

## 11.1 CITY-WIDE SCHOOLS TRAFFIC, PARKING & SAFETY REVIEW

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### PURPOSE OF REPORT

The purpose of this report is to present to the Council for its consideration, the findings of the City-Wide Schools Traffic, Parking & Safety Review (“the Schools Review”) and seek the Council’s endorsement of the proposed implementation of the recommendations.

### BACKGROUND

There are sixteen (16) schools located within the City of Norwood Payneham & St Peters. All of the schools have grown and expanded over the past decade and as a result, the number of their student enrolments has increased. In some cases, the number of students has doubled with consequent impacts such as parking and traffic management.

A significant number of the schools have very little or no on-site parking to accommodate the needs of staff, parents or students. This often means that during school morning drop-off and afternoon pick-up periods, traffic manoeuvrability and circulation adjacent to the schools is quite chaotic and on-street parking in the local street network is at a premium. These issues, which combined, can and often do result in a number of safety concerns for school children and local residents who reside adjacent to the schools.

The Council is currently undertaking a Development Plan Amendment (“DPA”) for Education Zones throughout the City. The DPA proposes the introduction of new planning policy to manage development. During the preparation of the DPA, there have been many issues raised by representatives of the schools regarding various safety and parking issues.

In 2012, as part of its adoption of its Local Area Traffic Management Policy, the Council resolved that following the completion of the DPA, the Schools Review would be undertaken. However, given the on-going concerns regarding issues relating to school parking and traffic management, it was considered timely to undertake in tandem the Schools Review rather than following the completion of the DPA. This was endorsed by the Council and funding was allocated in the 2015-2016 Budget for the Schools Review.

Following an open tender process, Tonkin Consulting was appointed as the Council’s lead consultant in partnership with GTA Consultants. Tonkin Consulting and GTA Consultants (“the Council’s Consultants”) jointly undertook the Schools Review during the 2015-2016 financial year. This has been a comprehensive and complex process which incorporated, at each school, the collation and analysis of various data, site observations during the morning and afternoon school peak times and consultation with numerous stakeholders.

The consultation process has also included information briefings with Elected Members, representatives of the schools, Department of Planning, Transport and Infrastructure (“DPTI”), Department of Education and Child Development (“DECD”), Catholic Education South Australia (“CESA”), the Association of Independent Schools of South Australia (“AISSA”), South Australia Police (“SAPOL”) and residents and business owners and operators who are considered to be directly affected by any of the proposed recommendations.

A copy of the report which set-out the findings of the Schools Review which has been submitted by the Council’s Consultants is contained in **Attachment A**.

Volume I of Attachment A, contains the Final Report and Findings whilst Volume II contains the Appendices inclusive of all data, existing on-street parking controls and submissions received during the consultation process. The key elements of the Schools Review and the proposed implementation methodology, are set out in this report.

The sixteen (16) schools which are included in the Schools Review are set out below:

1. East Adelaide School
2. Kensington Centre\*
3. Loreto College
4. Marden Senior College
5. Marryatville High School
6. Marryatville Primary School
7. Mary MacKillop College
8. Norwood Primary School
9. Prince Alfred College
10. St Ignatius Junior College
11. St Joseph's Memorial School (Kensington)
12. St Joseph's Memorial School (Norwood)
13. St Joseph's School (Payneham)
14. St Peters College
15. Trinity Gardens Primary School
16. Felixstow Community School

*\*The Kensington Centre is currently unoccupied but was included in the Schools Review as Pembroke College purchased the property just prior to the commencement of the Schools Review.*

## RELEVANT STRATEGIC DIRECTIONS & POLICIES

The relevant Outcomes and Objectives of the Council's ***City Plan 2030, Shaping Our Future*** are provided below:

### **Outcome 1: Social Equity**

**A connected, accessible and pedestrian-friendly community.**

#### ***Objectives:***

2. A people-friendly, integrated and sustainable transport and pedestrian network.
3. An engaged and participating community.

The Council has been proactive and indeed has taken a responsible approach in seeking to identify the issues associated with schools such as zoning, planning policy, parking and traffic management. The recommendations which have been made by the Council's Consultants seek to address these issues. The Council can now consider these issues and recommendations and make informed decisions regarding the findings of the Schools Review.

## FINANCIAL AND BUDGET IMPLICATIONS

The financial implications associated with the Schools Review comprise of the cost to engage a consultant to undertake the Review and the costs to implement recommendations.

In respect to the cost to undertake the Schools Review, the Council allocated \$120,000 in its 2015-2016 Budget towards the Project. An open tender process was undertaken and the Council's consultants were engaged for a tendered fee \$106,910 (GST Exclusive). The School's Review was completed at a cost of \$120,415 (GST Exclusive). The cost is inclusive of the tendered fee, consultation advertisements placed in the Messenger Newspapers and additional traffic data which was requested to be collated throughout the Schools Review.

The recommendations which have been made by the Council's Consultants, have been prioritised into two (2) stages. Stage 1 recommendations comprises the upgrade of existing infrastructure including provision of full width footpath paving and upgrading existing pram ramps to current standards, upgrading existing signage and linemarking and developing a number of concepts and/or designs for the installation of proposed new infrastructure such as crossings and/or kerb extensions. Stage 2 recommendations comprise the installation of the new infrastructure which will be designed as part of Stage 1.

A breakdown of the preliminary first order cost estimates for the implementation of Stage 1 and Stage 2 recommendations is contained in **Attachment B**.

The preliminary first order cost estimate to implement the recommendations of both Stages is \$560,950 (Stage 1 (\$283,450) and Stage 2 (\$277,500) - all amounts are GST Exclusive). This is a preliminary first order cost estimate only intended to provide the Council with an indication of the costs. The actual costs, particularly in respect to the new infrastructure, will be known once the designs have been developed.

An allocation of \$260,000 has been made in the 2016-2017 Budget towards the implementation of the Stage 1 recommendations, in anticipation of the Council's consideration of this report. This amount needs to now be increased to \$283,450 as cost estimates have been revised by the Council's Consultants since the initial estimates were put together. It is important to note, however, that the Council has not identified the implementation of the recommendations of the Schools Review in its Long Term Financial Management Plan. To this end, the Council may decide not to implement any of the recommendations, some of the recommendations or all of the recommendations as it sees fit. The issues associated with the Council funding the implementation of the recommendations are outlined in the Discussion Section of this report.

## **EXTERNAL ECONOMIC IMPLICATIONS**

Not Applicable.

## **SOCIAL ISSUES**

The Council has a significant role to play in not only identifying the issues which exist adjacent its schools but also in addressing these issues. However, the Council is one of a number of parties involved in this matter. The schools, DECD, CESA, AISSA, SAPOL and DPTI all have roles to play in addressing these issues. The Council has been proactive in its engagement with all parties to ensure they have input into the Schools Review and it is time now for all stakeholders to play their part in addressing the issues which have been identified.

## **CULTURAL ISSUES**

Not Applicable.

## **ENVIRONMENTAL ISSUES**

Not Applicable.

## **RESOURCE ISSUES**

The Schools Review was undertaken by the Council's Consultants. In doing so, the Council's Consultants were responsible for collating and analysing all data, identifying the issues, engaging with all stakeholders and developing a final report for the Council's consideration.

A cross-functional Project Team comprising of various Council staff was put together to oversee the Project. This included preparation of the Project Brief to ensure the desired outcomes are achieved, reviewing all documentation prior to engagement with various stakeholders, reviewing the draft report developed by the Council's Consultants, reviewing the feedback received from all stakeholders and reviewing the final report developed by the Council's Consultants which summarised the Schools Review.

The Project Team comprised of the Council's General Manager, Urban Services, General Manager, Governance & Community Affairs, Manager, City Assets (Project Manager), Manager Urban Planning & Sustainability and Team Leader Customer & Regulatory Services.

## **RISK MANAGEMENT**

A number of safety issues have been identified in undertaking the Schools Review. Various recommendations have been made by the Council's Consultants to address these issues and the Council can now make informed decisions regarding these particular issues. However, as mentioned earlier in this report, the Council is not solely responsible for addressing these issues. A number of other stakeholders all have a role to play in mitigating the risks and addressing the safety issues which have been identified.

## **CONSULTATION**

- **Elected Members**

Three (3) Information Sessions were held with Elected Members at various stages of the Schools Review.

The first Information Session was held on 18 August 2016, at which Elected Members were provided an outline of the proposed methodology and timelines in conducting the Schools Review.

At the second Information Session which was held on 26 October 2015, Elected Members (for each school) were provided with a summary of the data collated and analysed, issues identified, draft recommendations and proposed consultation process and timeframes.

At the third Information Session which was held on 27 January 2016, Elected Members were provided an outline of the feedback received during the consultation process and a summary of the changes proposed to be made to the draft recommendations taking into account this feedback.

- **Community**

A draft report was prepared by the Council's Consultants outlining the findings of the Schools Review. Residents and business operators who were considered to be directly affected by any of the proposed recommendations (i.e. residents or business operators of properties adjacent which proposed draft recommendations were made by the Council's Consultants), were invited to provide their written comments on the proposals.

A letterbox drop was undertaken of the affected properties providing all relevant details including reviewing the draft report and recommendations at the Norwood Council Offices. An advertisement was also placed in the Messenger Newspapers which are circulated throughout the City inviting affected residents and business operators to submit their written feedback on the draft report.

Consultation on the draft report was undertaken between 27 November 2015 and 18 December 2016 (inclusive). In response, 28 written submissions were received from residents with a number of submissions referring to more than one school.

A summary of the 28 written submissions (as referred to each school) is provided as follows:

• East Adelaide School	1 response
• Loreto College	3 responses
• Marryatville High School	5 responses
• Marryatville Primary School	1 response
• Mary MacKillop, Kensington	2 responses
• St Ignatius Junior College, Norwood	3 responses
• St Joseph's Memorial School, Norwood	2 responses
• St Joseph's Memorial School, Kensington	1 response
• St Joseph's Primary, Payneham	2 responses
• St Peters College, Hackney	6 responses
• Trinity Gardens Primary School, Trinity Gardens	3 responses
• General responses	3 responses

A copy of the 28 written submissions are contained in Attachment A (Volume II).

- **Staff**

Chief Executive Officer  
General Manager, Urban Services  
General Manager, Governance & Community Affairs  
Manager Urban Planning & Sustainability  
Team Leader Customer & Regulatory Services

- **Other Agencies**

On 20 August 2015, an Information Session was held for all stakeholders, namely: the schools, DPTI, DECD, SAPOL, AISSA and CESA which was attended by 21 stakeholder representatives. At the Information Session, Council staff and the Council's Consultants outlined the Schools Review, proposed methodology, timeframes and consultation process. Each representative was provided an opportunity to voice the concerns of the stakeholder whom they represented and confirm their commitment to the process.

As part of the stakeholders' consultation process which was undertaken regarding the draft report, a letter was provided to all schools, DPTI, DECD, SAPOL, AISSA and CESA along with a copy of the draft report and all were invited to provide their written comments.

DECD has advised that it supports any measures that will result in an increased awareness that improves the safety of students, staff and the broader community in regards to traffic management around schools. This is of particular importance during drop off and pick up times. DECD was of the view that the recommendations are comprehensive and advised that it looked forward to working with all key stakeholders to support these recommendations within existing policy requirements and associated budgetary measures/constraints.

DPTI provided a written submission regarding the recommendations of relevance to it. The RAA also provided a written submission regarding the draft report. A copy of the written submissions received are contained in Attachment A (Volume II).

A written submission was not received from SAPOL, CESA or ISSA.

## **DISCUSSION**

The Schools Review is a very comprehensive and complex review involving all sixteen (16) schools.

The key elements which now require the Council's consideration and endorsement are summarised as follows:

- key findings (key issues, comments received and final recommendations);
- implementation methodology (prioritising implementation of final recommendations);
- policy position (adopting a formal Council position on who pays for what); and
- budget implications (proposed funding of works based on proposed methodologies).

As with all projects of this nature, the decisions which are required to be made by the Council, must be informed, open, consistent and transparent.

### **1. KEY FINDINGS**

Whilst there are a number of issues which have been identified and which are associated with the management of schools (e.g. management of on-street parking congestion), which require a consistent approach to address, there are also issues which are considered to be unique to a particular school. In this respect, the Council's Consultants have grouped their final recommendations as being more broadly applicable to all or many of the schools, as well as specific recommendations requiring implementation at a particular school. Importantly, all of the recommendations acknowledge that a shared approach and responsibility is required in order to better manage traffic, parking and safety around all schools.

#### **1.1 COMMON ISSUES / RECOMMENDATIONS**

It is important to note that whilst the Council has care, control and management of traffic and parking matters within the local street network, DPTI have a responsibility for conditions along arterial roads and SAPOL over general speed and driver behaviour.

Similarly, schools have a duty of care and indeed a responsibility, to support and encourage improved driving and parking behaviour through education of its parents and students and by actively participating in assisting the Council and SAPOL to address on-going safety issues, as identified and contained within the report submitted by the Council's Consultants.

A summary of the broader recommendations are set out below:

- providing consistent on-street parking signage and linemarking to clarify provisions;
- educating parents and students on road safety and the need to observe the rules;
- defining a wider 'school precinct' to encourage improved driver behaviour;
- improving technology at Pedestrian Activated Crossings (PAC's) on arterial roads;
- considering lowering the speed limit to 40 kph on arterial roads during school peak times;
- committing to undertaking DPTI's road safety Way2Go Program;
- enforcing 25 kph School Zone speed limits during school peak times; and
- maintaining regulatory signage and linemarking to ensure driver compliance.

The above recommendations are considered to be a common sense approach to the broader issues which have been identified and are generally supported. Not all of the above recommendations are the responsibility of the Council to consider and/or implement. The details pertaining to each of the above recommendations are outlined below.

### 1.1.1 On-Street Parking Signage

One of the key findings of the Schools Review is the inconsistency of existing signage to indicate and inform of the on-street parking provisions adjacent schools. As mentioned earlier in this report, one of the key issues associated within a significant number of the schools, is the lack of on-site parking with schools relying almost exclusively on on-street parking to cater for their needs. In this respect, it is vitally important that the use of on-street parking is maximised.

Adjacent many schools, the Council has installed sections of kiss-n-drop zones which are intended to provide parents with an area for immediate pick-up and drop-off during school AM and PM peak times (i.e. 8.00am-9.00am and 3.00pm-4.0pm, School Days). However, the existing signage varies from No Parking, Passenger Loading Only (with or without timeframes stated) and Immediate Pick-Up or Drop-Off Only. In this respect, the message is often lost or confused and the kiss-n-drop zones have been less than effective. As such, one of the key recommendations made by the Council's Consultants relates to the consistency of signage.

During the consultation process, DPTI was of the view that the existing signage shows the 'negative' form of 'No Parking by exception' and as such, advised that within the current signage standards, there is a more 'positive' format using parking permissive signs such as P-2minutes for "kiss-n-drop" zones. Whilst there is no questioning the need and importance of providing consistent signage, there is a question of practicality with DPTI's suggestion. It is important to ensure that the 'right and clear' message is being delivered with consistent signage. In this respect, the Council's Consultant has recommended that for existing or proposed "kiss-n-drop" zones, the Council provide a sign which reads: *"No Parking-drop-off and pick-up zone only, 2 minutes maximum, 8.00am-9.00am and 3.00pm-4.00pm, School Days, driver must remain with vehicle"* as the standard sign. In addition, the Council's Consultants also recommend (where applicable) to provide a supplementary sign on fences, boundaries or main entrances to schools, to reinforce the message (refer to example signage below). In addition, the Council's Consultants also recommend that solid yellow lines be marked across residential driveways in locations of high on-street parking demands (Volume II of the attachments provides maps for each site outlining the extent of these lines). These measures collectively will ensure a very clear message is delivered to all motorists and enables school and Council staff to ensure compliance with on-street parking provisions with relative ease and consistency.



Proposed 'regulatory' sign



Proposed supplementary sign

The recommendation which have been made by the Council's Consultants regarding on-street parking signage are Stage 1 recommendations which are supported.

### **1.1.2 On-Street Parking Behaviour**

One of the key and most common concerns raised by many schools and local residents, is poor driver behaviour particularly in respect to adhering to on-street parking controls and the resultant safety issues associated with such practices. As such, once the Council has provided consistent signage clearly indicating on-street parking controls adjacent to schools, compliance with these controls is required. This could be achieved through a number of initiatives as recommended by the Council's Consultants.

First and foremost, schools need to educate parents and students of the importance of adhering to on-street parking controls given the road safety concerns which continue to arise from not doing so (e.g. double parking and children running between vehicles). In this respect, the Council's Consultants recommend that all schools provide regular reminders in their newsletters which are circulated to parents and students of the on-street parking controls adjacent their site and the importance of adhering to these controls. Council staff will work closely with the schools on preparing this information and to ensure the message is consistent across all schools.

Considering the number of schools which are located within the City and the limited number of staffing resources, it is difficult for the Council to undertake enforcement of on-street parking controls adjacent all schools at all times. In this respect, the Council's Consultants have recommended that the Council develop a program for the purpose of ensuring regular enforcement of on-street parking provisions thereby ensuring compliance and efficiency. The Council's Consultants recognise that this is not an issue solely for the Council to address and as such, have also recommended that the schools commit to addressing this issue by allocating their staff to assist the Council in ensuring that the on-street parking controls adjacent their sites are adhered to by their parents and students. A number of schools already undertake this with great success (e.g. St Joseph's School Payneham).

Whilst during the consultation process all schools supported the recommendation of the Council developing an enforcement program, a number of school Principals expressed concerns with requiring their teachers to assist the Council and cited staffing implications as the reason. It is important to clarify from the outset, that the intent of this recommendation is not for school staff to issue expiation notices. The intent is to reinforce the education message the schools provide their parents and students through their newsletters by assisting the Council in addressing illegal parking behaviours adjacent their site. Should school staff observe illegal parking, they would request the driver to move on. No one including Council staff can force drivers to adhere to on-street parking controls but it should be a collaborative approach to addressing the issue. Should schools not commit to providing their staff to assist in this manner, what is likely to occur is that when Council staff are on hand drivers will be more likely to adhere to the parking provisions but when they are not the situation will revert to the current conditions where no improvements will occur.

It is recommended that should a school not be prepared to commit to providing its staff to assist in this manner, the school should not be included in the enforcement program. That is not to say that enforcement at that particular school would not occur, but it would not be listed on the program.

The recommendation which have been made by the Council's Consultants regarding on-street parking behaviours are Stage 1 recommendations and are supported.



### **1.1.3 School Precinct**

School Zones provide a 'regulatory' means by which to reduce speed limits adjacent to schools during the school AM and PM peak times. However, in many cases, the zone of influence extends well beyond the 'regulatory' School Zone and well into the local street network. Raising the awareness of drivers to the likely presence of school children over this wider zone of influence, could provide an opportunity to overcome one of the key concerns of many parents preventing children walking and cycling to school, which is the speed of vehicles on the route to school. The intent is to have a different "look and feel" when drivers are in the vicinity of a local school.

Potential features to inform of the wider school precinct could include gateway signage and/or pavement markings informing drivers that they are approaching (name) school, street graphics particularly at less formal crossing locations, public art potentially provided by the schools, on kerb extensions or roundabouts or stobie poles, informal signage with a road safety message designed by school children and possibly linked to gateway signage, etc.

DPTI's Way2Go Program presents opportunity for the Council to link into the above possible measures. At this time, Norwood Primary School has engaged an artist to commence works on a mosaic type artwork which would encourage and promote walking and cycling as part of their Way2Go Program participation with DPTI and the artist engaged by the school is currently liaising with Council staff on the project. The Council should explore the opportunities which may exist at the Norwood Primary School site which may be emulated elsewhere throughout the City with other projects.

The Council's Consultants have recommended the design of the wider school precinct measures as Stage 1 with implementation across the City as Stage 2. Council staff recommend pursuing the design aspects as Stage 1 but further consideration by the Council is required prior to any commitments being made regarding implementation and once more details are ascertained as to the extent of the works, cost implications or sharing, etc.

### **1.1.4 Arterial Road Pedestrian Activated Crossings (PAC's)**

As part of preparing the draft report, it was considered appropriate that there should be a consistent treatment of Pedestrian Activated Crossings (PAC's) on arterial roads including the installation of red light and speed cameras ('Safety Cameras'). The installation of speed cameras would have required review if the part time 40 kph speed limit is introduced (refer to 1.1.5 of this section of the report). It was also considered appropriate for the installation of 'count-down timers' on all PAC's adjacent schools, as this would have provided greater clarity to students of the time left available to cross the road.

As part of its submissions on the draft report, DPTI advised that countdown timers are specifically not used adjacent to schools as some children may not be old enough to estimate the time required to cross the road and the remaining time available. DPTI was also of the view that some students might take the countdown timers as a 'challenge' and run across the roads as late as possible. Reference was made to the DPTI Operational Instruction 14.3 addressing the use of countdown timers. Accordingly, the use of countdown timers at PAC's was removed by the Council's Consultants as a recommendation moving forward.

In respect to the operation of PAC's adjacent to schools, DPTI noted that there are several technologies which are already implemented which may not be fully understood.

These technologies include:

- the green walk can be extended by 10-15 seconds by holding the button for five (5) seconds to facilitate the crossing of larger groups of children;
- microwave detectors have been installed at some sites to enable extra crossing time to be allocated to the pedestrian phase when required. These detectors automatically increase the flashing red clearance time if there are (for example) slower students still on the crossing; and

- road safety (speed and red light) cameras are already installed on one approach of some of the crossings, although there are limitations on how many cameras can be used in the same direction of travel.

The Council's Consultants have recommended that consideration be given to formally requesting DPTI to ensure the installation of consistent technological enhancements at all PAC's on arterial roads including extended walk times, microwave technology and safety cameras and that the Council and DPTI provide appropriate information to the schools on the specific operational facilities associated with these crossings.

The recommendation which have been made by the Council's Consultants regarding arterial road PAC's are Stage 1 recommendations and are supported.

#### **1.1.5 Arterial Road 40 kph Speed Limit**

The Schools Review has highlighted the limited treatment options available for arterial roads. While School Zones (25 kph) and alternative pedestrian crossings can be used on local streets, the only treatment available for arterial roads is the installation of PAC's which are subject to a DPTI 'warrant' based on pedestrian numbers.

There is value in considering having a 40 kph speed limit as a treatment option for arterial roads, during school AM and PM peak times. Variable speed limit School Zones using electronic speed signs, already exist in some other states (e.g. New South Wales and Victoria) and in this respect, there is no reason why DPTI should not consider such devices in South Australia. This is considered to be an ideal opportunity for DPTI to consider this matter, in liaison with the Council.

The draft report recommended that the Council formally request DPTI to trial the installation of a 40 kph speed limit adjacent to schools on arterial roads, via Variable Message Signs (VMS), to operate during the school AM and PM peak times. However, there were several negative responses to this recommendation including the South Australian Road Transport Association, which is opposed to the idea of lower speed limits along Portrush Road which is a key freight route.

A summary of DPTI's response to this recommendation is provided below:

- DPTI is an advocate for road safety and uses the safe system principles to determine various road safety measures;
- the SA Road Safety Strategy 'Towards Zero Together' acknowledges the inter-relationship of strategies under 'Safer Roads' and 'Safer Speeds', and that speed limits must align to roads with similar functions, design standards and access management to create safe and credible operating speeds;
- schools which abut arterial roads are provided with PAC's for safe pedestrian access;
- the recommendation to trial a 40 kph speed limit past schools on arterial roads was 'strongly influenced' by interstate practices, without any analysis of their effectiveness and suitability to conditions in South Australia; and
- DPTI suggested that the Council consider a trial of a variable 40 kph speed limit on Osmond Terrace (being a Council road) to gauge the safety benefits that may be achieved for the school community.

The purpose of the trial as recommended is to identify the conditions in which 40 kph variable speed limits might be appropriate in South Australia. It is also recognised that the trial would allow a detailed comparison of interstate practices and potential analysis of associated road safety research into the effectiveness of the limits, beyond the scope of the Schools Review. To this end, there is still merit in pursuing a trial 40 kph lower limit using variable electronic signage. However, in light of the responses which have received during the stakeholder consultation process, the Council now needs to consider whether it will pursue this matter with DPTI. It should be noted that of the six (6) schools which abut arterial roads, all provided qualified support for this recommendation.

Regardless of which road(s) are used, the trial requires the approval of DPTI. Importantly the parameters of the trial and on-going analysis should be undertaken in partnership with DPTI, given the outcomes of the trial could have on-going implications to other councils throughout the State. The trial should include a review of interstate practices and relevant research. It is Council staff's view that discussions with DPTI should be held. The discussions to be held with DPTI's senior management (not the case with the consultation undertaken) would consider and flesh out the details. This step should be undertaken in Stage 1. The implementation of the trial, however (if and when it occurs) would be considered as part of Stage 2 in agreement with DPTI. The likely costs associated with this will need to be confirmed and considered prior to implementation.

