



ACT
Government

Transport Canberra and
City Services

FREEDOM OF INFORMATION COVERSHEET

The following information is provided pursuant to section 28 of the *Freedom of Information Act 2016*.

FOI reference: TCCSFOI 19-115

Information to be published	Status
1. Access application	Published
2. Decision notice and schedule	Published
3. Documents	Published
4. Additional information identified	n/a
5. Fees	n/a
6. Processing time (in working days)	31 days
7. Decision made by Ombudsman	n/a
8. Additional information identified by Ombudsman	n/a
9. Decision made by ACAT	n/a
10. Additional information identified by ACAT	n/a



ACT Health FOI Office

Canberra Health Services FOI Office

Chief Minister, Treasury and Economic Development FOI Office

Major Projects FOI Office

Justice and Community Safety FOI Office

Environment Planning and Sustainable Development FOI Office

Transport and City Services FOI Office

FOI Request related to the SPIRE project

Under the 2016 Freedom of Information Act, I request access to documents dated from 1 November 2016 related to change in the scope, location, timing and estimated cost of the Surgical Procedures Interventional Radiology and Emergency or SPIRE project.

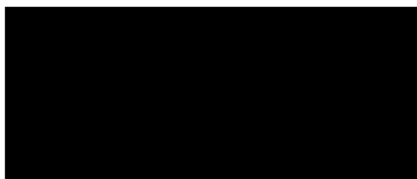
In particular, I am seeking access to:

- a) Briefs prepared for Ministers related to the SPIRE project including estimates briefs, annual reports briefs, question time briefs and all other types of briefs.
- b) Documents related to the transfer of responsibility for the project from ACT Health and Canberra Health Services to Major Projects;
- c) Communications strategy and related documents related to SPIRE including social media material;
- d) Planning documents related to SPIRE including traffic studies and other studies performed as part of developing the project;
- e) Correspondence with other directorates, unions, professional organisations, community groups and other relevant persons about changes to the location, scope, timing or cost of the project
- f) Documents related to meetings to discuss SPIRE including agenda and minutes of meeting. This does not include documents of a purely administrative nature such as booking a room;
- g) Documents related to consultation with Canberra Health Services staff, professional organisations, local residents, regional residents and other relevant bodies related to changes to the location, scope, timing or cost of SPIRE;
- h) Costing of the SPIRE project, including for its changed location and scope;
- i) Contracts related to planning for SPIRE Project Main Works and SPIRE Project Enabling Works and any relevant development applications related to the SPIRE project.



ACT
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Transport Canberra and
City Services



Dear 

Freedom of Information Request - Reference 19-115

I refer to your application made under the *Freedom of Information Act 2016* (the FOI Act), which was received by Transport Canberra and City Services Directorate (TCCS) on 29 October 2019, in which you sought access to documents relating to the SPIRE project.

On receipt of your application, your adviser was consulted about the scope of your request and he agreed to refine the scope to part D, that is:

- planning documents related to SPIRE including traffic studies and other studies performed as part of developing the project.

Your adviser also agreed to an extension to 6 December 2019.

I am an Information Officer appointed by the Director-General under section 18 of the Act to deal with access applications made under Part 5 of the Act.

Decision on access to documents

I have identified 19 documents (167 pages) that fall within the scope of your request. I have included a schedule of the documents at Attachment A.

I have decided to grant:

- Full access to five documents
- Partial access to 14 documents

I have refused access under section 35(1)(c) of the FOI Act to some of the information identified in the documents you have requested. This is because it is contrary to the public interest to release. My access decision is detailed further in the following statement of reasons. I have also removed information out of scope to your request in documents 5 and 13. The information in document 5 relates to the correspondent's holiday and the information in document 13 relates to the structure of the Development Coordination Branch.

Statement of Reasons

In reaching my access decision, I have taken the following into account:

The Act, in particular:

Factors favouring disclosure

- Schedule 2.1 (a) (viii) reveal the reason for a government decision and any background or contextual information that informed the decision;
- Schedule 2.1 (a) (i) Promote open discussion of public affairs and enhance the governments accountability.

Factors favouring nondisclosure in the public interest

- Schedule 2.2(a)(ii) prejudice the protection of an individual's right to privacy or any other right under the *Human Rights Act 2004*;
- Schedule 2.2 (a)(xvi) prejudice the deliberative processes of government.

I consider that it is in the public interest to release most of the information identified as falling within the scope of your request.

Release of the information is in the public interest as it informs the community of the government's operations which can affect members of the community and the process followed by government in relation to the planning processes and considerations for constructing major infrastructure. It also improves accountability for decisions made by government by being transparent in releasing the information.

The information that I have identified includes email communications relating to traffic studies that have been undertaken in the vicinity of the Garran Primary School. These traffic studies were sought to form part of the master planning process for the SPIRE project.

Some of the information that I have identified is deliberative and does not necessarily reflect the final outcomes or the decisions made. This is a factor that favours nondisclosure in the public interest. Balanced against this are factors that I cannot take into consideration when accessing the public interest. These include factors that may result in a person misinterpreting or misunderstanding the information or where access to the information could result in confusion or unnecessary debate (section 17).

In the interests of pro-disclosure and open government (Section 9 of the FOI Act) I have decided to release these documents to you even though it may not necessarily reflect the final decisions made about the project.

Personal information

Personal information has been removed. This includes names and contact details of non-government individuals. I have decided to remove this information as personal information that could prejudice the protection of an individual's right to privacy or any other right under the *Human Rights Act 2004* (Schedule 2.2(a)(ii)). Names and contact details of government employees have not been redacted.

Charges

I am required to waive any fees under section 107 of the Act as you are a Member of the Legislative Assembly.

Online publishing – disclosure log

Under section 28 of the Act, TCCS maintains an online record of access applications called a disclosure log. Your original access application, my decision and documents released will be published in the TCCS disclosure log from 3 days after the date of this decision. Your personal details will not be published.

You may view TCCS' disclosure log at www.tccs.act.gov.au/about-us/freedom_of_information.

Ombudsman review

My decision on your access request is a reviewable decision as identified in Schedule 3 of the Act. You have the right to seek an Ombudsman review of this outcome under section 73 of the Act within 20 working days from the day that my decision is published in TCCS' disclosure log or a longer period allowed by the Ombudsman.

If you wish to request a review of my decision, you may write to the Ombudsman at:

The ACT Ombudsman
GPO Box 442
CANBERRA ACT 2601

Via email: actfoi@ombudsman.gov.au

ACT Civil and Administrative Tribunal (ACAT) review

Under section 84 of the Act, if a decision is made under section 82(1) on an Ombudsman review, you may apply to the ACAT for review of the Ombudsman decision.

Further information may be obtained from ACAT at:

ACT Civil and Administrative Tribunal
Level 4, 1 Moore Street
GPO Box 370
CANBERRA CITY ACT 2601
Telephone: (02) 6207 1740
www.acat.act.gov.au

If you have any questions concerning the directorate's processing of your request, or would like further information, please contact the directorate's FOI Coordinator on 6205 5408 or email tccs.foi@act.gov.au.

Yours sincerely


Cherie Hughes
Information Officer

6 December 2019

FREEDOM OF INFORMATION REQUEST SCHEDULE

Please be aware that under the *Freedom of Information Act 2016*, some of the information provided to you will be released to the public through the ACT Government's Open Access Scheme. The Open Access release status column of the table below indicates what documents are intended for release online through open access.

Personal information or business affairs information will not be made available under this policy. If you think the content of your request would contain such information, please inform the contact officer immediately.

Information about what is published on open access is available online at: [insert open access link]

File No		WHAT ARE THE PARAMETERS OF THE REQUEST				
TCCS FOI 19-115		Planning documents related to SPIRE including Traffic Studies				
Ref No	No of Folios	Description	Date	Status	Reason for non-release or deferral	Open Access release status
1	1-7	Email Subject – Request for advice – request to meet from Garran Primary School	16 April 2019	Partial access	Information Privacy Act 2014 Schedule 2, Section 2.2 (a)(ii) Prejudice the Protection of an Individual's Right to Privacy	All documents to be published
2	8	Attachment to document 1 Meeting Notes – Garran Primary School Meeting	11 April 2019	Partial access	Information Privacy Act 2014 Schedule 2, Section 2.2 (a)(ii) Prejudice the Protection of an Individual's Right to Privacy	
3	9-17	Email Subject – Request for advice – request to meet from Garran Primary School	17 April 2019	Partial access	Information Privacy Act 2014 Schedule 2, Section 2.2 (a)(ii) Prejudice the Protection of an Individual's Right to Privacy	

4	18-19	Email Subject – SPIRE and Garran Primary School	8 August 2019	Partial access	Information Privacy Act 2014 Schedule 2, Section 2.2 (a)(ii) Prejudice the Protection of an Individual's Right to Privacy	
5	20-22	Email Subject – Traffic studies	27 August 2019	Partial access (out of scope information deleted)	Information Privacy Act 2014 Schedule 2, Section 2.2 (a)(ii) Prejudice the Protection of an Individual's Right to Privacy	
6	23	Attachment to document 5 2018 traffic summaries – Garran Primary School	Various	Full access		
7	24-25	Email Subject – Garran Primary School traffic and parking studies	28 August 2019	Partial access	Information Privacy Act 2014 Schedule 2, Section 2.2 (a)(ii) Prejudice the Protection of an Individual's Right to Privacy	
8	26	Attachment to document 7 2018 traffic summaries – Garran Primary School	Various	Full access		
9	27-58	Attachment to document 7 Report – Review of Traffic Issues at Various Schools – Garran Primary School	18 February 2016	Partial access	Information Privacy Act 2014 Schedule 2, Section 2.2 (a)(ii) Prejudice the Protection of an Individual's Right to Privacy	

10	59-60	Email Subject – Traffic studies	29 August 2019	Partial access	Information Privacy Act 2014 Schedule 2, Section 2.2 (a)(ii) Prejudice the Protection of an Individual's Right to Privacy	
11	61	Attachment to document 10 2018 traffic summaries – Garran Primary School	Various	Full access		
12	62-93	Attachment to document 10 Report – Review of Traffic Issues at Various Schools – Garran Primary School	18 February 2016	Partial access	Information Privacy Act 2014 Schedule 2, Section 2.2 (a)(ii) Prejudice the Protection of an Individual's Right to Privacy	
13	94-96	Email Subject – Development Coordination Branch – TCCS	30 October 2019	Partial access (out of scope information deleted)	Information Privacy Act 2014 Schedule 2, Section 2.2 (a)(ii) Prejudice the Protection of an Individual's Right to Privacy	
14	97-98	Email Subject – Traffic studies	28 October 2019	Partial access	Information Privacy Act 2014 Schedule 2, Section 2.2 (a)(ii) Prejudice the Protection of an Individual's Right to Privacy	
15	99	Attachment to document 14 2018 traffic summaries – Garran Primary School	Various	Full access		
16	100-131	Attachment to document 14	18 February 2016	Partial access	Information Privacy Act 2014 Schedule 2, Section 2.2 (a)(ii)	

		Report – Review of Traffic Issues at Various Schools – Garran Primary School			Prejudice the Protection of an Individual’s Right to Privacy	
17	132-134	Email Subject – Traffic studies	2 November 2019	Partial access	Information Privacy Act 2014 Schedule 2, Section 2.2 (a)(ii) Prejudice the Protection of an Individual’s Right to Privacy	
18	135	Attachment to document 17 2018 traffic summaries – Garran Primary School	6 September 2019	Full access		
19	136-167	Attachment to document 17 Report – Review of Traffic Issues at Various Schools – Garran Primary School	18 February 2016	Partial access	Information Privacy Act 2014 Schedule 2, Section 2.2 (a)(ii) Prejudice the Protection of an Individual’s Right to Privacy	
Total No of Docs – 19						

From: Davidson, Geoffrey
Sent: Tuesday, 16 April 2019 8:30 PM
To: #TCCS_PLACECOORDINATION_DL
Cc: Crichton, Andrew; Trevithick, Angela
Subject: FW: REQUEST FOR ADVICE - Request to meet from Garran Primary School - DUE BY 18 APRIL [SEC=UNOFFICIAL]
Attachments: DLO19 165-2 Dot Point(3).docx

UNOFFICIAL

Hi Place Coordination team

Note dot points by Andrew on a meeting he attended last week on TCH SPIRE development and impact of traffic at Garran Primary School.

TCH working on master plan and will include Garran Primary School in scope. Good outcome.

Geoff

From: Crichton, Andrew
Sent: Tuesday, 16 April 2019 8:04 PM
To: TCCS_Ministerial <TCCS.Ministerial@act.gov.au>; Davidson, Geoffrey <Geoffrey.Davidson@act.gov.au>
Cc: Ligeros, Ria <Ria.Ligeros@act.gov.au>; Trevithick, Angela <Angela.Trevithick@act.gov.au>
Subject: RE: REQUEST FOR ADVICE - Request to meet from Garran Primary School - DUE BY 18 APRIL [SEC=UNOFFICIAL]

UNOFFICIAL

Hi Geoff,

Please find dot points attached regarding the meeting at Garran Primary last week. Can you please review the dot points and provide any feedback?

Belinda, the current version of the attached dot points are also saved in TRIM.

Thanks
Andrew

From: TCCS_Ministerial
Sent: Tuesday, 16 April 2019 9:54 AM
To: Crichton, Andrew <Andrew.Crichton@act.gov.au>
Subject: FW: REQUEST FOR ADVICE - Request to meet from Garran Primary School - DUE BY 18 APRIL [SEC=UNOFFICIAL]
Importance: High

Hi Andrew,

Please note the request below.
I have set this up in TRIM DLO19/165

Kind Regards

Belinda Cox | Ministerial Liaison Officer
Phone: 02 6205 9998 | Email: belinda.cox@act.gov.au
Transport Canberra and City Services | ACT Government
496 Northbourne Ave, Dickson | GPO Box 158 Canberra ACT 2601 | www.act.gov.au www.act.gov.au | www.tccs.act.gov.au |



Connected services for the people of Canberra

 Please consider the environment before printing this email

From: Kennedy, Karen **On Behalf Of** TCCS_DLO
Sent: Monday, 15 April 2019 4:15 PM
To: TCCS_Ministerial <TCCS.Ministerial@act.gov.au>
Cc: Bourne, Sarah <Sarah.Bourne@act.gov.au>; Hart, Meaghan <Meaghan.Hart@act.gov.au>

Subject: REQUEST FOR ADVICE - Request to meet from Garran Primary School - DUE BY 18 APRIL [SEC=UNOFFICIAL]

Importance: High

Hi Belinda,

The advisor has requested an update from Andrew following this meeting on 11 April.

How the meeting went and what if any follow up there is for TCCS?

Can we please have this by Thursday.

Thanks

KK

Karen Kennedy | Directorate Liaison Officer
T - 6205 2790 | E - TCCS.DLO@act.gov.au
Office of Minister Fitzharris MLA (Transport)
Office of Minister Steel MLA (City Services)
Office of Minister Berry MLA (Sportsgrounds)
Transport Canberra and City Services | ACT Government
GPO Box 158 Canberra ACT 2601 | www.act.gov.au

From: Kennedy, Karen On Behalf Of TCCS_DLO
Sent: Tuesday, 9 April 2019 12:23 PM
To: TCCS_Ministerial <TCCS.Ministerial@act.gov.au>
Subject: RE: Request to meet from Garran Primary School [SEC=UNOFFICIAL]

Perfect, thanks

From: TCCS_Ministerial
Sent: Tuesday, 9 April 2019 12:12 PM
To: TCCS_DLO <TCCS.DLO@act.gov.au>
Subject: FW: Request to meet from Garran Primary School [SEC=UNOFFICIAL]

Hi Karen,

Response from Andrew below ☺

Kind Regards

Belinda Cox | Ministerial Liaison Officer

Phone: 02 6205 9998 | Email: belinda.cox@act.gov.au

Transport Canberra and City Services | ACT Government

496 Northbourne Ave, Dickson | GPO Box 158 Canberra ACT 2601 | www.act.gov.au www.act.gov.au | www.tccs.act.gov.au |



Connected services for the people of Canberra

 Please consider the environment before printing this email

From: Crichton, Andrew

Sent: Tuesday, 9 April 2019 11:59 AM

To: TCCS_Ministerial <TCCS.Ministerial@act.gov.au>

Cc: Davidson, Geoffrey <Geoffrey.Davidson@act.gov.au>

Subject: RE: Request to meet from Garran Primary School [SEC=UNOFFICIAL]

Hi Belinda,

Yes I am attending the meeting. Education alerted me to the correspondence below and they set up the meeting.

I can brief back as required following the meeting.

Thanks

Andrew

From: Kennedy, Karen On Behalf Of TCCS_DLO

Sent: Tuesday, 9 April 2019 9:21 AM

To: TCCS_Ministerial <TCCS_Ministerial@act.gov.au>
Subject: FW: Request to meet from Garran Primary School [SEC=UNOFFICIAL]

Hi MSU,

Can you please check to see if this meeting is in Andrew C diary please.

I was waiting on a date from Hanna (Fitzharris office). The ACT Health DLO has advised it is on 11 April.

Can you let me know.

Thanks

KK

From: ACT Health DLO
Sent: Tuesday, 9 April 2019 9:10 AM
To: FITZHARRIS <FITZHARRIS@act.gov.au>
Cc: TCCS_DLO <TCCS.DLO@act.gov.au>; Attridge, Vanessa <VanessaS.Attridge@act.gov.au>; Sendaba, Bethel <Bethel.Sendaba@act.gov.au>; Nock, Thomas <Thomas.Nock@act.gov.au>
Subject: RE: Request to meet from Garran Primary School

Hi Hanna

I understand there is a meeting scheduled for this Thursday 11 April.

Can you please confirm if a brief on the outcome is required?

Chadia

Chadia Rad | Directorate Liaison Officer | ACT Health
Phone: 02 620 50499 | Mobile: [REDACTED] | Email: acthealthdlo@act.gov.au
Office of Meegan Fitzharris MLA | Minister for Health and Wellbeing | Minister for Medical and Health Research | ACT Government
Office of Shane Rattenbury MLA | Minister for Mental Health | ACT Government
Level 2, London Circuit | GPO Box 1020, Canberra ACT 2601

Care ▲ Excellence ▲ Collaboration ▲ Integrity

From: FITZHARRIS

Sent: Friday, 5 April 2019 12:01 PM

To: ACT Health DLO <ACTHealthDLO@act.gov.au>

Cc: TCCS_DLO <TCCS.DLO@act.gov.au>; Attridge, Vanessa <VanessaS.Attridge@act.gov.au>; Sendaba, Bethel <Bethel.Sendaba@act.gov.au>

Subject: Request to meet from Garran Primary School

Importance: High

Hi everyone,

Just closing the loop on this one as I know Chadia you and I discussed this a couple of weeks ago – my apologies for taking so long getting back to you formally.

I spoke with Minister about this yesterday. She is happy that Education will meet with Garran Primary. However, she has also asked that ACTH attend this meeting, as well as TCCS (Bethel, as mentioned, she would like Andrew Crichton to be made aware of this and attend if required).

No formal response from our office required, except for perhaps Nessa acknowledging.

Thanks all.

Hanna

From: [REDACTED]

Sent: Sunday, 24 March 2019 9:23 AM

To: BERRY <BERRY@act.gov.au>; FITZHARRIS <FITZHARRIS@act.gov.au>

Cc: CODY <CODY@parliament.act.gov.au>

Subject: Garran Primary School - SPIRE Centre

Dear Ministers Berry and Fitzharris

I am writing to you as Chair of the Garran Primary School Board to request a meeting with you to discuss the planning that is currently underway in relation to the new SPIRE Centre to be located on the corner of Gilmore and Palmer Streets at the Canberra Hospital. The construction of the Centre will have a significantly detrimental impact on the operations of the school.

The school has had significant issues with traffic on Gilmore Crescent for a long time and we have suffered from several near misses with our children over the years. In more recent years, we have been impacted by the construction of the National Capital Private Hospital, including its current expansion. The addition of construction traffic has made it difficult to access the school, find parking and has resulted in an increase in traffic in the school area which means it has become dangerous for our children to cross the road. Further there is a lack of traffic access for parents to drop off and collect students within the school grounds. We suffer from traffic chaos on an almost daily basis.

The construction of SPIRE offers an opportunity for us to change this and make serious modifications to ensure the safety of our school students and wider community both during construction and then after when thousands of people will access the centre weekly. There will be a significant impact on our school environment as a result of SPIRE, not to mention Gilmore Crescent.

