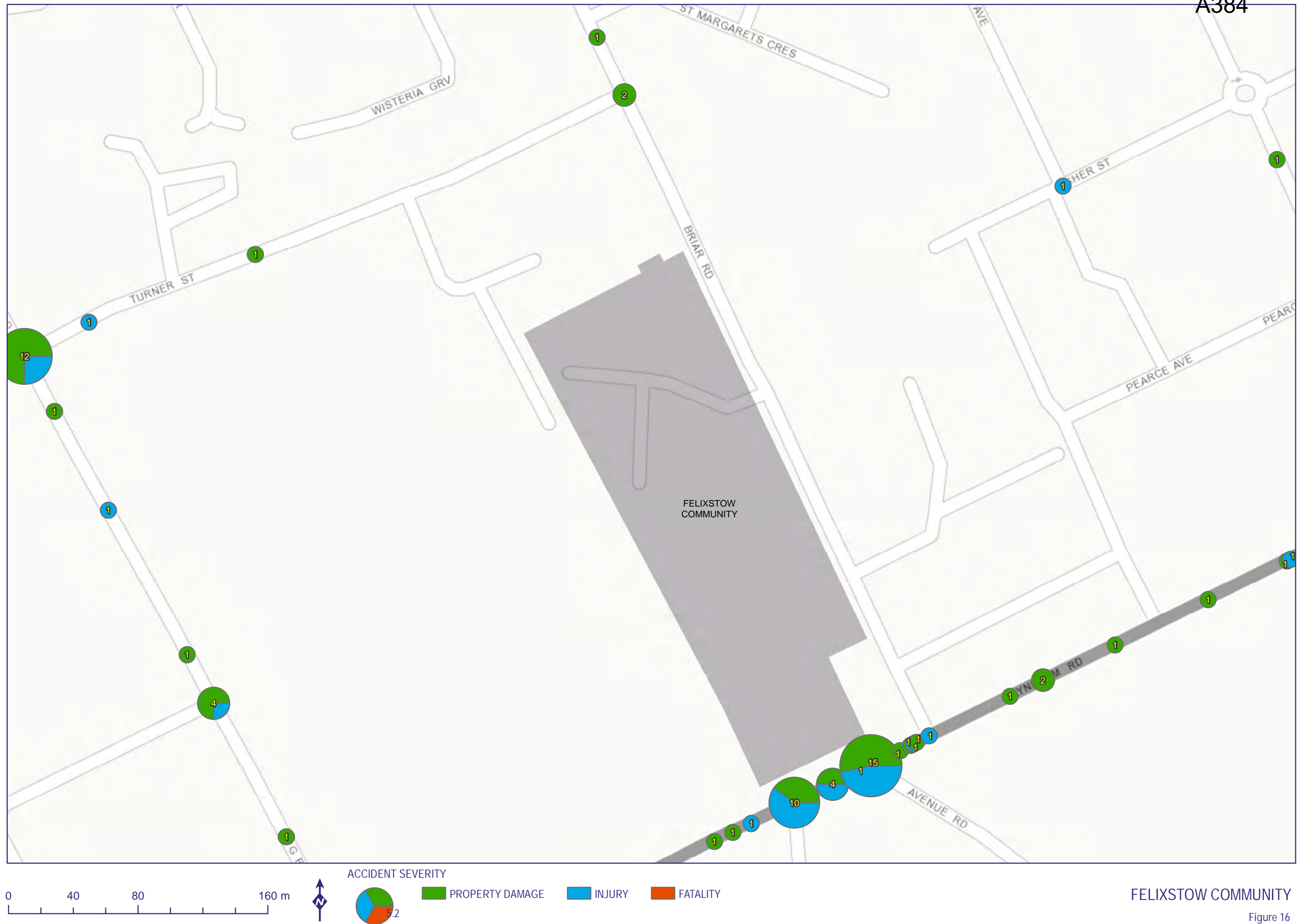




Hit Bicycle



Hit Pedestrian

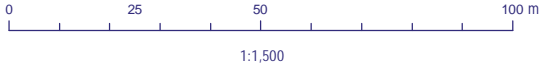


## 16.2 Parking Survey





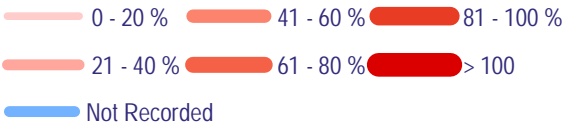
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Filename: 20155097GE016B\_Felixstow\_840  
Revision: REV A  
Date: Thursday, 22 October 2015 at 04:56 PM  
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Data Acknowledgement:  
Cadastral supplied by PBB1 Australia Pty Ltd  
Road data supplied by DATA SA  
Parking survey data collect by Tonkin Consulting and GTA Consultants

