

St Aloysius College – Transport Safety

Strategic Alignment - Our Places

Public

Tuesday, 19 March 2024

Infrastructure and Public Works Committee

Program Contact:

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Approving Officer:

Tom McCready, Director City Services

EXECUTIVE SUMMARY

At its meeting on 31 January 2023, Council resolved for the Administration to investigate and report by the end of the 2023 school year on the need for and the nature of any additional measures to enhance the safety of primary and secondary, public and private school children entering and leaving schools at the beginning and end of the school day, including the introduction of supervised or unsupervised “kiss and drop zones” at all schools in the City of Adelaide.

The Administration has undertaken a trial study of school drop off/pick up safety at St Aloysius College. St Aloysius College was made a priority due to the crash on Angas Street in June 2023 and ongoing safety concerns.

The review focussed on the streets immediately adjacent to the school and issues on these streets with informal crossing and dangerous driving behaviours. Based on this review, it is recommended that Council supports implementation of measures to prevent illegal U-turns on Angas Street, a median closure on Wakefield Street and the application to the Department for Infrastructure and Transport (DIT) to extend the school zone. Pending the outcomes of the speed limit review, implementation of a wombat or zebra crossing at the existing refuge island crossing on Angas Street should be investigated further. Any supervision of “kiss and drop zones” will remain the responsibility of the school.

RECOMMENDATION

The following recommendation will be presented to Council on 26 March 2024 for consideration

THAT THE INFRASTRUCTURE AND PUBLIC WORKS COMMITTEE RECOMMENDS TO COUNCIL THAT COUNCIL

1. Receives the InfraPlan School Safety Review – St Aloysius College report included in Attachment A to Item 7.3 on the Agenda for the meeting of the Infrastructure and Public Works Committee held on 19 March 2024, including recommendations to:
 - 1.1. Install flexi-posts on Angas Street to reinforce where movements are illegal;
 - 1.2. Implement a median closure on Wakefield Street at Chancery Lane; and
 - 1.3. Apply to the Department for Infrastructure and Transport to extend the school zone on Angas Street.
2. Notes that Administration will review options for additional and/or safer crossings on Angas Street following the Speed Limit Review.
3. Notes similar reviews for all other schools within the City of Adelaide are currently unfunded and subject to funding approval in the 2024/2025 Business Plan and Budget.

IMPLICATIONS AND FINANCIALS

City of Adelaide 2024-2028 Strategic Plan	Strategic Alignment – Our Places Community assets are adaptable and responsibly maintained. Create safe, inclusive and healthy places for our community.
Policy	Not as a result of this report
Consultation	Consultation undertaken with St Aloysius College.
Resource	Not as a result of this report.
Risk / Legal / Legislative	As set out in <i>South Australia's Road Safety Strategy to 2031</i> Council, as a Road Authority, has a shared responsibility for road safety outcomes and to seek Safe System outcomes.
Opportunities	Opportunity to improve safety for students around St Aloysius College during school drop off and pick up times.
23/24 Budget Allocation	Not as a result of this report
Proposed 24/25 Budget Allocation	\$80,000 for a Consultant to undertake the school zone reviews. \$500,000 to commence implementing recommendations from the reviews, over two years. The item that is the subject of this report is currently unfunded. Any required funding for this item is subject to, and needs to be considered in the context of, the prioritisation of projects, initiatives and service enhancements for the development of the 2024/25 budget, and within the parameters of the LTFP to ensure long-term financial sustainability.
Life of Project, Service, Initiative or (Expectancy of) Asset	Reviews will be undertaken in 2024/25 subject to funding.
23/24 Budget Reconsideration (if applicable)	Not as a result of this report
Ongoing Costs (eg maintenance cost)	Not as a result of this report
Other Funding Sources	DIT grants may be available for implementation of projects.

DISCUSSION

Background

1. At its meeting on 31 January 2023, Council resolved the following:

“That Council:

Asks the Administration to investigate and to report to the appropriate Council Committee by the end of the 2023 school year the need for and the nature of any additional measures to enhance the safety of primary and secondary, public and private school students entering and leaving schools at the beginning and end of the school day, including the introduction of supervised or unsupervised so called “kiss and drop zones” at all schools in the City of Adelaide.”