The Education Directorate has undertaken numerous studies of the traffic flows in the area but we have had no resolution. It is only a matter time before a serious incident occurs. As such I would appreciate a meeting with you both to discuss how we can work together to achieve major change either ahead of SPIRE or in concert with its construction.

I look forward to hearing from you.

Best regards

██████



Dot Point Request

Requested by: Minister's Office

Business Unit: Place coordination and Planning

Subject: Garran Primary School meeting

Reference number: DLO19/165

Issues:

- The advisor has requested an update following this meeting on 11 April.
- How the meeting went and what if any follow up there is for TCCS?

TCCS response:

- A meeting was held at Garran Primary School on Thursday 11 April 2019 to discuss the Surgical Procedures, Interventional Radiology and Emergency (SPIRE) Centre development at the Canberra Hospital and the potential impact on Garran Primary School.
- Jenny Priest (Principal, Garran Primary School), John Ryan (Infrastructure and Capital Works, Education Directorate), Liz Lopa (Strategic Infrastructure, ACT Health), Monica Lindemann (Communications, ACT Health) and Andrew Crichton (Schools Program, TCCS) were in attendance in person and [REDACTED] (Board President, Garran Primary School) phoned in for the first half of the meeting.
- ACT Health provided an update about the SPIRE Centre development and the expected delivery timeframes. Garran Primary School explained the concerns of the school community, which primarily relate to increased traffic in the area, including construction traffic.
- ACT Health explained the hospital is about to undertake a master planning process and would be happy to include the school as part of this process to review how parking and traffic can be managed to support both parties. Garran Primary was very supportive of this approach.
- ACT Health explained potential options being considered to manage construction traffic, which included an offsite parking location to reduce vehicular traffic near the hospital and school.
- There are no specific actions arising from the meeting for TCCS, however ACT Health, the Education Directorate and TCCS agreed to stay in touch about potential traffic impacts arising from the SPIRE Centre and how these should be managed in close consultation with the school.

Action Officer: Andrew Crichton

Director: Geoffrey Davidson

From: Joseph, Gabriel
Sent: Wednesday, 17 April 2019 1:06 PM
To: Crichton, Andrew
Cc: Davidson, Geoffrey
Subject: RE: REQUEST FOR ADVICE - Request to meet from Garran Primary School - DUE BY 18 APRIL [SEC=UNOFFICIAL]

UNOFFICIAL

Thanks Andrew. I was involved in some preliminary discussion about the proposed development inliey of the helipad. They propoaed to remove all the trees along Kitchner Street frontage. I haven't heard anything since then.

G

From: Crichton, Andrew
Sent: Wednesday, 17 April 2019 12:23 PM
To: Joseph, Gabriel <Gabriel.Joseph@act.gov.au>; Davidson, Geoffrey <Geoffrey.Davidson@act.gov.au>; #TCCS_PLACECOORDINATION_DL <#TCCS_PLACECOORDINATION_DL@act.gov.au>
Cc: Trevithick, Angela <Angela.Trevithick@act.gov.au>
Subject: RE: REQUEST FOR ADVICE - Request to meet from Garran Primary School - DUE BY 18 APRIL [SEC=UNOFFICIAL]

UNOFFICIAL

Thanks Gabriel. I will highlight this option as our preference to ACT Health.

It sounds like the hospital has long term plans to convert the current helipad into a multi storey carpark, but it will be some time and a bit of a juggling act in the interim. The new car park can't be built until after the SPIRE Centre is complete, as the new helipad is going to be on top of the SPIRE Centre. So during construction there will likely be increased pressure on car parking in the area.

Cheers
Andrew

From: Joseph, Gabriel
Sent: Wednesday, 17 April 2019 7:37 AM
To: Davidson, Geoffrey <Geoffrey.Davidson@act.gov.au>; #TCCS_PLACECOORDINATION_DL <#TCCS_PLACECOORDINATION_DL@act.gov.au>

Cc: Crichton, Andrew <Andrew.Crichton@act.gov.au>; Trevithick, Angela <Angela.Trevithick@act.gov.au>
Subject: RE: REQUEST FOR ADVICE - Request to meet from Garran Primary School - DUE BY 18 APRIL [SEC=UNOFFICIAL]

UNOFFICIAL

Andrew

Thanks for the dot points. TCCS should press hard for the off-site parking option for the construction workers. I truly share the concerns raised by the school. Additional traffic will compromise the safety of the children.

GABRIEL JOSEPH | FIEAust CPEng NER
Director, Place Coordination
Ph: 02 6207 6581 | Email: gabriel.joseph@act.gov.au
Place Coordination and Planning | Transport Canberra and City Services Directorate | ACT Government
490 Northbourne Ave, Dickson | GPO Box 158 Canberra ACT 2601 | www.act.gov.au

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From: Davidson, Geoffrey
Sent: Tuesday, 16 April 2019 8:30 PM
To: #TCCS_PLACECOORDINATION_DL <#TCCS_PLACECOORDINATION_DL@act.gov.au>
Cc: Crichton, Andrew <Andrew.Crichton@act.gov.au>; Trevithick, Angela <Angela.Trevithick@act.gov.au>
Subject: FW: REQUEST FOR ADVICE - Request to meet from Garran Primary School - DUE BY 18 APRIL [SEC=UNOFFICIAL]

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Cc: Ligeros, Ria <Ria.Ligeros@act.gov.au>; Trevithick, Angela <Angela.Trevithick@act.gov.au>
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Importance: High

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Belinda Cox | Ministerial Liaison Officer
Phone: 02 6205 9998 | Email: belinda.cox@act.gov.au
Transport Canberra and City Services | ACT Government
496 Northbourne Ave, Dickson | GPO Box 158 Canberra ACT 2601 | www.act.gov.au | www.tccs.act.gov.au |



Connected services for the people of Canberra

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From: Kennedy, Karen **On Behalf Of** TCCS_DLO
Sent: Monday, 15 April 2019 4:15 PM
To: TCCS_Ministerial <TCCS.Ministerial@act.gov.au>
Cc: Bourne, Sarah <Sarah.Bourne@act.gov.au>; Hart, Meaghan <Meaghan.Hart@act.gov.au>
Subject: REQUEST FOR ADVICE - Request to meet from Garran Primary School - DUE BY 18 APRIL [SEC=UNOFFICIAL]
Importance: High

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Karen Kennedy | Directorate Liaison Officer
T - 6205 2790 | E - TCCS.DLO@act.gov.au
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Office of Minister Berry MLA (Sportsgrounds)
Transport Canberra and City Services | ACT Government
GPO Box 158 Canberra ACT 2601 | www.act.gov.au

From: Kennedy, Karen **On Behalf Of** TCCS_DLO
Sent: Tuesday, 9 April 2019 12:23 PM

To: TCCS_Ministerial <TCCS.Ministerial@act.gov.au>
Subject: RE: Request to meet from Garran Primary School [SEC=UNOFFICIAL]

Perfect, thanks

From: TCCS_Ministerial
Sent: Tuesday, 9 April 2019 12:12 PM
To: TCCS_DLO <TCCS.DLO@act.gov.au>
Subject: FW: Request to meet from Garran Primary School [SEC=UNOFFICIAL]

Hi Karen,


Response from Andrew below ☺

Kind Regards

Belinda Cox | Ministerial Liaison Officer
Phone: 02 6205 9998 | Email: belinda.cox@act.gov.au
Transport Canberra and City Services | ACT Government
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 Please consider the environment before printing this email

From: Crichton, Andrew
Sent: Tuesday, 9 April 2019 11:59 AM
To: TCCS_Ministerial <TCCS.Ministerial@act.gov.au>

Cc: Davidson, Geoffrey <Geoffrey.Davidson@act.gov.au>
Subject: RE: Request to meet from Garran Primary School [SEC=UNOFFICIAL]

Hi Belinda,

Yes I am attending the meeting. Education alerted me to the correspondence below and they set up the meeting.

I can brief back as required following the meeting.

Thanks
Andrew

From: Kennedy, Karen **On Behalf Of** TCCS_DLO
Sent: Tuesday, 9 April 2019 9:21 AM
To: TCCS_Ministerial <TCCS.Ministerial@act.gov.au>
Subject: FW: Request to meet from Garran Primary School [SEC=UNOFFICIAL]

Hi MSU,

Can you please check to see if this meeting is in Andrew C diary please.

I was waiting on a date from Hanna (Fitzharris office). The ACT Health DLO has advised it is on 11 April.

Can you let me know.

Thanks

KK

From: ACT Health DLO
Sent: Tuesday, 9 April 2019 9:10 AM
To: FITZHARRIS <FITZHARRIS@act.gov.au>
Cc: TCCS_DLO <TCCS.DLO@act.gov.au>; Attridge, Vanessa <VanessaS.Attridge@act.gov.au>; Sendaba, Bethel <Bethel.Sendaba@act.gov.au>; Nock, Thomas <Thomas.Nock@act.gov.au>
Subject: RE: Request to meet from Garran Primary School

Hi Hanna

I understand there is a meeting scheduled for this Thursday 11 April.

Can you please confirm if a brief on the outcome is required?

Chadia

Chadia Rad | Directorate Liaison Officer | ACT Health

Phone: 02 620 50499 | Mobile: [REDACTED] | Email: acthealthdlo@act.gov.au

Office of Meegan Fitzharris MLA | Minister for Health and Wellbeing | Minister for Medical and Health Research | **ACT Government**

Office of Shane Rattenbury MLA | Minister for Mental Health | **ACT Government**

Level 2, London Circuit | GPO Box 1020, Canberra ACT 2601

Care ▲ Excellence ▲ Collaboration ▲ Integrity

From: FITZHARRIS

Sent: Friday, 5 April 2019 12:01 PM

To: ACT Health DLO <ACTHealthDLO@act.gov.au>

Cc: TCCS_DLO <TCCS.DLO@act.gov.au>; Attridge, Vanessa <VanessaS.Attridge@act.gov.au>; Sendaba, Bethel <Bethel.Sendaba@act.gov.au>

Subject: Request to meet from Garran Primary School

Importance: High

Hi everyone,

Just closing the loop on this one as I know Chadia you and I discussed this a couple of weeks ago – my apologies for taking so long getting back to you formally.

I spoke with Minister about this yesterday. She is happy that Education will meet with Garran Primary. However, she has also asked that ACTH attend this meeting, as well as TCCS (Bethel, as mentioned, she would like Andrew Crichton to be made aware of this and attend if required).

No formal response from our office required, except for perhaps Nessa acknowledging.

Thanks all.

Hanna

From: [REDACTED]
Sent: Sunday, 24 March 2019 9:23 AM
To: BERRY <BERRY@act.gov.au>; FITZHARRIS <FITZHARRIS@act.gov.au>
Cc: CODY <CODY@parliament.act.gov.au>
Subject: Garran Primary School - SPIRE Centre

Dear Ministers Berry and Fitzharris

I am writing to you as Chair of the Garran Primary School Board to request a meeting with you to discuss the planning that is currently underway in relation to the new SPIRE Centre to be located on the corner of Gilmore and Palmer Streets at the Canberra Hospital. The construction of the Centre will have a significantly detrimental impact on the operations of the school.

The school has had significant issues with traffic on Gilmore Crescent for a long time and we have suffered from several near misses with our children over the years. In more recent years, we have been impacted by the construction of the National Capital Private Hospital, including its current expansion. The addition of construction traffic has made it difficult to access the school, find parking and has resulted in an increase in traffic in the school area which means it has become dangerous for our children to cross the road. Further there is a lack of traffic access for parents to drop off and collect students within the school grounds. We suffer from traffic chaos on an almost daily basis.

The construction of SPIRE offers an opportunity for us to change this and make serious modifications to ensure the safety of our school students and wider community both during construction and then after when thousands of people will access the centre weekly. There will be a significant impact on our school environment as a result of SPIRE, not to mention Gilmore Crescent.

The Education Directorate has undertaken numerous studies of the traffic flows in the area but we have had no resolution. It is only a matter time before a serious incident occurs. As such I would appreciate a meeting with you both to discuss how we can work together to achieve major change either ahead of SPIRE or in concert with its construction.

I look forward to hearing from you.

Best regards

██████

From: Crichton, Andrew
Sent: Thursday, 8 August 2019 3:04 PM
To: Anglim, John
Subject: RE: SPIRE and Garran Primary - Ministerial

UNOFFICIAL

Hi John,

The response you have provided below looks fine to me. ACT Health said they were happy to keep in close dialogue with the school throughout the process. The school and Mr [REDACTED] were happy with this approach at the time of the meeting.

Thanks
Andrew

From: Anglim, John <John.Anglim@act.gov.au>
Sent: Thursday, 8 August 2019 2:39 PM
To: Crichton, Andrew <Andrew.Crichton@act.gov.au>; Lopa, Liz (Health) <Liz.Lopa@act.gov.au>
Subject: SPIRE and Garran Primary - Ministerial

UNOFFICIAL

Hi Andrew and Liz,

I am preparing a Ministerial to [REDACTED] re Garran Primary and SPIRE. I have attached the draft text.

I have not been involved previously and the trail goes dead as of 11 April, so please confirm or otherwise as appropriate.

- TEXT BEGINS -

Dear [REDACTED]

Thank you for your email of 24 March 2019 about the potential for SPIRE Centre construction to affect the operations of the Garran Primary School, in particular around traffic congestion and student and community safety.

ACT Health is now proceeding with the master planning process for SPIRE and the broader Hospital campus and I understand that, at your meeting of 11 April with representatives of the Health and Education Directorates and Transport Canberra and City Services (TCCS), ACT Health undertook to include Garran Primary in the planning process, particularly around traffic and parking.

Furthermore, I understand that ACT Health offered to address your P&C or school board (or both) at any time and has invited you to contact ACT Health if you have concerns.

The Education Directorate will continue its role of liaising with schools, other directorates and relevant stakeholders in managing school traffic and parking issues as they arise but, in this case, ACT Health will 'take the running'.

- TEXT ENDS -

I hope to finalise the response by c.o.b. Monday 12th so, if you are able to respond by c.o.b. Friday or lunchtime Monday, I would be grateful.

Thank you in advance.

Best regards,
John A

John Anglim | A/g Director, Transport and Asset Management
Phone: +61 2 6207 1809 | Mobile: [REDACTED] | Email: john.anglim@act.gov.au
Infrastructure Capital Works | Education | ACT Government
Level 1, 220 Northbourne Avenue | GPO Box 158 Canberra ACT 2601
www.education.act.gov.au

From: Meredith, Edward
Sent: Tuesday, 27 August 2019 2:06 PM
To: Crichton, Andrew
Subject: RE: Traffic studies [SEC=UNCLASSIFIED]
Attachments: Garran Primary School (2018).xlsx

Hi Andrew,

2018 Traffic Summaries for Garran Primary School (Gillmore Crescent and Kitchener Street).

Happy to assist further.

Cheers

Ed

Edward Meredith | Traffic Engineer
Phone: 02 6207 6820 | Email: edward.meredith@act.gov.au
Traffic Management and Safety, Roads ACT | Transport Canberra and City Services Directorate | ACT Government
Ground Floor, 496 Northbourne Avenue, Dickson ACT 2602 | GPO Box 158 Canberra ACT 2601 | www.act.gov.au

From: Crichton, Andrew
Sent: Tuesday, 27 August 2019 10:06 AM
To: Meredith, Edward <Edward.Meredith@act.gov.au>
Subject: FW: Traffic studies

UNCLASSIFIED

Hi Ed,

Can you please provide me with the most recent traffic data around Garran Primary School?

ACT Health would like to use it as part of the master planning process for the SPIRE Centre.

Thanks
Andrew

From: Priest, Jenny <Jenny.Priest@ed.act.edu.au>
Sent: Monday, 26 August 2019 2:10 PM
To: Crichton, Andrew <Andrew.Crichton@act.gov.au>
Subject: Fwd: Traffic studies

Hi Andrew,
Is there any data available regarding traffic around the school?
Jenny

Sent from my iPhone

Begin forwarded message:

From: [REDACTED]
Date: 26 August 2019 at 12:16:15 PM AEST
To: "Jenny.Priest@ed.act.edu.au" <Jenny.Priest@ed.act.edu.au>
Cc: [REDACTED]
Subject: Fw: Traffic studies

Hi Jenny

This morning at the SPIRE meeting ACT Health requested any information we have on previous traffic studies conducted at the school. We need to feed these into the master planning currently underway at the hospital campus. Do you know of any studies that have been done in the past so we can pass these details on?

Best regards

[REDACTED]

From: [REDACTED]

Sent: Monday, 26 August 2019 11:54 AM

To: [REDACTED]

Subject: Traffic studies

Hey [REDACTED]

There have been a few undertaken over the past 3-4 years, particularly around the decision to allocate a crossing supervisor and also to put in the uphill speed bump.

I don't have the study outcomes at hand but [REDACTED] may have them...she should be able to chase them up with her contacts at the ACT roads directorate if not.

Let me know if you want me to get in touch with Jenny to progress.

[REDACTED]

Cheers

[REDACTED]

----- Original Message -----

From: [REDACTED]

To: [REDACTED]

Cc:

Sent:
Mon, 26 Aug 2019 01:11:14 +0000

Subject:
Traffic studies

Hi [REDACTED]

Are you aware of any traffic studies that have taken place while you have been at Garran. I need to make ACT Health aware of these in the planning for Spire. I know we have had studies done in the past.

If you have any info I can pass on.

Thanks

[REDACTED]

School Name	Street	Suburb	Between A	And	Speed Limit	Survey Date	Towards	8 Hrs Volume	8 Hrs Mean	8 Hrs 85th	16 Hrs Volume	16 Hrs Mean	16 Hrs 85th	Towards B	8 Hrs Volume1	8 Hrs Mean1	8 Hrs 85th1	16 Hrs Volume1	16 Hrs Mean1	16 Hrs 85th1	Survey Site Map
Garran Primary School	Gilmore Crescent	Garran	Hospital Road	Palmer Street	40/60	22/11/2018	Hospital Road	1332	33.1	39.5	1094	40.4	47.3	Palmer Street	1332	37.9	46.7	1094	41.8	49.6	Site Map
Garran Primary School	Kitchener Street	Garran	Fitchett Street	Gilmore Crescent	40/60	03/03/2018	Fitchett Street	1853	30.5	35.5	1480	35.8	40.0	Gilmore Crescent Sth	1820	27.6	32.5	1037	29.4	36.4	Site Map

From: Crichton, Andrew
Sent: Wednesday, 28 August 2019 9:45 AM
To: Lopa, Liz (Health)
Cc: Campbell, Casey (Health)
Subject: RE: Garran Primary School traffic and parking studies [SEC=UNCLASSIFIED, DLM=For-Official-Use-Only]
Attachments: Garran Primary School (2018).xlsx; Schools Traffic Review Garran Primary School_Final.pdf

UNCLASSIFIED For-Official-Use-Only

Hi Liz,

Please find some recent traffic data for the school zone around Garran Primary School attached. I have also attached a traffic scoping study that was undertaken around the school, but it is a bit dated now (it was undertaken in 2015-16). Is this information useful?

Following the traffic report we made some improvements around the school, including the raised pedestrian crossing on Gilmore Crescent. Subsequent improvements have been made on Kitchener Street through the residential streets program (speed humps) and in Gilmore Crescent as part of the school crossing supervisor program at the children's crossing (footpath improvements and speed humps).

Roads ACT may have more traffic volume and speed data for other streets around the hospital, would you like me to source this data if they have it?

Kind regards
Andrew

Andrew Crichton | Assistant Director, Schools Program
T: (02) 6205 8457 | E: andrew.crichton@act.gov.au
Place Coordination & Planning | Transport Canberra and City Services Directorate | ACT Government
496 Northbourne Ave, Dickson | GPO Box 158 Canberra ACT 2601 | act.gov.au

From: Lopa, Liz (Health) <Liz.Lopa@act.gov.au>
Sent: Wednesday, 28 August 2019 7:53 AM
To: Crichton, Andrew <Andrew.Crichton@act.gov.au>

Cc: Campbell, Casey (Health) <Casey.Campbell@act.gov.au>

Subject: Garran Primary School traffic and parking studies [SEC=UNCLASSIFIED, DLM=For-Official-Use-Only]

Good Morning Andrew

You might recall in our meeting with Garran Primary School in April, I undertook to involve the school in the masterplanning of the Canberra Hospital campus. We are underway with the first phase of the masterplan, which involves pulling together all relevant existing information to form a data report and repository for the phase two consultant. Phase two being the production of a masterplan. I again met with Garran this week and updated them on the masterplanning.