#### **1.1.6 DPTI's Way2Go Program**

DPTI coordinate and conduct a Way2Go Program for schools, particularly DECD Primary Schools. The Program is designed to encourage active travel to schools (walking and cycling) as well as safe behaviours. At the time of the Schools Review, Trinity Gardens Primary School commenced the Way2Go Program in 2014 and has developed a Safe Travel Plan. Norwood Primary School commenced the program in 2015 and earlier this year was about to start school travel surveys and workshops with teachers.

The Program is a great initiative and should be committed to by all schools but in particular primary schools and as such, was recommended in the draft report. There was widespread support for this recommendation from all of the schools. DPTI also supported the recommendation noting that the success of the Program emanates from its partnership approach with the whole school community and change over time.

DPTI also advised the following with respect to the recommendation:

- St Ignatius, St Joseph's Memorial Norwood and St Joseph's Memorial Kensington, have been previously involved;
- East Adelaide has already been approached and expressed interest;
- three (3) schools are secondary only and the Kensington Centre (now closed) in part of the Pembroke School in the City of Burnside (the Way2Go Program currently targets primary schools); and
- the remaining six (6) schools could be contacted by DPTI to discuss their interest and capacity to join the Program.

DPTI would be interested in continuing to work with the Council on the Way2Go Program as a road safety initiative. DPTI is also interested in the development of an NPSP secondary school trial in 2016-2017.

The Council's Consultants have recommended that all secondary schools to participate in DPTI's Way2Go 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 the School's Review report. Council staff support the recommendation and are of the view that a collaborative approach can and should be made with DPTI to encourage all schools within the City to participate in the Program.

#### **1.1.7 School Zone Speed Limit Enforcement**

One of the common concerns raised by school representatives is vehicle speeds through the School Zones during school AM and PM peak times. This is obviously a SAPOL responsibility and whilst it is acknowledged that the enforcement of School Zones within this City would be the subject of availability resourced by SAPOL, it is appropriate for the Council to request SAPOL to consider this matter seriously.

In this respect, it is recommended that the Council request SAPOL to consider this matter and provide a strategy on how it intends to undertake regular enforcement of School Zones within the City. It

would also be advantageous if SAPOL provides 'generic' information on the results of its enforcement of the School Zones such as highest speeds recorded, number of drivers issued expiations, etc. This would assist the Council and the schools with delivering the wider road safety message to the school communities.

The recommendation which have been made by the Council's Consultants regarding enforcement of School Zone speed limits during the School AM and PM peak is a Stage 1 recommendation and is supported.

#### **1.1.8 Maintenance of Signage & Linemarking**

In some locations, the existing signage and linemarking associated with School Zones have deteriorated. Children Crossing flags at Emu Crossings were also observed to be regularly left out all day rather than being only installed when children are most likely to be using the crossings at the start and end of school activity. Leaving flags out at all times 'dilutes' the impact of the flags and drivers are less likely to pay attention to the presence of these devices. There were no responses received from schools on the need to address this matter.

The Council's Consultants have recommended that all schools be inspected every 6 months to identify renewal of linemarking associated with School Zones which may be required and replace fading signs as needed. The Council's Consultants have also recommended that all schools be required to adhere to the appropriate use of Children Crossing flags for crossings adjacent their sites.

The recommendation made by the Council's Consultants regarding the maintenance of signage and linemarking is a Stage 1 recommendation and is supported.

### **1.2 SPECIFIC ISSUES / RECOMMENDATIONS**

A significant amount of data, information, observations and issues have been noted for each school. The key specific issues which have been identified and the final recommendations which have been made by the Council's Consultants for each school are outlined below.

In respect to recorded crashes, it is important to note that the data referred to in this report and the report which has been submitted by the Council's Consultants, is data which has been collated and provided by DPTI. In terms of categories, *Right Turn* crashes are typically head-on crashes involving a driver turning right across another driver's path where both drivers are travelling on the same road. *Right Angle* crashes are typically 90-degree crashes where a driver exiting a side road has collided with another driver travelling on the road being crossed.

#### **1.2.1 East Adelaide School**

##### Key Issues

- Primary school (Reception to Year 7). Current enrolment of 670 students and 53 staff but increasing to 730 students in 2016. No expansions or development planned.
- One (1) recorded crash in the past five (5) years adjacent the school, a right angle at Westminster Street and Second Avenue which did not occur within the school AM or PM peak times.
- Currently, 15 on-site carparking spaces plus three (3) Disabled parking spaces. There is insufficient on-site carparking and limited on-street carparking spaces available.
- Second Avenue is identified as a Local Bike Route in the Council's City Wide Cycling Plan.
- Counters were placed on all four (4) roads that surround the school (Winchester Street, Westminster Street, Second Avenue and Third Avenue).
- Average speeds during AM and PM peak times are approximately 28 kph-29 kph for Second Avenue, Third Avenue and Winchester Street approximately 20 kph-22 kph for Westminster

Street with 85<sup>th</sup> percentile speeds ranging from approximately 34 kph-35 kph for the former and 28 kph-29 kph for the latter.

- Weekday average volumes of 730 vehicles per day (vpd) on Winchester Street, 1,020 on Third Avenue, 350 on Westminster Street and 1,230 on Second Avenue.
- Significant numbers of pedestrian crossings are made at the intersection of Second Avenue / Westminster Street and to a lesser extent at Third Avenue / Westminster Street.
- Carparking surveys indicated that the surrounding streets are either at or over capacity during PM peak period. Carparking extended beyond the extremities of the school. However, it has been noted that the further away from the school the less parked vehicles were evident. There were notably fewer vehicles observed to be parked during the AM peak period.

#### Summary of Comments

- The school was supportive of the proposed recommendations contained in the Consultants Report.
- Resident(s) have provided the following comments:
  - the school has grown over the last 15 years which has increased problems and expect further growth in 2016;
  - difficulty in cleaning / sweeping streets due to parked vehicles;
  - illegal parking over driveways;
  - Second Avenue is a major thoroughfare;
  - parking review not accurate and did not include weekends;
  - parking survey was typical of conditions experienced during all site visits and is not considered inaccurate;
  - additional kiss-n-drop zones will not alleviate the problems; and
  - will encourage higher turnover of vehicles and more space for pick up / set down.

#### Final Recommendations

- Pedestrian refuge islands at Second Avenue / Westminster Street and Third Avenue / Westminster Street junctions be installed, to provide safer crossing points for pedestrian and better regulate traffic turning movements at the junctions (**Responsibility: Council**).
- Use of Emu Crossing flags to be implemented correctly (**Responsibility: School**).
- On-street parking controls in the form of 15minutes be introduced on the western side of Winchester Street adjacent the school, during the school AM and PM peak times, to enable some parents to park and to collect their children if needed (**Responsibility: Council**).
- Signage associated with the existing kiss-n-drop zone be amended to 2minute maximum in Second Avenue, Third Avenue and Westminster Street, to encourage higher turnover, consistent with the signposting of other kiss-n-drop zones (**Responsibility: Council**).
- Kiss-n-drop zone be enforced regularly (**Responsibility: School and Council**).
- School parents be provided with regular information regarding the importance of adhering to on-street parking controls and associated safety issues (**Responsibility: School**).
- SAPOL be requested to enforce School Zone speed limit during the school AM and PM peak times (**Responsibility: SAPOL and Council**).
- Bike education and participation in DTPI's Way2Go Program to encourage walking (planned for 2016) (**Responsibility: School and DTPI**).

- Opportunities be explored with DECD, DPTI and SAPOL regarding 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 **(Responsibility: Council)**.

In respect to the recommended refuge islands along Westminster Street, a design should be developed in Stage 1 and implementation should be undertaken as part of Stage 2 once the details of the works and costs have been confirmed.

In respect to the recommended 15minute parking zone along the western side of Winchester Street adjacent to the school, this was not initially recommended but arose through the consultation process. In this respect, the Council will need to undertake consultation with the school and residents prior to making these changes.

The remaining above recommendations are supported. Refer to Attachment B for priority of implementation and preliminary first order cost estimates. Further details regarding implementation and budget implications are outlined further below.

### 1.2.2 Kensington Centre

#### Key Issues

- The (former) Kensington Centre is currently vacant and not being used as a school. The property has been purchased by Pembroke College (located on the opposite side of Shipsters Road and within the City of Burnside).
- Pembroke College is yet to determine how it proposes to use the property.
- The property is not expected to generate vehicle arrivals and departures at this location. Rather students would continue to arrive and leave the school as currently occurs. At this stage, there is not likely to be a major change in current traffic past the property.
- Subject to the ultimate use of the property being confirmed, there may be additional pedestrian movements over Shipsters Road between the main school campus and the Kensington Centre. There is an existing Emu Crossing installed in this area which may require upgrading, depending on future pedestrian numbers.

#### Summary of Comments

- Pembroke College have advised that it was still resolving the future use of the property, although they were not expecting any major changes in traffic patterns.
- No written responses were received from residents or other stakeholders.

#### Final Recommendations

- Developments of the former Kensington Centre be monitored to determine future needs for traffic, pedestrian and parking controls around the site **(Responsibility: Council)**.

The recommendation to monitor the property and consider what action (if any) may be required once it is known the intended use by Pembroke College. In short, there are no actions or cost implications at this time for the Council associated with this site.

### 1.2.3 Loreto College

#### Key Issues

- Current enrolment of 709 students and 147 staff. Staff numbers are projected to remain stable with student numbers anticipated to rise by 15% over the next five (5) to ten (10) years.

- 21 recorded crashes along Portrush Road in the past five (5) years adjacent to the school, between Kensington Road and Talbot Grove.
- The 21 recorded crashes along Portrush Road are summarised below:
  - nine (9) rear ends (four (4) between Kensington Road and Hewitt Avenue (City of Burnside), two (2) at Hewitt Avenue, two (2) between Hewitt Avenue and Talbot Grove and one (1) at Talbot Grove);
  - six (6) side swipes (three (3) Kensington Road-Hewitt Avenue, two (2) at Hewitt Avenue and One (1) Hewitt Avenue-Talbot Grove);
  - one (1) right angle (Kensington Road-Hewitt Avenue); and
  - five (5) hit objects (Two (2) Kensington Road-Hewitt Avenue and three (3) Hewitt Avenue-Talbot Grove).
- Ten (10) of the 21 recorded crashes occurred during the school AM and PM peak times, but may not necessarily have been directly related to school traffic.
- The School gym is used on weeknights and weekends for sporting club use, along with the tennis and netball courts and oval on weekends.
- No on-site carparking for students or parents - 123 parking spaces provided (eight (8) to be withdrawn in future) for staff executives, visitors, maintenance and early learning centre.
- School staff that do not park on-site and park in St Matthews Church Car Park (The Crescent) and on Hewitt Avenue and Watson Avenue (City of Burnside).
- School buses are parked within driveways of residential properties which are owned by the College in Talbot Grove and Stafford Grove during the day. At night, two (2) of the three (3) school buses are housed off-site.
- Two (2) separate school start and end times, with junior students starting at 8.30am and finishing at 3:10pm and senior students starting at 8:30am and finishing at 3:30pm.
- The Emu Crossing located in Talbot Grove is used throughout the day with students travelling to and from classes on either side of Talbot Grove.
- Talbot Grove (east-west) is heavily congested with parking manoeuvres and double parking waiting for spaces particularly in school PM peak time at which vehicles were observed to be regularly queuing onto Portrush Road waiting to turn into Talbot Grove (this is a significant issue).
- In the school PM peak time, the Emu Crossing is operated by crossing monitors. For the Junior School, senior students operate the crossing and teachers operate the Crossing for the senior students. Queuing was observed to be exacerbated by student crossing monitors stopping traffic for every student and often only letting through 1 or 2 vehicles at a time before stopping to let one (1) or two (2) students across. The crossing appeared to operate better with the teacher monitors as they would let a few students gather before stopping traffic if they had just stopped it.
- Key issues / concerns which have been raised by the school are set out below:
  - managing concerns of local residents particularly in relation to on-street parking;
  - parents using main school access driveway as a drop-off point which is contrary to school policy albeit there are no formal parking controls;
  - parking and traffic congestion on Talbot Grove causing queuing onto Portrush Road. There are concerns of the risk associated with vehicles (including heavy vehicles) having to take evasive action or rear ending stationary (or slow moving) queued vehicles - one (1) confirmed crash in last five (5) years;
  - vehicles turning left from Stafford Grove onto Portrush Road and immediately right into Grant Avenue (City of Burnside) - this manoeuvre can cause queuing on Portrush Road due to the overflow at the right turn lane into Grant Avenue; and

- red light running and queuing at PAC on Portrush Road is of concern.
- The following observations regarding infrastructure were made:
  - unsealed verge between paved footpath and kerb causes level difference and tripping hazards on Talbot Grove (east-west and (north-south);
  - kerb ramps on school crossing are not compliant with current standards;
  - possible redundant crossover on Talbot Grove (east-west) on southern side of the road and west of the school crossing;
  - some narrow and lifting paving on Talbot Grove (north-south) due to trees;
  - kerb ramp on the southern side of Dean Grove / Talbot Grove intersection is not to standard (no tactiles);
  - Talbot Grove / Stafford Grove intersection kerb ramps are not compliant with current standard; and
  - footpath on Kensington Road is narrow particularly adjacent Bus Stop 7 on the southern side of the road.
- Counters were placed on Talbot Grove (north-south) outside number 2b and on Stafford Grove just east of Portrush Road.
- Data which has been collected indicates that weekday average speeds were recorded at approximately 26.1 kph on Talbot Grove and 85<sup>th</sup> percentile speeds recorded a weekday average of approximately 34 kph. The counter was placed outside of the School Zone and immediately south of the right angle bend so these speeds are considered appropriate for this location.
- Data which has been collected indicates that weekday average speeds were recorded at approximately 30.4 kph on Stafford Grove and 85<sup>th</sup> percentile speeds recorded a weekday average of approximately 35 kph. The counter was placed outside of the School Zone and immediately adjacent Portrush Road so these speeds are considered appropriate for this location.
- Weekday average volumes of 1,390 vehicles per day was recorded on Stafford Grove and 655 vehicles per day on Talbot Grove.
- Significant numbers of pedestrian crossings were made at the PAC on Portrush Road and the Emu Crossing on Talbot Grove. Very few pedestrians crossed Talbot Grove at the intersection with Portrush Road.
- School AM peak time parking surveys indicated that in the early morning (around 7:30am) Talbot Grove (east-west) is not used for parking, which was expected as both sides of this section of the street are school frontages. Talbot Grove (north-south) and Dean Grove recorded some parking which is presumably associated with adjacent residences. At 8:30am the occupancy levels had significantly increased, particularly in Talbot Grove (north-south) which is 10minute parking and all-day parking on Dean Grove.
- School PM peak time parking surveys indicated that in the early afternoon (approximately 2:15pm) Talbot Grove (east-west) and (north-south) are not highly parked. In the school PM peak time (3:00pm-3:10pm) both sections of Talbot Grove generally reached or exceeded capacity with some parking in No Standing zones observed. Dean Grove was generally well occupied during both survey times indicating Dean Grove is predominantly used for all day parking.
- The reversal of traffic flows within the local street network, including Talbot Grove (East-west) has been considered and will not be recommended at this time given the Council's previous considerations and resolutions regarding this matter.
- The school to consider setting back its boundary fence along Kensington Road to better accommodate bus stop shelter and the Council to appropriately upgrade the footpath width and standing area. The Council is to also consider the installation of pedestrian fencing in consultation with DPTI at this location.



### Summary of Feedback

- The school provided the following comments:
  - relocation of bus stop adjoining fence along Kensington Road would impinge on the use of its oval and suggested the potential to use corner area at start of left turn lane;
  - accepts issues with reversal of Talbot Grove and notes the changes in monitoring;
  - notes potential cycling champion in 2016 student leader, possibility to develop cycle access routes. New bus route to run to southern suburbs starting in 2016;
  - supports 40 kph zones on Portrush Road during school AM and PM peak times; and
  - supports all other recommendations.
- Resident(s) provided the following comments:
  - Stafford Grove issues with carparking on both sides making it difficult to exit driveway and congestion from parents parking or collecting children;
  - do not believe the Council currently polices parking effectively;
  - carparking (including school staff and students) narrowing Dean Grove and restricting access for residents and refuse vehicles; and
  - some residents do not support the trial 40 kph zone on Portrush Road during the school AM and PM peak times.

### Final Recommendations

- The school be requested to re-establish its management and enforcement of the Kiss-n-drop in Talbot Grove (east-west), as previously resolved by the Council and the school be requested to make a commitment in this respect **(Responsibility: Council)**.
- Undertake regular enforcement of the on-street parking controls to ensure compliance with the current parking controls **(Responsibility: School and Council)**.
- SAPOL be requested to assist with the enforcement of illegal traffic and parking practices, particularly in Talbot Grove (east-west) to address the safety issues which have been identified **(Responsibility: SAPOL and Council)**.
- A regular review process be established that will include the monitoring of the operation of Talbot Grove and traffic management requirements as a regular agenda item **(Responsibility: School and Council)**.
- The school be requested to set back its boundary fence to better accommodate the Bus Stop shelter on Kensington Road and to upgrade the footpath width and standing area at this location. Pedestrian fencing should also be considered for installation in discussions with DPTI **(Responsibility: School and Council)**.
- SAPOL be requested to implement an appropriate education program for Emu Crossing monitors (school staff and students) to ensure efficiency of the operation of the crossing **(Responsibility: SAPOL, School and Council)**.
- School parents be provided regular information regarding the importance of adhering to on-street parking controls and the associated safety issues **(Responsibility: School)**.
- A new kerbline in front of the tree to the north-east of the Emu Crossing on Talbot Grove (east-west), to connect the existing kerbline to stormwater drainage channel underneath the Emu Crossing build-outs **(Responsibility: Council)**.
- Paving (full width of the verges), be installed along the southern and eastern footpaths located on Talbot Grove, subject to consideration of Talbot Grove widening as noted in the report submitted by the Council's Consultants **(Responsibility: Council)**.

- Redundant crossover on Talbot Grove (east-west) on southern side of the road and west of the Emu Crossing be removed **(Responsibility: Council)**.
- Kerb ramps be upgraded (install tactiles) at the intersections of Dean Grove and Talbot Grove and Talbot Grove and Stafford Grove **(Responsibility: Council)**.
- Kerb ramps be upgraded (install tactiles) at the Emu Crossing on Talbot Grove **(Responsibility: Council)**.
- DPTI's Way2Go Program be undertaken **(Responsibility: School and DPTI)**.
- Opportunities with DECS, DPTI and SAPOL be explored, regarding 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. **(Responsibility: Council)**.
- Technologies available at PAC's be sought, including green walk time extensions be holding the push button and microwave detectors to enable extra crossing time to be allocated to the pedestrian phase when required and speed and red light cameras. DPTI to install any of the above technologies that are not available on the PAC **(Responsibility: DPTI and Council)**.

The above recommendations are supported. Refer to Attachment B for priority of implementation and preliminary first order cost estimates. Further details regarding implementation and budget implications are outlined further below.

#### **1.2.4 Marden Senior College**

##### Key Issues

- The majority of students are 16 years of age or older. Current enrolment of 1,000 students (albeit not all are there at one time) and 200 staff. Numbers are likely to remain stable. No future plans for expansion. Many students have only 1 class. After-hours classes are also conducted between 3:30pm-8:00pm.
- Three (3) recorded crashes in the past five (5) years adjacent to the school along Marden Road (two (2) mid-block right-angles (One (1) involving a cyclist and one (1) hit a fixed object)) and one (1) hit a fixed object at Pitt Street.
- None of the recorded crashes have occurred during the school AM or PM peak times.
- In excess of 200 on-site parking spaces are available for staff and 200 (approx.) for students. Staff carparking is accessed via Marden Road and Lower Portrush Road and student parking via Lower Portrush Road.
- Majority of on-street parking occurs on Marden Road.
- The eastern side of Marden Road is No Stopping from 8.00am to 5.00pm, Monday to Friday (opposite to school side).
- Kerb ramps are not compliant for disability access at the intersection of Marden Road and Pitt Street.
- Majority of parking control signage in the area are faded and/or unreadable.
- Motorists regularly cutting corner when turning from Marden Road into Pitt Street and at relatively high speed.
- Tube counters were placed on Marden Road, Pitt Street and Grigg Street. A turning count including pedestrians was conducted at the intersection of Marden Road and Pitt Street.

- Data which has been collected indicates that average speeds during AM and PM peak periods are approximately 43 km/h for Marden Road and 36 km/h for Pitt Street with 85<sup>th</sup> percentile speeds approximately 51 km/h for the former and 41 km/h for the latter.
- Weekday average volumes of 1,680 vehicles on Marden Road, 1,300 vehicles on Pitt Street and 2,340 vehicles on Grigg Street.
- Numerous pedestrians crossing Marden Road at Pitt Street (50-80 in peak times).
- Carparking surveys indicated that on-street parking is rarely an issue on Marden Road. Staff carparks are close to capacity on Marden Road, however there are still numerous carparking spaces available via Lower Portrush Road (approximately 200).

#### Summary of Comments

- The school is supportive of the proposed recommendations.
- No written responses were received from residents or other stakeholders.

#### Final Recommendations

- Pedestrian refuge across Marden Road at the junction of Pitt Street and Marden Road be installed to provide safer crossing point and regulate turning movements **(Responsibility: Council)**.
- DPTI be requested to consider the installation of a safe crossing point on OG Road, at minimum, upgrade pram ramps at existing pedestrian refuge immediately north of Pitt Street **(Responsibility: DPTI and Council)**.
- SAPOL be requested to enforce school zone speed limit during the school, AM and PM peak times **(Responsibility: SAPOL and Council)**.
- Opportunities be explored 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 **(Responsibility: Council)**.

All of the above recommendations are supported. Refer to Attachment B for priority of implementation and preliminary first order cost estimates. Further details regarding implementation and budget implications are outlined further below.

### **1.2.5 Marryatville High School**

#### Key Issues

- Current enrolment of 1,250 students and 120 staff. Student numbers anticipated to rise to 1,450 in the next five (5) to ten (10) years, with proportionate increase in staffing likely. No plans for future expansion.
- 19 recorded crashes in the past five (5) years adjacent the school along Kensington Road between The Crescent and Hackett Terrace.

- The 19 recorded crashes along Kensington Road are summarised as follows:
  - 1 hit pedestrian west of Maesbury Street;
  - 1 right angle at Maesbury Street;
  - 3 rear ends at Maesbury Street;
  - 1 side swipe at Maesbury Street;
  - 1 hit parked vehicle east of Maesbury Street;
  - 3 rear ends between Maesbury Street and Bishops Place;
  - 1 side swipe between Maesbury Street and Bishops Place;
  - 3 right angles at Bishops Place;
  - 3 right turns at Bishops Place;
  - 1 rear end at Bishops Place; and
  - 1 right turn at Hackett Terrace.
- Of the 19 recorded crashes which occurred along Kensington Road, only one (1) crash (the hit pedestrian west of Maesbury Street) occurred during the school AM peak time.
- In addition to the recorded crash on Kensington Road, there were also four (4) recorded crashes in the past five (5) years adjacent to the school within the local street network.
- The four (4) recorded crashes within the local street network are summarised as follows:
  - one (1) right turn at Hanson Avenue and Alnwick Terrace
  - one (1) right angle at Lesbury Avenue / Stafford Grove / Alnwick Terrace / Dean Grove; and
  - one (1) rear end at The Crescent.
- Of the four (4) recorded crashes, three (3) occurred during the school AM peak time and one (1) during the school PM peak time.
- No on-site carparking is available for students. Staff parking is accessible from The Crescent and is also used on weekends to provide parking for sports activities on school grounds. School noted potential for providing staff carpark access from the south with a boom gate to restrict to staff entry/exit movements only (so the carpark cannot be used for general through access).
- Students are advised to park on Dean Grove or Alnwick Terrace.
- Key issues/ concerns which have been raised by the school:
  - congestion at the end of The Crescent as no turn around point is provided thereby causing hazard with conflict between U-turn / 3-point turning vehicles, vehicles entering and exiting the staff carpark and students walking on footpath and crossing the road. Little awareness of footpath and pedestrians on footpath;
  - space around westbound Bus Stop 8 on Kensington Road is insufficient for the number of students waiting at the Bus stop;
  - students parking on Alnwick Terrace, parents parking across driveways (school driveways not necessarily residents driveways); and
  - students walking to/from bus stops crossing roads inattentively.
- Some drivers disregard of No Standing line marking which is located on The Crescent before and during the PM peak period.
- Potential conflict at the end of The Crescent adjacent to the staff carpark due to vehicles turning around (generally performing 3-point turns) using the staff carpark entrance or opposite crossover to assist in making turning manoeuvre. Students were often present walking on footpath at this location and were generally aware of vehicles and no incidents were observed.
- Some pickup / drop off occurring on The Crescent.

