



INFRASTRUCTURE AND PUBLIC WORKS COMMITTEE

Agenda and Reports

for the meeting on

Tuesday, 21 July 2026

at 7.00 pm

in the Colonel Light Room, Adelaide Town Hall

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Our Adelaide.
Bold.
Aspirational.
Innovative.

INFRASTRUCTURE AND PUBLIC WORKS COMMITTEE
Meeting Agenda, Tuesday, 21 July 2026, at 7.00 pm

Members – The Right Honourable the Lord Mayor, Dr Jane Lomax-Smith
Councillor Maher (Chair)
Councillor Freeman (Deputy Chair)
Acting Lord Mayor, Councillor Noon and Councillors Abrahamzadeh, Cabada, Couros, Davis,
Giles, Martin, Dr Siebentritt and Snape

Agenda

Item		Pages
1.	Acknowledgement of Country At the opening of the Infrastructure and Public Works Committee meeting, the Chair will state: 'The City of Adelaide acknowledges the Kaurna People of the Adelaide Plains as the Traditional Custodians of the land on which we meet today. We acknowledge and honour their spiritual and cultural stewardship of this Country and recognise their deep and enduring relationship with its lands, waters, the sky, and all living things. We pay our respects to Kaurna Elders past and present and recognise the important role of emerging leaders in sustaining and strengthening culture.'	
2.	Apologies and Leave of Absence Leave of Absence - The Right Honourable the Lord Mayor, Dr Jane Lomax-Smith	
3.	Confirmation of Minutes - 16/6/2026 That the Minutes of the meeting of the Infrastructure and Public Works Committee held on 16 June 2026, be taken as read and be confirmed as an accurate record of proceedings. View public 16 June 2026 Minutes here .	
4.	Declaration of Conflict of Interest	
5.	Deputations	
6.	Workshops	
	6.1 School Travel Safety Implementation Plan	3 - 24
7.	Reports for Recommendation to Council Nil	
8.	Reports for Noting Nil	
9.	Closure	

School Travel Safety Implementation Plan

Strategic Alignment - Our Places

Tuesday, 21 July 2026

Infrastructure and Public
Works Committee

Presenter: Mark Goudge,
Associate Director Infrastructure

Public

PURPOSE OF WORKSHOP

The purpose of the workshop is to seek Council Members' views on the School Travel Safety Implementation Plan that was presented to the Infrastructure and Public Works Committee on 18 November 2025.

At its meeting on 25 November 2025, Council noted the plan and requested a workshop.

The Implementation Plan includes indicative costings and timeframes to support funding and delivery to support progress towards the Integrated Transport Strategy measure of success of 30% of children using active travel to school by 2030 ('30 by 30' as referred to in the resolution the City of Adelaide presented at the Australian Local Government Association National General Assembly 2025) and 40% using public transport to school by 2030.

KEY QUESTIONS

1. What are Council Members' views on the priorities outlined in the School Travel Safety Implementation Plan?

- END OF REPORT -

Our Places

School Travel Safety Implementation Plan

Page 4

Infrastructure Program
Mark Goudge



Attachment A

Workshop Purpose

To seek feedback on the School Travel Safety Implementation Plan noted by Council on 25 November 2025.

School Travel Safety Implementation Plan

Key Question



KEY QUESTION

What are Council Members' views on the priorities outlined in the School Travel Safety Implementation Plan?

School Travel Safety Implementation Plan

Workshop Content



1. Background and Strategic Context
2. Successful Strategic Outcomes & Infrastructure Measures to Deliver Success
3. Prioritisation Framework
4. Funding
5. Proposed Priority Projects for Implementation
6. Unfunded Priority Projects
7. Funding Opportunities
8. Next Steps

School Travel Safety Implementation Plan

Background



Council Resolution

On 25 November 2025, Council resolved:

'THAT COUNCIL:

1. *Notes the School Travel Safety Review Implementation Plan as contained in Attachment A to Item 7.3 on the Agenda for the Infrastructure and Public Works Committee meeting held on 18 November 2025.*
2. *Authorises the Lord Mayor to write to the State Government to:*
 - (a) *request funding for Council to implement the School Travel Safety Review Implementation Plan with a specific focus on infrastructure improvements and*
 - (b) *seek advice on how to expedite school zone speed limits.*
3. *Requests Administration schedule a School Travel Safety Review Implementation Plan workshop at a future Infrastructure and Public Works Committee meeting to be held in the first quarter of 2026.'*