To help form the data repository, it would be helpful if we could give to consultants the existing traffic and parking studies you have had done regarding the school and also any info on traffic measures that may have been taken. Would you please be able to send me anything relevant?

Thanks

Liz

Liz Lopa
Executive Group Manager, Strategic Infrastructure
ACT Health
Ph: 5124 9805

liz.lopa@act.gov.au

School Name	Street	Suburb	Between A	And	Speed Limit	Survey Date	Towards	8 Hrs Volume	8 Hrs Mean	8 Hrs 85th	15 Hrs Volume	15 Hrs Mean	15 Hrs 85th	Towards B	8 Hrs Volume1	8 Hrs Mean1	8 Hrs 85th1	15 Hrs Volume1	15 Hrs Mean1	15 Hrs 85th1	Survey Site Map
Garran Primary School	Gilmore Crescent	Garran	Hospital Road	Palmer Street	40/60	22/11/2018	Hospital Road	1932	38.1	38.5	1094	40.4	47.3	Palmer Street	1392	37.9	48.7	1094	41.3	49.6	Site Map
Garran Primary School	Kitchener Street	Garran	Fitchett Street	Gilmore Crescent	40/60	03/03/2018	Fitchett Street	1858	30.6	35.8	1480	33.8	40.0	Gilmore Crescent Sth	1920	27.6	32.5	1087	29.4	36.4	Site Map



ACT
Government

Territory and Municipal Services

REVIEW OF TRAFFIC ISSUES AT VARIOUS SCHOOLS

GARRAN PRIMARY SCHOOL



Consulting Engineers

VARIOUS SCHOOLS TRAFFIC REVIEW

GARRAN PRIMARY SCHOOL

Prepared for Roads ACT

Document Register

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Prepared by: _____
 Senior Engineer

Checked by: _____

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TABLE OF CONTENTS

1. INTRODUCTION	5
1.1 Objective	5
1.2 The Brief	5
1.3 The Project Team	5
1.4 Site Location	6
2. BACKGROUND DATA	7
2.1 Complaints Received by Roads ACT	7
2.2 Stakeholder Consultation	7
3. SITE REVIEW	9
3.1 General	9
3.2 Roads and Traffic	9
3.3 Pedestrian Links and Road Crossings	12
3.4 Access, Parking, Pick Up and Set Down Facilities	14
3.5 Public Transport	16
3.6 Speed Data	16
3.7 Collision History	16
3.8 Site Observations	17
4. FACTUAL ISSUES	20
5. RECOMMENDATIONS	22
5.1 Proposed Works on Roads	22
5.2 Parking Improvements	22
5.3 Children's Crossing Safety Improvements	23
5.4 Actions suggested that the school might take	25
5.5 Actions suggested that the ETD might take	26
6. SUMMARY	27
6.1 Recommendation summary	27
6.2 Construction Cost Estimates	28
APPENDIX 1 SPEED DATA	29
APPENDIX 2 PROPOSED IMPROVEMENTS	30

LIST OF FIGURES

Figure 1-1 Locality Plan	6
--------------------------------	---

LIST OF TABLES

Table 3-1	Peak hour pedestrian counts on Gilmore Crescent.....	14
Table 3-2	Collisions during peak school activities periods.....	16
Table 6-1	Construction Cost Estimates.....	28

LIST OF PHOTOS

Photo 3-1	Gilmore Crescent school speed zone sign (south).....	9
Photo 3-2	Gilmore Crescent school speed zone sign (near hospital road eastbound).....	9
Photo 3-3	Gilmore Crescent school speed zone sign (near hospital road westbound).....	10
Photo 3-4	Kitchener Street school speed zone sign (south of Gilmore Crescent).....	10
Photo 3-5	Kitchener Street school speed zone sign (north of Gilmore Crescent).....	10
Photo 3-6	Palmer Street school speed zone sign.....	11
Photo 3-7	Hospital Road school speed zone sign.....	11
Photo 3-8	Access to the school car park off Gilmore Crescent.....	11
Photo 3-9	Visibility from drivers eye level (1.1 m) of the children's crossing for eastbound traffic	12
Photo 3-10	Children's crossing at school entrance on Gilmore Crescent.....	13
Photo 3-11	Children's crossing on Gilmore Crescent near the intersection with Palmer Street.....	13
Photo 3-12	Children's crossing on Kitchener Street near the intersection with Gilmore Crescent.....	13
Photo 3-13	On-street parking on Gilmore Crescent (photo taken during pick up period).....	14

1. INTRODUCTION

1.1 Objective

R D Gossip (RDG) was commissioned by the Traffic Management and Safety (TMS) sub-section of Roads ACT on the 16th September 2014 to undertake a review of traffic issues at various schools around the ACT.

1.2 The Brief

The locations being addressed in this brief comprise:

1. Rosary Primary School;
2. Majura Primary School;
3. Ngunnawal Primary School; and,
4. Garran Primary School.

The location addressed by this report is Garran Primary School.

Specifically, the scope of the brief is to undertake the following

1. Observe the behaviour of road users on the busiest day before and after school and if possible on wet and dry days;
2. Review all complaints received by Roads ACT for the school;
3. Review any previous reports undertaken by Roads ACT;
4. Consult with key stakeholders to determine their perceived problems / issues;
5. Review speed and traffic volume data;
6. Review traffic crash data;
7. Review adequacy of parking supply to satisfy the requirements of the Territory Plan Parking and Vehicular Access General Code;
8. Circulate a draft report to key stakeholders;
9. Prepare a final report including costed recommendations; and,
10. Circulate a final report to key stakeholders and a précis report to directly affected residents for information.

1.3 The Project Team

The client is the Traffic Management and Safety Unit with Roads ACT and the client's representative is Marguerite Aziz.

The RDG project team is:

- Robert Dunn Project Manager and Senior Traffic Engineer
- Paul Ferrari Senior Traffic Engineer
- Martin Gordon Senior Designer

1.4 Site Location

The school is located on the northern side of Gilmore Crescent and is bounded by residential developments to the north and east and Garran Neighbourhood Oval to the west. Canberra Hospital is on the southern side of Gilmore Crescent.

Note that ACTMAPi has been used for any aerial photography used in this report.



Figure 1-1 Locality Plan

The school draws from an area covering Garran, Phillip and O'Malley, with additional children associated with parents working at the hospital and the accelerated learning program from other suburbs. Although the majority of students arrive by private vehicle, a small proportion travel by bus or walk or ride bicycles. School hours are 9am to 3pm.

The school is surrounded by a residential area to the north and east with a playing field on the western side. The Canberra Hospital is on the southern side of Gilmore Crescent. The hospital is the main generator of traffic above that generated by the surrounding residential areas.

The school's main entrance is off Gilmore Crescent, between Hospital Road and Palmer Street.

Residential development on the eastern side of the school consists of two storey townhouse dwellings.

The oval on the western side of the school is used for various sporting events including cricket, rugby and soccer.

The location and environs of the School are shown in Figure 1-1 and Drawing RG14057 Sheet 1 - Locality Plan.

2. BACKGROUND DATA

2.1 Complaints Received by Roads ACT

Several complaints have been received by Roads ACT from parents, P&C Association, Education and Training Directorate (ETD), school staff, and ACT Health. The main issues revolved around the safety at the children's crossing, parking, and vehicles travelling greater than the school zone speed limit and not obeying road rules.

2.2 Stakeholder Consultation

The following key stakeholders were contacted as part of the project to obtain their perceived problems/ issues and identify whether they can be addressed as part of this project to improve safety within the road corridor:

- Traffic Management and Safety Section, Roads ACT
- Garran Primary School Principal
- Education and Training Directorate Capital Upgrades Unit
- ACT Policing
- Garran Primary School P&C President
- Pedal Power
- NRMA
- Living Streets Canberra (Canberra Pedestrian Forum)
- People With Disabilities ACT (PWD ACT)
- Vision Australia
- ACTION
- ACT Health

The following subsections provide the relevant feedback from the stakeholders who responded.

2.2.1 Garran Primary School Principal

RDG met with the Garran Primary School Principal on Monday 27 October 2014 at 8:40 am to coincide with student arrival. The Principal raised the following:

- The growth of the area, including the size of the school and the neighbouring hospital has increased the pressure on the road network resulting in concerns for children safety at the crossings.
- There have been several near misses at the children's crossings involving both parents and children with motorists failing to stop when parents and/or children are on the crossing.
- Speed of vehicles on the roads around the school, including through the crossings, appears greater than the school zone speed limit.
- Parking on Gilmore Crescent creates queuing over the children's crossing.

The Principal advised that the school car park boom gates were to be fully operational in 2015 and parents would be provided with a key/ pass to access the car park.

The following measures at the crossings were suggested by The Principal, P&C members and parents:

- Signalise pedestrian crossings and add a camera;
- Flashing warning lights; and
- Road crossing attendant.

2.2.2 Garran Primary School P&C President

Although RDG did not receive a response from the P&C President, during the meeting with the Principal several P&C members and parents were present and expressed views.

The key issues raised by P&C members and parents during the meeting were consistent with the comments raised by the Principal. Additional comments raised were:

- Issue with sight distance and motorists compliance at the children's crossing near the intersection of Gilmore Crescent / Palmer Street. Visibility is impaired by parked cars for the westbound movement and turning movements in the eastbound direction. It is also believed that vehicles in Palmer Street are not aware of the children's crossing when turning right into Gilmore Crescent.
- The police had stopped vehicles not giving way to pedestrians on the children's crossing near Palmer Street. The common excuse for not stopping was they did not know that they had to stop for adults or that they did not see the crossing. It was suggested that drivers need to be educated about crossing obligations.

In addition to comments, a parent advised that she was nearly hit by a vehicle at the time of the inspection.

3. SITE REVIEW

3.1 General

Garran Primary School has a current enrolment of 599 students with students ranging from pre-school to Year 6. The school has a staff of 38. The nominal capacity of Garran Primary School is 475. Although the school enrolment is currently over the nominal capacity, enrolments are being managed to accommodate students within the Primary Enrolment Area (PEA). Currently 39% of the students are from outside the PEA. However, there is a high percentage (59%) of students in year 6 who are outside the PEA, with this decreasing each year to 25% for kindergarten. ETD expects that over time, enrolments outside the PEA will be negligible.

A description of the site is provided in Section 1.4.

3.2 Roads and Traffic

Gilmore Crescent is a major collector road in the ACT road network with a 60 km/h posted speed limit. It loops past the Garran shops and school connecting to Kitchener Street west of the school. Kitchener Street is a major collector road in the ACT road network with a 60 km/h posted speed limit. Both these streets have a 40 km/h school speed zone between 8:00 am and 4:00 pm. Photos of the school speed zone signs are shown below.



Photo 3-1 Gilmore Crescent school speed zone sign (south)



Photo 3-2 Gilmore Crescent school speed zone sign (near hospital road eastbound)



Photo 3-3 Gilmore Crescent school speed zone sign (near hospital road westbound)



Photo 3-4 Kitchener Street school speed zone sign (south of Gilmore Crescent)



Photo 3-5 Kitchener Street school speed zone sign (north of Gilmore Crescent)



Photo 3-6 Palmer Street school speed zone sign



Photo 3-7 Hospital Road school speed zone sign

A staff car park incorporating a children drop-off and pick up area is on the western side of the school site with access from Gilmore Crescent. The car park becomes heavily congested during peak activities. The access is shown in Photo 3-8.



Photo 3-8 Access to the school car park off Gilmore Crescent

There is significant short term queuing in Gilmore Crescent at the intersection with Kitchener Street during the AM period. Although this does disperse when gaps occur in traffic from the signalised intersection of Yamba Drive and Kitchener Street west of the intersection, during school set down/pick

up periods the Gilmore Avenue queue was observed to extend back approximately 100 m from the Gilmore Avenue/ Kitchener Street intersection.

There was some queuing observed at the intersection of Palmer Street and Gilmore Crescent. The main queue occurred on Gilmore Crescent for vehicles turning right into Palmer Street. This typically consisted of up to three to four vehicles. This queue impacts on the visibility from drivers eye level (1.1 m above road level) of the children's crossing for eastbound traffic on the western approach of the intersection.



Photo 3-9 Visibility from drivers eye level (1.1 m) of the children's crossing for eastbound traffic

3.3 Pedestrian Links and Road Crossings

There are two children's crossings on Gilmore Crescent and one children's crossing on Kitchener Street. The children's crossing at the entrance of the school is on a raised hump with extended kerbs on both sides. The other children's crossing on Gilmore Crescent has a pedestrian refuge island and the children's crossing on Kitchener Street has kerb extensions.

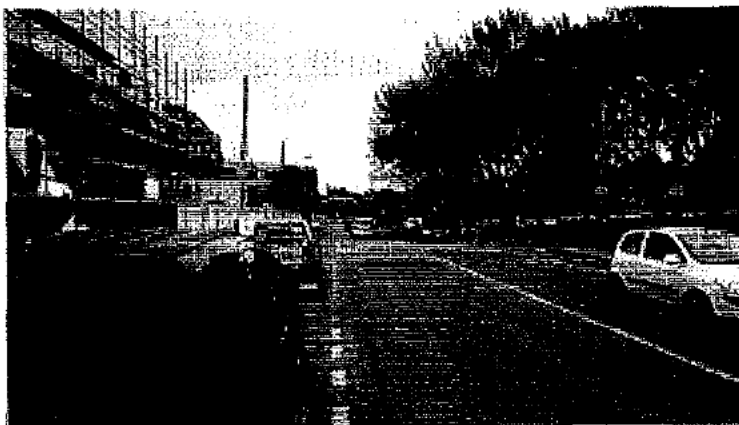


Photo 3-10 Children's crossing at school entrance on Gilmore Crescent



Photo 3-11 Children's crossing on Gilmore Crescent near the intersection with Palmer Street



Photo 3-12 Children's crossing on Kitchener Street near the intersection with Gilmore Crescent

Pedestrian counts were undertaken as part of this review at both the children crossings on Gilmore Crescent on Wednesday 29 October 2014. Based on the traffic volumes provided by Roads ACT, the traffic volumes on Gilmore Crescent during the set down and pick up periods are on average exceeding 600 vehicles per hour. The results of the peak hour pedestrian counts are shown in Table 3-1.

Table 3-1 Peak hour pedestrian counts on Gilmore Crescent

Crossing Location	Peak period	Students	Parents	TOTAL
Children's crossing at school entrance on Gilmore Crescent	8:15 am – 9:15 am	66	56	122
	2:30 pm – 3:30 pm	36	48	84
Children's crossing on Gilmore Crescent near the intersection with Palmer Street	8:15 am – 9:15 am	29	28	57
	2:30 pm – 3:30 pm	23	24	47

The results of the counts indicate that there is greater demand at the children's crossings during the set down period, with over 60 students using the crossing in front of the school's entrance. The volumes were noticeably lower on the crossing in front of the school's entrance during the pick up period. This might be attributed to the majority of the pick up activities occurring on the northern side of Gilmore Crescent and the lack of parking available for parents in the afternoon on the southern side. It could also be attributed to parents heading to employment centres to the north.

Pedestrian and vehicle counts were undertaken by Roads ACT at the Kitchener Street children's crossing on Wednesday 4 March 2015. The results of the counts indicated that the existing children's crossing is warranted with 22 students crossed the road (accompanied by 5 parents) with a total of 310 vehicles travelling through the crossing during the peak 30 minute afternoon period (3:00 pm – 3:30 pm).

Compliance with the children's crossings by motorists would improve with enforcement and education. There are multiple reports of motorists not giving way to pedestrians, both children and adults. RDG observed instances of motorists not giving way to pedestrians during the inspections. This included motorists not approaching the crossings at a speed at which the drivers, if necessary, could have stopped safely, or not stopping within the area defined as a children's crossing (before the continuous line on approach to the crossing) while a pedestrian was on the crossing.

There are footpaths surrounding the school, with a path linking the northern part of the school to the Garran Shops. Footpaths are provided on both sides of Gilmore Crescent and Kitchener Street.

3.4 Access, Parking, Pick Up and Set Down Facilities

There are "No Parking Pick Up Set Down" areas sign posted on the northern side of Gilmore Crescent in front of the school and the school has a private car park on the northern side of Gilmore Crescent as well as approximately 100 m of kerb signed for set down and pick up activities.



Photo 3-13 On-street parking on Gilmore Crescent (photo taken during pick up period)

There is congestion on Gilmore Crescent in front of the school caused by parking manoeuvres. It also appears that the construction activities along the southern side of Gilmore Crescent associated with the private hospital construction significantly reduces the available capacity for parents.

The ACTPLA Parking and Vehicular Access General Code (3 October 2014) (The Code) states that primary schools within community zones are to have the minimum car parking provisions:

- 0.8 spaces/10 students,
plus
- 0.4 set down/pick up spaces/10 students.

The Code enables long stay parking spaces within 200 m of the school to be included within the parking provision. However, operational parking is to be provided on site, and short stay and visitor parking is to be provided on site or within 100 m of the school.

Observations at several schools in the ACT has confirmed that this level of provision does not cater for typical parking demands at schools.

Based on 599 students, The Code indicates a minimum requirement for 48 parking spaces and 24 set down/ pick up spaces.

There are approximately 50 parking spaces (including informal spaces on gravel) and 6 set down / pick up spaces within the school grounds and 13 set down/pick up spaces on Gilmore Crescent. Therefore the existing provision does not meet the Code requirements of provision of set down / pick up parking spaces. There are approximately an additional 60 parking spaces within 100 m from the school boundary, however, the majority of these parking spaces are occupied during school set down and pick up periods. Additional parking spaces are available within 200 m from the school boundary (Garran Neighbourhood Oval car park) where there is some spare capacity during school set down and pick up periods. These parking spaces are already being used by some parents that leave their vehicles to collect their children.

This school draws students from several suburbs, significantly reducing the proportion of students who live within acceptable walking and riding distances. Additionally given the age of students attending the primary school, there is limited scope to increase public transport usage although the school could usefully encourage the use of buses by students and do what it can to facilitate public transport use.

There are two particular issues from a safety perspective that this raises:

- The lack of safely accessible parking; and
- The congestion caused by parents attempting to access the limited kerb pick up space.

The appropriate use of the set down/pick up spaces should be enforced on a regular basis as RDG observed vehicles parking in these spaces and drivers leaving the vehicles.

It appears that much of the congestion that occurs on Gilmore Crescent is largely due to the ineffective use of the set down/pick up area and motorists queuing to enter spaces. RDG observed that some motorists required multiple manoeuvres to enter a parallel parking space or would park away from the kerb.

Complaints from residents from Eldridge Street and Goodhope Street were received by Roads ACT in relation to parents parking on these streets. As these streets are public roads this activity is permitted. The 90 degree parking spaces are located within the block boundaries and are signed as visitors only. However, these signs are not legally binding and provide no indication that the parking is on private property.

3.5 Public Transport

RDG was informed by the Principal that less than 10 children use public transport. These children use the minibus service provided by ACTION.

3.6 Speed Data

Speed and traffic volume information was provided for the following locations:

- Gilmore Crescent between Kitchener Street and Palmer Street (November 2014)
- Kitchener Street between Fitchett Street (east) and Gilmore Crescent (November 2010)
- Palmer Street between Dennis Street and Bateson Road (May 2012) (outside school zone)

The tubes were installed in locations where free flowing traffic was achieved to reduce the possibility of errors contributed from stopped/ parked vehicles.

When assessing the speed environment, the 85th percentile is usually used by Roads ACT. This speed is the speed that 85% of vehicles travel at or below and is usually taken to characterise typical driver speed behaviour. Maximum speeds are also recorded but these need to be reviewed with caution as it is possible that a recorded high maximum speed might identify one-off antisocial behaviour rather than consistent practice.

The recorded 85th percentile speed during school zone times on Gilmore Crescent had an average of 39.6 km/h in the eastbound direction and an average of 40.3 km/h in the westbound direction. During set down and pick up periods, the 85th percentile speed has similar speeds to those collected during the overall school zone time. The average 85th percentile speed is within the school zone speed limit. Maximum recorded speeds on Gilmore Crescent indicated that there is evidence of some antisocial behaviour during school zone times.

The recorded 85th percentile speed on Kitchener Street had an average of 49.7 km/h in the southbound direction and an average of 48.2 km/h in the northbound direction. The 85th percentile speeds during school hours are typically 25% higher than the school zone speed limit and maximum speeds are often 50% higher than the speed limit.