St Aloysius Transport Safety Review

2. An external consultant (InfraPlan) was engaged to undertake a safety review of the streets immediately adjacent to St Aloysius College in collaboration with City of Adelaide’s Traffic and Transport team.
3. The consultant held a meeting with St Aloysius College management on Wednesday 18 October 2023 followed by a site survey. Discussion was focussed on improving the safety of the existing “kiss and drop zone”.
4. The consultant attended the site at school pick-up on 18 October 2023 and observed behaviours and vehicle movements around the school.
5. The consultant produced a School Safety Review – St Aloysius College report, providing details of their site investigations and suggested measures to address existing road safety issues around the school. A copy of the InfraPlan report can be viewed in **Attachment A**.
6. Investigations / site review outcomes
 - 6.1. About 60% of drop-off and pick-up of students by car are on Angas Street (aligning with the primary school entrance), about 30% on Wakefield Street and about 10% on Chancery Lane.
 - 6.2. Some students use school buses which load/unload within the school site and egress on Angas Street. It is anticipated that students would be using public transport from nearby Victoria Square and older students would be drawn to Rundle Mall via Gawler Place (and may use this route to buses on Grenfell Street).
 - 6.3. The Consultant observed that some parents/carers are waiting for car parking spaces within the cycle lanes, undertaking illegal manoeuvres such as crossing double white lines to undertake U-turns and crossing double white lines to enter a car park.
 - 6.4. There is currently a pedestrian actuated crossing (PAC) on Wakefield Street which caters for the students’ walking/wheeling desire lines. On Angas Street, the existing PAC is just west of Moore Street (and Chancery Lane) and there is a pedestrian refuge on the eastern side of Victoria Square. There is about 170m between this crossing points and both are in 50km/h speed areas (neither is covered by the 25km/h school zone). Parents are parking on both sides of Angas Streets and high rates of uncontrolled crossings of Angas Street were observed.
 - 6.5. There is a school zone along Chancery Lane and parallel car spaces on either side of the street to cater for school parent/carer car pick-up and drop-off between 8-9am and 3-6pm. The Consultant identified that queues along Chancery Lane due to drivers waiting to turn right onto Wakefield Street may be contributing to parents/carers having a preference for dropping students on Angas Street.
7. The Consultant proposed the following:
 - 7.1. To help address the risk to children and other people crossing Angas Street additional school zone signage and potential extension of the school zone to cover the pedestrian refuge and PAC on Angas Street.
 - 7.2. To eliminate the risks created by people doing illegal U-turns and parking manoeuvres across the existing centreline markings on Angas Street, install a median. This could be done using flexi posts in the short-term, with further investigation into the layout, potentially with another pedestrian refuge and kerb ramps.
 - 7.3. To make Chancery Lane more attractive for parents/carers to use for drop-off and pick-up rather than Angas Street, improve motorised vehicle traffic flow along Chancery Lane by modifying the median and implement a right turn ban onto Wakefield Street.
 - 7.4. To help address parking behaviours, information to be provided by the school to parents/carers about Road Rules and expectations to keep children and other road users safe.

- 7.5. To assist with safer crossing of Angas Street, investigate installing a PAC within the school zone on Angas Street.
- 7.6. The Consultant did not recommend new supervised or unsupervised 'kiss and drop zones'.

Impacts

8. The recommended changes are not envisaged to result in a significant impact to vehicle travel times in and around the location of the changes. Installing infrastructure to prevent motorists from performing an illegal U-turn is expected to facilitate improved traffic movements.

Next steps

9. This review focused on immediate and measurable outcomes for school safety at St Aloysius College.
10. Implementing the recommended infrastructure changes in this report is unfunded and needs to be considered in the context of, the prioritisation of projects, initiatives and service enhancements for the development of the 2024/25 Business Plan and Budget, and within the parameters of the Long Term Financial Plan to ensure long-term financial sustainability.
11. A broader review of school zones within the City of Adelaide is unfunded and needs to be considered in the context of, the prioritisation of projects, initiatives and service enhancements for the development of the 2024/25 Business Plan and Budget, and within the parameters of the Long Term Financial Plan to ensure long-term financial sustainability.

ATTACHMENTS

Attachment A – InfraPlan School Safety Review – St Aloysius College

Attachment B - List of schools within City of Adelaide

- END OF REPORT -