Occupancy Percentage (%) - 8:40 AM



\*Note - Percentages greater than 100% possibly due to double ranking, use of no stopping / parking zones and / or small vehicles, scooters or motorbikes

Norwood, Payneham and St Peters

FELIXSTOW COMMUNITY  
8:40 AM 16/9/2015



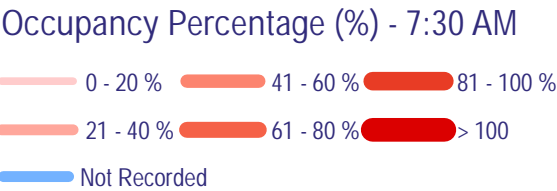
© TONKIN CONSULTING



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Job Number: 20155097  
Filename: 20155097GE016A\_Felixstow\_730  
Revision: REV A  
Date: Thursday, 22 October 2015 at 04:56 PM  
Drawn: TMOON

Data Acknowledgement:  
Cadastre supplied by PBBi Australia Pty Ltd  
Road data supplied by DATA SA  
Parking survey data collect by Tonkin Consulting and GTA Consultants

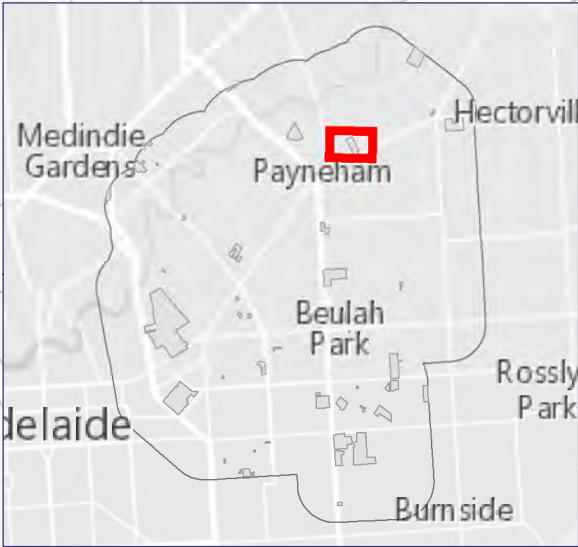


\*Note - Percentages greater than 100% possibly due to double ranking, use of no stopping / parking zones and / or small vehicles, scooters or motorbikes

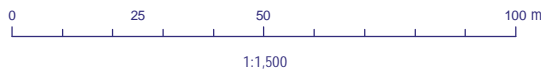
Norwood, Payneham and St Peters

**FELIXSTOW COMMUNITY**  
7:30 AM 16/9/2015





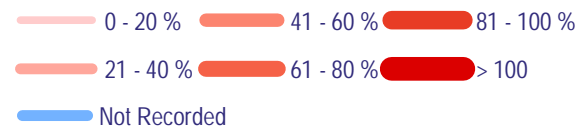
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Job Number: 20155097  
Filename: 20155097GE016G\_Felixstow\_320  
Revision: REV A  
Date: Thursday, 22 October 2015 at 04:57 PM  
Drawn: TMOON

Data Acknowledgement:  
Cadastral supplied by PPB Australia Pty Ltd  
Road data supplied by DATA SA  
Parking survey data collect by Tonkin Consulting and GTA Consultants

### Occupancy Percentage (%) - 3:20 PM



\*Note - Percentages greater than 100% possibly due to double ranking, use of no stopping / parking zones and / or small vehicles, scooters or motorbikes

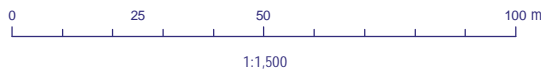
Norwood, Payneham and St Peters

FELIXSTOW COMMUNITY

3:20 PM 16/9/2015

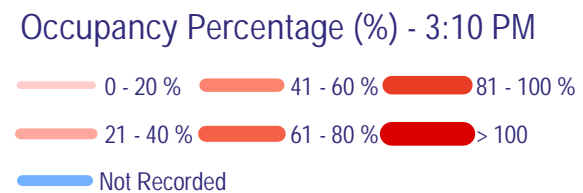


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Job Number: 20155097  
Filename: 20155097GE016F\_Felixstow\_310  
Revision: REV A  
Date: Thursday, 22 October 2015 at 04:57 PM  
Drawn: TMOON

Data Acknowledgement:  
Cadastre supplied by PBBi Australia Pty Ltd  
Road data supplied by DATA SA  
Parking survey data collect by Tonkin Consulting and GTA Consultants



\*Note - Percentages greater than 100% possibly due to double ranking, use of no stopping / parking zones and / or small vehicles, scooters or motorbikes

Norwood, Payneham and St Peters

FELIXSTOW COMMUNITY  
3:10 PM 16/9/2015





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1:1,500

Job Number: 20155097  
Filename: 20155097GE016E\_Felixstow\_300  
Revision: REV A  
Date: Thursday, 22 October 2015 at 04:57 PM  
Drawn: TMOON