School Travel Safety Review Reports and Implementation Plan Supporting Documents

- 18 November 2025 Infrastructure and Public Works Committee Report: [Link 1](#)
- School Travel Safety Review Implementation Plan: [Link 2](#)
- Concept Plans for each school (excluding St Aloysius College): [Link 3](#)
- Safe System Assessment Reports (excluding St Aloysius College): [Link 4](#)
- School Travel Safety Reports for each school: [Link 5](#)
- Investment logic mapping and alignment with Integrated Transport Strategy Measures of Success: [Link 6](#)

School Travel Safety Implementation Plan

Strategic Context



Strategic Plan 2024-2028

- Our Places: Interesting, purposeful and safe
 - Road safety targets to reduce people dying and being seriously injured.

City Plan Adelaide 2036

- Increasing population and accessibility to social infrastructure.
- Priority: Transport Diversity – well-connected and efficient transportation network, with a focus on mode shift to active transport and greater transport diversity.

Integrated Climate Strategy 2030 (ICS)

- Seeks higher levels of walking/wheeling and cycling. Mode shift is hard and establishing sustainable travel habits in children is an important factor in long term change.

Integrated Transport Strategy (ITS)

- The implementation of the School Travel Safety Review, along with school-related behaviour change and active travel route improvements, are identified as a key action and service (under Goal 1.1) in the ITS endorsed 22 July 2025.

‘30 by 30’: 30% of children using active travel to school (and 40% using public transport) by 2030.

[ITS Measure of Success 1.1]

Streets, including around schools, are safer, quieter, cleaner and greener and encourage active travel and community cohesion.

- **Reduced noise and air pollution.**
- **More physical activity, wellbeing and community connection.**

[ITS Measures of Success 3.4 and 3.5]

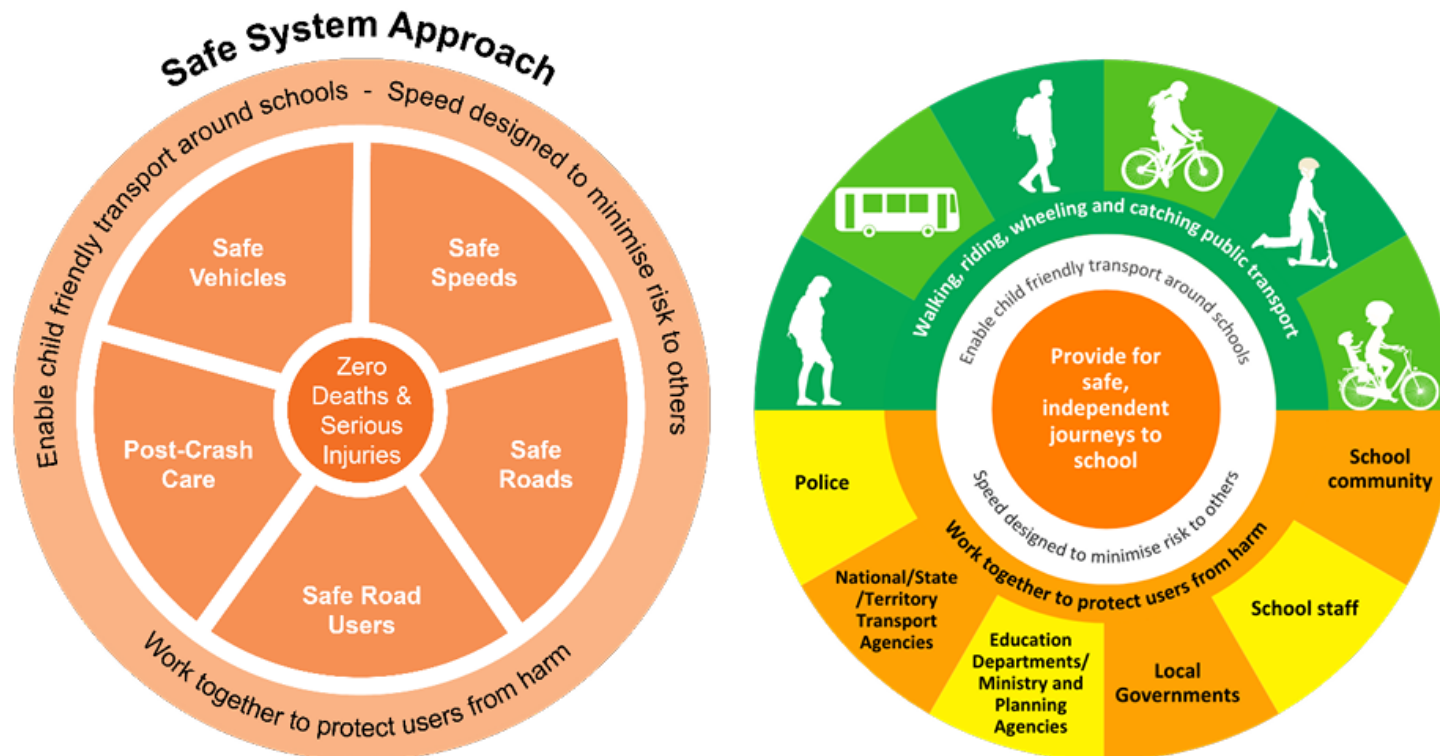
School Travel Safety Implementation- Best Practice* for Successful Strategic Outcomes