3.7 Collision History

Collision data was provided for the five-year period from 1 January 2009 to 31 December 2013. During this period 13 collisions occurred within the boundaries of the school speed zone area. 9 occurred between 8:00 am and 4:00 pm on a school day and, of these 7 collisions occurred at times corresponding to school start and finish times. The general details of these 7 collisions are summarised in Table 3-2.

Table 3-2 Collisions during peak school activities periods

Date	Time	Location	Description
6/07/2011	3:00 pm	Gilmore Crescent, midblock between Esson Place and Palmer Street	Eastbound vehicle colliding with a vehicle leaving a parking space (RUM code 401), 30 m west of the intersection with Esson Place
13/3/2012	2:30 pm	Gilmore Crescent, midblock between Esson Place and Palmer Street	Eastbound vehicle colliding with the rear of a parked vehicle (RUM code 601), 60 m west of the intersection with Esson Place

Date	Time	Location	Description
15/08/2011	15:15 pm	Gilmore Crescent, midblock between Palmer Street and Hospital Road	Eastbound vehicle colliding with the rear of a vehicle entering a parking space (RUM code 402), 36 m west of the intersection with Palmer Street
11/06/2013	2:50 pm	Gilmore Crescent, midblock between Palmer Street and Hospital Road	Eastbound vehicle colliding with the parked vehicle while parking (RUM code 402), 30 m west of the intersection with Palmer Street
22/09/2009	8:30 am	Gilmore Crescent/ Gilmore Crescent car park intersection	Eastbound vehicle colliding with the rear of a right turning vehicle at the intersection (RUM code 303)
28/09/2013	9:10 am	Gilmore Crescent/ Kitchener Street intersection	Single eastbound vehicle colliding with falling object from other vehicle (RUM code 610)
2/12/2013	8:55 am	Gilmore Crescent/ Kitchener Street intersection	eastbound left turning vehicle colliding with an northbound vehicle at the intersection (RUM code 103)

The additional following information has been extracted from the collision data:

- None of the collisions recorded within the five year time frame involved pedestrians or cyclists;
- None of the seven collisions that occurred at times corresponding to school start and finish times resulted in injuries; and,
- One of the seven collisions that occurred at times corresponding to school start and finish times occurred in wet conditions.

There were no collisions recorded at the intersection of Gilmore Crescent and Palmer Street.

3.8 Site Observations

Observations were carried out during both the morning drop off period and the afternoon pick up period on Monday 27 October and Wednesday 29 October 2014. Earlier, RDG and the Principal had attended the AM period on Monday 20 October. The weather was dry and warm on both days. Additional wet weather inspections were undertaken during both morning and afternoon periods when the weather was wet on Wednesday 15 October 2014 to observe how these conditions influence pedestrians and motorists behaviours.

The following observations were made during the morning drop-off period:

- A near miss was observed at the children's crossing in Gilmore Crescent east of Palmer Street where a westbound vehicle in Gilmore Crescent did not stop while a child (no supervision) was crossing the road from the southern side of the road. The child had just reached the refuge island when the vehicle travelled through the crossing without slowing on the approach. It appeared that the vehicle was travelling in excess of the 40 km/h school zone speed limit as it traversed the crossing. It is unclear whether the driver observed the child on the crossing. Although legally, as the child had reached the median, the vehicle was allowed to pass through the crossing, the vehicle did not approach the crossing at a speed at which the driver, if necessary, could have stopped safely, and, the driver had not stopped within the area defined

as a children's crossing (before the continuous line on approach to the crossing) while the child was on the crossing.

- Vehicles queuing to turn right into Palmer Street from Gilmore Crescent reduce the visibility of pedestrians crossing at the children's crossing at the eastern side of the intersection. This is due to the eye height of drivers at (1.1 m) being obstructed by queuing vehicles.
- There was pedestrian activity generated to the east of Palmer Street on the northern side of Gilmore Crescent. There is a footpath along this section of road that facilitates this demand.
- RDG observed that motorists were less likely to stop at the children's crossing on the eastern side of Palmer Street than the one in front of the school entrance. This is contributed by the slight distance from both approaches to the children's crossing.
- The parking restrictions on Gilmore Crescent were not adhered to by parents of the school with parents leaving their vehicles in the "No Parking Pick Up Set Down" area to take their children to/from school. This behaviour is a source of some annoyance to those parents acting responsibly as it makes the set down/pick up area ineffective requiring more parents to park and walk to the school gate to collect children adding to the general level of congestion.
- The construction activities associated with the private hospital influence the number of parking spaces available on Gilmore Crescent. It is likely that there will be more parking spaces available on the southern side of Gilmore Crescent when construction has finished. Also the available width of the footpath will increase when the construction hoarding is removed.
- There was congestion in both directions sometimes caused by parking manoeuvres. This created queuing (including over the raised children's crossing at times) with some motorists overtaking queued vehicles.
- Periods of congestion on Gilmore Crescent assist in reducing the speed of vehicles through the children's crossing in front of the school entrance. However, RDG observed that some vehicles appeared to travel at inappropriate speeds through the children's crossing on Gilmore Crescent east of Palmer Street and Kitchener Street.
- Although the school car park appeared congested, it operated smoothly with parents able to drop off children and exit the car park with minimal delay.
- There was little use of the Kitchener Street children's crossing by school students during the morning period. It was observed that the majority of the motorists exceeded the school zone speed limit.
- RDG observed some motorists travelled faster than the 40 km/h posted speed limit on Gilmore Crescent including parents on their way to set down/ pick up children at the school.

During the afternoon period similar observations were made to the morning period, with the following additional observations made:

- The deficiencies of the parking arrangements are more evident during the pick up period. Parking was in higher demand with parents waiting for children to finish school. During an earlier inspection (Wednesday 24 September 2014) a parking inspector was observed issuing infringement notices to parents that left their vehicles within the "No Parking Pick Up Set Down" area to collect their children. Infringement notices were also given to parents that parked on the grass verge within Block 1 Section 55.
- The Kitchener Street children's crossing experienced more student use and motorists were observed to stop for crossing activities. However, away from the crossing motorists were

observed to be travelling at speeds that appeared to exceed the speed limit within the school speed zone.

- The delay for motorists leaving the school car park increased, creating queuing within the car park.

The site inspections when it was raining identified that there was additional congestion with more vehicles entering and exiting the Garran School car park during both morning set down and afternoon pick up periods. In addition to this the following observations were made:

- The demand for on-street parking was low, with parents/ carers seeking to use the spaces closest to the raised children's crossing (close to school entry) and within the school car park.
- Less parents escorted their children into the school from the on-street parking. This increased the turn around.
- During the afternoon period there were no construction activities associated with the private hospital. However, parking on Gilmore Crescent was in low demand (similar pick up activities to the morning set down).
- There was a queue in the eastbound direction on Gilmore Crescent for vehicles waiting to enter the school car park.

4. FACTUAL ISSUES

The ACT Road Safety Strategy for 2011-2020 refer to road safety programs are commonly classified in terms of the "4 Es" – Education, Encouragement, Engineering and Enforcement. An integrated approach by all stakeholders is vital for addressing the traffic safety issues around Garran Primary School. There is a fifth "E", evaluation, which is used to measure the effectiveness of the implemented "4 Es". It is important to note that some measures would not have an instant effect and would require time for the system to adjust after implementation.

The issues surrounding safety at Garran Primary School are provided in the table below with their associated "4 Es" classification:

Safety Issues	Education	Encouragement	Engineering	Enforcement
Parking Issues				
Parking in this area is influenced by the adjacent Canberra Hospital and National Capital Private Hospital. There are several issues that are associated with the current parking arrangements:				
<ul style="list-style-type: none"> No dedicated pick up/ set down parking spaces within the school grounds. 			✓	
<ul style="list-style-type: none"> Pick up/ set down parking is in short supply. 	✓		✓	✓
<ul style="list-style-type: none"> Parents overstaying (and leaving their vehicles) within the "No Parking Pick Up Set Down" parking area. This contributes to the limited parking space availability. 	✓	✓		✓
<ul style="list-style-type: none"> Congestion on Gilmore Crescent is associated with parents waiting for parking spaces and the associated manoeuvring. 	✓		✓	
<ul style="list-style-type: none"> Vehicles queuing over the raised children's crossing in front of the school waiting for parking spaces. 	✓	✓		✓
Children's Crossing Safety Improvements				
<u>Children's Crossing at School Entrance on Gilmore Crescent</u>				
This crossing is the most utilised children's crossing associated with the school. The following are several issues associated with this children's crossing:				
<ul style="list-style-type: none"> Vehicles queuing over the children's crossing associated with parking activities. 	✓	✓		✓
<ul style="list-style-type: none"> Motorists not following Road Rule Part 7 Division 5 Rule 80 (2)(b). This rule states <i>"A driver approaching or at a children's crossing must stop as near as practicable to, but before reaching, the stop line at the crossing if:</i> <i>(a) a hand-held stop sign is displayed at the crossing; or</i> <i>(b) a pedestrian is on or entering the crossing.</i> 	✓			✓

Safety Issues	Education	Encouragement	Engineering	Enforcement
<u>Children's Crossing on Gilmore Crescent near the intersection with Palmer Street</u>				
The following are several issues associated with this children's crossing:				
<ul style="list-style-type: none"> Motorists not following Road Rule Part 7 Division 5 Rule 80 (2)(b). 	✓			✓
<ul style="list-style-type: none"> Motorists identifying that there is a children's crossing in location due to the visibility on to approach to children's crossing. 	✓	✓	✓	
<u>Children's Crossing on Kitchener Street near the Intersection with Gilmore Crescent</u>				
The following are several issues associated with this children's crossing:				
<ul style="list-style-type: none"> Effectiveness of the children's crossing due to the location from the school. 	✓	✓	✓	
<ul style="list-style-type: none"> Speed of vehicles on Kitchener Street. 	✓			✓
<ul style="list-style-type: none"> Children's crossing flags remaining on posts outside of school zone times. Keeping the flags up outside of school times can lead to misunderstanding and confusion of whether or not the crossing is operational. It also creates a perception that the children's crossing is not managed correctly. 	✓			

5. RECOMMENDATIONS

5.1 Proposed Works on Roads

This review has recommended the following works based on the *Guidelines for Road Safety and Traffic Management Around Schools* (Edition 1.0 September 2014), *Australian Standard 1742 Manual of uniform traffic control devices Part 10: Pedestrian control and protection* (2009) and the *ACTPLA Parking and Vehicular Access General Code* (3 October 2014).

These improvements are provided based on engineering judgement. In addition to the proposed engineering recommendations, educational, enforcement and encouragement programs are required to assist with improving traffic safety around Garran Primary School.

5.2 Parking Improvements

The key issues for parking are as follows:

- No dedicated pick up/ set down parking spaces within the school grounds.
- Pick up/ set down parking is in short supply.
- Parents overstaying (and leaving their vehicles) within the "No Parking Pick Up Set Down" parking area. This contributes to the limited parking space availability.
- Congestion on Gilmore Crescent is associated with parents waiting for parking spaces and the associated manoeuvring.
- Vehicles queuing over the raised children's crossing in front of the school waiting for parking spaces.

The following educational and enforcement measures are required at this location:

<p>Education: Refer to Section 5.4.</p>	<p>Enforcement: Parking officers to enforce on-street parking arrangements.</p>
--	--

There is a requirement that the school, parents, Roads ACT and enforcement agencies (AFP and JACS) take an active combined stance to promote and improve safety through education, encouragement and enforcement.

The recommended engineering solution for the current parking issues is to provide queuing storage on Gilmore Crescent and internal school set down and pick up car parking spaces.

This recommendation proposes that the school manages the set down and pick up of students within the school grounds. There are six parallel parking spaces on the eastern side of the school car park that can be changed to "No Parking Pick Up Set Down". To make this recommendation viable it would require a storage area for vehicles to queue prior to entry of the school grounds. The only feasible location within close proximity of the school for queuing is on Gilmore Crescent between the school and Kitchener Street. This would require the removal of 12 car parking spaces on the northern side of Gilmore Crescent west of the bus loop road. The school initially supports this recommendation. However, further consultation with the school staff and P & C will be required to ensure the effectiveness.

This recommendation would also require the entrance of the school be restricted to "left in only" during pick up and set down periods. It is recommended that exiting vehicles retain unrestricted turn movements due to the children's crossings east of the site.

The set down period would require parents to ensure that their child/children leave their vehicle in a safe and efficient manner. This may require staff supervision to improve the effectiveness. During the pick up period school staff would be required to manage students so they are ready for collection when their parents' vehicle arrives. Staff would be required to instruct parents whose child/children are not ready to either park in a legal location or re-join the queue.

The advantages and disadvantages of this recommendation are:

<p>Advantages: Improvement in the efficiency of the collection of students. Reduced congestion on Gilmore Crescent within the existing "No Parking Pick Up Set Down" parking area.</p>	<p>Disadvantages: Efficiency improvement relies on school staff and parent cooperation. Delays to the end of school could result in excess delays and congestion. Potential shift of congestion impacting on the intersections of Gilmore Crescent with Kitchener Street, Hospital Road and the bus loop road.</p>
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There is potential for the risk of collisions to increase if a parked vehicle remains in the queuing lane on Gilmore Crescent during the pick up/ set down periods. This could occur between a passing vehicle and a vehicle in the queue manoeuvring around the parked vehicle.

Staff and parents cooperation, with Police and JACS enforcement would be vital for this arrangement to operate.

5.3 Children's Crossing Safety Improvements

5.3.1 Children's Crossing at School Entrance on Gilmore Crescent

The key issues at this children's crossing are:

- Vehicles queuing over the children's crossing associated with parking activities, and
- Motorists not following Road Rule Part 7 Division 5 Rule 80 (2)(b).

The following educational and enforcement measures are required at this location:

<p>Education: Refer to Section 5.4. Advise the public of Road Rule Part 7 Division 5 Rule 80 (2)(b) through advertising and in the school newsletter.</p>	<p>Enforcement: Parking officers to enforce on-street parking arrangements. Police to enforce motorists not stopping for pedestrians.</p>
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Pedestrian counts collected on Wednesday 29 October 2015 identified that the existing children's crossing on Gilmore Crescent at the school entrance meets the warrant for the installation of a pedestrian crossing (zebra). This is based on the *Guidelines for Road Safety and Traffic Management Around Schools* (Edition 1.0 September 2014) with 66 students crossing the road in this location in the morning peak hour with over 600 vehicles passing the site. The conversion of the raised children's crossing to a pedestrian crossing (zebra) would also conform with Section 9.3.6 of the ACT Government Design Standards for Urban Infrastructure for pedestrian activity at raised platforms. It is therefore recommended that the existing children's crossing be changed to a pedestrian crossing (zebra). The advantages and disadvantages of this recommendation are:

<p>Advantages: Would be 24 hour and assist with pedestrian movements associated with the hospital. Would remove the issue with motorists unaware of Road Rule Part 7 Division 5 Rule 80 (2)(b).</p>	<p>Disadvantages: Potential to create false sense of additional safety at the crossing. Potential to create delay at the crossing due to increased pedestrian movements.</p>
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Post implementation observations should be undertaken to observe whether vehicles stop at the crossing. If vehicles continue to not stop at this location then an adult crossing supervisor should be stationed there during the set down and pick up periods.

The supervisor could also be used to alleviate congestion through staging the crossing of students. Roads ACT have advised that the provision of a crossing supervisor is the responsibility of the school. Children and parents would need to be educated on how to respond to the supervisor. The supervisor would need to be appropriately trained and equipped and be located as per an approved temporary traffic management plan.

5.3.2 Children's Crossing on Gilmore Crescent near the Intersection with Palmer Street

The key issues at this children's crossing are:

- Motorists not following Road Rule Part 7 Division 5 Rule 80 (2)(b).
- Motorists identifying that there is a children's crossing in location due to the visibility on to approach to children's crossing.
- Concern over the speed of vehicles travelling through this children's crossing. RDG observed several vehicles that appeared to be speeding through the crossing in both directions.

The following educational and enforcement measures are required at this location:

<p>Education: Refer to Section 5.4. Advise the public of Road Rule Part 7 Division 5 Rule 80 (2)(b) through advertising and in the school newsletter.</p>	<p>Enforcement: Parking officers to enforce on-street parking arrangements. Police to enforce motorists not stopping for pedestrians on the children's crossing when it is in operation.</p>
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The issue with this crossing that can be addressed through engineering measures is improving the visibility of the crossing from the western approach. To address this issue it is recommended that 22 m of kerb side parking is removed on the northern side of Gilmore Crescent east of the children's crossing between 8:00 am and 4:00 pm on school days.

The advantages and disadvantages of this recommendation are:

<p>Advantages: Will increase sight distance for westbound vehicles approaching the crossing of pedestrians about to cross the road.</p>	<p>Disadvantages: Decrease in on-street parking impacting on residents, hospital staff and parents. Potential for vehicles to park in area reducing sight distance.</p>
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Due to the number of complaints at this location (and observed near misses), post implementation observations should be undertaken to observe whether vehicles are stopping at this crossing after the

parking is removed. If vehicles continue to not stop at this location an adult crossing supervisor should be stationed there during the set down and pick up periods.

5.3.3 Children's Crossing on Kitchener Street near the Intersection with Gilmore Crescent.

The key issues at this children's crossing are as follows:

- Speed of vehicles on Kitchener Street.
- Children's crossing flags remaining on posts outside of school zone times. Keeping the flags up outside of school times can lead to misunderstanding and confusion of whether or not the crossing is operational. It also creates a perception that the children's crossing is not managed correctly.

The following educational and enforcement measures are required at this location:

Education:	Enforcement:
Advise the public of school zone speed limits and operation times. School to remove children's crossing flags outside of school zone times.	Parking officers to enforcement on-street parking arrangements. Police to enforce motorists not stopping for pedestrians on the children's crossing when it is in operation. Police to enforce speed limit.

Pedestrian counts collected on Wednesday 4 March 2015 by Roads ACT identified that the existing children's crossing on Kitchener Street meets the warrant for the children's crossing. This location is within a desire line for students.

Based on the recorded 85th percentile speed on Kitchener Street it is recommended that enforcement is used as the main measure to address speeding on Kitchener Street. Traffic calming measures on Kitchener Street in the vicinity of the children's crossing can be investigated if policing is ineffective. However, implementing traffic calming measures is subject to consultation with residents on Kitchener Street and the wider community.

The school may request for a supervisor to be stationed at this crossing. RDG recommends that parents should be present when children cross the road at this location until Police enforcement and the LATM measures become effective.

5.4 Actions suggested that the school might take

This review recommends that the school might:

- Provide instruction to parents on how and where to park, collect and set down children, and expectations in relation to traffic safety on the surrounding road network.
- Consult with school staff and the P & C on the proposed pick up and set down system with storage queue on Gilmore Crescent and pick up and set down inside the school ground.
- Remind parents that it is not valid to assume that all primary school aged children have sufficient awareness and judgement skills to be able to consistently assess whether or not approaching vehicles will stop at the school crossings;
- Provide supervision during the pick up period to assist with a quick turnaround. This places an emphasis on the school to assist parents in collecting their children and minimise the delay to other parents. Roads ACT are able to provide parking supervisor training.

- Regularly remind parents of the set down/pick up rules being that they are not allowed to leave their vehicle (3 m from the closest point of the vehicle) and can only park for 2 minutes.
- The Principal and staff to take a firm stance towards parents that park and leave their vehicles within the "No Parking Pick Up Set Down Only" area. This includes reporting activity to Police and Justice and Community ORS Parking.
- Promote the set down and pick up of students at different times to relieve the congested periods (say 8:15 am – 9:00 am and 2:55 pm – 3:30 pm).
- Continue to reinforce the traffic safety message in regular school correspondence/newsletters
- Encourage parents to use the gravel off-street car park on Garran Neighbourhood Oval as a set down/pick up location. This should be aimed at parents who leave their vehicle in the designated "No Parking Pick Up Set Down" parking area on Gilmore Crescent. At the time of inspection these areas were used by some parents. It is approximately 150 m from the school and there is a footpath that connects the school to this road. The nearby gravel car park is approximately 110 m from the school.
- Work towards reducing the number of students enrolled from outside the PEA and reducing student numbers to the approved capacity.
- Remove all children's crossing flags outside of school zone times.

5.5 Actions suggested that the ETD might take

This review recommends that the ETD might:

- Investigate the potential of using the vacant land adjacent to the scout car park and north of the school car park for an additional gravel car park.
- Investigate the future plans for the gravel car park currently used by the hospital adjacent to Garran Neighbourhood Oval.

These options will require ETD to consult with the relevant stakeholders.