Data Acknowledgement:  
Cadastre supplied by PBBi Australia Pty Ltd  
Road data supplied by DATA SA  
Parking survey data collect by Tonkin Consulting and GTA Consultants

Occupancy Percentage (%) - 3:00 PM

|              |           |            |
|--------------|-----------|------------|
| 0 - 20 %     | 41 - 60 % | 81 - 100 % |
| 21 - 40 %    | 61 - 80 % | > 100      |
| Not Recorded |           |            |

\*Note - Percentages greater than 100% possibly due to double ranking, use of no stopping / parking zones and / or small vehicles, scooters or motorbikes

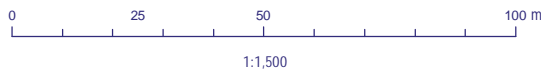
Norwood, Payneham and St Peters

**FELIXSTOW COMMUNITY**  
3:00 PM 16/9/2015





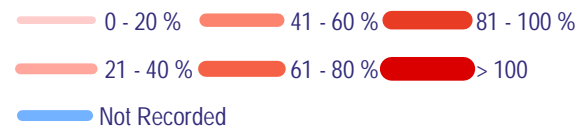
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Job Number: 20155097  
Filename: 20155097GE016D\_Felixstow\_215  
Revision: REV A  
Date: Thursday, 22 October 2015 at 04:56 PM  
Drawn: TMOON

Data Acknowledgement:  
Cadastral supplied by PPB Australia Pty Ltd  
Road data supplied by DATA SA  
Parking survey data collect by Tonkin Consulting and GTA Consultants

### Occupancy Percentage (%) - 2:15 PM



\*Note - Percentages greater than 100% possibly due to double ranking, use of no stopping / parking zones and / or small vehicles, scooters or motorbikes

Norwood, Payneham and St Peters

FELIXSTOW COMMUNITY

2:15 PM 16/9/2015



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0 25 50 100 m  
1:1,500

Job Number: 20155097  
Filename: 20155097GE016C\_Felixstow\_855  
Revision: REV A  
Date: Thursday, 22 October 2015 at 04:56 PM  
Drawn: TMOON

Data Acknowledgement:  
Cadastre supplied by PBBI Australia Pty Ltd  
Road data supplied by DATA SA  
Parking survey data collect by Tonkin Consulting and GTA Consultants

Occupancy Percentage (%) - 8:55 AM

|              |           |            |
|--------------|-----------|------------|
| 0 - 20 %     | 41 - 60 % | 81 - 100 % |
| 21 - 40 %    | 61 - 80 % | > 100      |
| Not Recorded |           |            |

\*Note - Percentages greater than 100% possibly due to double ranking, use of no stopping / parking zones and / or small vehicles, scooters or motorbikes