Page 11

Location	What success looks like for active travel	What success looks like for public transport	What success looks like for vehicle transport and parking management
School frontage: <i>immediate interface between school and street</i>	• Safe, welcoming from all directions for those walking/wheeling or cycling, with children protected from vehicle conflicts. • Secure cycle and scooter parking	• Seating, shade and weather protection, at stops • Accessible paths to stops, including safe crossings • Space at bus stops to avoid conflicts with adjacent path users	• Pick-up/drop-off areas and car parking away from school gates, located safely and to maintain traffic-free, healthy frontage. • Accessible car parking for those who need it.
School precinct: <i>extent of the area for active travel</i>	• Connected path networks and protected cycleways with safe crossings and intersections. • Safe speed (30km/h or less) and low traffic environments incorporating modal filters. • Healthy streets (including shade, etc) on strategic active travel routes.	• Railway stations and tram and bus stops are connected to schools and other destinations used by students, with accessible paths, wayfinding and safe crossings.	• Car parking and pick-up/drop-off areas at multiple strategic locations around schools, connected with safe walking/wheeling routes for 'park and walk'.
School Catchment: <i>school zone or geographical zone where children must or most reside</i>	• Safe crossings, intersections and paths link to public transport (for trips too long to use active travel).	• Public transport routes and specific school services connect residential areas with schools and nearby destinations that students frequent before/after school.	• Street network directs school driving trips and other general motorised vehicle trips away from school frontages.

* [Austroads Travel to School Guideline, 2026](#)

School Travel Safety Implementation – Best Practice* for Successful Strategic Outcomes



* [Austroads Travel to School Guideline, 2026](#), Figure 5.2

School Travel Safety Implementation – What are we talking about?

Safer Speed Limits	Safer Road Crossings	Safer Cycling Routes	Safer Vehicle Movements
<i>School Zone Speed Limits (either 40km/h time based or 25km/h when children present)</i> - Permanent safer speed limits	- Pedestrian Priority Crossings (e.g. Wombat Crossings) - New / Upgraded Signalised Crossings - Continuous footpaths (or wombat/zebra crossings across side roads)	Separated cycle lanes / paths adjacent to school	<i>Parking control changes including 'park and walk' facilities: creating parking controls 500m-1km from a school, linked with safe walking/wheeling routes.</i> - One-way streets, median closures, school streets/open streets and modal filters (see next slide)
Benefits: <i>Lower cost installation</i> <i>Less complex design process</i> - Increase safety over all/most of the trip and help overcome fear of motorised vehicles: a key barrier to active school travel.	Benefits: Addresses a key barrier to higher levels of walking/wheeling and cycling; unsafe crossings can 'make or break' an active trip.	Benefits: - Safe, convenient cycle route at school frontage, where otherwise there may be high potential for conflicts. - Encourages active travel and contributes to a Healthy Street. - Higher level of service with integrated outcomes for all road users e.g. greening, lighting, intersection/crossing improvements	Benefits: <i>Children can enjoy and benefit from walking/wheeling part of their trip.</i> <i>Parents/caregivers save time trying to find a park.</i> - Easier and more comfortable for children to cross streets, - Improved safety, cleaner air and less noise: better health and learning.
Notes <i>25km/h school zone compliance may be problematic on busy city streets</i> <i>Time-based 40km/h school zone speed limit > 30km/h safe system speed</i> <i>Limited extent, not full route for active travel to school.</i> - Require Department for Infrastructure and Transport approval	Notes - New and upgrade budget required for planning, design and construction - Need to consider crossings along whole walking/wheeling trip (including those from public transport stops/stations) to realise higher levels of active travel and public transport use.	Notes: - New and upgrade budget required for planning, design and construction - Limited extent, not full route school.	Notes: <i>"Park and walk" zones may impact existing users</i> <i>Higher cost if many crossing upgrades required along routes</i> <i>Need to work with schools to identify sites and manage student movements</i> - Initial concerns from some about change to circulation for motorised vehicle traffic.