6. SUMMARY

6.1 Recommendation summary

6.1.1 Parking Improvements

It is recommended that the following measures be implemented to improve the current parking arrangements:

- Change the six parallel parking spaces within the school grounds on the eastern side of the school car park to "No Parking Pick Up Set Down" and consult with school staff and P & C;
- Change the car parking spaces on the northern side of Gilmore Crescent west of the bus loop road to "No Parking Pick Up Set Down";
- Restrict the entrance to the school to "left in only" during pick up and set down periods.
- Staff would be required to manage students so they are ready for collection when their parents' vehicle arrives.
- Staff would be required to instruct parents whose child/children are not ready to either park in a legal location or re-join the queue.
- Encourage parents to use the gravel off-street car park on Garran Neighbourhood Oval as a set down/pick up location.
- ETD to investigate the potential of using the vacant land adjacent to the scout car park and north of the school car park for an additional gravel car park.
- ETD to investigate the future plans for the gravel car park currently used by the hospital adjacent to Garran Neighbourhood Oval.

Note that relevant actions listed in Section 5.4 and enforcement would be required to improve the current parking situation.

6.1.2 Children's Crossing Safety Improvements

o Children's Crossing at School Entrance on Gilmore Crescent

Convert the raised children's crossing to a pedestrian crossing (zebra) to conform with Section 9.3.6 of the ACT Government Design Standards for Urban Infrastructure for pedestrian activity at raised platforms.

Roads ACT will converted this crossing to a pedestrian crossing (zebra) once the lighting design is completed.

o Children's Crossing on Gilmore Crescent near the intersection with Palmer Street

Install no parking for 22 m on the northern side of Gilmore Crescent east of the children's crossing between 8:00 am and 4:00 pm on school days.

o Children's Crossing on Kitchener Street near the intersection with Gilmore Crescent.

Enforce speeding on Kitchener Street. installing traffic calming devices on Kitchener Street in the vicinity of the children's crossing if policing is ineffective following consultation with residents on Kitchener Street and the wider community.

6.1.3

The linemarking of the children crossings on Kitchener Street and Gilmore Crescent near Palmer Street will be upgraded to meet the current standards.

Update signs to current standard standards (Roads ACT to implemented early 2016).

6.2 Construction Cost Estimates

Construction cost estimates including 20% contingency and GST of the recommended works are shown in Table 6-1.

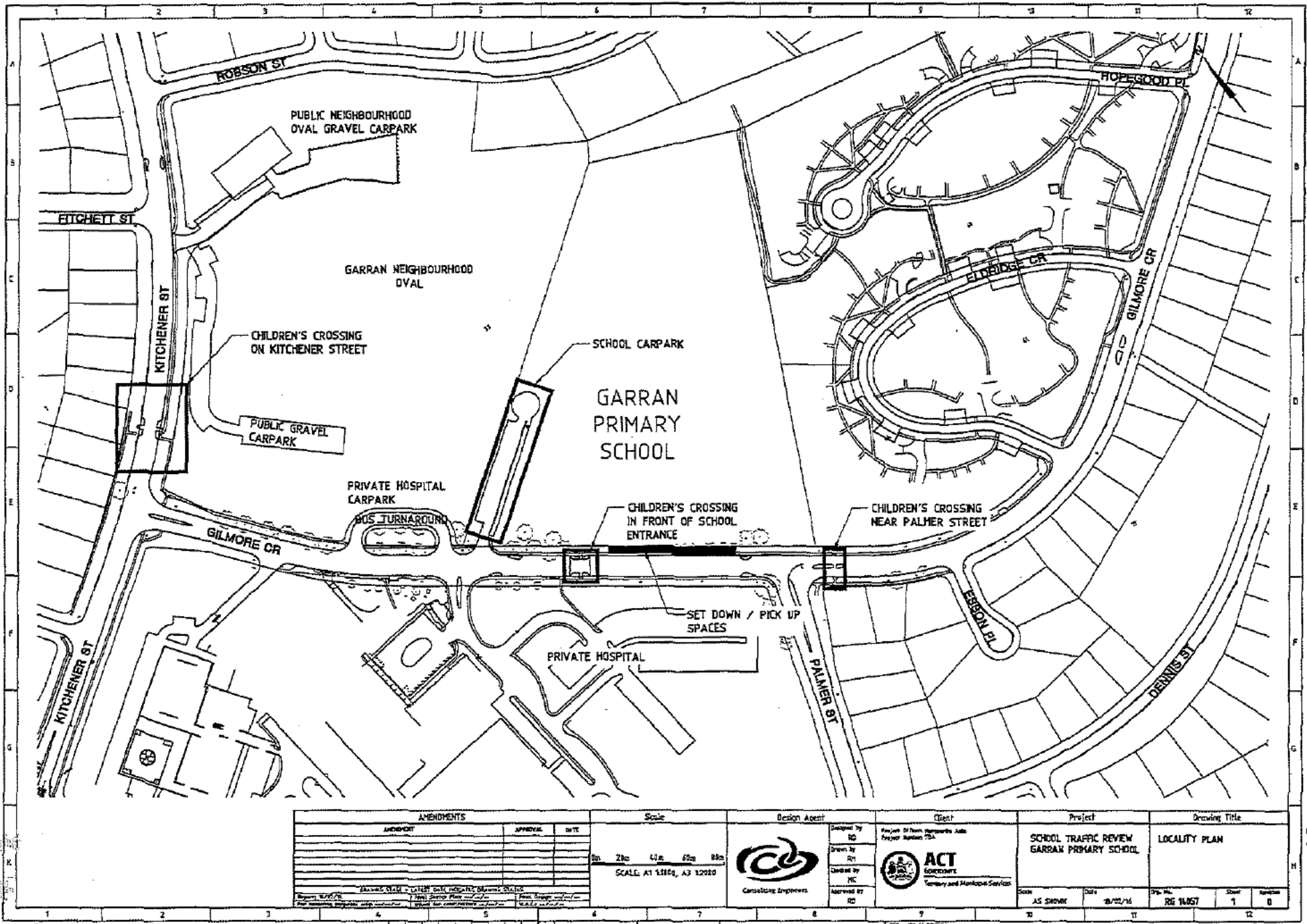
Table 6-1 Construction Cost Estimates

Proposed Works for Implementation	TAMS Cost Estimate \$ incl GST	ETD Cost Estimate \$ incl GST
Parking Improvements		
Remove existing parking signs and install "No Parking Pick Up Set Down Only" signs on the spaces along the northern side of Gilmore Crescent between Kitchener Street and the school car park driveway and within the school car park on the six parallel parking spaces. Install a "No Right Turn" sign on Gilmore Crescent at the school car park entry for westbound traffic. Signs are to be operational during pick up and set down periods.	\$600	\$600
Children's Crossing Safety Improvements		
Change the existing children's crossing on Gilmore Crescent in front of the school to a pedestrian crossing (zebra) and provide associated flood lighting.	\$25,000	–
Install no parking for 22 m on the northern side of Gilmore Crescent east of the children's crossing between 8:00 am and 4:00 pm on school days at the children's crossing near the intersection with Palmer Street.	\$400	–
Install traffic calming devices on Kitchener Street in the vicinity of the children's crossing (price assumes two sets of speed cushions and associated signage).	\$25,000	–
Other Minor Improvements		
Update signs to current standard signs. School Zone (W6-216) – 2 signs Children sign (W6-3) – 4 signs	\$1,000	–

APPENDIX 1 SPEED DATA

During School Hours	Mean Speed	85th Percentile Speed	Outside School Hours	Mean Speed	85th Percentile Speed
Gilmore Crescent					
Eastbound					
8:00am-9:00am	40.7	47.5	4:00pm-8:00am	48.2	54.7
9:00am-3:00pm	40.2	46.8			
3:00pm-4:00pm	41.4	48.6			
Westbound					
8:00am-9:00am	43.3	50.4	4:00pm-8:00am	49.9	57.2
9:00am-3:00pm	42.9	50.0			
3:00pm-4:00pm	43.2	50.8			
Kitchener Street					
Northbound					
During School Hours	42.5	48.2	4:00pm-8:00am	53.8	62.5
Westbound					
During School Hours	46.7	49.7	4:00pm-8:00am	54.2	61.5

**APPENDIX 2 PROPOSED
IMPROVEMENTS**




AMENDMENTS		
AMENDMENT	APPROVAL	DATE

Scale

0m 20m 40m 60m 80m

SCALE AT 1:1000, A3 12000

Design Agent




Carostyle Engineers

Client

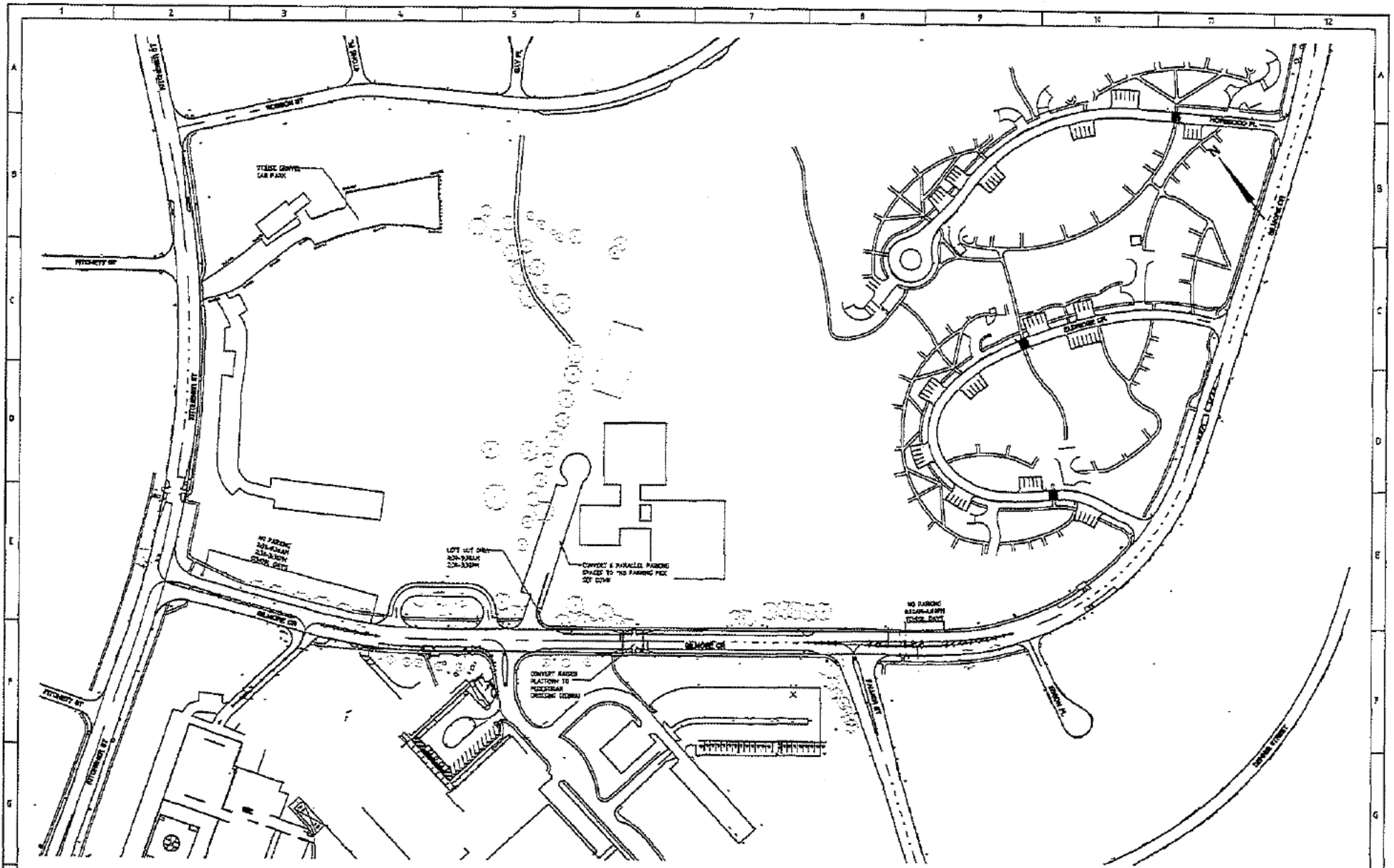
Project



SCHOOL TRAFFIC REVIEW
GARRAN PRIMARY SCHOOL



ACT GOVERNMENT
Territory and Municipal Services

Drawing Title	
LOCALITY PLAN	
Scale	Date
AS SHOWN	28/02/16
Drawn by	Sheet
AS SHOWN	1
Checked by	Revision
AS SHOWN	0



AMENDMENTS			Scale	Design Agent	Client	Project	Drawing Title
AMENDMENT	APPROVAL	DATE	0m 20m 40m 60m	 Consulting Engineers	 ACT Territory and Aboriginal Services	SCHOOL TRAFFIC REVIEW GARRAN PRIMARY SCHOOL	PARKING IMPROVEMENTS
DRAWING STAGE - CHECKED BY: [] DATE: [] DESIGNER: [] DATE: [] CHECKED BY: [] DATE: [] APPROVED BY: [] DATE: []			SCALE: A1 1:300, A3 1:200				

Bruan, Nicole

From: Crichton, Andrew
Sent: Thursday, 29 August 2019 8:48 AM
To: Priest, Jenny (ACTEDU)
Cc: [REDACTED]
Subject: RE: Traffic studies
Attachments: Garran Primary School (2018).xlsx; Schools Traffic Review Garran Primary School_Final.pdf

UNCLASSIFIED

Hi Jenny, [REDACTED],

Please find the most recent traffic data attached for the streets adjacent to Garran Primary. I have also attached the traffic scoping study that was undertaken in 2015-16.

I have shared this information with ACT Health (Liz), they contacted me separately to request it.

Kind regards
Andrew

Andrew Crichton | Assistant Director, Schools Program
T: (02) 6205 8457 | E: andrew.crichton@act.gov.au
Place Coordination & Planning | Transport Canberra and City Services Directorate | ACT Government
496 Northbourne Ave, Dickson | GPO Box 158 Canberra ACT 2601 | act.gov.au

From: Priest, Jenny <Jenny.Priest@ed.act.edu.au>
Sent: Wednesday, 28 August 2019 12:39 PM
To: Crichton, Andrew <Andrew.Crichton@act.gov.au>
Cc: [REDACTED]
Subject: RE: Traffic studies

That sounds great thanks Andrew. I have copied in [REDACTED] from the school, as we have both been chasing data in this area. Any information you have in regards to parking⁵⁰ infringements, use of the roads including volume and speed data would be greatly appreciated.

Many thanks,
Jenny

From: Crichton, Andrew <Andrew.Crichton@act.gov.au>
Sent: Tuesday, 27 August 2019 9:31 PM
To: Priest, Jenny <Jenny.Priest@ed.act.edu.au>
Subject: RE: Traffic studies

UNCLASSIFIED

Hi Jenny,

Roads ACT collect traffic volume and speed data. Would you like me to source the most recent data and provide it to you or ACT Health?

Kind regards
Andrew

Andrew Crichton | Assistant Director, Schools Program
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Place Coordination & Planning | Transport Canberra and City Services Directorate | ACT Government
496 Northbourne Ave, Dickson | GPO Box 158 Canberra ACT 2601 | act.gov.au

School Name	Street	Suburb	Between A	And	Speed Limit	Survey Date	Towards	8 Hrs Volume	8 Hrs Mean	8 Hrs 85th	16 Hrs Volume	16 Hrs Mean	16 Hrs 85th	Towards 2	8 Hrs Volume1	8 Hrs Mean1	8 Hrs 85th1	16 Hrs Volume1	16 Hrs Mean1	16 Hrs 85th1	Survey Site Map
Garran Primary School	Gilmore Crescent	Garran	Hospital Road	Palmer Street	40/60	22/11/2018	Hospital Road	1332	33.1	39.5	1094	40.4	47.3	Palmer Street	1332	37.9	46.7	1084	41.3	49.5	Site Map
Garran Primary School	Kadhener Street	Garran	Rizkhatt Street	Gilmore Crescent	40/60	03/03/2018	Rizkhatt Street	1853	30.6	35.5	1480	33.8	40.0	Gilmore Crescent Sth	1920	27.6	32.5	1037	29.4	36.4	Site Map



ACT
Government

Territory and Municipal Services

REVIEW OF TRAFFIC ISSUES AT VARIOUS SCHOOLS

GARRAN PRIMARY SCHOOL



Consulting Engineers

VARIOUS SCHOOLS TRAFFIC REVIEW

GARRAN PRIMARY SCHOOL

Prepared for Roads ACT

Document Register

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TABLE OF CONTENTS

1. INTRODUCTION	5
1.1 Objective	5
1.2 The Brief	5
1.3 The Project Team	5
1.4 Site Location	6
2. BACKGROUND DATA	7
2.1 Complaints Received by Roads ACT	7
2.2 Stakeholder Consultation	7
3. SITE REVIEW	9
3.1 General	9
3.2 Roads and Traffic	9
3.3 Pedestrian Links and Road Crossings	12
3.4 Access, Parking, Pick Up and Set Down Facilities	14
3.5 Public Transport	16
3.6 Speed Data	16
3.7 Collision History	16
3.8 Site Observations	17
4. FACTUAL ISSUES	20
5. RECOMMENDATIONS	22
5.1 Proposed Works on Roads	22
5.2 Parking Improvements	22
5.3 Children's Crossing Safety Improvements	23
5.4 Actions suggested that the school might take	25
5.5 Actions suggested that the ETD might take	26
6. SUMMARY	27
6.1 Recommendation summary	27
6.2 Construction Cost Estimates	28
APPENDIX 1 SPEED DATA	29
APPENDIX 2 PROPOSED IMPROVEMENTS	30

LIST OF FIGURES

Figure 1-1 Locality Plan	6
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LIST OF TABLES

Table 3-1	Peak hour pedestrian counts on Gilmore Crescent	14
Table 3-2	Collisions during peak school activities periods.....	16
Table 6-1	Construction Cost Estimates	28

LIST OF PHOTOS

Photo 3-1	Gilmore Crescent school speed zone sign (south)	9
Photo 3-2	Gilmore Crescent school speed zone sign (near hospital road eastbound).....	9
Photo 3-3	Gilmore Crescent school speed zone sign (near hospital road westbound)	10
Photo 3-4	Kitchener Street school speed zone sign (south of Gilmore Crescent)	10
Photo 3-5	Kitchener Street school speed zone sign (north of Gilmore Crescent).....	10
Photo 3-6	Palmer Street school speed zone sign.....	11
Photo 3-7	Hospital Road school speed zone sign.....	11
Photo 3-8	Access to the school car park off Gilmore Crescent.....	11
Photo 3-9	Visibility from drivers eye level (1.1 m) of the children's crossing for eastbound traffic	12
Photo 3-10	Children's crossing at school entrance on Gilmore Crescent.....	13
Photo 3-11	Children's crossing on Gilmore Crescent near the intersection with Palmer Street.....	13
Photo 3-12	Children's crossing on Kitchener Street near the intersection with Gilmore Crescent	13
Photo 3-13	On-street parking on Gilmore Crescent (photo taken during pick up period)	14

1. INTRODUCTION

1.1 Objective

R D Gossip (RDG) was commissioned by the Traffic Management and Safety (TMS) sub-section of Roads ACT on the 16th September 2014 to undertake a review of traffic issues at various schools around the ACT.

1.2 The Brief

The locations being addressed in this brief comprise:

1. Rosary Primary School;
2. Majura Primary School;
3. Ngunnawal Primary School; and,
4. Garran Primary School.

The location addressed by this report is Garran Primary School.

Specifically, the scope of the brief is to undertake the following

1. Observe the behaviour of road users on the busiest day before and after school and if possible on wet and dry days;
2. Review all complaints received by Roads ACT for the school;
3. Review any previous reports undertaken by Roads ACT;
4. Consult with key stakeholders to determine their perceived problems / issues;
5. Review speed and traffic volume data;
6. Review traffic crash data;
7. Review adequacy of parking supply to satisfy the requirements of the Territory Plan Parking and Vehicular Access General Code;
8. Circulate a draft report to key stakeholders;
9. Prepare a final report including costed recommendations; and,
10. Circulate a final report to key stakeholders and a précis report to directly affected residents for information.

1.3 The Project Team

The client is the Traffic Management and Safety Unit with Roads ACT and the client's representative is Marguerite Aziz.

The RDG project team is:

- Robert Dunn Project Manager and Senior Traffic Engineer
- Paul Ferrari Senior Traffic Engineer
- Martin Gordon Senior Designer

1.4 Site Location

The school is located on the northern side of Gilmore Crescent and is bounded by residential developments to the north and east and Garran Neighbourhood Oval to the west. Canberra Hospital is on the southern side of Gilmore Crescent.