Norwood, Payneham and St Peters

**FELIXSTOW COMMUNITY**  
8:55 AM 16/9/2015

## 16.3 Parking Controls





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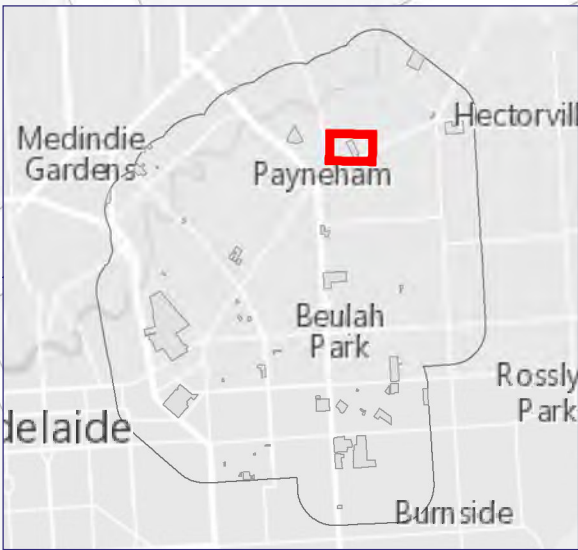
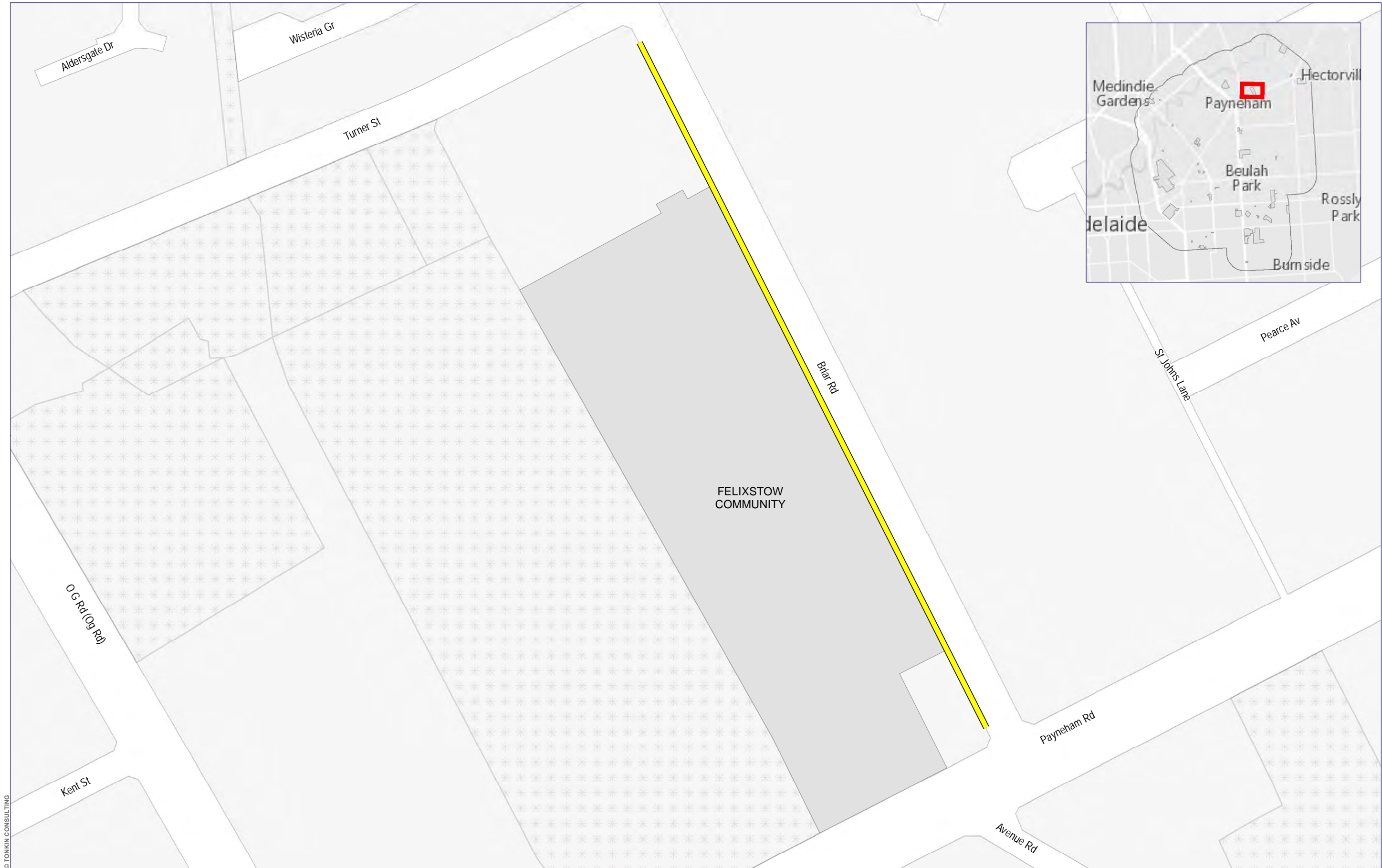
- |           |           |             |            |
|-----------|-----------|-------------|------------|
| 1 Hour    | 2 Hours   | All Day     | No Parking |
| 15 Minute | 30 Minute | Kiss & Drop | Other      |

FELIXSTOW COMMUNITY

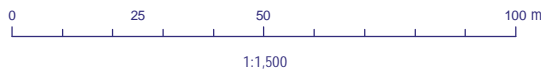
Figure 16

#### **16.4 High Demand Parking Areas (for No Stopping Lines over Driveways)**





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Job Number: 20155097  
Filename: 20155097GE016H\_Felixstow\_No\_Stopping  
Revision: REV A  
Date: Friday, July 22, 2016 at 02:37 PM  
Drawn: TMOON

Data Acknowledgement:  
Cadastral supplied by PBA Australia Pty Ltd  
Road data supplied by DATA SA  
Parking survey data collect by Tonkin  
Consulting and GTA Consultants

 Sections for No Stopping lines over driveways

Norwood, Payneham and St Peters

FELIXSTOW COMMUNITY

## **17 General Consultation Responses**

**Jennie Lawes**

---

**From:**  
**Sent:** Thursday, December 10, 2015 8:22 AM  
**To:** School Survey  
**Subject:** Comment on NP & S draft plan

Attn. Paul Simon,

The reduction of the speedlimit to 40kmp/h on arterial roads around schools is a bad idea.

It will create increased congestion leading to increased risk.

Treating every case the same is wrong. In some cases such as port rush road. Pedestrian traffic lights already exist.

If issues such as traffic light visibility, childrens use of the lights (not waiting) or vehicles not stopping, exist. They will not be solved by a reduction in the speed limit.

My opinion is against the proposal.

Regards, .