- Student parking generally observed on The Crescent south of the creek and on Dean Grove. Some student parking observed on Alnwick Terrace, Lesbury Avenue and Hanson Avenue.
- No Standing parking controls on Alnwick Terrace (north side) at eastern end of road seem unnecessary.
- Lack of clarity of the priority at the intersection of Stafford Grove / Alnwick Terrace and poor sight distance at Give Way lines.
- Safety issues with vehicles performing U-turns / 3-point turns at The Crescent's dead end (particularly north side of creek) with traffic entering / exiting staff carpark and presence of pedestrians on footpaths, crossovers and crossing The Crescent.
- Speeds of vehicles during school zone times on Alnwick Terrace. This aligns with the recorded data for Alnwick Terrace, with 85<sup>th</sup> speeds of around 32km/h and average speeds of around 27 kph-28 kph during the 8am-9am and 3pm-4pm periods recorded. The counter was located within the school zone.
- Vehicles stopping and/or parking in No Stopping zones on The Crescent (particularly in the PM peak period).
- The following observations regarding infrastructure were made:
  - Stafford Grove / Alnwick Terrace / Lesbury Avenue / Dean Grove intersection kerb ramps are substandard, at odd angles and not in corresponding pairs to appropriately assist pedestrians attempting to cross in any direction;
  - kerb ramps on footpath crossing school entrance on Kensington Road do not provide tactile markers;
  - Kensington Road PAC kerb ramps are narrow, widths do not match and are not to standard with tactiles;
  - Kensington Road / Maesbury Street intersection kerb ramps are not to standard and are poorly aligned;
  - narrow footpath on Kensington Road adjacent Bus Stop 8 south side;
  - Kensington Road / Bridge Street intersection kerb ramps on east side are not to standard (with tactiles). The alignment for east to west pedestrians does not offer sufficient sight distance into Bridge Street, which is also excessively wide to cross. This is on a route for students to/from Portrush Road buses;
  - south of the creek The Crescent has no footpath on the east side north of Dean Grove, the footpath south of Dean Grove ends without a kerb ramp;
  - intersection of Dean Grove and The Crescent kerb ramps are not to standard and do not line up in a desire line for pedestrians;
  - intersection of Kensington Road / The Crescent kerb ramps are not to standard (no tactiles) and are at an odd angle to the pedestrian desire line;
  - sections of paved footpath on The Crescent north of the creek are missing as though trees used to be present but have since been removed;
  - The Crescent south of Dean Grove, the footpath is narrow and is raised adjacent to trees, particularly on the eastern side (adjacent school frontage);
  - kerb ramps into The Crescent on either side of the road closure are provided into the road, these are not appropriately located and are not to standard (i.e. no tactiles);
  - school access route through to right angle intersection of Hackett Terrace and Romney Road (to the east of the school) is narrow with poor kerb ramp facilities (not to standard); and
  - full width paving is not provided on north side of Alnwick Terrace where some pick up and drop off takes place.
- Counters were placed on Alnwick Terrace adjacent to 4a and 8, Lesbury Avenue, and The Crescent south of Kensington Road.
- Data which has been collected indicates that weekday average speeds were recorded at 29 kph and 85<sup>th</sup> percentile speeds recorded a weekday average of 34 kph on Alnwick Terrace. The

counter was placed inside a School Zone and minimal drop in speeds was recorded during the school AM and PM peak times.

- Data which has been collected indicates that weekday average speeds were recorded at 35 kph and 85<sup>th</sup> percentile speeds recorded a weekday average of 42 kph on Lesbury Avenue. Lesbury Avenue is not a School Zone and is subject to the default speed limit of 50 kph and these speeds are considered appropriate.
- Data which has been collected indicates that weekday average speeds were recorded at 28.4 kph and 85<sup>th</sup> percentile speeds recorded a weekday average of 35 kph on The Crescent. The counter was placed at the start of the School Zone on The Crescent and minimal drop in speeds was recorded during the school AM and PM peak times.
- Weekday average volumes of 1,670, 495 and 818 vehicles per day were recorded on Alnwick Terrace, Lesbury Avenue and The Crescent, respectively.
- School AM peak time carparking surveys indicate little residential on street parking at 7:30am on the streets around the school, with Dean Grove recording the most residential associated parking. Dean Grove, Hanson Avenue and Alnwick Terrace west of Hanson Avenue achieve high levels of parking (approaching capacity) at 8:30am. Parking was observed on The Crescent south of the creek and Alnwick Terrace east of Hanson Avenue. Lower levels of parking were observed on the north side of the creek on The Crescent.
- School PM peak time parking surveys indicated that in the early afternoon at approximately 2:15pm moderate parking levels were recorded on The Crescent south of the creek, Hanson Avenue, Dean Grove and Alnwick Terrace west of Hanson Avenue. This indicates that Year 12 students are generally parking on these sections of streets as advised by the school. The peak afternoon parking demand at approximately 3:20pm indicates some pickup occurs on the streets around the school, however this is generally spread out over multiple streets and does not occupy on street parking areas to or over capacity.
- The school boundary fence needs to be relocated along Kensington Road in order to widen the footpath on the east side of The Crescent (south of the creek) into school grounds and around existing trees.

#### Summary of Comments

- The school provided the following comments:
  - maps do not show Eden Park Campus west of The Crescent as part of the school;
  - supports 40 kph zones trial on arterial roads during school AM and PM peak times;
  - students crossing The Crescent during the day without looking is an issue;
  - alternative to turnaround is to create a shared zone at the end of The Crescent;
  - drivers turning right into Bridge Street hold up traffic;
  - enforcement of parking practices in The Crescent needs to be part of a holistic solution, school would not be able to assist the Council with enforcing parking with staff assistance; and
  - to accommodate bus stop changes, DPTI will be requested to pay for fence relocation.
- Resident(s) provided the following comments:
  - drivers turn into The Crescent thinking it is a through route;
  - previous internal roadway linking north and south sections of The Crescent closure maximises congestion;
  - speed of drivers exiting the school car park is an issue;
  - events outside of school hours create parking problems with parking on both sides of the street restricting vehicle access including emergency services;
  - drivers stopping / parking in No Stopping zones on The Crescent is an issue, signage difficult to read due to angle of signs;
  - The Crescent and Dean Grove parked vehicles overhang driveways;

- students should be told not to park on Dean Grove and The Crescent, or parking should be restricted to prevent this from occurring;
- roundabout at Stafford Grove instead of tightening corners; and
- Alnwick Terrace (north side) to become parking area along school frontage to allow student parking to be moved to school frontage.

#### Final Recommendations

- Kerb extensions at Stafford Grove / Alnwick Terrace / Lesbury Avenue / Dean Grove intersection be installed (refer to sketch below). There will be no resultant loss of on-street parking given existing restrictions around the intersection (**Responsibility: Council**).



Recommended kerb extensions at Stafford Grove / Alnwick Terrace / Lesbury Avenue / Dean Grove junction to address a pre-existing issue with the junction not related to school traffic management

- Designated turnaround bay and kiss-n-drop spaces in school staff carpark be installed (**Responsibility: School**).
- Awareness of footpath across school carpark entrance off The Crescent be improved by installing 'Give Way to Pedestrians' signs for entering and exiting drivers (**Responsibility: School and Council**).
- No Stopping zones located on The Crescent be enforced (**Responsibility: School and Council**).
- SAPOL be requested to enforce School Zone speed limit during school AM and PM peak times on Alnwick Terrace (**Responsibility: SAPOL and Council**).
- Unrestricted on-street parking on the north side of Alnwick Terrace along the school frontage be extended, to provide a kiss-n-drop zone between school entrances and unrestricted parking elsewhere (**Responsibility: Council**).
- Existing No Standing zone during the school AM and PM peak times be amended to a kiss-n-drop zone on Alnwick Terrace (north side, east end) and the new kiss-n-drop zone be enforced (**Responsibility: School and Council**).
- Students be instructed not to park on Dean Grove (west side) and The Crescent and use Dean Grove (east side) and Alnwick Terrace (north side (**Responsibility: School**).

- DPTI be requested to approve widening the footpath in front of Bus Stop 8 using part of indented section of Kensington Road carriageway which runs from the eastern end of the school to The Crescent **(Responsibility: DPTI and Council)**.
- Kerb ramps be upgraded to current standards and to appropriate angles along Kensington Road between the school and Portrush Road (including at the PAC), at The Crescent / Dean Grove intersection, the right angle intersection of Hackett Terrace and Romney Road (to the east of the school) and around Stafford Grove / Alnwick Terrace / Lesbury Avenue / Dean Grove intersection **(Responsibility: Council)**.
- As part of upgrading kerb ramps at the intersection of Bridge Street and Kensington Road the eastern Bridge Street kerb be realigned (based on refuse vehicle turning requirements) with build-outs or similar to appropriately position westbound pedestrians for better sight distance to southbound vehicles (Responsibility: Council).
- The school be requested to relocate its boundary fence in order to widen the footpath on the east side of The Crescent (south of the creek) into school grounds **(Responsibility: School and Council)**.
- The footpath on the eastern side of The Crescent (south of the creek) from Dean Grove to the road closure or at a minimum provide kerb ramps at current termination point (intersection with Dean Grove) be amended to assist pedestrians to access the western side footpath **(Responsibility: Council)**.
- Paving (full width of the verges), be installed along missing footpaths on The Crescent (north of the creek) and on Alnwick Terrace north side **(Responsibility: Council)**.
- Opportunities be explored with DECS, 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 **(Responsibility: Council)**.
- No-through road signage visibility be improved along The Crescent (north side) **(Responsibility: Council)**.

All of the above recommendations are supported. Refer to Attachment B for priority of implementation and preliminary first order cost estimates. Further details regarding implementation and budget implications are outlined further below.

### 1.2.6 Marryatville Primary School

#### Key Issues

- Current enrolment of 510 students and 43 staff. Student numbers anticipated to increase to 610 students in the next five (5) to ten (10) years.
- Three (3) recorded crashes in the past five (5) years adjacent the school along Shipsters Road (two (2) hit parked vehicles and one (1) hit pedestrian) none of which occurred during the school AM or PM peak times.
- The school hall is hired in the evening for sport and on Saturdays.
- No off-street parking is provided for staff, visitors and parents. School staff park on-street in Dankel Avenue, Regent Street and Shipsters Road.
- Key issues / concerns which have been raised by the school:
  - adults driving unsafely near children; and
  - misuse of the kiss-n-drop zone.



- The following observations regarding infrastructure have been made:
  - Kerb ramps at intersections of Dankel Avenue and Regent Street with Shipsters Road, are not to standard (no tactiles) and no east-west kerb ramps provided.
  - Some of Dankel Avenue kiss-n-drop zone footpath is full width pavement but to east and west it is not, with level differences and surface potentially causing a tripping hazard.
  - Shipsters Road west side footpath is relatively narrow (1.8 metres) for the level of use (including cyclists), has an adjacent fence for which clearance further limits the effective width and the narrow unsealed verge potentially causes a tripping hazard.
  - Short section of kerb to the west of the school crossover on Dankel Avenue is missing / damaged.
- Counters were placed outside number 19 Dankel Avenue, No. 62 High Street, No. 63 Regent Street and No. 66 Shipsters Road.
- Data which has been collected indicates that weekday average speeds were recorded at 20.2 kph and 85<sup>th</sup> percentile speeds recorded a weekday average of 26 kph on Dankel Avenue. The counter was placed in a School Zone adjacent a kiss-n-drop zone and the recorded speeds during the school AM and PM peak times were generally under 25 kph.
- Data which has been collected indicates that weekday average speeds were recorded at 34.4 kph and 85<sup>th</sup> percentile speeds recorded a weekday average of 41 kph on High Street. The counter was not in a School Zone and the speeds recorded were generally appropriate for the default 50 kph.
- Data which has been collected indicates that weekday average speeds were recorded at 33.0 kph and 85<sup>th</sup> percentile speeds recorded a weekday average of 44 kph on Regent Street. The counter was placed inside a School Zone and recorded a drop in speeds around school AM and PM peak times with 85<sup>th</sup> percentile speeds around 38 kph.
- Data which has been collected indicates that weekday average speeds were recorded at 39 kph and 85<sup>th</sup> percentile speeds recorded a weekday average of 48 kph on Shipsters Road. The counter was located close to the Koala Crossing which is a 25 kph zone when in operation. The counter recorded some drop in speeds around school AM and PM peak times.
- Weekday average volumes of 415, 674, 823 and 3,308 vehicles per day were recorded on Dankel Avenue, High Street, Regent Street and Shipsters Road, respectively.
- School AM peak time carparking surveys indicated that little on-street parking occurred at around 7:45am, generally on residential frontages and not on the school frontages. The highest concentration of on-street parking occurred on Dankel Avenue (south side) with ten (10) of 19 spaces filled likely to be residents. In the 8:45am-8:55am peak period generally there was capacity on surrounding streets, particularly in the kiss-n-drop zone, with the relatively quick drop off time corresponding to quick turnover of spaces. Dankel Avenue (south side) and Regent Street (north side), between Shipsters Road and Bishops Place, recorded a higher concentration of on-street parking, potentially associated with parents parking to walk students into the school or school staff parking.
- School PM time parking surveys at approximately 2:15pm reaffirm the notion that school staff parking (and/or resident parking) is concentrated on Dankel Avenue (south side) and Regent Street (north side), between Shipsters Road and Bishops Place, with some potentially occurring on Shipsters Road west side. In the 2:55pm-3:05pm peak period, the streets adjacent the school were typically at or near capacity.

#### Summary of comments

- The school has provided the following comments:
  - concerned that staff would not be able to assist with on-street parking management;

- parking management and enforcement will need to be regular and on-going otherwise parents will get complacent; and
  - happy to consider participating in the Way2Go Program.
- Resident(s) have provided the following comments:
  - Vehicle speed on Regent Street is a concern during AM and PM peak periods.
  - Regular policing of illegal queuing and double parking on streets is required.

#### Final Recommendations

- Future connection across Shipsters Road as part of bike network be investigated with the City of Burnside **(Responsibility: Council)**.
- Kiss-n-drop zones be enforced **(Responsibility: School and Council)**.
- School parents be provided with regular information regarding the importance of adhering to on-street parking controls and associated safety issues **(Responsibility: School)**.
- DPTI's Way2Go Program be undertaken, with potential as an exemplar school for cycling should the Council's and City of Burnside's bike plans be implemented **(Responsibility: DPTI and School)**.
- SAPOL to requested to enforce the School Zone speed limit during the school AM and PM peak times on Regent Street and Shipsters Road **(Responsibility: SAPOL and Council)**.
- Kerb ramps at the intersections of Dankel Avenue and Regent Street with Shipsters Road be upgraded **(Responsibility: Council)**.
- Paving (full width of the verges), be installed along the Dankel Avenue footpath between the right angle bend and Shipsters Road **(Responsibility: Council)**.
- Paving (full width of the verges), be installed along the western footpath of Shipsters Road along the school frontage between Dankel Avenue and Regent Street **(Responsibility: Council)**.
- Short section of kerb to the west of the school crossover be reinstated on Dankel Street that is missing / damaged **(Responsibility: Council)**.
- Opportunities be explored with DECS, 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 **(Responsibility: Council)**.

All of the above recommendations are supported. Refer to Attachment B for priority of implementation and preliminary first order cost estimates. Further details regarding implementation and budget implications are outlined further below.

#### **1.2.7 Mary MacKillop College**

##### Key Issues

- Current enrolment of 400 students and 60 staff. Anticipated to increase enrolment to approximately 620 students in the next five (5) to ten (10) years.
- Three (3) recorded crashes in the past five (5) years adjacent the school (two (2) along High Street both hit fixed objects and one (1) hit parked vehicle on Phillips Street. Only one (1) recorded crash occurred during the school AM peak time.

- Phillips Street runs across High Street and immediately abutting the school boundary to the west. This section is brick-paved with parking and has the appearance of a privately owned 'car parking area' but is public road (refer to photograph below).



Photograph from High Street looking into Phillips Street 'car parking' area where it intersects with High Street and is abutting the school

- School staff and visitors park on Phillips Street, High Street and Thornton Street, as well as in the Phillips Street 'car parking area'.
- Lack of pedestrian crossing on High Street resulting in safety concerns for students crossing the road.
- Lack of formal Bus Zone adjacent to the school and Norwood Swimming Centre.
- Congestion of parking in kiss-n-drop zone.
- Illegal parking in No Standing zones, double parking and lack of compliance with parking restrictions.
- No disabled carparking provision on site or in adjacent streets.
- Key issues / concerns which have been raised by the school:
  - speed of traffic;
  - lack of school crossing on High Street;
  - safety of Phillips Street and High Street junction;
  - lack of on-street parking and poor double parking practices;
  - residents' bins placed on the carriageway restricting on-street parking; and
  - on-street parking limiting refuse vehicles access to collecting bins placed on kerbside.
- The School uses Norwood Swimming Centre during Term 1 and Term 4, which increases pedestrian activities and bus movements around the school.
- School buses have difficulty negotiating the High Street and Thornton Street roundabout.
- Students crossing High Street between parked vehicles. Some drivers stop to let them cross but others do not see them as they are waiting between parked vehicles.

- Double parking to pick up students occurs on both sides of High Street, sometimes even where spaces were available to park further along.
- Illegal parking observed in Phillips Street 'car parking area'.
- Overstay of kiss-n-drop zones in the school PM peak time was common with drivers parking to wait for school to finish and were often parked for 15minutes to 20minutes.
- Generally students cross High Street adjacent to the Phillips Street intersection. Lower number of students cross High Street at the Thornton Street roundabout.
- Few 'P' plate vehicles observed to be parked on Thornton Street south of High Street which is potentially Year 12 students who drive themselves to and from school.
- A group of St Joseph's Memorial (Norwood) students were observed to be used by two (2) adults from the school along High Street to access St Joseph's Memorial (Kensington) for after school care.
- Several students with disabilities were observed being dropped off and picked up on High Street adjacent the school's entrance. On at least one occasion, a parent was observed parking across the school access crossover to be close to the student requiring assistance getting into the vehicle.
- School bus arrived approximately 30 minutes before end of school time to park adjacent school frontage. Bus driver then went for a walk and returned at end of school time. No formal bus zone adjacent the school so appears the bus arrives this early so that it can secure parking adjacent the school frontage.
- Further observations in Term four (4) noted two (2) coaches parked on High Street to access the Norwood Swimming Centre - one (1) in on-street parking and the other across the entrance to Phillips Street off main street parking area as there were not enough space adjacent vacant parking spaces for the bus to be parked while collecting students.
- The following observations regarding infrastructure were made:
  - On the approach to the High Street and Thornton Street roundabout, Give Way signs (R1-2) and Roundabout signs (R1-3) along with 'heavy vehicles approach with care' signage were provided on all approaches. The Roundabout sign was not present on the eastbound approach providing a confusing message. No warning signs were present on all approaches. The Roundabout and Give Way signs were installed and the warning signage removed in 2011, following a Technical Review of the roundabout undertaken by the Council. The signage did not meet the requirements set out in Austroads Guide to Road Design: Part 4B: Roundabouts (2009), albeit that the signs were installed as a result of the Technical Review undertaken. The signs have since been amended to provide roundabout (R1-3) and 'heavy vehicles approach with care' signs and now comply with the provisions of the relevant guides and standards.
  - No median refuge is provided on the southern leg of the High Street and Thornton Street roundabout. This is due to the narrow widths of the roadway.
  - Kerb ramps are not to standard and north-south direction kerb ramps are not provided on High Street at Phillips Street car park crossover and at the Phillips Street, Bowen Street and Richmond Street junctions.
  - Bushes located on private property adjacent to the footpath at the Portrush Road and High Street junction, are overhanging the footpath and significantly reducing the available width of the footpath.
  - The footpath on High Street adjacent to the school, is not fully paved and the level difference is a potential tripping hazard particularly for the kiss-n-drop zone.
  - Stop line at the Phillips Street and High Street junction is faded.
- Counters were placed outside 35 High Street, 15 Phillips Street and adjacent to outside Borthwick Park on Thornton Street.

- Data which has been collected indicates that weekday average speeds were recorded at 33.8 kph and 85<sup>th</sup> percentile speeds recorded a weekday average of 44 kph on High Street. The counter was placed in a School Zone and some drop in speed was recorded during the school AM and PM peak times.
- Data which has been collected indicates that weekday average speeds were recorded at 35.4 kph and 85<sup>th</sup> percentile speeds recorded a weekday average of 44 kph on Phillips Street. The counter was not placed in a School Zone.
- Data which has been collected indicates that weekday average speeds were recorded at 38.5 kph and 85<sup>th</sup> percentile speeds recorded a weekday average of 47 kph on Thornton Street. The counter was not placed in a School Zone.
- Weekday average volumes of 2,017, 1,089 and 509 vehicles per day were recorded on High Street, Phillips Street and Thornton Street, respectively.
- School AM peak time parking surveys indicated that at around 7:45am some residential on-street parking was recorded. High Street west of Phillips Street recorded the highest levels of on-street parking (50%-100%) at this time, likely associated with nearby businesses. In the AM peak time of 8:45am - 8:55am the surrounding streets generally reached capacity. In particular, parking on High Street with the exception of the kiss-n-drop zone, Phillips Street, Thornton Street and the Phillips Street 'car parking area'. The kiss-n-drop zone on High Street immediately adjacent the school has good use but high turnover due to the nature of AM peak time drop off and that the students are generally older so are not walked in by parents.
- School PM peak time parking surveys indicated that at approximately 2:15pm High Street, Phillips Street, Phillips Street carpark and Thornton Street are highly parked, likely a mixture of all day parking associated with local businesses, residents and school staff. The kiss-n-drop zone on High Street had some parking, potentially associated with visitors to the school, local residents or businesses. At the PM peak time of 3:25pm -3:35pm the streets around the school tend to reach or exceed capacity with significant double parking and illegal parking (in No Standing zones) observed.
- Pedestrian surveys indicate that a crossing on High Street near Phillips Street would be used by students arriving at and departing school. Approximately 60 and 70 people crossed High Street adjacent and to the east of Phillips Street immediately before school and after school hours respectively, with the majority anticipated to use a crossing if it were provided.

#### Summary of Comments

- The school has provided the following comments:
  - potential for one-way restriction along High Street to provide safer crossing of the road for students and ease congestion given the narrowness.
- The resident(s) have provided the following comments:
  - many 'P' platers park on Thornton Street;
  - observations on High Street apply to Thornton Street as well;
  - speed enforcement on Thornton Street in school zone is required;
  - many students and school staff park on Thornton Street south of High Street creating parking issues for visitors;
  - concerns about the impact on residential parking with proposed school crossing east of Phillips Street, West of Phillips Street would be better located for the crossing as not in front of residential buildings and would better suit cyclists better.
  - footpath on Phillips Street should be improved (surface and width) for pedestrians and cyclists to share use; and
  - agreed something needs to be done about buses but concerned that this may result in pressure on residential parking needs.

### Final Recommendations

- Emu Crossing on High Street be installed, immediately south of Phillips Street. On-street parking will need to be removed on the eastern side of the crossing in accordance with DPTI's Code of Practice or the parking indented such that the required kerb build outs extend at least to the edge of the parking lanes. The likely resultant loss of on-street parking is yet to be confirmed (refer to sketch below for indicative crossing) (**Responsibility: Council**).



Indicative crossing in High Street

Although the pedestrian numbers indicate that either a Koala Crossing or Wombat Crossing warrant would be met, a Koala Crossing would reduce the length of the 25 kph School Zone adjacent the school and remove its School Zone designation. Similarly, the Wombat Crossing would require the removal of the 25 kph School Zone. The DPTI Code does not permit any crossing other than an Emu Crossing within a School Zone.

There would be potential wider community benefits such as local pedestrian access to the Norwood Swimming Centre and reduced speeds should a Wombat Crossing be implemented. This option was not consulted on. In addition, this crossing would require the removal of the 25 kph School Zone. As such, this option has not been recommended by the Council's Consultants. The Council has identified the potential for Phillips Street to form part of a local bicycle route in accordance with its Bike Plan and this should also be considered prior to the implementation of the recommended crossing.

