

# Councillor Freeman - MoN - School Travel Safety Implementation Plan - Prioritisation

Tuesday, 28 July 2026  
**Council**

**Council Member**  
Councillor Eleanor Freeman

Public

**Contact Officer:**  
Tom McCready, Director City Infrastructure

## MOTION ON NOTICE

**Councillor Eleanor Freeman will move a motion and seek a seconder for the matter shown below to facilitate consideration by the Council:**

**‘THAT COUNCIL:**

1. Notes that a School Travel Safety Implementation Plan was presented to the Infrastructure and Public Works Committee on 18 November 2025 following the 2024 School Travel Safety Review, which Council noted on 25 November 2025 and requested be presented at a subsequent Infrastructure and Public Works Committee workshop.
  2. Notes that a School Travel Safety Implementation Plan workshop was presented to the Infrastructure and Public Works Committee on 21 July 2026, which identified priority projects for FY2026/27 to FY2028/29 with recommended next steps, but did not specify timeframes nor set a meeting date for Council to consider recommendations.
  3. Notes that the Administration have prioritised equitable implementation of reduced speed school zones across all schools in FY2026/27, which was identified as a shared priority within the 2024 School Travel Safety Review.
  4. Requests the Administration to directly engage with each school to reprioritise capital works projects within the School Travel Safety Implementation Plan, to ensure alignment to current priorities, safety concerns and preferred improvements, while ensuring an equitable distribution of investment across all schools.
  5. Requests the Administration to present a reprioritised program of School Travel Safety Implementation Plan capital works projects to a future Infrastructure and Public Works Committee, by Q2 2026/27, including:
    1. The prioritisation criteria used to determine the recommended projects
    2. Engagement feedback received from each school, including the Administration's response of how this informed the recommendations
    3. Proposed project implementation timeframes and next steps
    4. Committed and potential funding sources.’
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## ADMINISTRATION COMMENT

1. The infrastructure (capital) projects identified in the School Travel Safety Implementation Plan ([Link 1](#)) are new and/or upgraded infrastructure to provide safer speeds and safer road and roadsides (two of the five layers of protection to keep people safe from serious injuries and / or fatalities on the road in the safe system approach [Link 2](#)) within the immediate vicinity of 11 schools within the City of Adelaide.
2. The new and / or upgraded infrastructure identified is based on the findings and recommendations of the School Travel Safety Review Report for each of the 11 schools, which included consultation with each school, and subsequent Safe System Assessments.
3. The new and/or upgraded infrastructure has been incorporated into a concept plan for each school with preliminary cost estimates identifying a total investment of at least \$36m required across the 11 schools to deliver all new and/or upgraded infrastructure identified.
4. A strategic and proactive approach to planning, design and delivery of safer speeds and safer road infrastructure is required across the whole network and capital investment should reflect an objective, evidence-based approach considering strategic and contextual factors.
5. The Administration has developed a framework for the prioritisation of each of the infrastructure (capital) projects identified based on:
  - 5.1. Strategic factors:
    - 5.1.1. Movement & Access: network significance of works (based on CoA Integrated Transport Strategy classifications)
    - 5.1.2. Experience & Place: evidence (e.g. from Austroads) for effectiveness of measures, integration with other adjacent land uses and supports businesses/events
    - 5.1.3. Health & Sustainability: public open space / play space, air quality, noise and canopy cover
    - 5.1.4. Safety & Comfort: Safe System Alignment (based on scores from independent Safe System Assessments), reduced waiting times at crossings, and exposure, likelihood and severity (school population, motorised vehicles per day and speed limit).
  - 5.2. Contextual factors:
    - 5.2.1. Project delivery cost
    - 5.2.2. School support
    - 5.2.3. Community support.
6. It is highlighted that the framework above incorporates feedback from the school into the scoring. It is also noted that projects may be delivered based on alignment with the renewal program or new / upgrade projects, or available grant funds.
7. The initiatives identified for funding as identified in the School Travel Safety Implementation Plan workshop presented to the Infrastructure and Public Works Committee on 21 July 2026 ([link 3](#)) are proposed as they are of lower technical complexity and are similar in nature, enabling the delivery improvements across multiple locations in a more resource efficient manner (compared to the other projects identified) with several receiving grant funding.
8. The delivery of the remaining projects on the School Travel Safety Implementation Plan will be subject to funding allocations within future Business Plans and Budgets. The Administration is also actively pursuing grant funding opportunities to deliver the other initiatives identified in the School Travel Safety Implementation Plan, reviewing the alignment of the infrastructure improvements with CoA's infrastructure renewal program and other strategic projects / initiatives.
9. The Priority Score identified within the School Travel Safety Implementation Plan assists the Administration prioritise the projects for the purposes of allocating resources and is subject to change should contextual factors change and / or opportunity to deliver the safer infrastructure present through other internal or external projects or funding opportunities.
10. The Administration notes that the direction in the proposed motion to directly engage with each school for the purposes of reprioritising the School Travel Safety Implementation Plan may compromise the prioritisation framework's objective evidence-based approach to resource allocation to provide safer speeds and safer road and roadsides.

11. Council Administration is committed to on-going engagement with all schools within the City of Adelaide to understand transport related challenges and concerns of each school, provide advice and support where possible including investigating the need for changes to road operations and infrastructure, and to verify that the information used within the School Travel Safety Implementation Plan prioritisation framework Prioritisation Score still accurately reflects the road environment and conditions around each school.
12. Should Council resolve to support the proposed motion, the Administration will deliver a report to Council addressing the items raised in the proposed motion.

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| Should the proposed motion be supported by Council, the following implications of this motion should be considered. Note any costs provided are estimates only – no quotes or prices have been obtained: |                                                                                                                                                                                                                                                                     |
| Public consultation                                                                                                                                                                                      | Further engagement with the 11 schools to be undertaken.                                                                                                                                                                                                            |
| External consultant advice                                                                                                                                                                               | Not as a result of this report                                                                                                                                                                                                                                      |
| Legal advice / litigation (eg contract breach)                                                                                                                                                           | Not as a result of this report                                                                                                                                                                                                                                      |
| Impacts on existing projects                                                                                                                                                                             | Potential delay of other Traffic and Transport projects and tasks including Kerb Side Management Policy development project and Pop-up cycleways project due to resources allocation to prioritise this report, particularly further consultation with each school. |
| Budget reallocation                                                                                                                                                                                      | Not as a result of this report                                                                                                                                                                                                                                      |
| Capital investment                                                                                                                                                                                       | Not as a result of this report                                                                                                                                                                                                                                      |
| Staff time in preparing the workshop / report requested in the motion                                                                                                                                    | 86 hours<br>(based on 4 hours per school for consultation = 48 hours plus 38 hours to prepare and review report (~5 days))                                                                                                                                          |
| Other                                                                                                                                                                                                    | Not as a result of this report                                                                                                                                                                                                                                      |
| Staff time in receiving and preparing this administration comment                                                                                                                                        | To prepare this administration comment in response to the motion on notice took approximately 7.5 hours.                                                                                                                                                            |

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- END OF REPORT -