**Jennie Lawes**

---

**From:**  
**Sent:** Tuesday, December 15, 2015 11:34 AM School  
**To:** Survey  
**Cc:** Dunstan EO; C.Pyne.MP@aph.gov.au  
**Subject:** NPSP Schools Traffic Safety and Parking Review

Dear Sir

the proposal to limit traffic speeds to 40 km/h on major arterial roads near schools in the NPSP Council area is totally unwarranted and irresponsible.

Traffic congestion is already bad enough without further restricting the flow on major roads.

The likelihood of traffic incidents is more likely to increase if continual changes in speed limits are introduced on major roads with high traffic volumes. Please start thinking about what is best for the whole community, not just introducing piecemeal changes to cater to small groups.

For the schools on these roads, the school staff and especially parents have a responsibility to educate the children about behaviour near traffic and general road safety.

It is time to stop trying to over-protect the residents of the Council area and more generally all residents of this State. People need to be responsible for their own welfare and need to be educated to make sensible choices. Wrapping everyone in cotton wool simply teaches people to not think for themselves and leads to much more problems than it solves.

Regards

**Jennie Lawes**

---

**From:**  
**Sent:** Tuesday, December 15, 2015 7:37 PM  
**To:** School Survey  
**Subject:** Community Feedback Response

Hello,

I would like to express my concern over thoughts to further reduce traffic speed limits in the vicinity of schools. I believe current 25 kph limits are suitable and meet the current and future needs of our society.

I believe further reductions do not translate to improved safety. People who drive dangerously around schools will always continue unless cars are banned all together. If people make the effort to observe, the majority of drivers show due care around sign posted schools.

Slowing speed limits has negative effects including increasing driver frustration which in turn leads to less careful driving. Increasing congestion and potential for accidents. Increasing the speed difference between those who obey and those who do not. World wide evidence proves the greatest cause of road accidents is differential in speed.

I believe the use of fixed speed cameras around schools is far more effective at reigning in people who ignore existing restrictions.

I grew up in a world of very limited 25kph limits. My generation never had problems. Changing road rules will never prevent accidents by people who ignore road rules. It will merely cause disruption for everyone else including school children parents who will have greater difficulty reaching their children.

Education is the answer. Driver education. Student education. Student guidance and monitoring. Learning by students is a far more valuable life skill than reaching then to be ignorant of dangers in life.

Please reject suggestions to change the status quo on road rules around schools.

Thank you.



**RAA Group**

101 Richmond Road,  
Mile End SA 5031  
Tel 08 8202 4600  
Fax 08 8202 4520  
raa.com.au

**Royal Automobile Association  
of South Australia Inc.**

ABN 90 020 001 807  
Travel Lic TTA 157

**RAA Insurance Ltd**

ABN 14 007 872 602 AFSI 232 525

19/01/16

Mr Mario Barone  
Chief Executive Officer  
City of Norwood, Payneham & St Peters  
PO Box 204  
Kent Town  
SA 5071

|  |                     |
|--|---------------------|
| CITY OF NORWOOD,<br>PAYNEHAM & ST PETERS |                     |
| FILE NO./S<br>503857                     | FOLIO NO.<br>282261 |
| 22 JAN 2016                              |                     |
| EMPLOYEE<br>cm                           | INITIALS            |
| File with                                |                     |
| Claude                                   |                     |
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**PROPOSALS FOR 40KM/H SPEED ZONES WITHIN THE CITY OF NORWOOD, PAYNEHAM & ST PETERS**

Dear Mr Barone,

We refer to both the recent proposal by Council to apply 40km/h in residential streets and to Tonkin's draft report to Council, recommending 40km/h zones on Portrush Road outside schools and wish to outline RAA's position on the matter.

**Council's proposal to introduce a blanket 40km/h zone across residential streets**

RAA do not support blanket approaches to speed limit reductions and believe that when speed limit reductions are considered, each road should be considered on a case by case basis that examines the risk factors along the road. The factors should include but are not limited to:

- 85<sup>th</sup> percentile speed of the road;
- Current infrastructure and level of safety built into the road; and
- Road geometry and road environment.

The latter is particularly important since these factors influence the motorists' perception of an appropriate speed along a road, ultimately determining the 85<sup>th</sup> percentile speed. In terms of 40km/h zones, we only support such reductions in heavily pedestrianised areas, where there are a high number of vulnerable road users and there is clear definition of the risks by way of the road environment, for example shared zones, dense shopping centre or café precincts.

RAA would welcome discussions with the Council to gain an understanding of the analysis of any speed data collated and whether alternative treatments such as intersection modifications or radar activated speed signs would be more appropriate to achieve the desired safety outcomes.