- Kiss-n-drop zones be enforced (**Responsibility School and Council**).
- School parents be provided with regular information regarding the importance of adhering to on-street parking controls and the associated safety issues (**Responsibility: School**).
- Bus Zone on High Street between the main school access and the Phillips Street 'car parking area' be installed to accommodate one bus (**Responsibility: Council**).
- One (1) Disability parking space be installed in the Phillips Street 'car parking area' incorporating a shared space into the existing walkway (**Responsibility: Council**).



- SAPOL be requested to enforce School Zone speed limit on High Street during the school AM and PM peak times as well as local speeds along Thornton Street **(Responsibility: SAPOL and Council)**.
- Existing linemarking and signage associated with the School Zone on High Street be upgraded **(Responsibility: Council)**.
- Existing kerb ramps on High Street, between Portrush Road and Richmond Street be upgraded **(Responsibility: Council)**.
- The footpath on Phillips Street be upgraded, as part of the City Wide Bike Plan implementation **(Responsibility: Council)**.
- Pruning and maintenance of the vegetation located on private property at the Portrush Road and High Street junction be undertaken **(Responsibility: Council)**.
- Paving (full width of the verges), be installed along the southern side of High Street between Thornton Street and Phillips Street **(Responsibility: Council)**.
- Stop Line at the Phillips Street and High Street junction be remarked **(Responsibility: Council)**.
- Opportunities be explored with DECS, 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 **(Responsibility: Council)**.

In respect to the recommended Emu Crossing in High Street, whilst the draft report which was prepared by the Council's Consultants and release for consultation stated that a crossing would be provided at the recommended location, it did not specify the type of crossing. In this respect, whilst the general concept of installing a crossing was noted by residents and the school and comments received to that effect, further consultation will be required particularly with respect to the loss of on-street parking prior to the Council committing to the implementation of this device. In addition, the issue of funding this device, as the case with all other 'new' infrastructure across other schools, needs to be considered.

In respect to the recommended Bus Zone in High Street, it is recommended that further consultation be undertaken with the school and residents with respect to the location of the Bus Zone and how this would fit in with the recommended Emu Crossing in terms of loss of on-street parking albeit it is acknowledged that the bus zone would be time-limited to operate during certain times only not at all times.

The remaining above recommendations. Refer to Attachment B for priority of implementation and preliminary first order cost estimates. Further details regarding implementation and budget implications are outlined further below.

### 1.2.8 Norwood Primary School

#### Key Issues

- Current enrolment of 396 students and 35 staff. Historically enrolments have grown by 100 students in the past five (5) years and this trend is anticipated to continue.
- One (1) recorded crash along Beulah Road adjacent the school (hit pedestrian) which did not occur in the school AM or PM peak times.
- Five (5) recorded crashes along Osmond Terrace adjacent the school of which three (3) crashes occurred on the western carriageway adjacent the school (one (1) side swipe, one (1) rear end and one (1) right angle with only the side swipe occurring during the school AM time) and two (2) (one (1) side swipe during the school AM peak time and one (1) right angle) on the eastern carriageway.
- Approximately 14 on-site car parking spaces are available for staff and visitor parking. However, some staff and visitors park on-street on Beulah Road and Osmond Terrace.
- The school has made previous requests for a crossing along Beulah Road to support its informal agreement to use the Church of Prophet Elias car park (located across the road from the school) during the school AM and PM peak times.
- Buses park on Osmond Terrace if picking up students for excursions, etc.
- Halls and gym are used most evenings and weekends by external groups.
- Some parking in No Standing Zones during the school AM and PM peak times was observed. Many parents parked in the Church of Prophet Elias car park to pick up students and walked into the school with young children to collect students.
- A significant number of pedestrians cross Beulah Road adjacent the school entrance, generally associated with school pick-up and drop-off, and church users.
- School staff were observed parking on Beulah Road adjacent to the school.
- Key issues / concerns which have been raised by the school are:
  - congestion during the school AM and PM peak times;
  - lack of crossing along Beulah Road which is of concern as students cross between parked vehicles which is also a constraint to more walking and cycling;
  - distance from school and parent work location is also a constraint to more walking and cycling;
  - drop-off bays on Osmond Terrace require vehicles to cross through a bike lane and reverse out into a bike lane;
  - speed of vehicles on Beulah Road; and
  - lack of bike lanes on Beulah Road but school acknowledged the Council's proposed implementation of the Beulah Bike Boulevard Project.
- The following observations regarding infrastructure were made:
  - kerb ramps at the Beulah Road and Osmond Terrace junction are not to standard (missing tactiles) and for east-west no kerb ramps on the median opposite;
  - kerb ramps are not to standard (missing tactiles) at the Osmond Terrace and Orange Lane, Osmond Terrace and Police Station Access Driveway and Beulah Road and Plane Tree Lane;
  - gap between paved footpath and kerb on Beulah Road provides an uneven surface and this is also present adjacent a section of parallel parking on the eastern side of Osmond Terrace but is in better condition; and



- kerbing is uneven and damaged adjacent the school entrance on Beulah Road.
- Counters were placed outside number 91b Beulah Road, number 32 Osmond Terrace on both the north and southbound carriageways.
- Data which has been collected indicates that weekday average speeds were recorded at 38.3 kph and 85<sup>th</sup> percentile speeds recorded a weekday average of 47 kph on Beulah Road. The counter was placed inside a School Zone and although a minor drop in speeds were recorded during the school AM and PM peak times, speeds were considerably higher than the 25 kph speed limit required when children are present.
- Data which has been collected indicates that weekday average speeds were recorded at 45.6 kph and 85<sup>th</sup> percentile speeds recorded a weekday average of 50 kph on Osmond Terrace northbound carriageway.
- Data which has been collected indicates that weekday average speeds were recorded at 41.2 km/h and 85<sup>th</sup> percentile speeds recorded a weekday average of 49 kph on Osmond Terrace southbound carriageway.
- Weekday average volume of 2,042 vehicles per day was recorded on Beulah Road. Weekday average volumes of 7,555 northbound and 7,842 southbound vehicles per day were recorded on Osmond Terrace.
- School AM peak time carparking surveys indicate that at approximately 7:45am, little on-street parking occurs around the school, with the carparking on Beulah Road is likely to be associated with the adjacent residential properties or potentially school staff parking and little parking on Osmond Terrace near the school. In the AM peak period of approximately 8:45am Osmond Terrace west side reached capacity, Osmond Terrace east side and Beulah Road approached capacity (80%-90% occupancy). The Church of Prophet Elias car park reached just over half its capacity (60 spaces) at that time. It was noted that some parking was associated with the Church as well as with school drop off.
- School PM peak time parking surveys indicated that at approximately 2:15pm, Beulah Road is fairly heavily parked generally likely to be associated with the adjacent residential properties, businesses and school staff parking. Osmond Terrace has some parking, with the majority further south and as such likely to be associated with The Parade. In the peak PM period of approximately 3:20pm, Beulah Road and Osmond Terrace reached or exceed capacity with parking in No Standing zones and double parking observed. The Church of Prophet Elias car park reached about 60% capacity at that time with all parking seemingly associated with school pickup (i.e. there did not appear to be an event on at the The Church of Prophet Elias as was the case in the AM peak time).
- Pedestrian surveys indicated a suitable crossing on Beulah Road adjacent to the school entrance would be well used by parents and students accessing the Church car park. Between 8:00am and 9:00am, 55 pedestrians (23 children and 32 adults) were observed crossing Beulah Road adjacent the school entrance and 140 pedestrians (60 children and 80 adults) between 2:30pm and 3:30pm. Some crossing movements associated with the Greek Church were also recorded, although there was no specific event taking place. The survey location also covered the access location to Norwood Oval, although it was not in use at the time of the survey.
- Between 8:00am and 9:00am, 25 pedestrians were observed crossing Beulah Road at the Osmond Terrace intersection and 60 pedestrians between 2:30pm and 3:30pm.

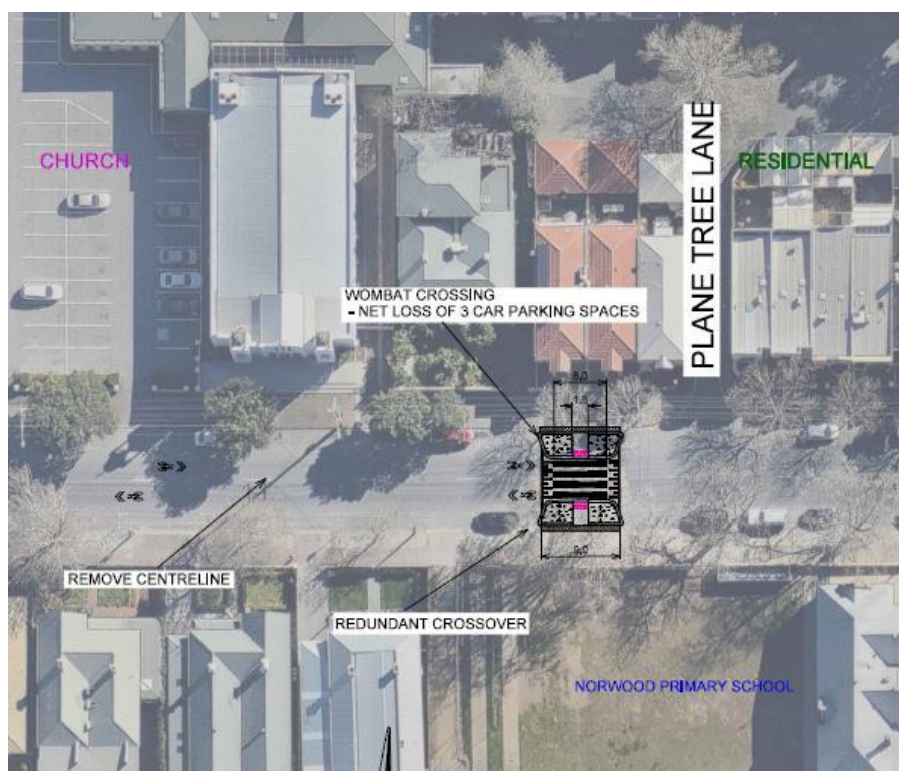
#### Summary of Comments

- The school has provided the following comments:
  - generally supportive of the review and recommendations, although may seek confirmation on the layout of parallel parking on Osmond Terrace and the potential conversion of additional angle carparking spaces to parallel carparking south of the PAC; and

- The school supports the Pedestrian Crossing on Beulah Road.
- No written responses were received from residents or other stakeholders.

#### Final Recommendations

- Short-term on-street parking restrictions in the form of 15minutes during the school AM and PM peak times be installed to accommodate four (4) spaces on Beulah Road adjacent the school (Responsibility: Council).
- New short-term on-street parking restrictions to be provided on Beulah Road be enforced (**Responsibility: School and Council**).
- Agreement for the use of the Church of Prophet Elias carpark during the school AM and PM peak times be formalised, as well as for staff parking throughout the day (**Responsibility: School**).
- School parents be provided with regular information regarding the importance of adhering to on-street parking controls and associated safety issues (**Responsibility: School**).
- Pedestrian Crossing (raised Wombat) on Beulah Road adjacent to the school entrance be installed, as shown below. The final design of this crossing is to be undertaken as part of the Council's Beulah Road Bike Boulevard Project and in this respect, the actual loss of on-street parking will be determined as part of this process (**Responsibility: Council**).



Proposed Pedestrian Crossing (raised wombat) along Beulah Road

- Existing angled carparking bays on the western side of Osmond Terrace, between Beulah Road and the PAC, be amended to parallel parking and short-term on-street parking controls in the form of 15 minutes be installed within the new layout as shown below (**Responsibility: Council**).

- The Council's Consultants have made the following comments regarding the recommendation to amend the existing on-street carparking layout on Osmond Terrace:
  - the existing angle carparking bays result in vehicles reversing onto the roadway and Bike Lane which is located immediately adjacent the rear of the parking spaces and with limited visibility and double ranking occurring it is difficult to observe when reversing;
  - the angle carparking bays allow students to access the footpath from all vehicle doors without walking on the roadway;
  - parallel carparking bays can be designed to provide an appropriate width parking lane (minimum 2.1 metres) and at least 1.0 metre separation between the edge of the parking lane and the Bike Lane. The separation is the recommended distance to prevent the risk of vehicle 'dooring' incidents on cyclists. The driver and any passengers in the rear right hand seat would need to exit the vehicle into this separation zone. Creating additional footpath areas with localised landscaping around the trees would offer an opportunity for public art and accommodate the mosaic art treatments which are proposed by the school as part of its DPTI's Way2Go Program. It would also value add by including bicycle parking. The change to parallel parking bays would however be costly; and
  - a similar number of parallel carparking spaces to the current angle parking provision could be maintained in this area if some of the existing landscaped areas are removed. Replacement landscaping has been identified around the Beulah Road intersection and in the Osmond Terrace median as part of the Beulah Road Bicycle Boulevard Project which would partially offset this loss of landscaping. The Beulah Road intersection build outs could be designed as part of the Beulah Road Bike Boulevard Project to accommodate future changes to the Osmond Terrace parking if the two project timescales did not align.
- DPTI's Way2Go Program engagement and implementation be continued in discussions with the Council **(Responsibility: School, DPTI and Council)**.
- SAPOL be requested to enforce School Zone speed limit on Beulah Road during the school AM and PM peak times **(Responsibility: SAPOL and Council)**.
- Linemarking and signage associated with the School Zone on Beulah Road be upgraded to improve visibility **(Responsibility: Council)**.

- Kerb ramps at the Beulah Road and Osmond Terrace junction be upgraded and provide east-west pedestrian facilities (appropriate kerb ramps and path across median), as part of the Council's Beulah Road Bike Boulevard Project **(Responsibility: Council)**.
- Kerb ramps at the Osmond Terrace and Orange Lane and Beulah Road and Plane Tree Lane junctions be upgraded **(Responsibility: Council)**.
- Paving (full width of the verges), be installed along Beulah Road south side and Osmond Terrace east side adjacent parallel parking **(Responsibility: Council)**.
- Broken and damaged kerbing adjacent the school entrance along Beulah Road be upgraded **(Responsibility: Council)**.
- Opportunities be explored with DECS, 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 **(Responsibility: Council)**.

In respect to the Pedestrian Crossing on Beulah Road, the implementation of this device is proposed as part of the Council's Beulah Road Bike Boulevard Project. At its meeting held on 6 June 2016, the Council considered a report outlining the results of the consultation process regarding the Beulah Road Bike Boulevard Project and endorsed the Final Concept Plan which proposes the construction of the pedestrian crossing at this location. The Council has received grant funding from DPTI for the detailed design of the pedestrian crossing and is awaiting the outcome of another DPTI grant application associated with the Beulah Road Bike Boulevard. In the event that the Council is successful in receiving the grant funding, the pedestrian crossing will be constructed as part of the Beulah Road Bike Boulevard Project works. However, in the event that the Council does not receive this funding, the pedestrian crossing will be considered for implementation as part of Stage 2 and in this respect, its implementation will be subject to all the other criteria as the case with all the other 'new' infrastructure.

In respect to converting the existing angled on-street carparking layout to parallel carparking in Osmond Terrace between Beulah Road and the PAC, the benefits of the new layout need to be 'weighed up' against the substantial costs to implement the recommended changes. In addition, the school has engaged an artist to develop a mosaic artwork to be installed adjacent the school (on Council land) as part of its implementation of DPTI's Way2Go Program and the school is liaising with Council staff on this matter. In this respect, the new infrastructure which may be required to amend the on-street carparking layout as recommended will need to integrate any the proposals of the school's artwork project. Council staff are of the view that as a Stage 1 priority the detailed design of the new on-street carparking layout can be pursued. However, the Council will need to give further consideration to this prior to committing to its implementation including discussions with the School and DPTI.

The remaining above recommendations are supported. Refer to Attachment B for priority of implementation and preliminary first order cost estimates. Further details regarding implementation and budget implications are outlined further below.

### 1.2.9 Prince Alfred College

#### Key Issues

- Current enrolment of 1,200 students and 400 staff (only 250 car parks are available on-site) with a plan to increase to approximately 1,400 students within ten (10) years.
- The school is in the process of finalising a master plan which is expected to be completed in 2016. In this respect substantial building modifications including the provision of a new boarding house on the north side of The Parade West are part of the Master Plan for the property. The master plan is likely to include provision of a pedestrian overpass linking the future boarding house to the main grounds. The Council has considered the proposal in principle and a range of design matters are being considered by the school.
- The school was about to start some general building works which will result in a reduction of approximately 20 on-site carparking spaces.
- 22 reported crashes for the past five (5) years around the school summarised as follows:
  - four (4) crashes at the Capper Street and Parade West junction (two (2) rear ends, one (1) right turn and one (1) side swipe) of which two (2) resulted in injuries;
  - three (3) crashes at the Pirie Street and The Parade West junction (all right angle crashes with two (2) of these crashes involving cyclists);
  - four (4) other crashes along the Parade West (two (2) rear ends east of Pirie Street of which one (1) resulted in injury, one (1) right angle involving a cyclist resulting in injury and one (1) hit fixed object at Little Grenfell Street;
  - one (1) mid-block crash along Capper Street (right angle);
  - six (6) crashes at intersection of Capper Street and Dequetteville Terrace (two (2) rear ends, two (2) right angles, one (1) side swipe and one (1) right turn). One of these involved a cyclist. Of the six (6) crashes, two (2) resulted in injuries;
  - three (3) mid-block crashes along Dequetteville Terrace immediately along the school frontage (two (2) rear ends and one (1) side swipe) one (1) of the rear ends resulted in injury;
  - one (1) hit pedestrian crash at the Little Flinders Street and Dequetteville Terrace junction which resulted in an injury; and
  - only four (4) of the reported collisions occurred during the school AM and PM peak times.
- Key issues / concerns which have been raised by the school are:
  - the Council's School Zones DPA and the school's ability to develop land between the main grounds and Flinders Street, noting that several of these properties are heritage listed;
  - possible use of on-street carparking along the southern side of The Parade West (currently unrestricted parking) as short-term parking or a kiss-n-drop zone during the AM and PM peak periods;
  - increased carparking capacity along Capper Street – potential angle parking and one-way traffic movements; and
  - future car park accessibility via a new access point to Flinders Street.
- The key areas associated with traffic and carparking are:
  - access to/from The Parade West via Pirie Street;
  - Capper Street as the main access for the middle and high school; and
  - Dequetteville Terrace use by Junior Primary School.
- The school is unique within the City as it provides Early Learning through to Year 12.
- The key areas associated with traffic and pedestrian activity are :
  - The Parade West / Pirie Street: this junction is very congested in peak hours with traffic entering and leaving the school car park and internal drop-off zone. A number of students were observed crossing The Parade West after school. Pedestrian infrastructure at the

junction is not standard and there are no kerb ramps along the southern side of The Parade West. The bicycle lane along the Parade West 'disappears' through the junction. Regular queuing occurs on the eastern approach to the junction.

- Capper Street: is used regularly by student parking despite 2-hour parking restrictions. The road is only just wide enough to accommodate two-way traffic with parking on both sides of the road. Significant congestion occurs with double rank parking at the end of school times.
- Dequetteville Terrace: is primarily a kiss-n-drop area for the Junior Primary School. Numerous vehicles are parked in this location for longer than allowed, resulting in a lack of turn-over within the zone. Several carparking spaces on the opposite side of Dequetteville Terrace resulting in adults and young students having to cross the arterial road unprotected.

Counters were placed on The Parade West and Capper Street. A turning count was also completed at The Parade West and Pirie Street junction.

- Data which has been collected indicated average speeds during the school AM and PM peak times are approximately 40 kph-42 kph for The Parade West and 21 kph-24 kph for Capper Street with 85<sup>th</sup> percentile speeds of approximately 47 kph-48 kph and 25 kph-27 kph, respectively.
- Weekday average volumes of 7,680 on The Parade West and 1,480 on Capper Street.
- The turning movement count at The Parade West and Pirie Street junction, indicate that there are a number of pedestrians crossing at this junction during school peak times (around 30-60 in the AM and PM peak periods). The busiest movement in the AM peak times were pedestrians crossing Pirie Street. In the PM peak time there were over 30 pedestrians who crossed the Parade West at Pirie Street.
- In the AM peak there were 290 vehicles entering Pirie Street and 190 vehicles exiting. In the PM peak there were 159 vehicles entering Pirie Street and 187 vehicles exiting.
- The carparking surveys indicate that along The Parade West, all-day parking along the frontage of the school is full by 7:00am in the morning which remains largely the same throughout the day. This parking is probably a mix of local business employees and some city based employees taking advantage of free all day parking.
- There is general carparking demand in Capper Street outside of school hours associated with the sports centre on the corner with The Parade West, although this did not cause any significant issues.
- In the school AM peak time Capper Street was at approximately 80% capacity. Parking along Dequetteville Terrace closest the school was only around 50% capacity with parks on the parklands side only at 25% capacity. During the school PM peak time is when Capper Street became over capacity. Similarly along Dequetteville Terrace the parking closest the school was at capacity. Along the parklands side was closer to capacity (75%).

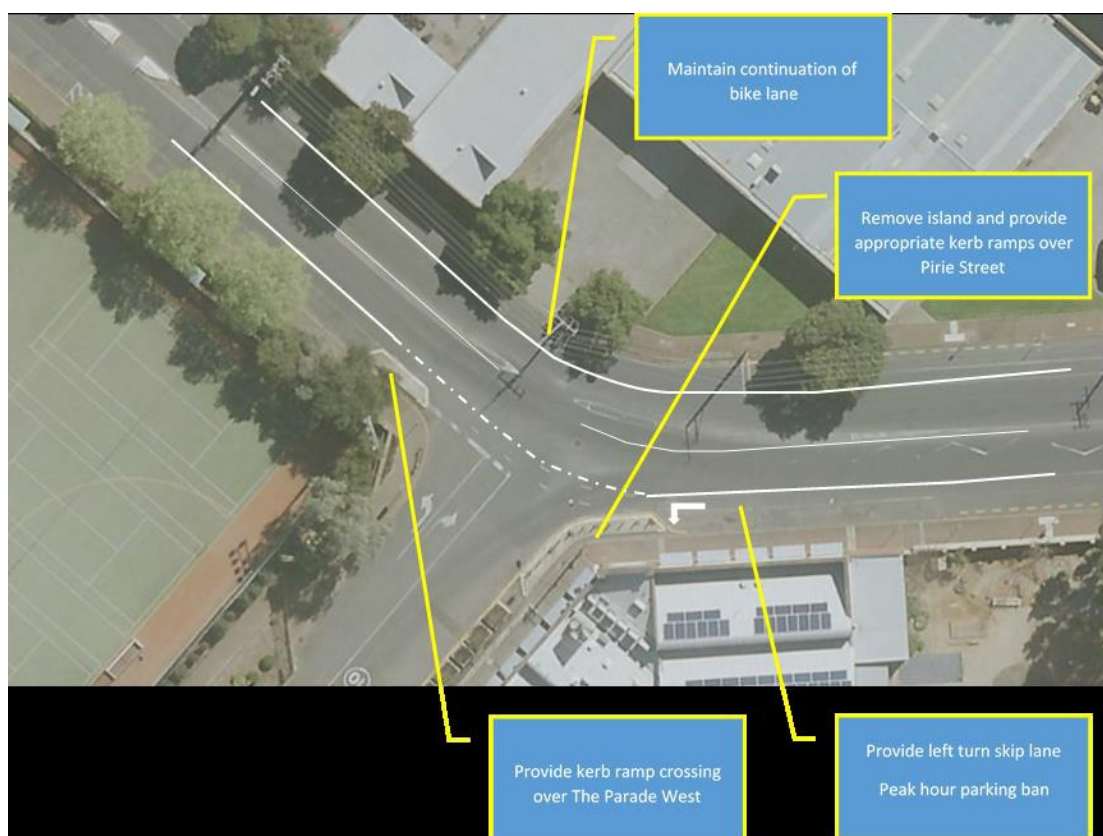
#### Summary of Comments

- The school has provided the following comments:
  - generally supportive of the recommendations;
  - currently developing a master plan for the overall upgrade of the site which may not be completed until sometime in 2016; and
  - reiterated the importance of the Council's DPA relating to future development.
- No written responses were received from residents or other stakeholders.



### Final Recommendations

- Concept plan for The Parade West and Pirie Street junction be developed (**Responsibility: DPTI, School and Council**), as outlined below, giving consideration to:
  - improved queuing on the eastern approach (left turn lane);
  - improved pedestrian facilities to cross The Parade West;
  - appropriate kerb ramps with disability access provisions;
  - future tram extension; and
  - define continuation of the bike lane on both sides of the Parade West.