Note that ACTMAPi has been used for any aerial photography used in this report.

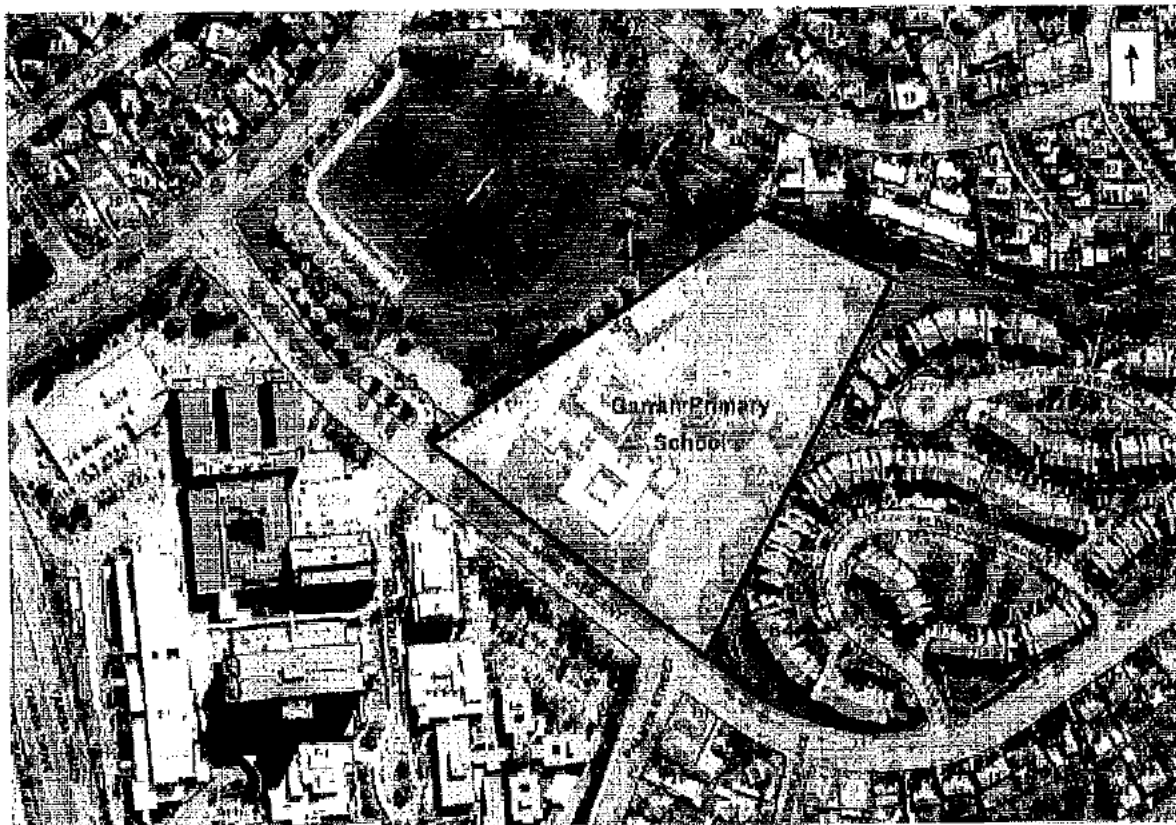


Figure 1-1 Locality Plan

The school draws from an area covering Garran, Phillip and O'Malley, with additional children associated with parents working at the hospital and the accelerated learning program from other suburbs. Although the majority of students arrive by private vehicle, a small proportion travel by bus or walk or ride bicycles. School hours are 9am to 3pm.

The school is surrounded by a residential area to the north and east with a playing field on the western side. The Canberra Hospital is on the southern side of Gilmore Crescent. The hospital is the main generator of traffic above that generated by the surrounding residential areas.

The school's main entrance is off Gilmore Crescent, between Hospital Road and Palmer Street.

Residential development on the eastern side of the school consists of two storey townhouse dwellings.

The oval on the western side of the school is used for various sporting events including cricket, rugby and soccer.

The location and environs of the School are shown in Figure 1-1 and Drawing RG14057 Sheet 1 - Locality Plan.

2. BACKGROUND DATA

2.1 Complaints Received by Roads ACT

Several complaints have been received by Roads ACT from parents, P&C Association, Education and Training Directorate (ETD), school staff, and ACT Health. The main issues revolved around the safety at the children's crossing, parking, and vehicles travelling greater than the school zone speed limit and not obeying road rules.

2.2 Stakeholder Consultation

The following key stakeholders were contacted as part of the project to obtain their perceived problems/issues and identify whether they can be addressed as part of this project to improve safety within the road corridor:

- Traffic Management and Safety Section, Roads ACT
- Garran Primary School Principal
- Education and Training Directorate Capital Upgrades Unit
- ACT Policing
- Garran Primary School P&C President
- Pedal Power
- NRMA
- Living Streets Canberra (Canberra Pedestrian Forum)
- People With Disabilities ACT (PWD ACT)
- Vision Australia
- ACTION
- ACT Health

The following subsections provide the relevant feedback from the stakeholders who responded.

2.2.1 Garran Primary School Principal

RDG met with the Garran Primary School Principal on Monday 27 October 2014 at 8:40 am to coincide with student arrival. The Principal raised the following:

- The growth of the area, including the size of the school and the neighbouring hospital has increased the pressure on the road network resulting in concerns for children safety at the crossings.
- There have been several near misses at the children's crossings involving both parents and children with motorists failing to stop when parents and/or children are on the crossing.
- Speed of vehicles on the roads around the school, including through the crossings, appears greater than the school zone speed limit.
- Parking on Gilmore Crescent creates queuing over the children's crossing.

The Principal advised that the school car park boom gates were to be fully operational in 2015 and parents would be provided with a key/ pass to access the car park.

The following measures at the crossings were suggested by The Principal, P&C members and parents:

- Signalise pedestrian crossings and add a camera;
- Flashing warning lights; and
- Road crossing attendant.

2.2.2 Garran Primary School P&C President

Although RDG did not receive a response from the P&C President, during the meeting with the Principal several P&C members and parents were present and expressed views.

The key issues raised by P&C members and parents during the meeting were consistent with the comments raised by the Principal. Additional comments raised were:

- Issue with sight distance and motorists compliance at the children's crossing near the intersection of Gilmore Crescent / Palmer Street. Visibility is impaired by parked cars for the westbound movement and turning movements in the eastbound direction. It is also believed that vehicles in Palmer Street are not aware of the children's crossing when turning right into Gilmore Crescent.
- The police had stopped vehicles not giving way to pedestrians on the children's crossing near Palmer Street. The common excuse for not stopping was they did not know that they had to stop for adults or that they did not see the crossing. It was suggested that drivers need to be educated about crossing obligations.

In addition to comments, a parent advised that she was nearly hit by a vehicle at the time of the inspection.

3. SITE REVIEW

3.1 General

Garran Primary School has a current enrolment of 599 students with students ranging from pre-school to Year 6. The school has a staff of 38. The nominal capacity of Garran Primary School is 475. Although the school enrolment is currently over the nominal capacity, enrolments are being managed to accommodate students within the Primary Enrolment Area (PEA). Currently 39% of the students are from outside the PEA. However, there is a high percentage (59%) of students in year 6 who are outside the PEA, with this decreasing each year to 25% for kindergarten. ETD expects that over time, enrolments outside the PEA will be negligible.

A description of the site is provided in Section 1.4.

3.2 Roads and Traffic

Gilmore Crescent is a major collector road in the ACT road network with a 60 km/h posted speed limit. It loops past the Garran shops and school connecting to Kitchener Street west of the school. Kitchener Street is a major collector road in the ACT road network with a 60 km/h posted speed limit. Both these streets have a 40 km/h school speed zone between 8:00 am and 4:00 pm. Photos of the school speed zone signs are shown below.

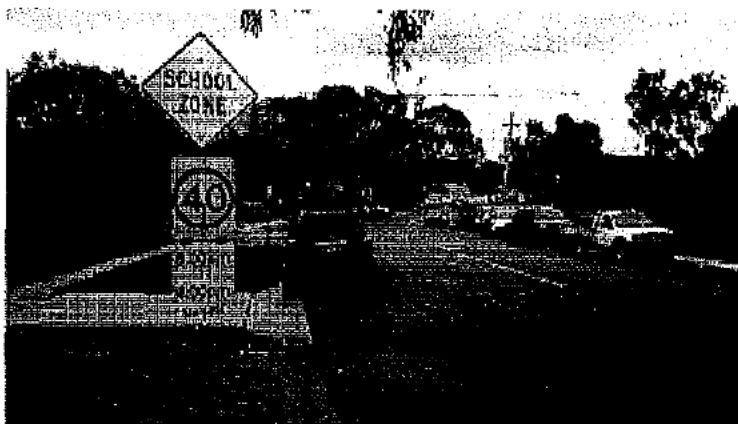


Photo 3-1 Gilmore Crescent school speed zone sign (south)



Photo 3-2 Gilmore Crescent school speed zone sign (near hospital road eastbound)



Photo 3-3 Gilmore Crescent school speed zone sign (near hospital road westbound)



Photo 3-4 Kitchener Street school speed zone sign (south of Gilmore Crescent)



Photo 3-5 Kitchener Street school speed zone sign (north of Gilmore Crescent)



Photo 3-6 Palmer Street school speed zone sign



Photo 3-7 Hospital Road school speed zone sign

A staff car park incorporating a children drop-off and pick up area is on the western side of the school site with access from Gilmore Crescent. The car park becomes heavily congested during peak activities. The access is shown in Photo 3-8.



Photo 3-8 Access to the school car park off Gilmore Crescent

There is significant short term queuing in Gilmore Crescent at the intersection with Kitchener Street during the AM period. Although this does disperse when gaps occur in traffic from the signalised intersection of Yamba Drive and Kitchener Street west of the intersection, during school set down/pick

up periods the Gilmore Avenue queue was observed to extend back approximately 100 m from the Gilmore Avenue/ Kitchener Street intersection.

There was some queuing observed at the intersection of Palmer Street and Gilmore Crescent. The main queue occurred on Gilmore Crescent for vehicles turning right into Palmer Street. This typically consisted of up to three to four vehicles. This queue impacts on the visibility from drivers eye level (1.1 m above road level) of the children's crossing for eastbound traffic on the western approach of the intersection.



Photo 3-9 Visibility from drivers eye level (1.1 m) of the children's crossing for eastbound traffic

3.3 Pedestrian Links and Road Crossings

There are two children's crossings on Gilmore Crescent and one children's crossing on Kitchener Street. The children's crossing at the entrance of the school is on a raised hump with extended kerbs on both sides. The other children's crossing on Gilmore Crescent has a pedestrian refuge island and the children's crossing on Kitchener Street has kerb extensions.

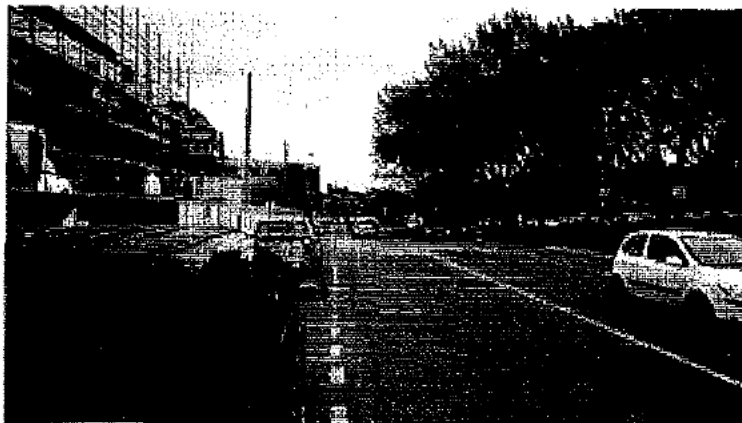


Photo 3-10 Children's crossing at school entrance on Gilmore Crescent



Photo 3-11 Children's crossing on Gilmore Crescent near the intersection with Palmer Street



Photo 3-12 Children's crossing on Kitchener Street near the intersection with Gilmore Crescent

Pedestrian counts were undertaken as part of this review at both the children crossings on Gilmore Crescent on Wednesday 29 October 2014. Based on the traffic volumes provided by Roads ACT, the traffic volumes on Gilmore Crescent during the set down and pick up periods are on average exceeding 600 vehicles per hour. The results of the peak hour pedestrian counts are shown in Table 3-1.

Table 3-1 Peak hour pedestrian counts on Gilmore Crescent

Crossing Location	Peak period	Students	Parents	TOTAL
Children's crossing at school entrance on Gilmore Crescent	8:15 am – 9:15 am	66	56	122
	2:30 pm – 3:30 pm	36	48	84
Children's crossing on Gilmore Crescent near the intersection with Palmer Street	8:15 am – 9:15 am	29	28	57
	2:30 pm – 3:30 pm	23	24	47

The results of the counts indicate that there is greater demand at the children's crossings during the set down period, with over 60 students using the crossing in front of the school's entrance. The volumes were noticeably lower on the crossing in front of the school's entrance during the pick up period. This might be attributed to the majority of the pick up activities occurring on the northern side of Gilmore Crescent and the lack of parking available for parents in the afternoon on the southern side. It could also be attributed to parents heading to employment centres to the north.

Pedestrian and vehicle counts were undertaken by Roads ACT at the Kitchener Street children's crossing on Wednesday 4 March 2015. The results of the counts indicated that the existing children's crossing is warranted with 22 students crossed the road (accompanied by 5 parents) with a total of 310 vehicles travelling through the crossing during the peak 30 minute afternoon period (3:00 pm – 3:30 pm).

Compliance with the children's crossings by motorists would improve with enforcement and education. There are multiple reports of motorists not giving way to pedestrians, both children and adults. RDG observed instances of motorists not giving way to pedestrians during the inspections. This included motorists not approaching the crossings at a speed at which the drivers, if necessary, could have stopped safely, or not stopping within the area defined as a children's crossing (before the continuous line on approach to the crossing) while a pedestrian was on the crossing.

There are footpaths surrounding the school, with a path linking the northern part of the school to the Garran Shops. Footpaths are provided on both sides of Gilmore Crescent and Kitchener Street.

3.4 Access, Parking, Pick Up and Set Down Facilities

There are "No Parking Pick Up Set Down" areas sign posted on the northern side of Gilmore Crescent in front of the school and the school has a private car park on the northern side of Gilmore Crescent as well as approximately 100 m of kerb signed for set down and pick up activities.



Photo 3-13 On-street parking on Gilmore Crescent (photo taken during pick up period)

There is congestion on Gilmore Crescent in front of the school caused by parking manoeuvres. It also appears that the construction activities along the southern side of Gilmore Crescent associated with the private hospital construction significantly reduces the available capacity for parents.

The ACTPLA Parking and Vehicular Access General Code (3 October 2014) (The Code) states that primary schools within community zones are to have the minimum car parking provisions:

- 0.8 spaces/10 students,
plus
- 0.4 set down/pick up spaces/10 students.

The Code enables long stay parking spaces within 200 m of the school to be included within the parking provision. However, operational parking is to be provided on site, and short stay and visitor parking is to be provided on site or within 100 m of the school.

Observations at several schools in the ACT has confirmed that this level of provision does not cater for typical parking demands at schools.

Based on 599 students, The Code indicates a minimum requirement for 48 parking spaces and 24 set down/ pick up spaces.

There are approximately 50 parking spaces (including informal spaces on gravel) and 8 set down / pick up spaces within the school grounds and 13 set down/pick up spaces on Gilmore Crescent. Therefore the existing provision does not meet the Code requirements of provision of set down / pick up parking spaces. There are approximately an additional 50 parking spaces within 100 m from the school boundary, however, the majority of these parking spaces are occupied during school set down and pick up periods. Additional parking spaces are available within 200 m from the school boundary (Garran Neighbourhood Oval car park) where there is some spare capacity during school set down and pick up periods. These parking spaces are already being used by some parents that leave their vehicles to collect their children.

This school draws students from several suburbs, significantly reducing the proportion of students who live within acceptable walking and riding distances. Additionally given the age of students attending the primary school, there is limited scope to increase public transport usage although the school could usefully encourage the use of buses by students and do what it can to facilitate public transport use.

There are two particular issues from a safety perspective that this raises:

- The lack of safely accessible parking; and
- The congestion caused by parents attempting to access the limited kerb pick up space.

The appropriate use of the set down/pick up spaces should be enforced on a regular basis as RDG observed vehicles parking in these spaces and drivers leaving the vehicles.

It appears that much of the congestion that occurs on Gilmore Crescent is largely due to the ineffective use of the set down/pick up area and motorists queuing to enter spaces. RDG observed that some motorists required multiple manoeuvres to enter a parallel parking space or would park away from the kerb.

Complaints from residents from Eldridge Street and Goodhope Street were received by Roads ACT in relation to parents parking on these streets. As these streets are public roads this activity is permitted. The 90 degree parking spaces are located within the block boundaries and are signed as visitors only. However, these signs are not legally binding and provide no indication that the parking is on private property.

3.5 Public Transport

RDG was informed by the Principal that less than 10 children use public transport. These children use the minibus service provided by ACTION.

3.6 Speed Data

Speed and traffic volume information was provided for the following locations:

- Gilmore Crescent between Kitchener Street and Palmer Street (November 2014)
- Kitchener Street between Fitchett Street (east) and Gilmore Crescent (November 2010)
- Palmer Street between Dennis Street and Bateson Road (May 2012) (outside school zone)

The tubes were installed in locations where free flowing traffic was achieved to reduce the possibility of errors contributed from stopped/ parked vehicles.

When assessing the speed environment, the 85th percentile is usually used by Roads ACT. This speed is the speed that 85% of vehicles travel at or below and is usually taken to characterise typical driver speed behaviour. Maximum speeds are also recorded but these need to be reviewed with caution as it is possible that a recorded high maximum speed might identify one-off antisocial behaviour rather than consistent practice.

The recorded 85th percentile speed during school zone times on Gilmore Crescent had an average of 39.6 km/h in the eastbound direction and an average of 40.3 km/h in the westbound direction. During set down and pick up periods, the 85th percentile speed has similar speeds to those collected during the overall school zone time. The average 85th percentile speed is within the school zone speed limit. Maximum recorded speeds on Gilmore Crescent indicated that there is evidence of some antisocial behaviour during school zone times.

The recorded 85th percentile speed on Kitchener Street had an average of 49.7 km/h in the southbound direction and an average of 48.2 km/h in the northbound direction. The 85th percentile speeds during school hours are typically 25% higher than the school zone speed limit and maximum speeds are often 50% higher than the speed limit.

3.7 Collision History

Collision data was provided for the five-year period from 1 January 2009 to 31 December 2013. During this period 13 collisions occurred within the boundaries of the school speed zone area. 9 occurred between 8:00 am and 4:00 pm on a school day and, of these 7 collisions occurred at times corresponding to school start and finish times. The general details of these 7 collisions are summarised in Table 3-2.

Table 3-2 Collisions during peak school activities periods

Date	Time	Location	Description
6/07/2011	3:00 pm	Gilmore Crescent, midblock between Esson Place and Palmer Street	Eastbound vehicle colliding with a vehicle leaving a parking space (RUM code 401), 30 m west of the intersection with Esson Place
13/3/2012	2:30 pm	Gilmore Crescent, midblock between Esson Place and Palmer Street	Eastbound vehicle colliding with the rear of a parked vehicle (RUM code 601), 60 m west of the intersection with Esson Place

Date	Time	Location	Description
15/08/2011	15:15 pm	Gilmore Crescent, midblock between Palmer Street and Hospital Road	Eastbound vehicle colliding with the rear of a vehicle entering a parking space (RUM code 402), 36 m west of the intersection with Palmer Street
11/06/2013	2:50 pm	Gilmore Crescent, midblock between Palmer Street and Hospital Road	Eastbound vehicle colliding with the parked vehicle while parking (RUM code 402), 30 m west of the intersection with Palmer Street
22/09/2009	8:30 am	Gilmore Crescent/ Gilmore Crescent car park intersection	Eastbound vehicle colliding with the rear of a right turning vehicle at the intersection (RUM code 303)
28/09/2013	9:10 am	Gilmore Crescent/ Kitchener Street intersection	Single eastbound vehicle colliding with falling object from other vehicle (RUM code 610)
2/12/2013	8:55 am	Gilmore Crescent/ Kitchener Street intersection	eastbound left turning vehicle colliding with an northbound vehicle at the intersection (RUM code 103)

The additional following information has been extracted from the collision data:

- None of the collisions recorded within the five year time frame involved pedestrians or cyclists;
- None of the seven collisions that occurred at times corresponding to school start and finish times resulted in injuries; and,
- One of the seven collisions that occurred at times corresponding to school start and finish times occurred in wet conditions.