Benefits and notes relate to text issue above in the same font/colour eg school zone speed limits in purple italics have the benefits and notes in purple italics below.

School Travel Safety Implementation – What are we talking about?

Modal filter (filtered permeability): street design element so people walking/wheeling and cycling can easily pass through, while limiting motorised vehicle traffic along the route. For example, this can be done with barriers (which can also act to make it easy for people to cross the street).



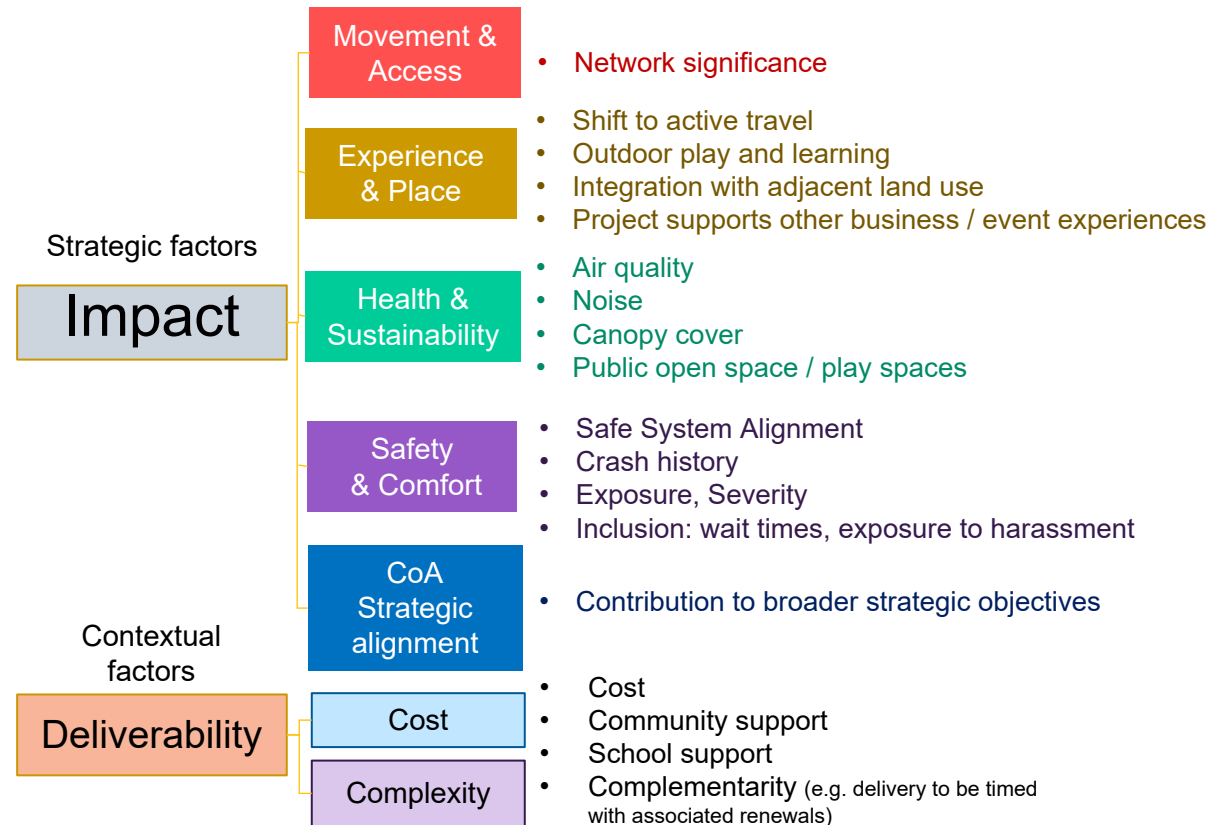
School street/open street: permanent or timed controls on street frontage so motorised vehicles are not permitted.