Concept plan for The Parade West and Pirie Street junction to address a number of key issues identified

- Kiss-n-drop zone along Dequetteville Terrace be enforced (**Responsibility: School and Council**).
- School parents be provided with regular information regarding the importance of adhering to on-street parking controls and associated safety issues (**Responsibility: School**).
- DPTI's Way2Go Program to be undertaken (**Responsibility: DPTI and School**).
- Section of short-term kiss-n-drop parking be installed during the school AM and PM peak times on the east side of Capper Street for 60 metres north of Dequetteville Terrace and no restrictions at other times, Monday to Friday (**Responsibility: Council**).
- Existing on-street parking on the south side of The Parade West between Pirie Street and Capper Street be amended to include a short-term kiss-n-drop zone (four (4) spaces) just west of Pirie Street during the school AM and PM peak times and 2-Hour parking at other times, Monday to Friday (**Responsibility: Council**).
- Discussions with the school be continued regarding the school's master plan and implications of the Council's DPA (**Responsibility: Council**).

- Opportunities be explored 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 (**Responsibility: Council**).

In respect to the development of a concept plan for The Parade West and Pirie Street junction, it is recorded that this action be included in Stage 1. The development of the concept plan should be in discussions with the school to incorporate its future developments at this location and with DPTI. The implementation of the concept plan would be a Stage 2 priority and subject to the same consideration by the Council for other 'new' infrastructure.

The remaining above recommendations are supported. Refer to Attachment B for priority of implementation and preliminary first order cost estimates. Further details regarding implementation and budget implications are outlined further below.

### 1.2.10 St Ignatius Junior College

#### Key Issues

- Current enrolment of 550 students and 40 staff. Approximately 18 on-site parking spaces are available for staff and visitors, 12 of these carparking spaces are associated with the church and 6 are located on school grounds. Some school staff and visitors park on-street on Queen Street, William Street and The Parade.
- Two (2) recorded crashes in the past five (5) years on Queen Street adjacent the school (one (1) rear end and one (1) side swipe) not occurring during the school AM or PM peak times.
- 20 recorded crashes at The Parade and Queen Street junction none of which occurred during the school AM and PM peak periods. A review of this junction will form part of the Council's The Parade Master Plan Project which is currently underway.
- School grounds are used in evening and on weekends for sport and some school events.
- Double parking on Queen Street particularly in the school PM peak time and queuing which extends back to The Parade.
- Key issues / concerns which have been raised by the school are:
  - congestion, especially at the end of school day;
  - limited parking;
  - illegally parked vehicles and overstay (including double parking);
  - parking blocking driveways albeit (reduced from previous years but still an issue);
  - speeding;
  - parking in nearby private car parks;
  - may need 10 minute parking zone (instead of kiss-n-drop) outside the preschool as parents need to leave vehicles to collect young children;
  - some issues with drivers not stopping at Emu Crossing (consideration given to upgrading to a Koala Crossing);
  - concern over future increase in development and increase in traffic if no (general) public transport improvements;
  - parental safety concern of walking across intersection of The Parade and Queen Street, as some parents park on the north side of The Parade; and
  - U-turns being undertaken on Queen Street.
- The following observations regarding infrastructure have been made:
  - Emu Crossing on Queen Street does not meet the DPTI Code of Practice (crossing width); and
  - footpath adjacent to the kiss-n-drop zone is not full width with level differences and loose surface causing a potential tripping hazard.



- Counters were placed on Queen Street north of William Street adjacent the school.
- Data which has been collected indicate that weekday average speeds were recorded at 31.3 kph and 85<sup>th</sup> percentile speeds recorded a weekday average of 39 kph. The counter was placed adjacent the start of a School Zone with speeds dropping around the school AM and PM peak times with averages of approximately 25 kph recorded and 85<sup>th</sup> percentile speeds of approximately 31 kph-33 kph.
- Weekday average volume of 2,412 vehicles per day was recorded on Queen Street.
- School AM peak time carparking surveys indicated that at approximately 7:45am, some parking is present particularly on the western side of Queen Street, likely to be associated with resident parking and potentially The Parade businesses. At the peak time (8:30am-8:45am) Queen Street reaches and exceeds capacity.
- School PM peak time carparking surveys indicated that at approximately 2:30pm, there is some capacity on Queen Street and adjoining streets but generally around 70% or more of spaces are occupied indicating high levels of all day or long-term parking associated with residents and/or businesses on The Parade. At the time (3:00pm-3:10pm) Queen Street reached or exceeded capacity. It was noted that significant queuing waiting to get into parks on Queen Street was observed at this time and this was not recorded as double parking due to the quantity and nature of the queue (generally queued to get into spaces not double parked to collect children).
- Pedestrian surveys indicated between 8:00am and 9:00am 126 pedestrians (98 children and 28 adults) were observed crossing Queen Street at the existing crossing and 143 pedestrians (88 children and 55 adults) between 2:45pm and 3:45pm.

#### Summary of Comments

- The school is generally supportive of the recommendations.
- Resident(s) have provided the following comments:
  - kiss-n-drop zone may need to allow parents to get out of vehicle to assist children particularly around preschool and signage should reflect this;
  - upgrade Emu Crossing to Koala Crossing with flashing lights generally supported;
  - the Council should increase current monitoring of parking controls;
  - SAPOL should 'blitz' speeding which is a long-term problem;
  - 40 km/h speed limit on Queen Street with vehicle calming;
  - proposed recommendations may help but they should explore options for more buses to remove the need to depend on vehicles during pick up and drop off; and
  - clearer School Zone signage and/or presence is required.

#### Final Recommendations

- Kiss-n-drop zone be enforced (**Responsibility: School and Council**).
- School parents be provided with regular information regarding the importance of adhering to on-street parking controls and associated safety issues (**Responsibility: School**).
- Existing Emu Crossing be upgraded to a Koala Crossing with flashing lights which is to operate during the school AM and PM peak times (**Responsibility: Council**). Based on the surveys conducted the warrant for a Koala Crossing is satisfied. In two (2) separate 1-hour periods of a typical school day, 50 or more children cross the road and could reasonably be expected to use the crossing and 200 or more vehicles per hour pass the site where the children will cross.
- Short-term on-street parking restrictions in the form of 15 minutes be installed, for a distance of five (5) spaces on western side of Queen Street south of crossing, between 2.30pm and 3.30pm. This would supplement the existing 2 minute pick-up on the eastern (school) side of the road

anticipating that parents parking on the opposite side of the road would wish to walk in to school to collect children **(Responsibility: Council)**.

- Short-term on-street parking controls in the form of 15minutes be installed, outside the preschool, 2.30pm to 3.30pm to reflect the need for parents to escort children in to or collect children from preschool **(Responsibility: Council)**.
- SAPOL be requested to enforce the School Zone speed limit on Queen Street during the school AM and PM peak times **(Responsibility: SAPOL and Council)**.
- Paving (full width of the verges), be installed along the eastern side of Queen Street to adjacent kiss-n-drop zone **(Responsibility: Council)**.
- Opportunities be explored with DECS, 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 **(Responsibility: Council)**.

In respect to the upgrade of the Emu Crossing to a Koala Crossing (with flashing lights), it is unclear at this time if a design is required for this infrastructure. In this respect, future investigations into the details required to upgrade the crossing be undertaken as a Stage 1 priority. Once these details are confirmed, consideration will need to be given by the Council given this is 'new' infrastructure prior to making any commitment to implement the recommended changes.

The remaining above recommendations. Refer to Attachment B for priority of implementation and preliminary first order cost estimates. Further details regarding implementation and budget implications are outlined further below.

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

##### Key Issues

- Current enrolments of 100 students (30 preschool students) and 12 staff.
- Two (2) recorded crashes in the past five (5) years adjacent the school (one (1) hit parked vehicle on Bridge Street and one (1) right angle at the Bridge Street and High Street junction) neither occurring during the school Am or PM peak times.
- Small school so limited impact on surrounding road network.
- Existing kiss-n-drop zone works well although up to two (2) vehicles double parked at times waiting to access parking wide and quiet enough street does not cause queuing of traffic.
- Occasional parking in No Standing zone observed not always associated with the school.
- Few parents parked on High Street mostly use Bridge Street.
- The following observations regarding infrastructure were made:
  - Kerb ramps on Bridge Street at the High Street intersection north of High Street for east to west pedestrians are nearly ten (10) metres north of the desire line.
  - Footpath is paved to its full width adjacent existing kiss-n-drop zone.
  - Stop Lines at intersection of High Street / Bridge Street are faded, with Stop sign on the northern approach set well back from the Stop Lines.
- Key issues / concerns raised by the school:
  - speeds through School Zone on Bridge Street (particularly noted as young / P-plate drivers); and

- large gum trees at entrance to the school cause sight distance issues (as well as raised, uneven footpath and leaf litter clogging drainage).
- Counters were placed outside number 44 Bridge Street and number 52 High Street.
- Data which has been collected indicate that weekday average speeds were recorded at 34.8 kph and 85<sup>th</sup> percentile speeds recorded a weekday average of 44 kph on Bridge Street. The counter was placed in a School Zone and while some drop in speeds were recorded during the school AM and PM peak times speeds were still recorded with averages over 30 kph and 85<sup>th</sup> percentile speeds over 40 kph.
- Data indicated that weekday average speeds were recorded at 31.6 kph and 85<sup>th</sup> percentile speeds recorded a weekday average of 38.0 km/h on High Street outside number 52. The tube counter was placed in a school zone and some drop in speeds was recorded during the AM and PM peak periods.
- Weekday average volumes of 1,255 and 1,080 vehicles per day were recorded on Bridge Street and High Street, respectively.
- School AM peak time parking surveys indicated some parking on Bridge Street and High Street near the school at approximately 7:45am, potentially related to adjacent residential properties. During the AM peak period of 8:45am-8:55am, parking generally reached capacity adjacent the school on both Bridge Street and High Street.
- School PM peak time parking surveys indicated that at approximately 2:15pm, some parking occurred on Bridge Street and High Street potentially a combination of residents and school staff. At 2:55pm-3:05pm parking reached capacity on High Street near the school and exceeded capacity on Bridge Street adjacent the school with double parking (queued waiting to access kiss-n-drop) on the east side and parking on the No Standing lines on the west side.

#### Summary of Comments

- The school has provided the following comments:
  - generally supportive and School Board has provided positive response
  - potential contractual issue with staff assisting with on-street parking management;
  - on-site carparking not feasible on-site; and
  - would like a more visual reminder of school zone would be ideal (potentially flags).
- Resident(s) have provided the following comments:
  - traffic problems with queuing due to double parking - regular policing required; and
  - suggests a branded Council wide campaign to assist school principals in educating parents regarding disrespectful behaviour such as blocking driveways and walking on street planting as well as educating parents on the benefits of walking to school.

#### Final Recommendations

- Kiss-n-drop zone on Bridge Street be extended by two (2) spaces **(Responsibility: Council)**.
- Paving (full width of the verge), be installed adjacent the extended section of the kiss-n-drop zone on Bridge Street **(Responsibility: Council)**.
- Kiss-n-drop zone to be enforced **(Responsibility: School and Council)**.
- School parents be provided with regular information regarding the importance of adhering to on-street parking controls and associated safety issues **(Responsibility: School)**.
- SAPOL be requested to enforce the School Zone speed limit on Bridge Street and High Street during the school AM and PM peak times **(Responsibility: SAPOL and Council)**.

- Linemarking associated with School Zones, particularly High Street, be upgraded **(Responsibility: Council)**.
- Kerb ramps with appropriate kerb build-outs be installed on northern side of the Bridge Street and High Street junctions and the Stop sign be relocated closer to High Street on the northern leg of the junction **(Responsibility: Council)**.
- Stop Lines at the High Street and Bridge Street junction be remarked **(Responsibility: Council)**.
- DPTI's Way2Go Program be undertaken **(Responsibility: DPTI and School)**.
- Opportunities be explored with DECS, 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 **(Responsibilities: Council)**.

Council staff support all the above recommendations. Refer to Attachment B for priority of implementation and preliminary first order cost estimates. Further details regarding implementation and budget implications are outlined further below.

### 1.2.12 St Joseph's Memorial School (Norwood)

#### Key Issues

- Current enrolment of 150 students and 20 staff with two (2) on-site parking spaces for staff. Staff and visitors generally park on William Street.
- One (1) recorded crash (side swipe) midblock on William Street, between Queen Street and Donegal Street which did not occur during school AM or PM peak times.
- Nine (9) crashes were recorded at the intersection of William Street and Portrush Road with only one (1) occurring during the school AM and PM peak periods (cyclist in a right angle).
- Congestion on William Street with vehicles queuing waiting to access kiss-n-drop zone.
- Double parking on William Street waiting for vehicles to leave kiss-n-drop zone.
- Kiss-n-drop zone reaches capacity quickly.
- School staff line children up and manage the kiss-n-drop zone.
- Key issues / concerns which have been raised by the school are:
  - location and nature of School Zone signage and road markings not visible enough, particularly when turning left into William Street off Portrush Road; and
  - several incidents a year where local residents have had driveways blocked by school traffic as well as abusive drivers / parents.
- The following observations regarding infrastructure have been made:
  - William Street Emu Crossing is not compliant as the actual crossing width is 12.0 metres and should be 8.0 metres maximum and the bike lane markings are not to standard.
  - Kerb ramps are not to standard on William Street at the intersection with Donegal Street and on all approaches to the Queen Street / William Street roundabout
  - Emu Crossing flags are left out all day.
  - William Street footpath is not fully paved adjacent kiss-n-drop one but is adjacent the Church to the west of the school, the level difference and loose material are potential tripping hazards.
- Counters were placed on William Street just east of Donegal Street.

- Data which has been collected indicates that weekday average speeds were recorded at 36.1 kph and 85<sup>th</sup> percentile speeds recorded a weekday average of 46 kph on William Street. While there is a drop in speeds during the hours starting 8:00am and 3:00pm speeds are still higher than the required School Zone 25 kph speed limit when children are present.
- Weekday average volume of 2,779 vehicles per day was recorded on William Street.
- School AM peak parking surveys indicated that at approximately, 7:45am there were quite a few vehicles parked on William Street adjacent the school. These vehicles are likely to be mostly related to adjacent residential uses. In the 8:30am - 8:45am, parking period William Street generally reached or exceeded capacity adjacent the school. William Street west of Queen Street and Queen Street south of William Street also approached or reached capacity. Gertrude Street was generally not heavily occupied.
- School PM peak parking surveys indicated that at approximately 2:30pm, much of William Street and Queen Street were at capacity. At around 3:00pm-3:10pm, the parking demand peaked with most of William Street and Queen Street reaching or exceeding capacity and Gertrude Street reaching capacity. This suggests that there is a significant number of “all-day parkers” in the area near the school and the capacity of parking struggles at end of the school day.
- Due to the proximity of The Parade some carparking on William Street, Gertrude Street and Queen Street, is anticipated to be associated with The Parade precinct.

#### Summary of Comments

- The school has provided the following comments:
  - generally supportive of the recommendations and School Board have provided positive response;
  - potential issue with staff assisting with on-street parking management;
  - on-site carparking not feasible on-site.
- Resident(s) have provided the following comments:
  - kiss-n-drop zone may need to allow parents to get out of vehicle to assist children particularly around preschool and signage should reflect this;
  - upgrade Emu Crossing to Koala Crossing with flashing lights generally supported;
  - the Council should increase current monitoring of parking controls;
  - SAPOL should ‘blitz’ speeding which is a long-term problem;
  - 40 km/h speed limit on Queen Street with vehicle calming;
  - proposed recommendations may help but they should explore options for more buses to remove the need to depend on vehicles during pick up and drop off; and
  - need clearer School Zone signage and/or presence.

#### Final Recommendations

- Kiss-n-drop zone to be enforced (**Responsibility: School and Council**).
- Kiss-n-drop zone on the north side of William Street be extended by two (2) spaces. This should then be monitored in relation to the double ranking along William Street and if necessary additional spaces added (**Responsibility: Council**).
- School parents be provided with regular information regarding the importance of adhering to on-street parking controls and the associated safety issues (**Responsibility: School**).
- SAPOL be requested to enforce the School Zone speed limit on William Street during the school AM and PM peak times (**Responsibility: SAPOL and Council**).
- Kerb extensions and bike lane markings at the existing Emu Crossing on William Street be upgraded to DPTI’s Code of Practice requirements (**Responsibility: Council**).

- Kerb ramps on William Street at Donegal Street and on all approaches to the Queen Street and William Street roundabout be upgraded (**Responsibility: Council**).
- Paving (full width of the verge), be installed along William Street adjacent kiss-n-drop zone (**Responsibility: Council**).
- DPTI's Way2Go Program be undertaken (**Responsibility: DPTI and School**).
- Opportunities be explored with DECS, 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 (**Responsibility: Council**).

Council staff support all the above recommendations. Refer to Attachment B for priority of implementation and preliminary first order cost estimates. Further details regarding implementation and budget implications are outlined further below.

### 1.2.13 St Joseph's School (Payneham)

#### Key Issues

- Current enrolment of 415 students and 42 staff with opportunity to increase to around 460 students (including preschool).
- Recorded crashes in the past 5 years adjacent the school are summarised as follows:
  - four (4) crashes on Marian Road (one (1) right angle at Douglas Place resulting in injury, two (2) hit parked vehicles and one (1) side swipe);
  - two (2) crashes on Tarcoma Avenue (one (1) hit parked vehicle and one (1) right angle at intersection of Arthur Street);
  - one (1) crash at the Tarcoma Avenue and Portrush Road junction (right angle);
  - three (3) crashes on Portrush Road (two (2) hit fixed objects of which one (1) resulted in serious injury and one (1) rear end); and
  - none of the crashes occurred during the school AM or PM peak times.
- Concern over delays / congestion at the junction of Marian Road and Portrush Road.
- Congestion in the side streets leading into the school when children are being dropped off or picked up.
- Observations were made regarding drivers parking across residents' driveways and crossing in front of pedestrians, drivers parking in the No Standing zone, drivers blocking the Arthur Street and Marian Road junction and drivers speeding past the school on Marian Road and Tarcoma Avenue while children are present.
- The school is currently looking at an opportunity to buy an adjacent property for additional on-site parking including kiss-n-drop parking.
- Parking and traffic demands are also influenced by:
  - masses are held at the church on Marian Road (approximately three (3) per week);
  - occasional funeral service at the church; and
  - the gymnasium being used at least three (3) times per week.
- The vast majority of students are driven to school with only 15 families walking and one (1) student catching a bus.
- The primary area of kiss-n-drop is in Marian Road, with supplementary use of Tarcoma Avenue.

- The Marian Road kiss-n-drop is well managed by school staff who coordinate arrivals and departures in an orderly manner. The school is a leader within the City and a very good example of how school staff can and should assist the Council with ensuring parents first and foremost are educated about the relevant issues adjacent schools and just as importantly, parents adhere to the restrictions around the school to ensure road safety.
- Delays for traffic entering Portrush Road were considered acceptable.
- Queuing in Marian Road extends beyond Arthur Street adjacent the Payneham Cemetery during the PM peak period.
- Localised congestion can occur in the afternoon peak with traffic queuing along Marian Road through the intersection with Arthur Street.
- There is a small section of permitted parking on the southern side of Marian Road between Douglas Place and Arthur Street. Vehicles parked in this area in the afternoon peak create queuing difficulties.
- Small number of students walk over Portrush Road using the PAC.
- A small number of students/parents walk to the school from parks along the northern side of Marian Road, Arthur Street and Second Avenue.
- The school has a teacher car park (approximately 22 spaces) in Tarcoma Avenue. Other staff parking occurs on street (mainly Tarcoma Avenue).
- Tarcoma Avenue provides supplementary long-term parking for school staff.
- Pedestrian activity in Tarcoma Avenue was generally along the road (rather than crossing) with numerous pedestrians crossing the intersection with Arthur Street to parks in Second Avenue.
- Traffic congestion and pedestrian activity at the Arthur Street and Tarcoma Avenue.
- Kerb ramps at the Arthur Street and Marian Road junction and Tarcoma Street are substandard.
- There are a couple of minor trip hazards caused by tree roots lifting pavers.
- Counters were placed on Marian Road and Tarcoma Avenue, between Portrush Road and Arthur Street.
- Data indicates average speeds during the school AM and PM peak periods are approximately 26 kph for Marian and 27 kph-34 kph for Tarcoma with 85<sup>th</sup> percentile speeds approximately 40 kph for the former and 36 kph-41 kph for the latter.
- Weekday average volumes of 860 on Marian Road and 1,000 on Tarcoma Avenue.
- Parking surveys indicated during the AM peak period that Tarcoma Avenue was at approximately 70% capacity whereas Marian Road was only approximately 40% capacity. Parking did not extend into the surrounding streets in the AM peak time.
- During the day (approximately 2:00pm) there were a significant number of vehicles parked in Tarcoma Avenue and Marian Road (approximately 50% and 40% capacities respectively). During the PM peak time is when Tarcoma was completely full with overflow parking spilling into Arthur Street.

Similarly along Marian Road, the parking along the south side was full with queuing stretching a further 20 cars east of Arthur Street which did not occur in the AM peak time.

### Summary of Comments

- The school has provided the following comments:
  - generally supportive of the recommendations;
  - reiterated the need for on-going communication and working with the Council and SAPOL in particular; and
  - have purchased an adjacent property but would be unlikely to develop as a car park.
- Resident(s) have provided the following comments:
  - Marian Road queuing in narrow street where parking is allowed on northern side (although this was not a significant issue from observations);
  - mark yellow (No Stopping) lines in Arthur St near Marian Road to assist queuing near intersection (supported); Request for No Parking in Arthur west side between Tarcoma Avenue and Second Avenue;
  - No Parking on the south side of Tarcoma Avenue (not supported);
  - concern over speeds in Tarcoma outside of school times and request for road humps (traffic data does not reveal this to be a significant issue with speeds and volumes typical of many local residential streets);
  - proposed kiss-n-drop in Tarcoma was not supported by residents or the school; and
  - concerns were raised over driver behaviour near the junction of Portrush Road / Tarcoma Avenue including U-turns, congestion and delays exiting and median treatment in Portrush Road.

### Final Recommendations

- On-street parking be restricted on the southern side of Marian Road between Douglas Street and Arthur Street consistent with the kiss-n-drop zone signage (**Responsibility: Council**).
- A solid yellow line be installed in Arthur St near Marian Road to address queuing near intersection, reinforcing the existing 10 metre restriction (**Responsibility: Council**).
- No Parking zone (School Days) be installed, on the western side of Arthur Street between Tarcoma Avenue and Second Avenue. This recommendation was not included in the draft report but has been made in response to feedback received on the draft report. In this respect, consultation with affected residents is required prior to implementation (**Responsibility: Council**).
- School parents to be provided with regular information regarding the importance of adhering to on-street parking controls and associated safety issues (**Responsibility: School**).
- DPTI's Way2Go Program to be undertaken (**Responsibility: DPTI and School**).
- Opportunities be explored 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 (**Responsibility: Council**).

In respect to the recommended No Parking zone (school days) on the western side of Arthur Street, between Tarcoma Avenue and Second Avenue, this was not initially recommended by the Council's Consultants but was suggested by local residents. In this respect, Council staff will need to undertake consultation with local residents and the school regarding this recommendation prior to the Council committing to implementing this recommendation. The consultation is to be undertaken as a Stage 1 priority.

Council staff support the remaining above recommendations. Refer to Attachment B for priority of implementation and preliminary first order cost estimates. Further details regarding implementation and budget implications are outlined further below.



### 1.2.14 St Peters College

#### Key Issues

- Currently enrolment of 1,390 students (Junior School 570 and Senior School 730) and 220 staff. Have room for additional 100 students and expect to fill these numbers in the coming years.
- Senior School entrances located on Hackney Road, Trinity Street, Pembroke Street and Hatswell Street. Junior School has three (3) access points on North Terrace (one (1) entry and two (2) exits).
- Total of seven (7) on-site parking areas with a total of 381 spaces. Other spaces used for pick up and drop off with some reserved for staff and visitors. Have parking for full sized coaches.
- Two (2) recorded crashes at the Rugby Street/Baliol Street/Pembroke Street junction. Of which, one (1) was a rear end and the other a right angle both resulting in property damage only and both occurred during the school peak times. There were hit parked vehicle collisions on Rugby Street and Trinity Street with the former resulting in a casualty (injury). A right angle collision occurred at the Hatswell Street and Cambridge Street junction which resulted in property damage only.
- The school believes they have a number of people parking illegally in school grounds. Would like the Council to help as they are unable to issue fines. It should be noted that for the Council to assist in this regard, a formal agreement under the Private Parking Areas Act would need to be entered into by the parties.
- Parking in surrounding streets has increased in the last couple of years believed to coincide with loss of car parks and cost increase in the Adelaide CBD/Botanic Gardens.
- Do not have access to a number of car parks in the Pembroke Street carpark due to a dangerous tree (blocked off due to dropping limbs). Have shifted some staff parking to Pembroke Street.
- Hackney Road access is difficult to exit in the mornings creating queues within the school.
- Lots of corner cutting at corner of Trinity Street and Rugby Street. Rugby Street often full with vehicles each side (noted that north side is now no stopping).
- Those that use Pembroke Street entrance use as pick up/drop off point. No stopping lines often ignored. Pembroke Street itself often congested.
- Hatswell Street entrance gives access to main student carpark however is currently in use as entrance to building site (no access to students or school staff). Suggest that before construction speed was often an issue as students left the school.
- North Terrace entrance has a very steep grade at the footpath. Many vehicles bottom out. One of the exits has left and right turn lanes. This exit has major sightline issues when a bus stopped at the bus stop west of the exit. Have had previous discussion with Council staff however was deemed that school should pay for relocation.
- Concerned review will not factor impact of the O-Bahn City Access Project and the completion of the building off Hatswell Street. Tree issue in Pembroke Street car park has also altered conditions along Pembroke Street.
- The school has developed a Master Plan and attention has been paid to student safety and vehicle access in and around campus. Car parking is proposed to be increased and a proposal for a kiss-n-drop zone on Pembroke Street.
- Year 2 students participate in road safety program (SAPOL Road Safety Centre).