There were no collisions recorded at the intersection of Gilmore Crescent and Palmer Street.

3.8 Site Observations

Observations were carried out during both the morning drop off period and the afternoon pick up period on Monday 27 October and Wednesday 29 October 2014. Earlier, RDG and the Principal had attended the AM period on Monday 20 October. The weather was dry and warm on both days. Additional wet weather inspections were undertaken during both morning and afternoon periods when the weather was wet on Wednesday 15 October 2014 to observe how these conditions influence pedestrians and motorists behaviours.

The following observations were made during the morning drop-off period:

- A near miss was observed at the children's crossing in Gilmore Crescent east of Palmer Street where a westbound vehicle in Gilmore Crescent did not stop while a child (no supervision) was crossing the road from the southern side of the road. The child had just reached the refuge island when the vehicle travelled through the crossing without slowing on the approach. It appeared that the vehicle was travelling in excess of the 40 km/h school zone speed limit as it traversed the crossing. It is unclear whether the driver observed the child on the crossing. Although legally, as the child had reached the median, the vehicle was allowed to pass through the crossing, the vehicle did not approach the crossing at a speed at which the driver, if necessary, could have stopped safely, and, the driver had not stopped within the area defined

as a children's crossing (before the continuous line on approach to the crossing) while the child was on the crossing.

- Vehicles queuing to turn right into Palmer Street from Gilmore Crescent reduce the visibility of pedestrians crossing at the children's crossing at the eastern side of the intersection. This is due to the eye height of drivers at (1.1 m) being obstructed by queuing vehicles.
- There was pedestrian activity generated to the east of Palmer Street on the northern side of Gilmore Crescent. There is a footpath along this section of road that facilitates this demand.
- RDG observed that motorists were less likely to stop at the children's crossing on the eastern side of Palmer Street than the one in front of the school entrance. This is contributed by the sight distance from both approaches to the children's crossing.
- The parking restrictions on Gilmore Crescent were not adhered to by parents of the school with parents leaving their vehicles in the "No Parking Pick Up Set Down" area to take their children to/from school. This behaviour is a source of some annoyance to those parents acting responsibly as it makes the set down/pick up area ineffective requiring more parents to park and walk to the school gate to collect children adding to the general level of congestion.
- The construction activities associated with the private hospital influence the number of parking spaces available on Gilmore Crescent. It is likely that there will be more parking spaces available on the southern side of Gilmore Crescent when construction has finished. Also the available width of the footpath will increase when the construction hoarding is removed.
- There was congestion in both directions sometimes caused by parking manoeuvres. This created queuing (including over the raised children's crossing at times) with some motorists overtaking queued vehicles.
- Periods of congestion on Gilmore Crescent assist in reducing the speed of vehicles through the children's crossing in front of the school entrance. However, RDG observed that some vehicles appeared to travel at inappropriate speeds through the children's crossing on Gilmore Crescent east of Palmer Street and Kitchener Street.
- Although the school car park appeared congested, it operated smoothly with parents able to drop off children and exit the car park with minimal delay.
- There was little use of the Kitchener Street children's crossing by school students during the morning period. It was observed that the majority of the motorists exceeded the school zone speed limit.
- RDG observed some motorists travelled faster than the 40 km/h posted speed limit on Gilmore Crescent including parents on their way to set down/ pick up children at the school.

During the afternoon period similar observations were made to the morning period, with the following additional observations made:

- The deficiencies of the parking arrangements are more evident during the pick up period. Parking was in higher demand with parents waiting for children to finish school. During an earlier inspection (Wednesday 24 September 2014) a parking inspector was observed issuing infringement notices to parents that left their vehicles within the "No Parking Pick Up Set Down" area to collect their children. Infringement notices were also given to parents that parked on the grass verge within Block 1 Section 55.
- The Kitchener Street children's crossing experienced more student use and motorists were observed to stop for crossing activities. However, away from the crossing motorists were

observed to be travelling at speeds that appeared to exceed the speed limit within the school speed zone.

- The delay for motorists leaving the school car park increased, creating queuing within the car park.

The site inspections when it was raining identified that there was additional congestion with more vehicles entering and exiting the Garran School car park during both morning set down and afternoon pick up periods. In addition to this the following observations were made:

- The demand for on-street parking was low, with parents/ carers seeking to use the spaces closest to the raised children's crossing (close to school entry) and within the school car park.
- Less parents escorted their children into the school from the on-street parking. This increased the turn around.
- During the afternoon period there were no construction activities associated with the private hospital. However, parking on Gilmore Crescent was in low demand (similar pick up activities to the morning set down).
- There was a queue in the eastbound direction on Gilmore Crescent for vehicles waiting to enter the school car park.

4. FACTUAL ISSUES

The ACT Road Safety Strategy for 2011-2020 refer to road safety programs are commonly classified in terms of the "4 Es" – Education, Encouragement, Engineering and Enforcement. An integrated approach by all stakeholders is vital for addressing the traffic safety issues around Garran Primary School. There is a fifth "E", evaluation, which is used to measure the effectiveness of the implemented "4 Es". It is important to note that some measures would not have an instant effect and would require time for the system to adjust after implementation.

The issues surrounding safety at Garran Primary School are provided in the table below with their associated "4 Es" classification:

Safety Issues	Education	Encouragement	Engineering	Enforcement
Parking Issues				
Parking in this area is influenced by the adjacent Canberra Hospital and National Capital Private Hospital. There are several issues that are associated with the current parking arrangements:				
<ul style="list-style-type: none"> No dedicated pick up/ set down parking spaces within the school grounds. 			✓	
<ul style="list-style-type: none"> Pick up/ set down parking is in short supply. 	✓		✓	✓
<ul style="list-style-type: none"> Parents overstaying (and leaving their vehicles) within the "No Parking Pick Up Set Down" parking area. This contributes to the limited parking space availability. 	✓	✓		✓
<ul style="list-style-type: none"> Congestion on Gilmore Crescent is associated with parents waiting for parking spaces and the associated manoeuvring. 	✓		✓	
<ul style="list-style-type: none"> Vehicles queuing over the raised children's crossing in front of the school waiting for parking spaces. 	✓	✓		✓
Children's Crossing Safety Improvements				
<u>Children's Crossing at School Entrance on Gilmore Crescent</u>				
This crossing is the most utilised children's crossing associated with the school. The following are several issues associated with this children's crossing:				
<ul style="list-style-type: none"> Vehicles queuing over the children's crossing associated with parking activities. 	✓	✓		✓
<ul style="list-style-type: none"> Motorists not following Road Rule Part 7 Division 5 Rule 80 (2)(b). This rule states <i>"A driver approaching or at a children's crossing must stop as near as practicable to, but before reaching, the stop line at the crossing if:</i> <i>(a) a hand-held stop sign is displayed at the crossing; or</i> <i>(b) a pedestrian is on or entering the crossing.</i> 	✓			✓

Safety Issues	Education	Encouragement	Engineering	Enforcement
<u>Children's Crossing on Gilmore Crescent near the intersection with Palmer Street</u>				
The following are several issues associated with this children's crossing:				
<ul style="list-style-type: none"> Motorists not following Road Rule Part 7 Division 5 Rule 80 (2)(b). 	✓			✓
<ul style="list-style-type: none"> Motorists identifying that there is a children's crossing in location due to the visibility on to approach to children's crossing. 	✓	✓	✓	
<u>Children's Crossing on Kitchener Street near the Intersection with Gilmore Crescent</u>				
The following are several issues associated with this children's crossing:				
<ul style="list-style-type: none"> Effectiveness of the children's crossing due to the location from the school. 	✓	✓	✓	
<ul style="list-style-type: none"> Speed of vehicles on Kitchener Street. 	✓			✓
<ul style="list-style-type: none"> Children's crossing flags remaining on posts outside of school zone times. Keeping the flags up outside of school times can lead to misunderstanding and confusion of whether or not the crossing is operational. It also creates a perception that the children's crossing is not managed correctly. 	✓			

5. RECOMMENDATIONS

5.1 Proposed Works on Roads

This review has recommended the following works based on the *Guidelines for Road Safety and Traffic Management Around Schools* (Edition 1.0 September 2014), *Australian Standard 1742 Manual of uniform traffic control devices Part 10: Pedestrian control and protection* (2009) and the *ACTPLA Parking and Vehicular Access General Code* (3 October 2014).

These improvements are provided based on engineering judgement. In addition to the proposed engineering recommendations, educational, enforcement and encouragement programs are required to assist with improving traffic safety around Garran Primary School.

5.2 Parking Improvements

The key issues for parking are as follows:

- No dedicated pick up/ set down parking spaces within the school grounds.
- Pick up/ set down parking is in short supply.
- Parents overstaying (and leaving their vehicles) within the "No Parking Pick Up Set Down" parking area. This contributes to the limited parking space availability.
- Congestion on Gilmore Crescent is associated with parents waiting for parking spaces and the associated manoeuvring.
- Vehicles queuing over the raised children's crossing in front of the school waiting for parking spaces.

The following educational and enforcement measures are required at this location:

Education: Refer to Section 5.4.	Enforcement: Parking officers to enforce on-street parking arrangements.
--	--

There is a requirement that the school, parents, Roads ACT and enforcement agencies (AFP and JACS) take an active combined stance to promote and improve safety through education, encouragement and enforcement.

The recommended engineering solution for the current parking issues is to provide queuing storage on Gilmore Crescent and internal school set down and pick up car parking spaces.

This recommendation proposes that the school manages the set down and pick up of students within the school grounds. There are six parallel parking spaces on the eastern side of the school car park that can be changed to "No Parking Pick Up Set Down". To make this recommendation viable it would require a storage area for vehicles to queue prior to entry of the school grounds. The only feasible location within close proximity of the school for queuing is on Gilmore Crescent between the school and Kitchener Street. This would require the removal of 12 car parking spaces on the northern side of Gilmore Crescent west of the bus loop road. The school initially supports this recommendation. However, further consultation with the school staff and P & C will be required to ensure the effectiveness.

This recommendation would also require the entrance of the school be restricted to "left in only" during pick up and set down periods. It is recommended that exiting vehicles retain unrestricted turn movements due to the children's crossings east of the site.

The set down period would require parents to ensure that their child/children leave their vehicle in a safe and efficient manner. This may require staff supervision to improve the effectiveness. During the pick up period school staff would be required to manage students so they are ready for collection when their parents' vehicle arrives. Staff would be required to instruct parents whose child/children are not ready to either park in a legal location or re-join the queue.

The advantages and disadvantages of this recommendation are:

<p>Advantages: Improvement in the efficiency of the collection of students. Reduced congestion on Gilmore Crescent within the existing "No Parking Pick Up Set Down" parking area.</p>	<p>Disadvantages: Efficiency improvement relies on school staff and parent cooperation. Delays to the end of school could result in excess delays and congestion. Potential shift of congestion impacting on the intersections of Gilmore Crescent with Kitchener Street, Hospital Road and the bus loop road.</p>
---	---

There is potential for the risk of collisions to increase if a parked vehicle remains in the queuing lane on Gilmore Crescent during the pick up/ set down periods. This could occur between a passing vehicle and a vehicle in the queue manoeuvring around the parked vehicle.

Staff and parents cooperation, with Police and JACS enforcement would be vital for this arrangement to operate.

5.3 Children's Crossing Safety Improvements

5.3.1 Children's Crossing at School Entrance on Gilmore Crescent

The key issues at this children's crossing are:

- Vehicles queuing over the children's crossing associated with parking activities, and
- Motorists not following Road Rule Part 7 Division 5 Rule 80 (2)(b).

The following educational and enforcement measures are required at this location:

<p>Education: Refer to Section 5.4. Advise the public of Road Rule Part 7 Division 5 Rule 80 (2)(b) through advertising and in the school newsletter.</p>	<p>Enforcement: Parking officers to enforce on-street parking arrangements. Police to enforce motorists not stopping for pedestrians.</p>
--	--

Pedestrian counts collected on Wednesday 29 October 2015 identified that the existing children's crossing on Gilmore Crescent at the school entrance meets the warrant for the installation of a pedestrian crossing (zebra). This is based on the *Guidelines for Road Safety and Traffic Management Around Schools* (Edition 1.0 September 2014) with 66 students crossing the road in this location in the morning peak hour with over 600 vehicles passing the site. The conversion of the raised children's crossing to a pedestrian crossing (zebra) would also conform with Section 9.3.6 of the ACT Government Design Standards for Urban Infrastructure for pedestrian activity at raised platforms. It is therefore recommended that the existing children's crossing be changed to a pedestrian crossing (zebra). The advantages and disadvantages of this recommendation are:

<p>Advantages: Would be 24 hour and assist with pedestrian movements associated with the hospital. Would remove the issue with motorists unaware of Road Rule Part 7 Division 5 Rule 80 (2)(b).</p>	<p>Disadvantages: Potential to create false sense of additional safety at the crossing. Potential to create delay at the crossing due to increased pedestrian movements.</p>
--	---

Post implementation observations should be undertaken to observe whether vehicles stop at the crossing. If vehicles continue to not stop at this location then an adult crossing supervisor should be stationed there during the set down and pick up periods.

The supervisor could also be used to alleviate congestion through staging the crossing of students. Roads ACT have advised that the provision of a crossing supervisor is the responsibility of the school. Children and parents would need to be educated on how to respond to the supervisor. The supervisor would need to be appropriately trained and equipped and be located as per an approved temporary traffic management plan.

5.3.2 Children's Crossing on Gilmore Crescent near the intersection with Palmer Street

The key issues at this children's crossing are:

- Motorists not following Road Rule Part 7 Division 5 Rule 80 (2)(b).
- Motorists identifying that there is a children's crossing in location due to the visibility on to approach to children's crossing.
- Concern over the speed of vehicles travelling through this children's crossing. RDG observed several vehicles that appeared to be speeding through the crossing in both directions.

The following educational and enforcement measures are required at this location:

<p>Education: Refer to Section 5.4. Advise the public of Road Rule Part 7 Division 5 Rule 80 (2)(b) through advertising and in the school newsletter.</p>	<p>Enforcement: Parking officers to enforce on-street parking arrangements. Police to enforce motorists not stopping for pedestrians on the children's crossing when it is in operation.</p>
--	---

The issue with this crossing that can be addressed through engineering measures is improving the visibility of the crossing from the western approach. To address this issue it is recommended that 22 m of kerb side parking is removed on the northern side of Gilmore Crescent east of the children's crossing between 8:00 am and 4:00 pm on school days.

The advantages and disadvantages of this recommendation are:

<p>Advantages: Will increase sight distance for westbound vehicles approaching the crossing of pedestrians about to cross the road.</p>	<p>Disadvantages: Decrease in on-street parking impacting on residents, hospital staff and parents. Potential for vehicles to park in area reducing sight distance.</p>
---	--

Due to the number of complaints at this location (and observed near misses), post implementation observations should be undertaken to observe whether vehicles are stopping at this crossing after the

parking is removed. If vehicles continue to not stop at this location an adult crossing supervisor should be stationed there during the set down and pick up periods.

5.3.3 Children's Crossing on Kitchener Street near the Intersection with Gilmore Crescent.

The key issues at this children's crossing are as follows:

- Speed of vehicles on Kitchener Street.
- Children's crossing flags remaining on posts outside of school zone times. Keeping the flags up outside of school times can lead to misunderstanding and confusion of whether or not the crossing is operational. It also creates a perception that the children's crossing is not managed correctly.

The following educational and enforcement measures are required at this location:

Education:	Enforcement:
Advise the public of school zone speed limits and operation times. School to remove children's crossing flags outside of school zone times.	Parking officers to enforcement on-street parking arrangements. Police to enforce motorists not stopping for pedestrians on the children's crossing when it is in operation. Police to enforce speed limit.

Pedestrian counts collected on Wednesday 4 March 2015 by Roads ACT identified that the existing children's crossing on Kitchener Street meets the warrant for the children's crossing. This location is within a desire line for students.

Based on the recorded 85th percentile speed on Kitchener Street it is recommended that enforcement is used as the main measure to address speeding on Kitchener Street. Traffic calming measures on Kitchener Street in the vicinity of the children's crossing can be investigated if policing is ineffective. However, implementing traffic calming measures is subject to consultation with residents on Kitchener Street and the wider community.

The school may request for a supervisor to be stationed at this crossing. RDG recommends that parents should be present when children cross the road at this location until Police enforcement and the LATM measures become effective.

5.4 Actions suggested that the school might take

This review recommends that the school might:

- Provide instruction to parents on how and where to park, collect and set down children, and expectations in relation to traffic safety on the surrounding road network.
- Consult with school staff and the P & C on the proposed pick up and set down system with storage queue on Gilmore Crescent and pick up and set down inside the school ground.
- Remind parents that it is not valid to assume that all primary school aged children have sufficient awareness and judgement skills to be able to consistently assess whether or not approaching vehicles will stop at the school crossings;
- Provide supervision during the pick up period to assist with a quick turnaround. This places an emphasis on the school to assist parents in collecting their children and minimise the delay to other parents. Roads ACT are able to provide parking supervisor training.

- Regularly remind parents of the set down/pick up rules being that they are not allowed to leave their vehicle (3 m from the closest point of the vehicle) and can only park for 2 minutes.
- The Principal and staff to take a firm stance towards parents that park and leave their vehicles within the "No Parking Pick Up Set Down Only" area. This includes reporting activity to Police and Justice and Community ORS Parking.
- Promote the set down and pick up of students at different times to relieve the congested periods (say 8:15 am – 9:00 am and 2:55 pm – 3:30 pm).
- Continue to reinforce the traffic safety message in regular school correspondence/newsletters
- Encourage parents to use the gravel off-street car park on Garran Neighbourhood Oval as a set down/pick up location. This should be aimed at parents who leave their vehicle in the designated "No Parking Pick Up Set Down" parking area on Gilmore Crescent. At the time of inspection these areas were used by some parents. It is approximately 150 m from the school and there is a footpath that connects the school to this road. The nearby gravel car park is approximately 110 m from the school.
- Work towards reducing the number of students enrolled from outside the PEA and reducing student numbers to the approved capacity.
- Remove all children's crossing flags outside of school zone times.

5.5 Actions suggested that the ETD might take

This review recommends that the ETD might:

- Investigate the potential of using the vacant land adjacent to the scout car park and north of the school car park for an additional gravel car park.
- Investigate the future plans for the gravel car park currently used by the hospital adjacent to Garran Neighbourhood Oval.

These options will require ETD to consult with the relevant stakeholders.

6. SUMMARY

6.1 Recommendation summary

6.1.1 Parking Improvements

It is recommended that the following measures be implemented to improve the current parking arrangements:

- Change the six parallel parking spaces within the school grounds on the eastern side of the school car park to "No Parking Pick Up Set Down" and consult with school staff and P & C;
- Change the car parking spaces on the northern side of Gilmore Crescent west of the bus loop road to "No Parking Pick Up Set Down";
- Restrict the entrance to the school to "left in only" during pick up and set down periods.
- Staff would be required to manage students so they are ready for collection when their parents' vehicle arrives.
- Staff would be required to instruct parents whose child/children are not ready to either park in a legal location or re-join the queue.
- Encourage parents to use the gravel off-street car park on Garran Neighbourhood Oval as a set down/pick up location.
- ETD to investigate the potential of using the vacant land adjacent to the scout car park and north of the school car park for an additional gravel car park.
- ETD to investigate the future plans for the gravel car park currently used by the hospital adjacent to Garran Neighbourhood Oval.

Note that relevant actions listed in Section 5.4 and enforcement would be required to improve the current parking situation.

6.1.2 Children's Crossing Safety Improvements

o Children's Crossing at School Entrance on Gilmore Crescent

Convert the raised children's crossing to a pedestrian crossing (zebra) to conform with Section 9.3.6 of the ACT Government Design Standards for Urban Infrastructure for pedestrian activity at raised platforms.

Roads ACT will converted this crossing to a pedestrian crossing (zebra) once the lighting design is completed.

o Children's Crossing on Gilmore Crescent near the intersection with Palmer Street

Install no parking for 22 m on the northern side of Gilmore Crescent east of the children's crossing between 8:00 am and 4:00 pm on school days.

o Children's Crossing on Kitchener Street near the Intersection with Gilmore Crescent.