How items were ranked/prioritised

Projects identified through the Review were prioritised using a framework, with strategic and contextual factors.

School Travel Safety
Review Implementation
Plan: [Link 2](#)



Funding

	Financial Year 2026/27
New & Upgrade	\$1.51m <i>As per draft BP&B for consultation on 28 April 2026</i>
Carry Forward	\$150,000 <i>Retimed from Q3 2025/26 financial year</i>
City of Adelaide	\$1.66m (\$1.51m + \$150,000) <i>As per adopted BP&B 2026/27</i>
Grant Funding Secured	\$465,000 \$435,000 from the Australian Government under the Safer Local Roads and Infrastructure Program (SLRIP) Tranche 4 (Link 7) as a 50:50 contribution to intersection upgrades to seven intersections near six schools \$30,000 received from the South Australian Government for School Zones on Sturt Street outside Sturt Street Community School and Tynte Street outside North Adelaide Primary School
Total Budget Available (including Grant Funding Secured)	\$2.125m (\$1.51m + \$150,000 + \$465,000)
Further Grant Funding to be sought	\$1.045m (\$1.51m - \$465,000)

Priority 1 – School Zones

Following Council decision on 22 July 2026, the Department for Infrastructure and Transport (DIT) advised the City of Adelaide to consider 40km/h time-based school zones rather than 25km/h zones on multi-lane streets.

The Administration continues to work with the DIT to prioritise the implementation of school zones and/or speed limit changes around our schools.

Aiming for implementation in FY2026/27, pending DIT approvals.

Available budget including secured grant funding: \$2.125m

Priority 1 - Cost estimate: \$530,000

Subtotal remaining budget: \$1.595m

School	Proposed School Zone / Speed limit change	Approval Status	Comment
North Adelaide Primary School	25km/h school zone on Tynte Street	Approved by DIT	State Government Grant Funded
Sturt Street Community School	25km/h school zone on Sturt Street	Approved by DIT	State Government Grant Funded
St Marys College	40km/h time-based Speed Limit Grote Street and West Terrace	In-principle approval by DIT. Pending formal DIT approval	
Adelaide High School	40km/h time-based Speed Limit West Terrace and Glover Avenue	In-principle approval by DIT. Pending formal approval	
St Marys College	25km/h school zone on Franklin Street	CoA requested 25km/h school zone. Pending formal approval	
St Dominics Priory School	25km/h school zone on Hill Street	CoA to request 25km/h school zone	
CBC Junior Campus	Wakefield Street	CoA engaging with DIT to progress approval	25km/h or 40km/h school zone subject to DIT
CBC Senior Campus	Wakefield Street and Frome Street	CoA engaging with DIT to progress approval	25km/h or 40km/h school zone subject to DIT
St Aloysius College	Wakefield Street	CoA engaging with DIT to progress approval	25km/h or 40km/h school zone subject to DIT
Gilles Street Primary School / Pulteney Grammar	South Terrace	CoA engaging with DIT to progress approval	25km/h or 40km/h school zone subject to DIT
University Senior College	North Tce & Kintore Avenue	CoA engaging with DIT to progress approval	School zone not suitable due to nature of school operations
Botanic High	Victoria Dr & Frome Road	CoA engaging with DIT to progress approval	25km/h or 40km/h school zone subject to DIT

Priority 2 – Pedestrian Crossing Upgrades

Upgrades to existing Pedestrian Actuated Crossings (PAC)

- Gilles Street Primary School – (Gilles Street PAC)
- North Adelaide Primary School – Tynte Street PAC)
- Pulteney Grammar School – (South Terrace PAC)
- St Dominic's Priory College – (Hill Street PAC)
- St Mary's College (Franklin Street and Grote Street PACs)
- Sturt Street Community School – (Sturt Street PAC)
- University Senior College, (Kintore Avenue PAC)

Project timeline:

- 2026/2027 detailed design
- 2027/2028 – 2028/2029 construction

Budget based on preliminary concepts, so further funding may be required and will be confirmed following detailed design.

Remaining available budget including secured grant funding:
\$1.595m

Priority 2 - Cost estimate: \$1.4m (\$175,000 per site)

Subtotal remaining budget: \$195,000



Example of road hump - City of Bayside, Victoria, *Austrroads Guide to Traffic Management Part 8*.



Example of a mast arm (circled) – to be added to some PACS to improve visibility of signals

Priority 3 – School Street Signs

The City of Adelaide will install signage to indicate streets which have primary and/or secondary schools within the precinct.