- School regularly receives complaints about car parking and traffic management in the proximity of the school. However believe it is often not due to traffic associated with the school.
- Grounds are regularly used outside of normal hours by third parties, sports, events etc.
- Intersection of Rugby Street / Baliol Street / Pembroke Street chaotic at AM and PM peak periods. Lack of defined crossing points. Historic concerns regarding manoeuvrability through slightly off-set intersection.
- Pembroke Street entrance very congested during peak times due to students parking on street (may be temporary).
- Bus shelter on North Terrace creates sightline issues for vehicles leaving junior school.
- Will be impacted by changes to Hackney Road due to the O-Bahn City Access Project but it is noted that the school has had various discussions regarding the project with DPTI's O-Bahn Project Team.
- Footpaths lacking / missing on Pembroke Street.
- No Stopping areas on Pembroke Street not obeyed by parents dropping students off. Also disobeyed during the PM< peak period by vehicles waiting to pick up students creating poor sightlines for drivers exiting Pembroke Street access.
- Students observed parking in Pembroke Street and College Street. Becomes congested in the PM peak period due to parking on both sides, effectively creating a one way street.
- Footpaths along Pembroke Street are in poor condition and missing in sections.
- Through traffic on Pembroke Street generally not complying with School Zone.
- Many vehicles entering / exiting access on Trinity Street during the AM peak period.
- Pedestrian infrastructure at intersection of Rugby Street/Pembroke Street/Baliol Street is limited (i.e. lack of defined crossing points and kerb ramps).
- Much of the traffic congestion occurs on-site rather than in the local street network.
- Noted no end School Zone signs on Pembroke Street (heading north-west).
- Lack of proper footpath noted on Hatswell Street on west side.
- Hatswell Street and Bertram Street junction dangerous due to reduced sightlines as a result of the location of the hedge (private property) on the south-west corner.
- Minimal parking occurred on Trinity Street (most likely due to 2-hour parking restrictions).
- Counters were placed on the 4 main surrounding local roads Trinity Street, Rugby Street, Pembroke Street and Hatswell Street.
- Data indicated average speeds during the school AM and PM peak times are approximately 37 kph-39 kph for Trinity Street, 28 kph-29 kph for Rugby Street, 31 kph-32 kph for Pembroke Street and 16 kph-18 kph for Hatswell Street. The 85<sup>th</sup> percentile speeds were approximately 44 kph-46 kph for Trinity Street, 34 kph for Rugby Street, 39 kph-40 kph for Pembroke Street and 21 kph-23 kph for Hatswell Street.
- Weekday average volumes of 850 on Trinity Street, 1,300 on Rugby Street, 930 on Pembroke Street and 310 on Hatswell Street.

- Parking Surveys confirmed observations made during initial inspections. Pembroke Street is where the majority of on-street parking occurs and was found to become full by midday. It is likely that there is less parking here in the AM period due to Year 12 students not required to be at the school early. Rugby Street adjacent the school was at or near capacity both in the school AM and PM peak times. However, this is likely due to the local house construction which was occurring in the vicinity during the Schools Review.

#### Summary of Comments

- The school has not provide any comments on the recommendations.
- Resident(s) have provided the following comments:
  - Pembroke Street – congestion, all day parking, driveway access difficulties;
  - 2-hour parking restrictions on the east side of Pembroke Street be introduced;
  - sight lines and vegetation at Rugby Street/Pembroke Street/Baliol Street junction;
  - parking congestion in Rugby Street (Trinity Street to Baliol Street) need parking restriction on southern side (not considered warranted).

#### Final Recommendations

- For Pembroke Street, the following is to be undertaken (**Responsibility: Council**):
  - enforce current No Stopping restrictions (west side);
  - install No Stopping opposite school entrance;
  - install kiss-n-drop zone along Pembroke Street in line with school's master plan; and
  - upgrade existing footpath on west side and remediate footpath on east side for full length of street; and
  - install a 2-hour parking limit on the east side of Pembroke Street on weekdays and school times (as requested by several respondents)
- Kiss-n-drop zones be enforced (**Responsibility: School and Council**).
- Parents be provided with regular information regarding the importance of adhering to on-street parking controls and associated safety issues (**Responsibility: School**).
- SAPOL be requested to enforce the School Zone speed limits during the school AM and PM peak times (**Responsibility: SAPOL and Council**).
- For Rugby Street / Baliol Street / Pembroke Street junction, the following be undertaken (**Council Responsibility**):
  - paint central median or centreline in Rugby Street;
  - add kerb ramps; and
  - maintain vegetation at junction to improve sightlines.
- The hedge located at the Hatswell Street and Bertram Street junction be removed / maintained to improve sightlines (**Responsibility: Council**).
- DPTI's Way2Go Program (**Responsibility: DPTI and School**).
- Opportunities be explored 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 (**Responsibilities: Council**).

The above recommendations are supported. Refer to Attachment B for priority of implementation and preliminary first order cost estimates. Further details regarding implementation and budget implications are outlined further below.

### 1.2.15 Trinity Gardens Primary School

#### Key Issues

- Current enrolment of 680 students and 85 staff. The school has seen significant growth over recent years, and is still experiencing growth in the junior school levels.
- 22 recorded crashes in the past five (5) years adjacent the school are summarised as follows:
  - one (1) crash along Devitt Avenue (side swipe which resulted in injury);
  - one (1) crash on Aveland Avenue (hit parked vehicle);
  - one (1) crash at the Aberdare Avenue and Annesley Avenue junction (right angle);
  - one (1) crash at the Aberdare Avenue and Amherst Avenue junction (hit parked vehicle);
  - two (2) crashes on Amherst Avenue (both hit parked vehicles);
  - one (1) crash at the Amherst Avenue and Jones Avenue junction (hit fixed object);
  - one (1) crash on Jones Avenue (hit parked vehicle);
  - three (3) crashes at the Jones Avenue and Portrush Road junction (two (2) rear ends and one (1) right turn) of which two (2) resulted in injuries. One (1) crash involved a cyclist;
  - nine (9) crashes along Portrush Road adjacent school frontage (5 rear ends (one (1) resulting in injury, one (1) side swipe, one (1) right angle, one (1) right turn and one (1) hit parked vehicle);
  - two (2) crashes involved cyclists (both on Portrush Road) and there were no reported collisions involving pedestrians; and
  - five (5) of the 22 recorded crashes occurred during the school AM or PM peak times.
- Traffic and parking demand extends into several streets around the school including:
  - Aveland Avenue, north and south of Aberdare Avenue;
  - Aberdare Avenue, east of Aveland Avenue;
  - Annesley Avenue;
  - Devitt Avenue;
  - Amherst Avenue;
  - Clifton Street (opposite side of Portrush Road); and
  - Nora Street (opposite side of Portrush Road).
- There is no footpath along the northern side of Aberdare Avenue adjacent the school.
- The kiss-n-drop on the northern side of Jones Avenue results in numerous U-turns for traffic approaching and leaving via Portrush Road.
- During the PM peak period, the queue for the kiss-n-drop extended back into Portrush Road. This is due to the school providing the main point of student pick up off Jones Avenue and students are held back until their parent or carer arrives to the entrance.
- A high demand for the left turn out of Jones Street into Portrush Road and then an immediate right turn into Clifton Street:
  - during the school AM peak time, 164 drivers turned left out of Jones Street, of which 75 immediately turned right into Clifton Street;
  - during the school PM peak time 112 drivers turned left out of Jones Street, of which 61 immediately turned right into Clifton Street; and
  - the Council is investigating whether this observation is related to a potential 'rat-run' of traffic along Clifton Street and Henry Street to avoid delays associated with the right turn from Portrush Road into Magill Road.
- A reasonable number of students and adults park on the opposite side of Portrush Road and use the PAC, although the crossing is not monitored.
- Old kerb ramp infrastructure at the Jones Avenue and Amherst Avenue junction.

- A high number of pedestrians use the Jones Avenue and Amherst Avenue junction.
- There is a supplementary school gate on the north side of Aberdare Avenue that is used by students, yet there no crossing facilities, parking is permitted up to the gate, and double ranking was observed in the PM peak period.
- Several concerns over adult behaviour were observed including:
  - approaching the kiss-n-drop from the wrong direction and parking (illegally) in an eastbound direction;
  - adult and child crossing Portrush Road between Clifton St and Jones Avenue without using the nearby pedestrian activated crossing; and
  - double ranking adjacent the kiss-n-drop facility noting that there's no storage or queuing capacity in Portrush Road.
- There is a generally high demand for parking in Amherst Avenue south of Jones Avenue, probably associated with other residents/businesses in the area rather than school traffic.
- Aberdare Avenue and Jones Street are identified as a future 'bike boulevard' in the Council's Bike Plan (medium priority) with an upgraded crossing of Portrush Road.
- Counters were placed on Aberdare Avenue (between Annesley Avenue and Aveland Avenue), Devitt Avenue (between Portrush Road and Aveland Avenue) and Jones Avenue (between Portrush Road and Amherst Avenue).
- Data indicated average speeds during the school AM and PM peak times are around 35 kph-37 kph for Aberdare Avenue, 29 kph-30 kph for Devitt Avenue and 27 kph-30 kph for Jones Avenue. The 85<sup>th</sup> percentile speeds were approximately 44 kph-46 kph for Aberdare Avenue, 35 kph-36 kph for Devitt Avenue and 36 kph-38 kph for Jones Avenue.
- Weekday average volumes of 1,470 on Aberdare Avenue, 770 on Devitt Avenue and 1,570 on Jones Avenue.
- Parking surveys recorded around the school showed that at around 7:30am parking on the northern side of Aberdare Avenue along the school was full. Opposite the school along Jones Avenue has around 50 % capacity. During the school AM peak time no streets were at capacity however many were close to or over 50% capacity with parking extending into Amherst Avenue, Annesley Avenue and Aveland Avenue. During the day (approximately 2:00pm) parking in Amherst Avenue, was near capacity, with the southern side of Jones Avenue at capacity. The school side of Aberdare Avenue was close to capacity. In the school PM peak time much of the parking was either over, at or close to capacity with parking extending into the previously mentioned side streets.
- Consideration has been given to a one-way system to enable traffic to loop around the school rather than U-turns in Jones Avenue. Two-way daily traffic volumes in Jones Avenue are approximately 1,570 (860 westbound and 710 eastbound). Creation of a one-way street (eastbound) would result in around 860 movements having to find an alternative exit route onto Portrush Road. However, the local road network is not conducive to this form of treatment with an indirect route via Amherst Avenue, Aberdare Avenue, Aveland Avenue and Devitt Avenue resulting in more traffic driving past all frontages of the school, or south via Amherst Avenue to Albermarle Avenue.
- An alternative treatment would be to mark a continuous centre line (supplemented with pavement bars) along Jones Avenue to prohibit U-turns, and promote this legal requirement through the school. This will technically result in a smaller redistribution of the drivers currently executing U-turns in Jones Avenue to either of the routes mentioned above.
- Aberdare Avenue could be adjusted to accommodate a footpath on the northern side of the road while retaining most of the parking on this side.

- A pedestrian crossing point consisting of a kerb build-out and ramp should be formalised adjacent the school gate in Aberdare Avenue.
- The school has previously requested a pedestrian crossing in Jones Avenue, however most pedestrian activity occurred at the junction with Amherst Avenue rather than mid-block. A crossing mid-block in Jones Avenue is not considered necessary.

#### Summary of Comments

- The school provided the following comments:
  - largely supportive of the review and recommendations although the trade-off required in removing educational space for the provision of additional off street car parking was not supported.
- Resident(s) have provided the following comments:
  - school growth over the years has increased the problem;
  - improved signage needed;
  - suggested roundabout at the Aberdare Avenue and Aveland Avenue junction;
  - more parking on-site;
  - Devitt Avenue parking concerns / narrow street (restrict parking to one side);
  - parking too close to Devitt Avenue and Aveland Avenue;
  - parking congestion and driveway access in Amherst Ave (opposite Jones) – additional parking restrictions needed;
  - no staff parking should be allowed in Jones Avenue or Amherst Avenue;
  - parking issues in Aberdare Avenue, resident access, staff parking, resident parking only on south side, time limited parking on north side (note that the Council's On-Street Parking Permit Policy does not support resident parking only zones).

#### Final Recommendations

- A continuous centre line and pavement bars be installed along Jones Avenue to prohibit U-turns and promote this restriction through the school. This plan is to accommodate the future bike boulevard along Aberdare Avenue and Jones Street (**Responsibility: School and Council**).
- Kiss-n-drop zones be enforced (**Responsibility: School and Council**).
- Parents be provided with regular information regarding the importance of adhering to on-street parking controls and the associated safety issues (**Responsibility: School**).
- A pedestrian refuge / median be installed at the Jones Avenue and Amherst Avenue junction to address pedestrian safety (**Responsibility: Council**).
- A concept plan, in consultation with the school and residents, be developed for the provision of a footpath along the northern side of Aberdare Avenue between Amherst Avenue and Aveland Avenue, integrating an outcome for the existing trees, a pedestrian crossing points and on street parking restrictions at the school gate west of Annesley Avenue. This plan should also integrate the future bike boulevard proposed along Aberdare Avenue and Jones Street, as contained in the Council's City-Wide Bike Plan (**Responsibility: School and Council**).
- DPTI's Way2Go Program be implemented and current efforts to be continued (**Responsibility: DPTI and School**).
- School start and finish times be staggered to balance the pressures currently placed on on-street parking and access to and from the school (**Responsibility: School**).
- The school and DECD be requested to consider the viability of creating additional on-site parking for staff and Disability parking (**Responsibility: Council**).

- SAPOL be requested to enforce the School Zone speed limits in Jones Avenue, Amherst Avenue and Aberdare Avenue during the school AM and PM peak times (**Responsibility: SAPOL and Council**).
- Opportunities be explored with DECS, 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 (**Responsibility: Council**).

In respect to the recommended concept plan for Aberdare Avenue, it is the view of the Council staff that this will need to be undertaken over two stages. Stage 1 would be the development of the concept plan in consultation with the school, DECD and residents. The implantation of the concept plan would be considered a Stage 2 priority which would include the consideration of the costs needed to implement the designs. In addition, the issue of funding this concept, as the case with all other 'new' infrastructure across other schools, needs to be considered.

Similarly, in respect to the recommended pedestrian refuge / median at the Jones Avenue and Amherst Avenue junction, it is the view of the Council staff that this will need to be undertaken over two stages. The design of the device would be a Stage 1 priority and the implementation a Stage 2 priority. The issue of funding this device, as the case with all other 'new' infrastructure needs to be considered.

Council staff support the remaining above recommendations. Refer to Attachment B for priority of implementation and preliminary first order cost estimates. Further details regarding implementation and budget implications are outlined further below.

### **1.2.16 Felixstow Community School**

#### Key Issues

- Current enrolment of 90 students (Reception to Year 7). Likely to expand to 128 children within two (2) years. Community school requires parents / caregivers walk children into school.
- Next to Briar Special Needs Early Learning Centre ("Early Learning Centre") and DECD Eastern Office.
- Main gate is via Briar Road. However, have access via the southern DECD access (shared access).
- Have nine (9) on-site parking spaces for staff including one (1) disability park. There are also three (3) other on-site parking spaces in the vicinity of the school one (1) is for the Early Learning Centre which the school has instruction not to use and the other is located opposite the school which is for the funeral director however some parents use this as overflow or when approaching from the north as it is easier to park in here then perform a U-turn (not encouraged). The last is within Patterson Reserve which has access via Turner Street. This car park is immediately west of the school border and vehicles which park here can access the school from the gate on the northern side.
- Two (2) recorded crashes in the past five (5) years at the Briar Road and Turner Street junction (one (1) hit fixed object and 1 head on) both resulted in property damage only and neither occurred during the school AM or PM peak times.
- Current on-site parking provisions satisfies staff demands.
- Visitors generally park along Briar Road, or in the Paterson Reserve carpark. Some park at the Payneham Swimming Centre carpark and walk across oval and some park in the Funeral Home carpark however this is discouraged.
- Speeds along Briar Road during the school AM and PM peak periods.

- Expansion of school may exacerbate current challenges (parking on street and speeds during peak times)
- The school is located between an Early Learning Centre and DECD Eastern Office. The former Brain Injury Rehabilitation Community and Home (BIRCH) is located opposite the school, which when redeveloped may change traffic conditions and pedestrian movements in the street.
- No Standing along full length of eastern side of Briar Road during 8:00am-5:00pm.
- First parents arrive around 8.30am waiting for school to start at 8.55am.
- Some parents seen arriving on tandem bikes.
- High speed of through traffic very apparent.
- Some parents observed parking in wrong direction when approaching from the north.
- Parents observed using Funeral Home carpark as a U-turn point when approaching the north due to no parking on east side of Briar Road.
- Many taxis observed entering / exiting the Early Learning Centre.
- Congestion around school generally only lasts for around 10-15 minutes in the AM peak period.
- More vehicles parked in the school PM time than the AM peak time.
- School is difficult to access from Payneham Road coming from the north-east due to no right hand turn into Briar Road.
- Reduced sightline at Briar Road and Turner Street junction.
- No Stopping zones in area seem excessive.
- Counters were placed on Briar Road in two (2) locations - outside Early Learning Centre and north of the southern entrance to DECD.
- Data indicated average speeds during the school AM and PM peak times are approximately 34 kph-37 kph for Briar Road with 85<sup>th</sup> percentile speeds of approximately 44 kph-47 kph.
- Weekday average volumes between 1,050 - 1,100 were recorded on Briar Road.
- School AM parking surveys indicated on-street parking is not fully utilised. Some on-site parking was used. In the school PM peak time on-street parking was at capacity immediately south of the DECD entrance. This meant the overflow moved to the Funeral Home carpark with more vehicles were observed to be parked there in the school AM peak time than the PM peak time.

#### Summary of Comments

- The school provided the following feedback:
  - largely supportive of the recommendations;
  - currently has 90 students and there is only expected minor growth in the coming years to a maximum of 120 - 125 students;
  - reiterated concerns along Briar Road; and
  - would like the opportunity for a school crossing to be reconsidered subject to the proposed parking changes on the east side of the road and subject to the future development of the BIRCH site. The Council's Consultants considered this request and found no warrants based on numbers crossing the road for the installation of a (say) Emu flag crossing, other than general demand and desire lines which will vary subject to any future parking changes.



- No written responses were received from residents or other stakeholders.

#### Final Recommendations

- The No Stopping zone outside the school near the DECD entrance be reduced by two (2) spaces and replaced with all day parking (**Responsibility: Council**).
- SAPOL be requested to enforce the School Zone speed limit on Briar Road during the school AM and PM peak times (**Responsibility: SAPOL and Council**).
- The No Stopping zone on eastern side of Briar Road be removed and convert to all day parking (**Responsibility: Council**).
- Impacts of the closure / relocation of the former 'BIRCH' site be reviewed, subject to an anticipated development application (**Responsibility: Council**).
- Opportunities be explored 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 (**Responsibility: Council**).

The above recommendations are supported. Refer to Attachment B for priority of implementation and preliminary first order cost estimates. Further details regarding implementation and budget implications are outlined further below.

## **2. IMPLEMENTATION METHODOLOGY**

This section of the report outlines the recommended methodology for the implementation of the recommendations which have been made by the Council's Consultants.

The draft report which was released for consultation, proposed a number of broader recommendations which could or would apply to many or all of the schools, as well as site specific recommendations for each of the schools. The comments which were received from all stakeholders on the recommendations contained in the draft report were considered by the Council's Consultants and a final set of recommendations have been submitted for the Council's consideration. The final recommendations are categorised into Stage 1 and Stage 2, as contained in Attachment B. Stage 1 has components which propose the upgrading of existing infrastructure. This includes providing full width footpath paving (i.e. current verges) and upgrading of existing pram ramps to current standards, upgrading existing signage and linemarking and developing a number of concepts and/or designs for the installation of proposed new infrastructure such as crossings and/or kerb extensions. Stage 2 contains the implementation of the new infrastructure which will be designed in Stage 1.

The overall recommendations which have been submitted by the Council Consultants are supported. The Council has allocated funding in its 2016-2017 Budget (\$260,000 – which needs to be increased to \$283,450) towards implementing these recommendations. However, with respect to Stage 2, there are a number of issues which the Council should consider prior to making any commitments towards the implementation of the Stage 2 components.

The first issue which needs to be confirmed is the extent of the works which are required for many of the Stage 2 recommendations. These details will be confirmed following the development of the concept and/or designs proposed as part of Stage 1. Equally and perhaps even more importantly, the Council needs to consider how it will fund Stage 2 and what cost sharing opportunities and arrangements may exist with other stakeholders (i.e. the schools, DPTI or DECD) contributing to the costs to implement these works. These costs (currently estimated to be \$277,500) will also be confirmed as part of the designs to be undertaken in Stage 1.

In terms of timing, Stage 1 recommendations are proposed to be implemented during 2016-2017 whilst Stage 2 recommendations will be implemented in 2017-2018 (or beyond) depending on finalising the extent of works required, costs and cost sharing arrangements.

**Stage 1** recommendations are summarised below:

- common recommendations:
  - provide consistent parking signage;
  - provide solid yellow lines across driveways in identified locations;
  - trial 40 kph speed limit on arterial roads (development of business case only);
  - review of operation for arterial road PAC's (DPTI);
  - schools to participate in DPTI's Way2Go Program;
  - develop program of on-street parking enforcement;
  - regular communications with parents on parking requirements to address behaviours;
  - request SAPOL to develop program for enforcement of existing School Zones;
  - on-going and regular maintenance of signage and linemarking; and
  - development of concept for School Precinct.
- specific recommendations:
  - East Adelaide School:
    - develop design for pedestrian refuge islands in Westminster Street; and
    - amend existing parking provisions in Second Avenue, Third Avenue, Westminster Avenue and Winchester Street.
  - Loreto College:
    - adjust kerblines in Talbot Grove;
    - provide footpath full width paving in Talbot Grove;
    - remove redundant crossover in Talbot Grove;
    - upgrade pram ramps in Talbot Grove;
    - upgrade pram ramps at Emu Crossing in Talbot Grove;
  - Marden Senior College:
    - develop design for pedestrian refuge islands in Marden Road.
  - Marryatville High School:
    - install "Give Way to Pedestrians" signage;
    - extend unrestricted parking on Alnwick Terrace;
    - amend No Stopping zone on Alnwick Terrace;
    - upgrade pram ramps at various locations;
    - develop design for Stafford Grove/Dean Grove/Lesbury Street/Alnwick Terrace;
    - develop design for Kensington Road/Bridge Street;
    - extend footpath on The Crescent; and
    - install full width paving of The Crescent footpath.
  - Marryatville Primary School:
    - upgrade pram ramps in Shipsters Road;
    - provide footpath full width paving in Dankel Avenue;
    - provide footpath full width paving in Shipsters Road; and
    - reinstate kerb in Dankel Avenue.
  - Mary MacKillop College:
    - undertake consultation regarding Emu Crossing on High Street;
    - design for Emu Crossing in High Street (subject to consultation);
    - design for bus zone in High Street (subject to consultation);
    - design for new disabled parking space in Phillips Street in 'car parking area';
    - upgrade roundabout signage at High Street and Thornton Street junction;
    - upgrade pram ramps in High Street;
    - prune and maintain vegetation at Portrush Road and High Street junction;
    - provide footpath full width paving on High Street; and
    - repaint Stop line at High Street and Phillips Street junction.