**Tonkin's draft report, soon to be presented to Council**

We were recently made aware of a number of draft reports written by Tonkin Consulting which were circulated to select stakeholders including schools, the Department for Planning, Transport & Infrastructure (DPTI) and the South Australian Police (SAPOL). Unfortunately, as a key motoring stakeholder, RAA were not afforded an opportunity to comment on these reports.

The draft report has outlined a proposal to apply 40km/h speed restrictions on Portrush Road where there is an access to a school or there is heavy pedestrian traffic generated by the school. The recommendation prescribes that the 40km/h restriction is controlled by a variable speed sign operated on a timer basis. There is also a further recommendation to install speed and red light cameras which would link to the variable speed controls.

While RAA supports measures that will improve safety around school zones and the application of a lower speed zone within the vicinity of school crossings or access points, we would offer the following comments about the proposed lower speed limits:

- **Length of proposed speed zone** – For a speed zone to have a safety benefit, the zone would need to start around 200m either side of a crossing or school access. The length of this zone would dictate that speed treatments would also be required on any side streets bounding the zone.
- **Signage** - Adequate signage would have to be provided throughout the zone with establishment of zone entry signs on Portrush Road and any adjacent side streets bounding. Regular repeater signs would also be required within the zone, which is particularly important where red light speed cameras are used. Where side streets are in close proximity to a crossing with red light camera, RAA would expect to see variable speed signs on both the side street and then repeated prior to the crossing.
- **Side Streets** – Consideration should be given to any further road safety treatments on the side streets around the school and how these may impact traffic on the main road when combined with the 40km/h zone.
- **Accuracy ITS timing programs** – there are a mix of private and public schools on Portrush Road and as such holiday periods will vary. The timing of the part time speed limits must be reflected accurately for each school and a blanket time zone across all sites would not be appropriate.
- **Signal coordination** – The impact of the installation of pedestrian crossings on Portrush Road on surrounding intersections should be considered. It's also worth noting that where signal timings are coordinated between intersections, the timings can often be calculated based on the posted speed limit. If speeds were therefore to be reduced outside schools, the signal timings should be altered in order to optimise traffic flow. If signal times remain unchanged, motorists may find that they are frequently stopped at the intersections and this is likely to promote lack of compliance with speed restriction.
- **40km/h on arterial roads to set precedence** – Should 40km/h zones be imposed on Portrush Road, precedence will be set for schools on other arterial roads such as South Road. While RAA are not opposed to improved safety measures, further work will be required to assess the impact of the proposal at a network level and there should be recognition that this will affect other jurisdictions.

We trust that the Council will consider our comments prior to proceeding with a detailed design for any recommendations. Should you have any queries about our comments, please feel free to contact me on 8202 4703.



Ian Bishop  
Traffic Engineer



In reply please quote 2013/07389  
Enquiries to Teresa Xavier  
Telephone (08) 8226 8222

4 - MAR 2015

**SAFETY AND SERVICE -  
Traffic Operations**

GPO Box 1533  
Adelaide SA 5001

Telephone: 08 8226 8222  
Facsimile: 08 8226 8330

ABN 92 366 288 135

Mr Paul Simons  
Senior Project Manager  
Tonkin Consulting  
Level 2, 66 Rundle Street  
KENT TOWN SA 5067

Dear Mr Simons

**TRAFFIC SAFETY REVIEW – CITY OF NORWOOD, PAYNEHAM & ST PETERS**

Thank you for the opportunity to review the *City-Wide Schools Traffic Safety and Parking Review* draft report, commissioned by the City of Norwood Payneham and St Peters. I have been advised that an initial meeting was held between the department, council, Tonkin Consulting and GTA Consultants on 17 December 2015, to discuss the investigations and consultation undertaken so far and also the draft recommendations of the review.

In response to your email dated 23 December 2015 requesting comments from the department, our comments can be found in the attached report.

The department is committed to work with council to improve traffic management around schools within its area, to provide a safe environment for the school community and for all other road users. The department would urge council to undertake the Local Area Traffic Management (LATM) improvements as recommended in the school review report. If there are any remaining concerns once the LATM improvements are implemented and evaluated, the department will work with council to address any concerns at the arterial and local road interface or on the arterial road.

Should you wish to discuss this matter further, please contact Teresa Xavier on (08) 8226 8222.

Yours sincerely,

Tony Carbone  
**MANAGER, TRAFFIC OPERATIONS**

29 February 2016



## DPTI response to the City of Norwood Payneham and St Peters review of traffic, safety and parking at schools

### Background

A review of traffic, safety and parking adjacent to all schools within the City of Norwood Payneham and St Peters (the Council) was commissioned by Council. The review was undertaken by Tonkin Consulting in partnership with GTA Consultants. Details of this review and a copy of the draft reports are available from <http://www.npsp.sa.gov.au/article/view/518>.

Responses provided below are for matters relevant to DPTI. Other matters concerning Council's local road network and not impacting the arterial road network are not within the scope of this report. Council's draft reports have been widely circulated within DPTI and the comments below are a consolidated response.