The signage non-regulatory and for information purposes only.

Proposed at all schools except University Senior College.

Remaining available budget including secured grant funding: \$195,000

Priority 3 - Cost estimate: \$45,000

Subtotal remaining budget: \$150,000

Funded (2025/26 Carry Forward)

St Aloysius College

- Closure of the centre median on Chancery Lane to ban right turns out of Chancery Lane - \$150,000

Remaining Budget - \$0



SCHOOL STREET SIGN TYPE 1
USE FOR R-6 SCHOOLS
SIZE: 450 x 600 or 600 x 800



SCHOOL STREET SIGN TYPE 2
USE FOR R-12 / MIDDLE / HIGH SCHOOLS
SIZE: 450 x 600 or 600 x 800

Priority 4 – New and Upgrade Projects

Priority projects for future Grant Funding and/or future business plan and budget funding

Unfunded Priority Projects

Adelaide High School

- West Terrace and Glover Avenue / Currie Street intersection Safety Improvements.
- New signalised crossings on Glover Avenue at Karen Rolton Oval Car Park ^
- New signalised crossing on West Terrace at Waymouth Street ^

CBC Junior School

- New signalised crossing on Wakefield Street west of East Tce

CBC Senior School

- Raised safety platforms at various intersections.

Gillies Street and Pulteney Grammar

- Symonds Place, Halifax and Hallet/Helena Street safety improvements.

North Adelaide Primary School

- Safety improvements to Margaret/Gover and Margaret/Tynte intersections.

St Marys College

- Franklin Street and Gray Street intersection upgrade.

Sturt Street Community School

- Sturt Street and West Terrace intersection improvements

Projects based priority score within the School Travel Safety Review Implementation Plan ([Link 2](#)) and concept plans [Link 3](#)

^ project nominated as proactive road safety projects in the 2026/27 Australian Government Black Spot Program. Successful project nominations are yet to be announced.

Remaining Projects

The School Travel Safety Review assessed issues in the immediate vicinity of each school.

The recent Austroads Travel to School Guideline highlights the importance of:

- a suite of integrated solutions, combining infrastructure improvements with travel behaviour change initiatives
- community informed planning, including to identify and prioritise safe routes and crossings for complete, safe journeys to school.
- incorporating parking strategies, such as 'park and walk'.

In line with the above, the Integrated Transport Strategy (ITS) captures the 'whole of journey' across the City of Adelaide area and behaviour change programs / promotions through the identified key projects and services e.g. infrastructure upgrades to routes and crossings along active travel routes that school students, families and staff travel to/from home and school.

The School Travel Safety Review Implementation Plan is one element of the broader Integrated Transport Strategy Implementation Plan.

It is recommended that the remaining projects and initiatives ([Link 2](#)) are considered in the ITS implementation plan and included in the prioritisation of infrastructure works that are currently unfunded.

Funding Opportunities

The following funding opportunities are available to assist the City of Adelaide with delivery of the School Travel Safety Implementation Plan:

- Australian Government Black Spot Program (100% grant funded)
 - Awaiting outcomes of 2026/27 program
 - If unsuccessful, same and new priority projects to be resubmitted 2027/28
- Australian Government Active Transport Fund (50:50 funding split)
- Australian Government Safer Local Roads and Infrastructure Program (50:50 funding split)
 - Funding successfully obtained for 26/27: existing crossing (PAC) upgrades
- South Australian Government State Bicycle Fund (50:50 funding split, maximum \$20k for design project and \$200k construction project)
- South Australian Government project specific funding
- *Think! Road Safety Grant for behaviour change programs*

*Opportunities subject to specific project meeting program criteria.

Next Steps

- Provide report to Council confirming priority projects 2026/27 and 2027/28.
- Continue to seek DIT approvals and implement safer speed outcomes, including school zones.
- Investigate pick-up/drop-off and school parking areas 500m-1km from schools, for 'park and walk', as part of Kerbside Management and Parking Policy.
- Continue to apply for grant opportunities.
- Ongoing review of priorities, including to integrate and achieve efficiencies with streetscape renewal projects.
- Continue to engage with key stakeholders, including school communities.
- Provide updates to Council via E-News.
- Deliver infrastructure improvements.

Key Question

KEY QUESTION

What are Council Members' views on the priorities outlined in the School Travel Safety Implementation Plan?