- Norwood Primary School:
  - undertake consultation with school on redesign of Osmond Terrace carparking;
  - develop design for Osmond Terrace parking (subject to consultation);
  - provide 15 minute parking area in Beulah Road; and
  - upgrade pram ramps in Osmond Terrace and Beulah Road.
- \* Beulah Road crossing designed and implemented as part of the Beulah Road Bike Boulevard Project.
- Prince Alfred College:
  - develop concept/design for The Parade West and Pirie Street junction;
  - provide kiss-n-drop zone in Capper Street; and
  - provide kiss-n-drop and 2-hour parking in The Parade West.
- St Ignatius Junior College:
  - develop design for upgrade of Emu Crossing to Koala Crossing (if required);
  - provide 15 minute parking areas in Queen Street; and
  - install full width paving of Queen Street footpath.
- St Joseph's Memorial School (Kensington):
  - Develop design for kerb extensions at Bridge Street and High Street (if required);
  - extend kiss-n-drop zone in Bridge Street;
  - provide footpath full width paving in Bridge Street;
  - relocate Stop sign at the Bridge Street and High Street junction; and
  - repaint Stop lines at the Bridge Street and High Street junction.
- St Joseph's Memorial School (Norwood):
  - extend kiss-n-drop zone in William Street;
  - upgrade kerb extensions and linemarking at Emu Crossing in William Street;
  - upgrade pram ramps on William Street; and
  - install full width paving of William Street footpath.
- St Joseph's School (Payneham):
  - extend kiss-n-drop zone in Marina Road;
  - install yellow linemarking in Arthur Street;
  - undertake consultation on No Parking zone in Arthur Street; and
  - provide No Parking zone in Arthur Street (subject to consultation).
- St Peters College:
  - in Pembroke Street:
    - install No Stopping opposite school entrance;
    - install kiss-n-drop per school master plan;
    - upgrade footpaths on both sides; and
    - provide 2-Hour parking zone.
  - at the Rugby Street / Baliol Street / Pembroke Street junction:
    - linemark a central median or centreline;
    - develop design for kerb ramps (if required); and
    - maintain vegetation; and
  - remove or prune vegetation at the Hatswell Street and Bertram Street junction.
- Trinity Gardens Primary School:
  - provide centre linemarking and rumble bars in Jones Avenue;
  - develop design for refuge islands at the Jones Avenue Amherst Avenue junction;
  - develop a concept plan for Aberdare Avenue;
  - request school to stagger school finish times; and
  - request DECD to consider additional on-site parking.
- Felixstow Community School:
  - reduce No Stopping Zone in Briar Road west; and
  - remove No Stopping Zone in Briar Road (east).

**Stage 2** recommendations are summarised as below:

- common recommendations:
  - implement School Precinct signage and linemarking.
- specific recommendations:
  - East Adelaide School:
    - install pedestrian refuge islands in Westminster Street.
  - Marden Senior College:
    - install pedestrian refuge islands in Marden Road.
  - Marryatville High School:
    - install kerb extensions at Stafford Grove/Dean Grove/Lesbury Street/Alnwick Terrace; and
    - install kerb extensions at Kensington Road/Bridge Street.
  - Marryatville Primary School:
    - consider bike linkages with City of Burnside.
  - Mary MacKillop College:
    - install Emu Crossing in High Street (subject to consultation);
    - install bus zone in High Street (subject to consultation); and
    - install disabled parking space in Phillips Street 'car parking area'.
  - Norwood Primary School:
    - Install redesigned Osmond Terrace parking (subject to consultation);
  - Prince Alfred College:
    - Implement concept design for The Parade West and Pirie Street junction;
  - St Ignatius Junior College:
    - Implement upgrade of Emu Crossing to Koala Crossing;
  - St Joseph's Memorial School (Kensington):
    - install kerb extensions at Bridge Street and High Street.
  - St Peters College:
    - install kerb ramps at the Rugby Street / Baliol Street / Pembroke Street junction.
  - Trinity Gardens Primary School:
    - Implement refuge islands at the Jones Avenue Amherst Avenue junction;
    - Implement concept plan for Aberdare Avenue (subject to consultation);

### **3. POLICY POSITION**

From the outset, it is important and prudent for the Council to determine if it will meet all of the cost associated with the implementation of all the recommendations which have been made by the Council's Consultants, assuming of course it endorses the implementation of the recommendations which have been made.

As stated earlier in this report, the Council has a leading role to play in not only identifying the issues which exist adjacent to schools, but also in addressing these issues. However, the Council is one of a number of parties involved in this matter. The schools, DECD, SAPOL and DPTI, all have roles to play in addressing these issues. The Council has been proactive in its engagement with all parties to ensure they have input into the Schools Review and it is appropriate for all stakeholders to play their part in addressing the issues which have been identified. In this respect, the Council should not be

required to bear all costs associated with the implementation of all recommendations. To determine the best way forward, a policy position needs to be determined.

The Stage 1 recommendations predominantly seek to upgrade existing signage, linemarking and infrastructure. In this respect, it could be argued that this is the responsibility of the Council to implement and meet the costs.

However, in respect to the Stage 2 recommendations, these specifically relate to new infrastructure which is required to be implemented in order to address a need or issue which exists as a result of the schools needs and/or to address issues caused through recent expansions. In this respect, the Council should not be expected to meet all the costs associated with the implementation of these particular recommendations. The Council should be seeking to work collaboratively with the individual schools, DECD (for State Government schools) and DPTI, to ascertain what cost sharing arrangements could be reached. A 50-50 funding arrangement with the Council contributing 50% of the implementation costs and 50% being provided from the other stakeholders is a reasonable way to progress, at least the initial discussions.

It is proposed that Council staff commence discussions with the other stakeholders regarding what contributions they would be prepared to commit to. A further report will then be presented to the Council outlining the extent of the works (to be confirmed from the designs to be completed in Stage 1) and the results of the cost sharing discussions to be held. The Council can then make an informed decision on the way forward.

#### **4. BUDGET IMPLICATIONS**

As stated earlier in this report, the preliminary first order cost estimate to implement the recommendations of both Stages is \$560,950 (Stage 1 (\$283,450) and Stage 2 (\$277,500) - all figures are GST Exclusive). This is a preliminary first order cost estimate only intended to provide the Council with an indication of the likely costs. The actual costs, particularly in respect to the new infrastructure, will be better known once the designs have been developed.

Total of \$260,000 has been made in the 2016-2017 Budget towards the implementation of the Stage 1 recommendations (this amount is to be increased to \$283,450). It is important to note, however, that the Council has not identified the implementation of the recommendations of the Schools Review in its Long Term Financial Management Plan. To this end, the Council could decide not to implement any of the recommendations, some of the recommendations or all of the recommendations as it sees fit. It is recommended that the Council proceed with the implementation of Stage 1 within the 2016-2017 financial year, as outlined in this report.

In respect to Stage 2, this will be dependent on the results of the discussions to be held with other stakeholders regarding cost sharing arrangements. In the event that the Council receives 50-50 funding from other stakeholders the Council could implement the works in the 2017-2018 financial year or stage the works over a number of years if the costs are significant and beyond budgetary constraints. In the event, however that no cost sharing arrangements are reached then the Council will need to reconsider its position. A report will be presented to the Council outlining the various issues prior to the Council making any further commitments beyond what it has committed to in the current 2016-2017 Budget.

#### **OPTIONS**

The Council may choose to implement all the recommendations which have been made by the Council's Consultants, some of the recommendations or none of the recommendations. The proposed methodologies in implementing the recommendations which have been made have been outlined in this report and the Council can now make an informed decision on the way forward with respect to this matter.

## CONCLUSION

The Schools Review has been a comprehensive and thorough review of all relevant issues adjacent all schools located within the City. The findings of the Schools Review has been detailed in this report along with the proposed implementation and way forward. The Council can now make informed decisions regarding this matter.

## COMMENTS

Many of the recommendations which have been made by the Council's Consultants are similar across all of the schools. This is not unexpected, given the similar issues which have been identified. It is important to acknowledge, however that even with the implementation of many or all of the recommendations which have been made, schools will continue to expand enrolments in the future and as such, many of the current traffic and parking related issues may be exacerbated. There is 'only so much' the Council can do to address what are essentially capacity issues and the fact is that additional infrastructure to cater for carparking, kiss-n-drop, etc have not and/or will not be provided.

In addition, some of the issues which have been identified are significant such as the queuing which occurs adjacent St Ignatius Junior College and Loreto College. In this respect, in the event that the schools do not commit to assisting the Council with the implementation of the various recommendations made to address these issues (e.g. monitoring and enforcing kiss-n-drop zones) then the issues will continue to occur and are likely to be exacerbated in the future with the likely increases in student enrolment numbers. In this respect, it is important that all parties assist the Council as outlined in this report to address the issues which have been identified.

## RECOMMENDATION

1. That the report which has been submitted by Tonkin Consulting and GTA Consultants ("the Council's Consultants"), titled City-Wide Schools Traffic, Parking and Safety Review ("the Schools Review Report"), contained in Attachment A of this report, be received and noted.
2. That having considered the information contained in this report and in the Schools Review Report, the following **general recommendations** which have been made by the Council's Consultants be endorsed:
  - 2.1 That all 'kiss-n-drop' zones located adjacent to schools within the City, be enhanced through the installation of "*No Parking drop off and pick up zone only, 2 minutes maximum, 8.00am-9.00am and 3.00pm-4.00pm, School Days, driver must remain with vehicle*", unless otherwise stated in this report (**Responsibility: Council**).
  - 2.2 That solid yellow lines be marked across driveways which are located within areas of high on-street parking demand, as identified in the Schools Review Report (**Responsibility: Council**).
  - 2.3 That discussions with the representatives of the Department of Planning, Transport and Infrastructure, be held regarding the possible trial of a 40 kph speed limit which is to apply between 8.00am and 9.00am and between 3.00pm and 4.00pm, on school days, along all arterial roads which directly abut a school (**Responsibility: DPTI and Council**).
  - 2.4 That the Department of Planning, Transport and Infrastructure, be requested to review the existing technologies for all Pedestrian Activated Crossings (PAC's) located on arterial roads which abut a school and to inform the Council of the results of this review and any proposed actions to be taken to upgrade the PAC's (**Responsibility: Schools and Council**).

- 2.5 That schools, as outlined in the Schools Review Report, be requested to undertake the Department of Planning, Transport and Infrastructure's Way2Go Program **(Responsibility: Schools and Council)**.
- 2.6 That schools, as outlined in the Schools Review Report, be requested to assist the Council with its management of on-street parking controls adjacent their sites, in respect to adherence by school parents and students with these controls, by committing to providing school staff to attend on-site to assist the Council in this matter and on an on-going basis **(Responsibility: Schools and Council)**.
- 2.7 That a program for the regular and on-going enforcement of on-street parking controls adjacent all schools, be developed and that schools which do not commit to providing assistance to the Council with the management of on-street parking controls as stated in (2.6) above, not be included in the program which is to be developed **(Responsibility: Schools and Council)**.
- 2.8 That schools, as outlined in the Schools Review Report, be requested to ensure compliance with the requirements of the Department of Planning, Transport and Infrastructure's use of Crossing Flags **(Responsibility: Schools and Council)**.
- 2.9 That schools, as outlined in the Schools Review Report, be requested to provide regular and on-going information through its newsletters circulated to its parents and students of the on-street parking controls adjacent their school and the importance of adhering to the requirements of these controls **(Responsibility: Schools)**.
- 2.10 That the South Australia Police be requested to develop a strategy for the regular and on-going enforcement of the 25 kph speed limit applicable for School Zones throughout the City **(Responsibility: SAPOL and Council)**.
- 2.11 That all existing signage and linemarking associated with all schools located City-side be inspected every six (6) months, to determine maintenance works which are required to be undertaken and the Council notes that these works will be undertaken as required **(Responsibility: Council)**.
- 2.12 That discussions with representatives of the Department of Planning, Transport and Infrastructure (DPTI) and the Department of Education and Child Development (DECD) (for State Government schools), be held, regarding the development and implementation of a City-wide 'School Precinct' measures and confirm what (if any) cost sharing arrangements may be available to the Council to implement this initiative **(Responsibility: DPTI, DECD and Council)**.
3. That the measures outlined in (Part 2.1) to (2.12) above, be implemented as (Stage 1) of the implementation of the Schools Review findings, in the 2016-2017 financial year.
4. That the 2016-2017 Budget allocations for the implementation of the recommendations of the Schools Review be increased from \$260,000 to \$283,450 (an increase of \$23,450).
5. That having considered the information contained in this report and the Schools Review Report, the following **specific recommendations** which have been made by the Council's Consultants be endorsed and implemented as (Stage 1) in the 2016-2017 financial year, unless otherwise stated:

#### **5.1 East Adelaide School**

- 5.1.1 That designs for the installation of pedestrian refuges at the Second Avenue and Westminster Street and Third Avenue and Westminster Street junctions be developed **(Responsibility: Council)**.
- 5.1.2 That consideration be given to the implementation of the pedestrian refuges outlined in (5.1.1) above as (Stage 2) and subject to confirming costs and the

outcomes of discussions regarding cost sharing arrangements  
**(Responsibility: School, DECD, DPTI and Council).**

5.1.3 That a 15 minute on-street parking zone be installed along the western side of Winchester Street, between Second Avenue and Third Avenue, to apply 8.00am-9.00am and 3.00pm-4.00pm on school days, subject to consultation  
**(Responsibility: Council).**

5.1.4 That the existing on-street parking controls be amended to implement 'kiss-n-drop' zones along the school frontages of Second Avenue, Third Avenue and Westminster Street **(Responsibility: Council).**

## **5.2 Kensington Centre**

5.2.1 That on-street parking and traffic management adjacent the property be reviewed once the details of future redevelopment have been determined by Pembroke College **(Responsibility: Council).**

## **5.3 Loreto College**

5.3.1 That the school be requested to re-establish its commitment to assist the Council with the management of on-street parking controls adjacent the site, as was required to do so previously **(Responsibility: School and Council).**

5.3.2 That the school be requested to relocate its boundary fence along Kensington Road, adjacent Bus Stop 7 (westbound) to enable the increase of the footpath width at this location **(Responsibility: School and Council).**

5.3.3 That the school be requested to seek appropriate training from the South Australia Police (SAPOL) for its staff and students who monitor the Emu Crossing in Talbot Grove, to ensure appropriate and efficient use **(Responsibility: School, SAPOL and Council).**

5.3.4 That kerbing works adjacent the Emu Crossing in Talbot Grove be undertaken to address localised flooding **(Responsibility: Council).**

5.3.5 That full width footpath paving along Talbot Grove footpaths in Talbot Grove be installed **(Responsibility: Council).**

5.3.6 That the existing pram ramps in Talbot Grove at the Emu Crossing and at the Dean Grove and Stafford Grove intersections, be upgraded, to meet current standards **(Responsibility: Council).**

5.3.7 That the existing redundant crossover on the southern side of Talbot Grove, west of the Emu Crossing, be removed **(Responsibility: Council).**

## **5.4 Marden Senior College**

5.4.1 That a design for the installation of a pedestrian refuge at the Marden Road and Pitt Street intersection, be developed **(Responsibility: Council).**

5.4.2 That consideration be given to the implementation of the pedestrian refuge outlined in (5.4.1) above as (Stage 2) and subject to confirming costs and outcomes of discussions on cost sharing arrangements **(Responsibility: School, DECD and Council).**

5.4.3 That the Department of Planning, Transport and Infrastructure be requested, to undertake a review of pedestrian safety along OG Road adjacent the school with the view of installing a safe crossing point **(Responsibility: DPTI and Council).**



**5.5 Marryatville High School**

- 5.5.1 That a design for the installation of kerb extensions at the Stafford Grove / Dean Grove / Lesbury Street / Alnwick Terrace intersection, be developed **(Responsibility: Council)**.
- 5.5.2 That consideration be given to the installation of the pedestrian refuge outlined in (5.5.1) above as (Stage 2) **(Responsibility: Council)**.
- 5.5.3 That the school be requested to provide a designated turnaround area on the school's property for drop off and pick up **(Responsibility: School and Council)**.
- 5.5.4 That "Give Way to Pedestrians" signage be installed, along The Crescent footpath and at the school carpark entrance/exit **(Responsibility: School and Council)**.
- 5.5.5 That the existing unrestricted on-street parking on the northern side of Alnwick Terrace, between the school entrance and the adjacent unrestricted parking area, be extended **(Responsibility: Council)**.
- 5.5.6 That the existing No Standing Zone on the northern side of Alnwick Terrace be amended, to a 'kiss-n-drop' zone **(Responsibility: Council)**.
- 5.5.7 That the Department of Planning, Transport and Infrastructure be requested, to approve the widening of the footpath adjacent Bus Stop 8 (westbound) **(Responsibility: DPTI and Council)**.
- 5.5.8 That the existing pram ramps along Kensington Road, between the school and Portrush Road (including at the Pedestrian Activated Crossing), at The Crescent and Dean Grove junction, the Hackett Terrace and Romney Road intersection and at the Stafford Grove and Alnwick Terrace intersection be upgraded, to meet current standards **(Responsibility: Council)**.
- 5.5.9 That a design for the installation of kerb extensions at the Kensington Road and Bridge Street intersection, be developed **(Responsibility: Council)**.
- 5.5.10 That consideration be given to the implementation of the kerb extensions outlined in (5.5.9) above as (Stage 2) **(Responsibility: Council)**.
- 5.5.11 The school be requested to relocate its boundary fence along the eastern side of The Crescent to enable the footpath (south of the creek) to be widened **(Responsibility: School and Council)**.
- 5.5.12 That full footpath width paving along the eastern side of The Crescent (north of the creek) and along the northern side of Alnwick Terrace, be installed **(Responsibility: Council)**.

**5.6 Marryatville Primary School**

- 5.6.1 That the existing pram ramps in Shipsters Road at the Dankel Avenue and Regent Street intersections be upgraded, to meet current standards **(Responsibility: Council)**.
- 5.6.2 That full footpath width paving along Dankel Avenue, between the right angle bend and Shipsters Road and along the western side of Shipsters Road between Dankel Avenue and Regent Street, be installed **(Responsibility: Council)**.

- 5.6.3 That the short sections of kerb to the west of the school crossover on Dankel Street be reinstated **(Responsibility: Council)**.

#### **5.7 Marry MacKillop College**

- 5.7.1 That a design for the installation of an Emu Crossing in High Street, south of Phillips Street, be developed **(Responsibility: Council)**.
- 5.7.2 That consultation be undertaken with the school and residents with respect to the installation of the Emu Crossing outlined in (5.7.1) above, regarding the loss of on-street parking provisions **(Responsibility: Council)**.
- 5.7.3 That consideration be given to the implementation of the Emu Crossing outlined in (5.7.1) above as (Stage 2) and subject to consultation, confirming costs and the outcomes of discussions regarding cost sharing arrangements **(Responsibility: School and Council)**.
- 5.7.4 That consultation be undertaken with the school and residents on the installation of a Bus Zone, to operate 8.00am-9.00am and 3.00pm-4.00pm on school days **(Responsibility: Council)**.
- 5.7.5 That consideration be given to the implementation of the Bus Zone outlined in (5.7.4) above as (Stage 2) and subject to consultation, confirming costs and the outcomes of discussions regarding cost sharing arrangements **(Responsibility: School and Council)**.
- 5.7.6 The one Disabled parking space be installed, in Phillips Street, west of High Street as a (Stage 2) **(Responsibility: Council)**.
- 5.7.7 That the existing pram ramps in High Street, between Portrush Road and Richmond Street, be upgraded to meet current standards **(Responsibility: Council)**.
- 5.7.8 That full footpath width paving be along the southern side of High Street, between Thornton Street and Phillips Street, be installed **(Responsibility: Council)**.
- 5.7.9 That the existing Stop Line at the Phillips Street and High Street intersection, be remarked **(Responsibility: Council)**.

#### **5.8 Norwood Primary School**

- 5.8.1 That a design for the amendment of the existing angled on-street parking to parallel parking on the western side of Osmond Terrace, between Beulah Road and the Pedestrian Activated Crossing, be developed in consultation with the school **(Responsibility: School and Council)**.
- 5.8.2 That consideration be given to the implementation of the parallel parking layout outlined in (5.8.1) above as (Stage 2) and subject to consultation, confirmation of costs and the outcomes of discussions regarding cost sharing arrangements **(Responsibility: School, DECD, DPTI and Council)**.
- 5.8.3 That on-street parking controls in the form of 15 minutes, for a distance of four (4) car parking spaces, along the southern side of Beulah Road west of Osmond Terrace, to apply 8.00am-9.00am and 3.00pm-4.00pm on school days, be installed **(Responsibility: Council)**.
- 5.8.4 That the school be requested to formalise its use of the Prophet of Elias Greek Orthodox Church Carpark through a legal agreement which is to include use by school staff **(Responsibility: School and Council)**.

- 5.8.9 That the existing pram ramps at the Beulah Road and Osmond Terrace intersection and at the Beulah Road and Plane Tree Lane intersection, be upgraded to meet current standards **(Responsibility: Council)**.
- 5.8.10 That full footpath width paving be installed on the southern side of Beulah Road, west of Osmond Terrace and eastern side of Osmond Terrace, south of Beulah Road **(Responsibility: Council)**.

#### **5.9 Prince Alfred College**

- 5.9.1 That a design for The Parade West and Pirie Street intersection be developed in consultation with the school and the Department of Planning, Transport and Infrastructure **(Responsibility: School, DPTI and Council)**.
- 5.9.2 That consideration be given to the implementation of the design as outlined in (5.9.1) above as (Stage 2), subject to consultation, confirming costs and the outcomes of discussions regarding cost sharing arrangements **(Responsibility: School, DPTI and Council)**.
- 5.9.3 That a 'kiss-n-drop' zone on the eastern side of Capper Street, for a distance of 60 metres north of Dequetteville Terrace, be installed **(Responsibility: Council)**.
- 5.9.4 That the existing all day on-street parking on the southern side of The Parade West, between Pirie Street and Capper Street be amended, to include a 'kiss-n-drop zone' for four (4) carparking spaces, just west of Pirie Street and 2-hour parking at other times, Monday to Friday **(Responsibility: Council)**.

#### **5.10 St Ignatius Junior School**

- 5.10.1 That consideration be given to upgrading the existing Emu Crossing to a Koala Crossing with flashing lights, to operate when school children are using the crossing as (Stage 2) and subject to confirming costs and the outcomes of discussions regarding cost sharing arrangements **(Responsibility: School and Council)**.
- 5.10.2 That on-street parking controls in the form of 15 minute parking, for a distance of six (6) carparking spaces, along the western side of Queen Street south of the Emu Crossing, to apply 2.30pm-3.30pm, school days, be installed **(Responsibility: Council)**.
- 5.10.3 That full width footpath paving on the eastern side of Queen Street adjacent the school be installed **(Responsibility: Council)**.
- 5.10.4 That on-street parking controls in the form of 15minute parking, on the eastern side of Queen Street adjacent the preschool for a distance of five (5) carparking spaces, to apply 2.30pm-3.30pm, school days, be installed **(Responsibility: Council)**.

#### **5.11 St Joseph's Memorial (Kensington)**

- 5.11.1 That the existing 'kiss-n-drop' zone on the eastern side of Bridge Street be extended by two (2) carparking spaces **(Responsibility: Council)**.
- 5.11.2 That full footpath width paving adjacent the newly created 'kiss-n-drop' zones outlined in (5.11.1) above be installed **(Responsibility: Council)**.
- 5.11.3 That consideration be given to the implementation of the kerb extensions at the Bridge Street and High Street junction as (Stage 2), subject to

confirmation of costs and the outcomes of discussions regarding cost sharing arrangements **(Responsibility: School and Council)**.

- 5.11.4 That the existing Stop sign be relocated and Stop lines be remarked at the Bridge Street and High Street intersection **(Responsibility: Council)**.

**5.12 St Joseph's Memorial (Norwood)**

- 5.12.1 That the exiting 'kiss-n-drop' zone on the northern side of William Street be extended by two (2) carparking spaces **(Responsibility: Council)**.
- 5.12.2 That the existing kerb extensions and bike lane markings located at the existing Emu Crossing on William Street be upgraded to meet current standards **(Responsibility: Council)**.
- 5.12.3 That the existing pram ramps on William Street at the Donegal Street intersection and at the Queen Street roundabout be upgraded to meet current standards **(Responsibility: Council)**.
- 5.12.4 That full footpath width paving along William Street adjacent the existing 'kiss-n-drop' zones, be installed **(Responsibility: Council)**.