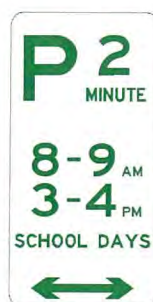
### 1.3 Parking Signs

**Report recommendation** – *The Council clearly and consistently signpost the 'kiss-n-drop' zones around schools, and supplement the regulatory signage with the adjacent example (already used in some locations) where locally needed.*



#### **DPTI Response**

- Supports the recommendation to consistently signpost 'kiss-n-drop' zones around schools and ensure the standard signs are clearly visible to drivers. The draft reports show many types of non-standard parking control signs are being used and these need to be replaced with a more positive type of standard sign.
- Existing regulatory standard sign for 'kiss-n-drop' zones are shown in a negative form by showing the 'no parking' symbol with a maximum limit of 2 minutes at particular times on school days. This type of negative signing could be confusing to some motorists especially when it requires extra signing to explain what the zone is used for.
- Within the current signing standards for parking there is a more positive format of signing for these types of zones (see below), without the need to create a new regulatory type sign for 'kiss-n-drop' zones. These parking control signs for 'kiss-n-drop' zones should be installed in accordance with Australian Standard 1742.11 – Parking Controls.



- In addition to this standard sign, schools and other 'kiss-n-drop' areas may wish to use other forms of displays to denote their 'kiss-n-drop' area e.g. art work on fences or footpaths. Individual groups can design their own art work in accordance with DPTI's Operation Instruction 19.3 'Artwork in Road Reserves'.
- The placement of any 'kiss-n-drop' zone must ensure that it does not interfere with the movement of traffic on DPTI roads, such as queuing from Council's road onto DPTI's road.

### **1.5 Treatment on Arterial Roads**

**Report recommendation** – *The Council formally requests DPTI to trial the installation of a 40km/h speed limit past schools on arterial roads, via Variable Message Signs (VMS) to operate during the school peak times.*

#### **DPTI Response**

- DPTI is an advocate for road safety and uses the safe system principles of South Australia's Road Safety Strategy 'Towards Zero Together' to determine various safety treatments. These principles are applied across the road safety system, which comprises the road, speed, people and vehicles. There are inter-relationships and interdependencies between these areas of the system. In addition, under 'Safer Roads' and 'Safer Speeds' of the Strategy it acknowledges that roads serve a variety of functions. It is paramount that speed limits align to roads with similar functions, design standards and access management to create safe and credible operating speeds.

When determining treatments they need to complement the functional hierarchy of the road, be evidence based, and matched to the road safety issue. The DPTI roads identified in the reports are all speed zoned at 60km/h and perform various functions; such as 'Major Transport Route', 'Freight Route' and 'Peak Hour Route'. With the 'Peak Hour Route' there is scope for flexible traffic management arrangements in the off-peak periods.

It should be noted that the schools in the review that abut arterial roads are provided with pedestrian actuated crossings (PAC) for safe pedestrian access to schools. The following safety measures are implemented at all PACs to further mitigate the risk to the pedestrians:

- A green walk extension of 10 to 15 seconds by holding the button for 5 seconds to facilitate the crossing of a large group of school children.
- High technology pedestrian detection devices called microwave sensors have been installed at some sites to enable extra crossing time to be allocated to the pedestrian phase when required. These sensors automatically increase the flashing red (clearance time) according to the needs of the person using the crossing. These devices are particularly useful at PAC's adjacent to schools.
- 2 seconds buffer period (all red phase) before and after the pedestrian phase.
- Road safety cameras are installed at selective locations to improve the safety of our roads by enforcing speed limits and compliance to traffic signals. Fixed (permanent)



and mobile cameras operate throughout South Australia at carefully selected locations. The information about the safety cameras are provided in the link below.  
[http://www.dpti.sa.gov.au/towardszerotogether/safer\\_speeds/camera\\_locations#school](http://www.dpti.sa.gov.au/towardszerotogether/safer_speeds/camera_locations#school)

It is noted that recommendation to trial the installation of a 40km/h speed limit past schools on arterial roads was strongly influenced by variable speed limit school zones being used interstate without any analysis of their effectiveness and suitability to conditions in South Australia.

To allow a better understanding of the impacts of a 40km/h speed zone in South Australia, the department suggests that Council undertake the trial of a variable 40km/h speed limit on its local network, such as Osmond Terrace, to gauge the safety benefits that may be achieved for the school community.

The department would also urge Council to undertake the Local Area Traffic Management improvements recommended in the School review report. Once the improvements are implemented and traffic patterns have settled, Council will need to evaluate the effectiveness of the improvements and any remaining concerns. DPTI will work with Council to address any concerns at the arterial and local road interface or on the arterial road.