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

- 5.12.1 That a 'kiss-n-drop' zone along the southern side of Marian Road, between Douglas Place and Arthur Street, be installed **(Responsibility: Council)**.
- 5.12.2 That solid yellow lines along Arthur Street near Marian Road be installed, to address queuing and reinforce the 10 metre no parking at the intersection **(Responsibility: Council)**.
- 5.12.4 That consultation is undertaken with residents and the school regarding a new No Parking zone, to apply 8.00am-9.00am and 3.00pm-4.00pm, school days, on the west side of Arthur Street between Tarcoma Avenue and Second Avenue and that the new zone be implemented if there are no issues which are raised that cannot be resolved **(Responsibility: Council)**.

**5.14 St Peters College**

- 5.14.1 That a solid yellow line along the western side of Pembroke Street, opposite the school entrance, be installed **(Responsibility: Council)**.
- 5.14.2 That on-street parking controls in the form of 2-Hour parking, along the eastern side of Pembroke Street between the solid yellow line outlined in (5.14.1) above and Rugby Street, to apply 9.00am-5.00pm, school days, be installed **(Responsibility: Council)**.
- 5.14.3 That a 'kiss-n-drop' zone on the western side of Pembroke Street, between Rugby Street and the school entrance, be installed **(Responsibility: Council)**.
- 5.14.4 That the existing footpath on the western side of Pembroke Street be upgraded and the existing footpath on the eastern side be extended to full width paving, for the full length of the street **(Responsibility: Council)**.
- 5.14.5 That at the Rugby Street / Baliol Street / Pembroke Street intersection, a central median or centreline in Rugby Street and pram ramps, be installed **(Responsibility: Council)**.

**5.15 Trinity Gardens Primary School**

- 5.14.1 That a continuous centreline and pavement bars be installed along Jones Avenue to prohibit U-turns **(Responsibility: Council)**.
- 5.14.2 That a design for the implementation of a pedestrian refuge at the Amherst Avenue and Jones Avenue intersection, be developed **(Responsibility: Council)**.
- 5.14.3 That consideration be given to the implementation of the pedestrian refuge outlined in (5.14.2) above as (Stage 2), subject to confirmation of costs and the outcomes of discussions regarding cost sharing arrangements **(Responsibility: DPTI, DECD, School and Council)**.
- 5.14.4 That a concept design incorporating a new footpath, on-street car parking, street trees and pedestrian crossing, be developed, in consultation with the school, for Aberdare Avenue between Jones Avenue and Annesley Avenue **(Responsibility: DPTI, DECD, School and Council)**.
- 5.14.5 That consideration be given to the implementation of the concept design outlined in (5.14.4) above as (Stage 2), subject to confirmation of costs and the outcomes of discussions regarding cost sharing arrangements **(Responsibility: DPTI, DECD, School and Council)**.
- 5.15.6 That the school be requested to stagger its start and finish times to balance the pressures currently placed on on-street parking and access to and from the school **(Responsibility: DECD, School and Council)**.
- 5.15.7 That the school and the Department of Education and Child Development be requested to consider implementing additional on-site car parking spaces for staff and Disabled carparking spaces **(Responsibility: DECD, School and Council)**.

**5.14 Felixstow Community School**

- 5.14.1 That the existing No Stopping zone on the western side of Briar Road, outside the school, be reduced by two (2) carparking spaces and converted to all day parking **(Responsibility: Council)**.
- 5.14.2 That the existing No Stopping zone on eastern side of Briar Road be removed and converted to all day parking **(Responsibility: Council)**.

- 6. That a further report be presented to the Council outlining the details of the implementation of the (Stage 2) works and outcomes of the discussions regarding cost sharing arrangements for the implementation of these works.

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Mayor Bria declared a conflict of interest in this matter as he is a member of the St Joseph's Memorial School (Kensington & Norwood) Board and his wife is the Chairperson of the St Joseph's Memorial School Parents and Friends Committee and advised the meeting that he would remain in the Chamber for the duration of question time and then leave the meeting.

Cr Frogley left the meeting at 8.40pm.  
Cr Frogley returned to the meeting at 8.41pm.

Cr MacRae moved:

1. That the report which has been submitted by Tonkin Consulting and GTA Consultants ("the Council's Consultants"), titled *City-Wide Schools Traffic, Parking and Safety Review* ("the Schools Review Report"), contained in Attachment A of this report, be received and noted.  
Seconded by Cr Minney and carried.  
Cr MacRae moved:
2. That having considered the information contained in this report and in the Schools Review Report, the following **general recommendations** which have been made by the Council's Consultants be endorsed:
  - 2.13 That all 'kiss-n-drop' zones located adjacent to schools within the City, be enhanced through the installation of "No Parking drop off and pick up zone only, 2 minutes maximum, 8.00am-9.00am and 3.00pm-4.00pm, School Days, driver must remain with vehicle", unless otherwise stated in this report (**Responsibility: Council**).
  - 2.14 That solid yellow lines be marked across driveways which are located within areas of high on-street parking demand, as identified in the Schools Review Report (**Responsibility: Council**).
  - 2.15 That discussions with the representatives of the Department of Planning, Transport and Infrastructure, be held regarding the possible trial of a 40 kph speed limit which is to apply between 8.00am and 9.00am and between 3.00pm and 4.00pm, on school days, along all arterial roads which directly abut a school (**Responsibility: DPTI and Council**).
  - 2.16 That the Department of Planning, Transport and Infrastructure, be requested to review the existing technologies for all Pedestrian Activated Crossings (PAC's) located on arterial roads which abut a school and to inform the Council of the results of this review and any proposed actions to be taken to upgrade the PAC's (**Responsibility: Schools and Council**).
  - 2.17 That schools, as outlined in the Schools Review Report, be requested to undertake the Department of Planning, Transport and Infrastructure's Way2Go Program (**Responsibility: Schools and Council**).
  - 2.18 That schools, as outlined in the Schools Review Report, be requested to assist the Council with its management of on-street parking controls adjacent their sites, in respect to adherence by school parents and students with these controls, by committing to providing school staff to attend on-site to assist the Council in this matter and on an on-going basis (**Responsibility: Schools and Council**).
  - 2.19 That a program for the regular and on-going enforcement of on-street parking controls adjacent all schools, be developed and that schools which do not commit to providing assistance to the Council with the management of on-street parking controls as stated in (2.6) above, not be included in the program which is to be developed (**Responsibility: Schools and Council**).
  - 2.20 That schools, as outlined in the Schools Review Report, be requested to ensure compliance with the requirements of the Department of Planning, Transport and Infrastructure's use of Crossing Flags (**Responsibility: Schools and Council**).
  - 2.21 That schools, as outlined in the Schools Review Report, be requested to provide regular and on-going information through its newsletters circulated to its parents and students of the on-street parking controls adjacent their school and the importance of adhering to the requirements of these controls (**Responsibility: Schools**).

- 2.22 That the South Australia Police be requested to develop and a strategy for the regular and on-going enforcement of the 25 kph speed limit applicable for School Zones throughout the City (**Responsibility: SAPOL and Council**).
- 2.23 That all existing signage and linemarking associated with all schools located City-side be inspected every six (6) months, to determine maintenance works which are required to be undertaken and the Council notes that these works will be undertaken as required (**Responsibility: Council**).
- 2.24 That discussions with representatives of the Department of Planning, Transport and Infrastructure (DPTI) and the Department of Education and Child Development (DECD) (for State Government schools), be held, regarding the development and implementation of a City-wide 'School Precinct' measures and confirm what (if any) cost sharing arrangements may be available to the Council to implement this initiative (**Responsibility: DPTI, DECD and Council**).

Seconded by Cr Dottore and carried.

Cr MacRae moved:

3. That the measures outlined in (Part 2.1) to (2.12) above, be implemented as (Stage 1) of the implementation of the Schools Review findings, in the 2016-2017 financial year.
4. That the 2016-2017 Budget allocations for the implementation of the recommendations of the Schools Review be increased from \$260,000 to \$283,450 (an increase of \$23,450).

Seconded by Cr Frogley and carried.

Cr Minney moved:

5. That having considered the information contained in this report and the Schools Review Report, the following **specific recommendations** which have been made by the Council's Consultants be endorsed and implemented as (Stage 1) in the 2016-2017 financial year, unless otherwise stated:

#### **5.1 East Adelaide School**

- 5.1.1 That designs for the installation of pedestrian refuges at the Second Avenue and Westminster Street and Third Avenue and Westminster Street junctions be developed (**Responsibility: Council**).
- 5.1.2 That consideration be given to the implementation of the pedestrian refuges outlined in (5.1.1) above as (Stage 2) and subject to confirming costs and the outcomes of discussions regarding cost sharing arrangements (**Responsibility: School, DECD, DPTI and Council**).
- 5.1.3 That a 15 minute on-street parking zone be installed along the western side of Winchester Street, between Second Avenue and Third Avenue, to apply 8.00am-9.00am and 3.00pm-4.00pm on school days, subject to consultation (**Responsibility: Council**).
- 5.1.4 That the existing on-street parking controls be amended to implement 'kiss-n-drop' zones along the school frontages of Second Avenue, Third Avenue and Westminster Street (**Responsibility: Council**).

#### **5.2 Kensington Centre**

- 5.2.1 That on-street parking and traffic management adjacent the property be reviewed once the details of future redevelopment have been determined by Pembroke College (**Responsibility: Council**).

**5.3 Loreto College**

- 5.3.1 *That the school be requested to re-establish its commitment to assist the Council with the management of on-street parking controls adjacent the site, as was required to do so previously (**Responsibility: School and Council**).*
- 5.3.2 *That the school be requested to relocate its boundary fence along Kensington Road, adjacent Bus Stop 7 (westbound) to enable the increase of the footpath width at this location (**Responsibility: School and Council**).*
- 5.3.3 *That the school be requested to seek appropriate training from the South Australia Police (SAPOL) for its staff and students who monitor the Emu Crossing in Talbot Grove, to ensure appropriate and efficient use (**Responsibility: School, SAPOL and Council**).*
- 5.3.4 *That kerbing works adjacent the Emu Crossing in Talbot Grove be undertaken to address localised flooding (**Responsibility: Council**).*
- 5.3.5 *That full width footpath paving along Talbot Grove footpaths in Talbot Grove be installed (**Responsibility: Council**).*
- 5.3.6 *That the existing pram ramps in Talbot Grove at the Emu Crossing and at the Dean Grove and Stafford Grove intersections, be upgraded, to meet current standards (**Responsibility: Council**).*
- 5.3.7 *That the existing redundant crossover on the southern side of Talbot Grove, west of the Emu Crossing, be removed (**Responsibility: Council**).*

*Seconded by Cr Duke and carried.*

Cr Knoblauch declared a conflict of interest in this matter as he is a Council Representative on the Marden Senior College Governing Council and left the meeting at 8.49pm.

*Cr Minney moved:*

**5.4 Marden Senior College**

- 5.4.1 *That a design for the installation of a pedestrian refuge at the Marden Road and Pitt Street intersection, be developed (**Responsibility: Council**).*
- 5.4.2 *That consideration be given to the implementation of the pedestrian refuge outlined in (5.4.1) above as (Stage 2) and subject to confirming costs and outcomes of discussions on cost sharing arrangements (**Responsibility: School, DECD and Council**).*
- 5.4.3 *That the Department of Planning, Transport and Infrastructure be requested, to undertake a review of pedestrian safety along OG Road adjacent the school with the view of installing a safe crossing point (**Responsibility: DPTI and Council**).*

*Seconded by Cr Dottore and carried.*

Cr Knoblauch returned to the meeting at 8.50pm.



Cr Mex moved:

**5.5 Marryatville High School**

- 5.5.1 That a design for the installation of kerb extensions at the Stafford Grove / Dean Grove / Lesbury Street / Alnwick Terrace intersection, be developed **(Responsibility: Council)**.
- 5.5.2 That consideration be given to the installation of the pedestrian refuge outlined in (5.5.1) above as (Stage 2) **(Responsibility: Council)**.
- 5.5.3 That the school be requested to provide a designated turnaround area on the school's property for drop off and pick up **(Responsibility: School and Council)**.
- 5.5.4 That "Give Way to Pedestrians" signage be installed, along The Crescent footpath and at the school carpark entrance/exit **(Responsibility: School and Council)**.
- 5.5.5 That the existing unrestricted on-street parking on the northern side of Alnwick Terrace, between the school entrance and the adjacent unrestricted parking area, be extended **(Responsibility: Council)**.
- 5.5.6 That the existing No Standing Zone on the northern side of Alnwick Terrace be amended, to a 'kiss-n-drop' zone **(Responsibility: Council)**.
- 5.5.7 That the Department of Planning, Transport and Infrastructure be requested, to approve the widening of the footpath adjacent Bus Stop 8 (westbound) **(Responsibility: DPTI and Council)**.
- 5.5.8 That the existing pram ramps along Kensington Road, between the school and Portrush Road (including at the Pedestrian Activated Crossing), at The Crescent and Dean Grove junction, the Hackett Terrace and Romney Road intersection and at the Stafford Grove and Alnwick Terrace intersection be upgraded, to meet current standards **(Responsibility: Council)**.
- 5.5.9 That a design for the installation of kerb extensions at the Kensington Road and Bridge Street intersection, be developed **(Responsibility: Council)**.
- 5.5.10 That consideration be given to the implementation of the kerb extensions outlined in (5.5.9) above as (Stage 2) **(Responsibility: Council)**.
- 5.5.11 The school be requested to relocate its boundary fence along the eastern side of The Crescent to enable the footpath (south of the creek) to be widened **(Responsibility: School and Council)**.
- 5.5.12 That full footpath width paving along the eastern side of The Crescent (north of the creek) and along the northern side of Alnwick Terrace, be installed **(Responsibility: Council)**.

Seconded by Cr Marcuccitti and carried.

Cr MacRae moved:

**5.6 Marryatville Primary School**

- 5.6.1 That the existing pram ramps in Shipsters Road at the Dankel Avenue and Regent Street intersections be upgraded, to meet current standards **(Responsibility: Council)**.
- 5.6.2 That full footpath width paving along Dankel Avenue, between the right angle bend and Shipsters Road and along the western side of Shipsters Road between Dankel Avenue and Regent Street, be installed **(Responsibility: Council)**.
- 5.6.3 That the short sections of kerb to the west of the school crossover on Dankel Street be reinstated **(Responsibility: Council)**.

**5.7 Mary MacKillop College**

- 5.7.1 That a design for the installation of an Emu Crossing in High Street, south of Phillips Street, be developed **(Responsibility: Council)**.
- 5.7.2 That consultation be undertaken with the school and residents with respect to the installation of the Emu Crossing outlined in (5.7.1) above, regarding the loss of on-street parking provisions **(Responsibility: Council)**.
- 5.7.3 That consideration be given to the implementation of the Emu Crossing outlined in (5.7.1) above as (Stage 2) and subject to consultation, confirming costs and the outcomes of discussions regarding cost sharing arrangements **(Responsibility: School and Council)**.
- 5.7.4 That consultation be undertaken with the school and residents on the installation of a Bus Zone, to operate 8.00am-9.00am and 3.00pm-4.00pm on school days **(Responsibility: Council)**.
- 5.7.5 That consideration be given to the implementation of the Bus Zone outlined in (5.7.4) above as (Stage 2) and subject to consultation, confirming costs and the outcomes of discussions regarding cost sharing arrangements **(Responsibility: School and Council)**.
- 5.7.6 The one Disabled parking space be installed, in Phillips Street, west of High Street as a (Stage 2) **(Responsibility: Council)**.
- 5.7.7 That the existing pram ramps in High Street, between Portrush Road and Richmond Street, be upgraded to meet current standards **(Responsibility: Council)**.
- 5.7.8 That full footpath width paving be along the southern side of High Street, between Thornton Street and Phillips Street, be installed **(Responsibility: Council)**.
- 5.7.9 That the existing Stop Line at the Phillips Street and High Street intersection, be remarked **(Responsibility: Council)**.

## **5.8 Norwood Primary School**

- 5.8.1 That a design for the amendment of the existing angled on-street parking to parallel parking on the western side of Osmond Terrace, between Beulah Road and the Pedestrian Activated Crossing, be developed in consultation with the school (**Responsibility: School and Council**).
- 5.8.2 That consideration be given to the implementation of the parallel parking layout outlined in (5.8.1) above as (Stage 2) and subject to consultation, confirmation of costs and the outcomes of discussions regarding cost sharing arrangements (**Responsibility: School, DECD, DPTI and Council**).
- 5.8.3 That on-street parking controls in the form of 15 minutes, for a distance of four (4) car parking spaces, along the southern side of Beulah Road west of Osmond Terrace, to apply 8.00am-9.00am and 3.00pm-4.00pm on school days, be installed (**Responsibility: Council**).
- 5.8.4 That the school be requested to formalise its use of the Prophet of Elias Greek Orthodox Church Carpark through a legal agreement which is to include use by school staff (**Responsibility: School and Council**).
- 5.8.9 That the existing pram ramps at the Beulah Road and Osmond Terrace intersection and at the Beulah Road and Plane Tree Lane intersection, be upgraded to meet current standards (**Responsibility: Council**).
- 5.8.10 That full footpath width paving be installed on the southern side of Beulah Road, west of Osmond Terrace and eastern side of Osmond Terrace, south of Beulah Road (**Responsibility: Council**).

## **5.9 Prince Alfred College**

- 5.9.1 That a design for The Parade West and Pirie Street intersection be developed in consultation with the school and the Department of Planning, Transport and Infrastructure (**Responsibility: School, DPTI and Council**).
- 5.9.2 That consideration be given to the implementation of the design as outlined in (5.9.1) above as (Stage 2), subject to consultation, confirming costs and the outcomes of discussions regarding cost sharing arrangements (**Responsibility: School, DPTI and Council**).
- 5.9.3 That a 'kiss-n-drop' zone on the eastern side of Capper Street, for a distance of 60 metres north of Dequetteville Terrace, be installed (**Responsibility: Council**).
- 5.9.4 That the existing all day on-street parking on the southern side of The Parade West, between Pirie Street and Capper Street be amended, to include a 'kiss-n-drop zone' for four (4) carparking spaces, just west of Pirie Street and 2-hour parking at other times, Monday to Friday (**Responsibility: Council**).

## **5.10 St Ignatius Junior School**

- 5.10.1 That consideration be given to upgrading the existing Emu Crossing to a Koala Crossing with flashing lights, to operate when school children are using the crossing as (Stage 2) and subject to confirming costs and the outcomes of discussions regarding cost sharing arrangements (**Responsibility: School and Council**).
- 5.10.2 That on-street parking controls in the form of 15 minute parking, for a distance of six (6) carparking spaces, along the western side of Queen Street

south of the Emu Crossing, to apply 2.30pm-3.30pm, school days, be installed (**Responsibility: Council**).

5.10.3 That full width footpath paving on the eastern side of Queen Street adjacent the school be installed (**Responsibility: Council**).

5.10.4 That on-street parking controls in the form of 15minute parking, on the eastern side of Queen Street adjacent the preschool for a distance of five (5) carparking spaces, to apply 2.30pm-3.30pm, school days, be installed (**Responsibility: Council**).

Seconded by Cr Marcuccitti and carried.

Mayor Bria declared a conflict of interest in this matter as he is a member of the St Joseph's Memorial School (Kensington & Norwood) Board and his wife is the Chairperson of the St Joseph's Memorial School Parents and Friends Committee and left the meeting at 8.53pm.

#### Appointment of Acting Mayor

Cr Dottore moved:

That Cr John Minney be appointed Acting Mayor in the absence of the Mayor.

Seconded by Cr Marcuccitti and carried.

Cr Minney assumed the Chair.

Cr Marcuccitti moved:

#### **5.11 St Joseph's Memorial (Kensington)**

5.11.1 That the existing 'kiss-n-drop' zone on the eastern side of Bridge Street be extended by two (2) carparking spaces (**Responsibility: Council**).

5.11.2 That full footpath width paving adjacent the newly created 'kiss-n-drop' zones outlined in (5.11.1) above be installed (**Responsibility: Council**).

5.11.3 That consideration be given to the implementation of the kerb extensions at the Bridge Street and High Street junction as (Stage 2), subject to confirmation of costs and the outcomes of discussions regarding cost sharing arrangements (**Responsibility: School and Council**).

5.11.4 That the existing Stop sign be relocated and Stop lines be remarked at the Bridge Street and High Street intersection (**Responsibility: Council**).

#### **5.12 St Joseph's Memorial (Norwood)**

5.12.1 That the exiting 'kiss-n-drop' zone on the northern side of William Street be extended by two (2) carparking spaces (**Responsibility: Council**).

5.12.2 That the existing kerb extensions and bike lane markings located at the existing Emu Crossing on William Street be upgraded to meet current standards (**Responsibility: Council**).

5.12.3 That the existing pram ramps on William Street at the Donegal Street intersection and at the Queen Street roundabout be upgraded to meet current standards (**Responsibility: Council**).

5.12.4 That full footpath width paving along William Street adjacent the existing 'kiss-n-drop' zones, be installed (**Responsibility: Council**).

Seconded by Cr Mex and carried unanimously.

### Resumption of Chair

Mayor Bria returned to the meeting at 8.54pm and resumed the Chair.

*Cr Duke moved:*

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

- 5.12.1 That a 'kiss-n-drop' zone along the southern side of Marian Road, between Douglas Place and Arthur Street, be installed (**Responsibility: Council**).
- 5.12.2 That solid yellow lines along Arthur Street near Marian Road be installed, to address queuing and reinforce the 10 metre no parking at the intersection (**Responsibility: Council**).
- 5.12.4 That consultation is undertaken with residents and the school regarding a new No Parking zone, to apply 8.00am-9.00am and 3.00pm-4.00pm, school days, on the west side of Arthur Street between Tarcoma Avenue and Second Avenue and that the new zone be implemented if there are no issues which are raised that cannot be resolved (**Responsibility: Council**).

#### **5.14 St Peters College**

- 5.14.1 That a solid yellow line along the western side of Pembroke Street, opposite the school entrance, be installed (**Responsibility: Council**).
- 5.14.2 That on-street parking controls in the form of 2-Hour parking, along the eastern side of Pembroke Street between the solid yellow line outlined in (5.14.1) above and Rugby Street, to apply 9.00am-5.00pm, school days, be installed (**Responsibility: Council**).
- 5.14.3 That a 'kiss-n-drop' zone on the western side of Pembroke Street, between Rugby Street and the school entrance, be installed (**Responsibility: Council**).
- 5.14.4 That the existing footpath on the western side of Pembroke Street be upgraded and the existing footpath on the eastern side be extended to full width paving, for the full length of the street (**Responsibility: Council**).
- 5.14.5 That at the Rugby Street / Baliol Street / Pembroke Street intersection, a central median or centreline in Rugby Street and pram ramps, be installed (**Responsibility: Council**).

#### **5.15 Trinity Gardens Primary School**

- 5.14.1 That a continuous centreline and pavement bars be installed along Jones Avenue to prohibit U-turns (**Responsibility: Council**).
- 5.14.2 That a design for the implementation of a pedestrian refuge at the Amherst Avenue and Jones Avenue intersection, be developed (**Responsibility: Council**).
- 5.14.3 That consideration be given to the implementation of the pedestrian refuge outlined in (5.14.2) above as (Stage 2), subject to confirmation of costs and the outcomes of discussions regarding cost sharing arrangements (**Responsibility: DPTI, DECD, School and Council**).
- 5.14.4 That a concept design incorporating a new footpath, on-street car parking, street trees and pedestrian crossing, be developed, in consultation with the

school, for Aberdare Avenue between Jones Avenue and Annesley Avenue  
(**Responsibility: DPTI, DECD, School and Council**).

5.14.5 That consideration be given to the implementation of the concept design outlined in (5.14.4) above as (Stage 2), subject to confirmation of costs and the outcomes of discussions regarding cost sharing arrangements  
(**Responsibility: DPTI, DECD, School and Council**).

5.15.6 That the school be requested to stagger its start and finish times to balance the pressures currently placed on on-street parking and access to and from the school (**Responsibility: DECD, School and Council**).

5.15.7 That the school and the Department of Education and Child Development be requested to consider implementing additional on-site car parking spaces for staff and Disabled carparking spaces (**Responsibility: DECD, School and Council**).

**5.16 Felixstow Community School**

5.16.1 That the existing No Stopping zone on the western side of Briar Road, outside the school, be reduced by two (2) carparking spaces and converted to all day parking (**Responsibility: Council**).

5.16.2 That the existing No Stopping zone on eastern side of Briar Road be removed and converted to all day parking (**Responsibility: Council**).

6. That a further report be presented to the Council outlining the details of the implementation of the (Stage 2) works and outcomes of the discussions regarding cost sharing arrangements for the implementation of these works.

Seconded by Cr Dottore and carried.