### **1.6 Pedestrian Activated Crossings on Arterial Roads**

**Report Recommendation** – *The Council formally requests DPTI to install count-down timers at all PAC's on arterial roads adjacent schools. The Council should also request DPTI to consider the installation of speed and red light camera technology at these PAC's in enforcing lower speed limits operating during school peak times.*

**DPTI Response** - Pedestrian countdown timers (PCT) on PAC's adjacent to schools are not recommended as it is considered that some school children may not be sufficiently well developed to estimate the distance required for them to cross during clearance phase or to understand the risk of crossing too late and continuing to walk during the steady red 'Don't walk' phase. A copy of Operational Instruction 14.3 *Pedestrian Countdown Timer* is provided in the below web link

[http://www.dpti.sa.gov.au/data/assets/pdf\\_file/0015/113055/DOCS\\_AND\\_FILES-7795342-v2-Pedestrian Countdown Timer - Traffic Management - Operational Instruction 14 3.pdf](http://www.dpti.sa.gov.au/data/assets/pdf_file/0015/113055/DOCS_AND_FILES-7795342-v2-Pedestrian_Countdown_Timer_-_Traffic_Management_-_Operational_Instruction_14_3.pdf)

The installation of each safety camera and the unique location are subject to a site review to determine the requirements of each site. This includes considerations such as: location, crash history, road design, traffic volume, existing traffic controls (traffic lights, etc), dominant vehicle types and other factors such as infrastructure, trees etc.

Safety cameras are currently fitted at three pedestrian crossings within close proximity to a school in the Council:

- Portrush Road near Talbot Grove (Loreto College), Marryatville

- Portrush Road near Phillips Street (Mary Mackillop College), Kensington
- Portrush Road near Jones Avenue (Trinity Gardens Primary School), Trinity Gardens

DPTI understands that Council is satisfied with the current methodologies and technologies used and the recommendation in the review is since revised to *'To use all appropriate technological enhancements at PACs including extended walk times, microwave technology and safety cameras'*.

### **1.7 Way 2 Go Program/Active Travel Plans**

**Report Recommendation** – *All Schools participate in DPTI's Way 2 Go Program in order to encourage active travel and for the Council to integrate outcomes from the program for each school with any recommendations which are contained in this Draft Report.*

**DPTI Response** – The department encourages and/or coordinates Way 2 Go Program/Active Travel plans for all primary schools throughout the state. Way 2 Go's success emanates from its partnership approach to whole school community change over time. The key goal is to develop and maintain a culture of active travel in the community. A focus on infrastructure and policy that supports walking and cycling to school (given the schools generally have high levels of children being driven and students that live within walking and cycling range) will make a significant difference to congestion and hence safety issues. With regards to the Way 2 Go program, the following should be noted:

- Norwood and Trinity Gardens Primary schools are currently intensively engaged in Way 2 Go and are developing as exemplar schools.
- St Ignatius, St Joseph's Memorial Norwood and Kensington have been involved previously.
- Contact has been made with East Adelaide School regarding participation and the school has expressed interest.
- Three of the schools are secondary only and the Kensington Centre is part of Pembroke School (Burnside Council)
- The remaining six schools could be contacted to discuss their interest and capacity to join the program.

The Way 2 Go program currently targets primary schools. DPTI would be interested in development of a NPSP secondary school trial in 2016/17.

### **1.8 On Street Parking Behaviour**

**Report Recommendation** – *The Council develops a program of regular parking enforcement around each school, and liaise with the schools regarding information on parking and traffic rules. All schools provide regular information in their newsletters distributed to parents reminding them of the need to adhere to parking controls adjacent their site and the safety issues associated with not doing so. All schools make a commitment towards assisting the Council with enforcing parking controls by (for example) allocating teachers on a roster basis*

*to monitor parking adjacent their site. This information will assist Council with refining its enforcement program and the school with intending what information may be needed for circulation with parents.*

**DPTI Response** – DPTI support the recommendation and encourage Council's ongoing education and enforcement of parking controls around schools in order to ensure that there is no queuing of vehicles onto the arterial road during the school peak hours.

### **1.11 Precinct Treatments**

**Report Recommendation** – *The Council explores opportunities with DECD, DPTI and SAPOL for the installation of specialist 'School Precinct' signage to assist in defining the broader precinct around schools to drivers. The signage could also be reinforced with similar pavement markings.*

**DPTI Response** - DPTI has no objections to the proposed precinct treatment options within the local road network provided there is no 'traffic control device' proposed as part of the precinct treatment. The proposed 'Precinct Treatment' within the local network should not negatively impact the arterial and local road interface.

DPTI is currently developing an operational instruction for street murals. For further clarification and approvals please contact – Philip Stratton, Manager, Road and Traffic Engineering, [Philip.Stratton@sa.gov.au](mailto:Philip.Stratton@sa.gov.au).



## References

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