Enforce speeding on Kitchener Street, installing traffic calming devices on Kitchener Street in the vicinity of the children's crossing if policing is ineffective following consultation with residents on Kitchener Street and the wider community.

6.1.3

The linemarking of the children crossings on Kitchener Street and Gilmore Crescent near Palmer Street will be upgraded to meet the current standards.

Update signs to current standard standards (Roads ACT to Implemented early 2016).

6.2 Construction Cost Estimates

Construction cost estimates including 20% contingency and GST of the recommended works are shown in Table 6-1.

Table 6-1 Construction Cost Estimates

Proposed Works for Implementation	TAMS Cost Estimate \$ Incl GST	ETD Cost Estimate \$ Incl GST
Parking Improvements		
Remove existing parking signs and install "No Parking Pick Up Set Down Only" signs on the spaces along the northern side of Gilmore Crescent between Kitchener Street and the school car park driveway and within the school car park on the six parallel parking spaces. Install a "No Right Turn" sign on Gilmore Crescent at the school car park entry for westbound traffic. Signs are to be operational during pick up and set down periods.	\$600	\$600
Children's Crossing Safety Improvements		
Change the existing children's crossing on Gilmore Crescent in front of the school to a pedestrian crossing (zebra) and provide associated flood lighting.	\$25,000	–
Install no parking for 22 m on the northern side of Gilmore Crescent east of the children's crossing between 8:00 am and 4:00 pm on school days at the children's crossing near the intersection with Palmer Street.	\$400	–
Install traffic calming devices on Kitchener Street in the vicinity of the children's crossing (price assumes two sets of speed cushions and associated signage).	\$25,000	–
Other Minor Improvements		
Update signs to current standard signs. School Zone (W6-216) – 2 signs Children sign (W6-3) – 4 signs	\$1,000	–

APPENDIX 1 SPEED DATA

During School Hours	Mean Speed	85th Percentile Speed	Outside School Hours	Mean Speed	85th Percentile Speed
Gilmore Crescent					
Eastbound					
8:00am-9:00am	40.7	47.5	4:00pm-8:00am	48.2	54.7
9:00am-3:00pm	40.2	46.8			
3:00pm-4:00pm	41.4	48.6			
Westbound					
8:00am-9:00am	43.3	50.4	4:00pm-8:00am	49.9	57.2
9:00am-3:00pm	42.9	50.0			
3:00pm-4:00pm	43.2	50.8			
Kitchener Street					
Northbound					
During School Hours	42.5	48.2	4:00pm-8:00am	53.8	62.5
Westbound					
During School Hours	46.7	49.7	4:00pm-8:00am	54.2	61.5

**APPENDIX 2 PROPOSED
IMPROVEMENTS**

Bruan, Nicole

From: Davidson, Geoffrey
Sent: Wednesday, 30 October 2019 2:02 PM
To: Bray, Rodney
Cc: Bell, Jeff; Crichton, Andrew
Subject: RE: Development Coordination Branch - TCCS

UNCLASSIFIED For-Official-Use-Only

Hi Rodney

You're welcome to seek support from Jeff Bell in addition to Andrew

Geoff

From: Bray, Rodney <Rodney.Bray@act.gov.au>
Sent: Tuesday, 29 October 2019 5:00 PM
To: Davidson, Geoffrey <Geoffrey.Davidson@act.gov.au>
Cc: EDU, EDBSD <EDBSD.EDU@act.gov.au>; Ryan, JohnW <JohnW.Ryan@act.gov.au>; Player, Ben <Ben.Player@act.gov.au>; Esau, Lloyd <Lloyd.Esau@act.gov.au>; Mooney, Colm (Health) <Colm.Mooney@act.gov.au>; Jones, David <David.Jones@act.gov.au>; Gotts, Robert <Robert.Gotts@act.gov.au>
Subject: FW: Development Coordination Branch - TCCS

UNCLASSIFIED For-Official-Use-Only

Hi Geoff,

Your email is very timely.

I have had a recent discussion with Lloyd Esau (Major Projects Canberra) and Colm Mooney (ACT Health) regarding the traffic and parking impact of the Canberra Hospital and the imminent SPIRE project on the Garran Primary School.

Andrew Crichton is familiar with the issues.

Lloyd and I have agreed that the Traffic Engineering consultant on the SPIRE project and the Traffic Engineering consultant that we use (RD Gossip) should liaise on the investigation and preparation of advice to manage the current and future impact of traffic and parking on the Garran Primary School.

If you agree, I would like your staff to assist/contribute to the investigation and advice.

Please let me know if you are happy to assist and I will provide the consultant names in due course.

Thanks,

Rodney Bray | Executive Branch Manager
Phone: +61 2 6205 1289 | Mob: [REDACTED] | Email: rodney.bray@act.gov.au
Infrastructure Capital Works | Education | ACT Government
Level 1, 220 Northbourne Avenue | GPO Box 158 Canberra ACT 2601
www.education.act.gov.au

From: Matthews, David <David.Matthews@act.gov.au>
Sent: Tuesday, 29 October 2019 12:53 PM
To: Gotts, Robert <Robert.Gotts@act.gov.au>; Bray, Rodney <Rodney.Bray@act.gov.au>; Jones, David <David.Jones@act.gov.au>
Cc: EDU, EDBSD <EDBSD.EDU@act.gov.au>
Subject: FW: Development Coordination Branch - TCCS

UNCLASSIFIED For-Official-Use-Only

FYI

From: Davidson, Geoffrey <Geoffrey.Davidson@act.gov.au>
Sent: Tuesday, 15 October 2019 2:32 PM
To: Brady, Erin <Erin.Brady@act.gov.au>; Rutledge, Geoffrey <Geoffrey.Rutledge@act.gov.au>; Sendaba, Bethel <Bethel.Sendaba@act.gov.au>; Phillips, Brett <Brett.Phillips@act.gov.au>; Gordon, Tom <Tom.Gordon@act.gov.au>; Sharp, Andy <Andy.Sharp@act.gov.au>; Peters, Clint <Clint.Peters@act.gov.au>; Snow, Malcolm <Malcolm.Snow@act.gov.au>; Priest, Jenny <jenny.priest@act.gov.au>; Clapham, David <David.Clapham@act.gov.au>; Hosking, Kim <Kim.Hosking@act.gov.au>; Matthews, David <David.Matthews@act.gov.au>
Cc: McHugh, Ben <Ben.McHugh@act.gov.au>; Corrigan, Jim <Jim.Corrigan@act.gov.au>
Subject: Development Coordination Branch - TCCS

UNCLASSIFIED For-Official-Use-Only

Colleagues

I'm writing to let you know about the role of my branch in the new TCCS structure (TCCS org chart attached). [REDACTED]

[REDACTED]

[REDACTED]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

Geoff Davidson | Executive Branch Manager, Development Coordination
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Bruan, Nicole

From: Crichton, Andrew
Sent: Monday, 28 October 2019 2:00 PM
To: Davidson, Geoffrey
Subject: FW: Traffic studies
Attachments: Garran Primary School (2018).xlsx; Schools Traffic Review Garran Primary School_Final.pdf

UNCLASSIFIED

Hi Geoff,

I have previously provided the attached information (traffic volumes and scoping study) to Garran Primary School. [REDACTED] called this morning requesting similar info (the school had passed on my contact details). [REDACTED] is a parent and also a member of the Garran Residents' Association. She was quoted in an article in the Canberra Times last week regarding the school/SPIRE centre. Are you happy for me to pass on some of this info? Or some of the traffic/pedestrian data collected through the SCS program counts? She was after info regarding traffic volumes around the school.

Thanks
Andrew

From: Crichton, Andrew
Sent: Thursday, 29 August 2019 8:48 AM
To: Priest, Jenny <Jenny.Priest@ed.act.edu.au>
Cc: [REDACTED]
Subject: RE: Traffic studies

UNCLASSIFIED

Hi Jenny [REDACTED]

Please find the most recent traffic data attached for the streets adjacent to Garran Primary. I have also attached the traffic scoping study that was undertaken in 2015-16.

I have shared this information with ACT Health (Liz), they contacted me separately to request it.

Kind regards

Andrew

Andrew Crichton | Assistant Director, Schools Program

T: (02) 6205 8457 | E: andrew.crichton@act.gov.au

Place Coordination & Planning | Transport Canberra and City Services Directorate | ACT Government

496 Northbourne Ave, Dickson | GPO Box 158 Canberra ACT 2601 | act.gov.au

School Name	Street	Suburb	Between A	And	Speed Limit	Survey Date	Towards	8 Hrs Volume	8 Hrs Mean	8 Hrs 85th	16 Hrs Volume	16 Hrs Mean	16 Hrs 85th	Towards B	8 Hrs Volume1	8 Hrs Mean1	8 Hrs 85th1	16 Hrs Volume1	16 Hrs Mean1	16 Hrs 85th1	Survey Site Map
Garran Primary School	Gilmore Crescent	Garran	Hospital Road	Palmer Street	40/60	22/11/2018	Hospital Road	1332	33.1	39.5	1094	40.4	47.3	Palmer Street	1332	37.9	46.7	1094	41.8	49.6	Site Map
Garran Primary School	Kitchener Street	Garran	Fitchett Street	Gilmore Crescent	40/60	03/03/2018	Fitchett Street	1853	30.6	35.5	1480	35.8	40.0	Gilmore Crescent Sth	1920	27.6	32.5	1037	29.4	36.4	Site Map



ACT
Government

Territory and Municipal Services

REVIEW OF TRAFFIC ISSUES AT VARIOUS SCHOOLS

GARRAN PRIMARY SCHOOL



Consulting Engineers

VARIOUS SCHOOLS TRAFFIC REVIEW

GARRAN PRIMARY SCHOOL

Prepared for Roads ACT

Document Register

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Final	18 February 2016	1	[REDACTED]	

Prepared by: _____
 [REDACTED]
 Senior Engineer

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 Date : 18 February 2016
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TABLE OF CONTENTS

1. INTRODUCTION	5
1.1 Objective	5
1.2 The Brief	5
1.3 The Project Team	5
1.4 Site Location	6
2. BACKGROUND DATA	7
2.1 Complaints Received by Roads ACT	7
2.2 Stakeholder Consultation	7
3. SITE REVIEW.....	9
3.1 General	9
3.2 Roads and Traffic	9
3.3 Pedestrian Links and Road Crossings	12
3.4 Access, Parking, Pick Up and Set Down Facilities	14
3.5 Public Transport.....	16
3.6 Speed Data.....	16
3.7 Collision History	16
3.8 Site Observations	17
4. FACTUAL ISSUES.....	20
5. RECOMMENDATIONS.....	22
5.1 Proposed Works on Roads.....	22
5.2 Parking Improvements.....	22
5.3 Children's Crossing Safety Improvements	23
5.4 Actions suggested that the school might take.....	25
5.5 Actions suggested that the ETD might take	26
6. SUMMARY	27
6.1 Recommendation summary.....	27
6.2 Construction Cost Estimates	28
APPENDIX 1 SPEED DATA.....	29
APPENDIX 2 PROPOSED IMPROVEMENTS.....	30

LIST OF FIGURES

Figure 1-1 Locality Plan	6
--------------------------------	---

LIST OF TABLES

Table 3-1	Peak hour pedestrian counts on Gilmore Crescent	14
Table 3-2	Collisions during peak school activities periods	16
Table 6-1	Construction Cost Estimates	28

LIST OF PHOTOS

Photo 3-1	Gilmore Crescent school speed zone sign (south)	9
Photo 3-2	Gilmore Crescent school speed zone sign (near hospital road eastbound)	9
Photo 3-3	Gilmore Crescent school speed zone sign (near hospital road westbound)	10
Photo 3-4	Kitchener Street school speed zone sign (south of Gilmore Crescent)	10
Photo 3-5	Kitchener Street school speed zone sign (north of Gilmore Crescent)	10
Photo 3-6	Palmer Street school speed zone sign	11
Photo 3-7	Hospital Road school speed zone sign	11
Photo 3-8	Access to the school car park off Gilmore Crescent	11
Photo 3-9	Visibility from drivers eye level (1.1 m) of the children's crossing for eastbound traffic	12
Photo 3-10	Children's crossing at school entrance on Gilmore Crescent	13
Photo 3-11	Children's crossing on Gilmore Crescent near the intersection with Palmer Street	13
Photo 3-12	Children's crossing on Kitchener Street near the intersection with Gilmore Crescent	13
Photo 3-13	On-street parking on Gilmore Crescent (photo taken during pick up period)	14

1. INTRODUCTION

1.1 Objective

R D Gossip (RDG) was commissioned by the Traffic Management and Safety (TMS) sub-section of Roads ACT on the 16th September 2014 to undertake a review of traffic issues at various schools around the ACT.

1.2 The Brief

The locations being addressed in this brief comprise:

1. Rosary Primary School;
2. Majura Primary School;
3. Ngunnawal Primary School; and,
4. Garran Primary School.

The location addressed by this report is Garran Primary School.

Specifically, the scope of the brief is to undertake the following

1. Observe the behaviour of road users on the busiest day before and after school and if possible on wet and dry days;
2. Review all complaints received by Roads ACT for the school;
3. Review any previous reports undertaken by Roads ACT;
4. Consult with key stakeholders to determine their perceived problems / issues;
5. Review speed and traffic volume data;
6. Review traffic crash data;
7. Review adequacy of parking supply to satisfy the requirements of the Territory Plan Parking and Vehicular Access General Code;
8. Circulate a draft report to key stakeholders;
9. Prepare a final report including costed recommendations; and,
10. Circulate a final report to key stakeholders and a précis report to directly affected residents for information.

1.3 The Project Team

The client is the Traffic Management and Safety Unit with Roads ACT and the client's representative is Marguerite Aziz.

The RDG project team is:

- Robert Dunn Project Manager and Senior Traffic Engineer
- Paul Ferrari Senior Traffic Engineer
- Martin Gordon Senior Designer

1.4 Site Location

The school is located on the northern side of Gilmore Crescent and is bounded by residential developments to the north and east and Garran Neighbourhood Oval to the west. Canberra Hospital is on the southern side of Gilmore Crescent.

Note that ACTMAPi has been used for any aerial photography used in this report.

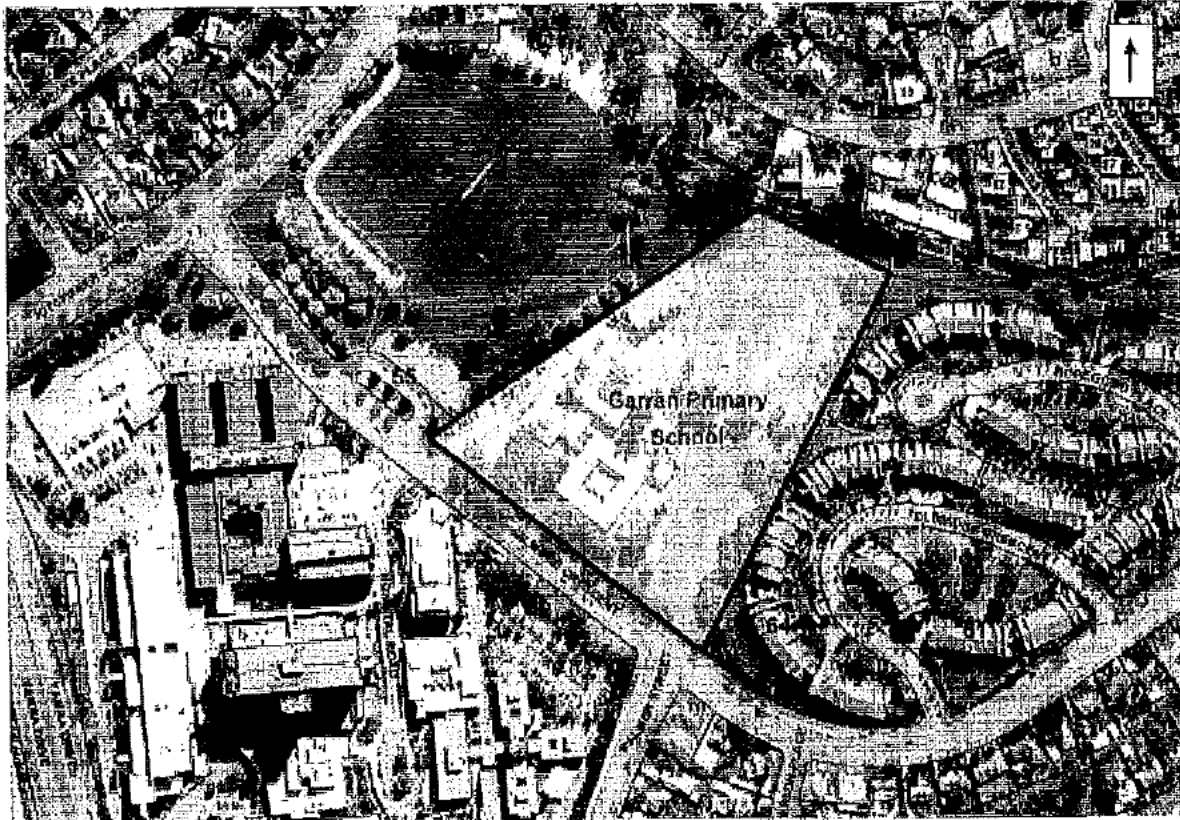


Figure 1-1 Locality Plan

The school draws from an area covering Garran, Phillip and O'Malley, with additional children associated with parents working at the hospital and the accelerated learning program from other suburbs. Although the majority of students arrive by private vehicle, a small proportion travel by bus or walk or ride bicycles. School hours are 9am to 3pm.

The school is surrounded by a residential area to the north and east with a playing field on the western side. The Canberra Hospital is on the southern side of Gilmore Crescent. The hospital is the main generator of traffic above that generated by the surrounding residential areas.

The school's main entrance is off Gilmore Crescent, between Hospital Road and Palmer Street.

Residential development on the eastern side of the school consists of two storey townhouse dwellings.

The oval on the western side of the school is used for various sporting events including cricket, rugby and soccer.

The location and environs of the School are shown in Figure 1-1 and Drawing RG14057 Sheet 1 - Locality Plan.

2. BACKGROUND DATA

2.1 Complaints Received by Roads ACT

Several complaints have been received by Roads ACT from parents, P&C Association, Education and Training Directorate (ETD), school staff, and ACT Health. The main issues revolved around the safety at the children's crossing, parking, and vehicles travelling greater than the school zone speed limit and not obeying road rules.

2.2 Stakeholder Consultation

The following key stakeholders were contacted as part of the project to obtain their perceived problems/issues and identify whether they can be addressed as part of this project to improve safety within the road corridor:

- Traffic Management and Safety Section, Roads ACT
- Garran Primary School Principal
- Education and Training Directorate Capital Upgrades Unit
- ACT Policing
- Garran Primary School P&C President
- Pedal Power
- NRMA
- Living Streets Canberra (Canberra Pedestrian Forum)
- People With Disabilities ACT (PWD ACT)
- Vision Australia
- ACTION
- ACT Health

The following subsections provide the relevant feedback from the stakeholders who responded.

2.2.1 Garran Primary School Principal

RDG met with the Garran Primary School Principal on Monday 27 October 2014 at 8:40 am to coincide with student arrival. The Principal raised the following:

- The growth of the area, including the size of the school and the neighbouring hospital has increased the pressure on the road network resulting in concerns for children safety at the crossings.
- There have been several near misses at the children's crossings involving both parents and children with motorists failing to stop when parents and/or children are on the crossing.
- Speed of vehicles on the roads around the school, including through the crossings, appears greater than the school zone speed limit.
- Parking on Gilmore Crescent creates queuing over the children's crossing.

The Principal advised that the school car park boom gates were to be fully operational in 2015 and parents would be provided with a key/ pass to access the car park.

The following measures at the crossings were suggested by The Principal, P&C members and parents:

- Signalise pedestrian crossings and add a camera;
- Flashing warning lights; and
- Road crossing attendant.

2.2.2 Garran Primary School P&C President

Although RDG did not receive a response from the P&C President, during the meeting with the Principal several P&C members and parents were present and expressed views.

The key issues raised by P&C members and parents during the meeting were consistent with the comments raised by the Principal. Additional comments raised were:

- Issue with sight distance and motorists compliance at the children's crossing near the intersection of Gilmore Crescent / Palmer Street. Visibility is impaired by parked cars for the westbound movement and turning movements in the eastbound direction. It is also believed that vehicles in Palmer Street are not aware of the children's crossing when turning right into Gilmore Crescent.
- The police had stopped vehicles not giving way to pedestrians on the children's crossing near Palmer Street. The common excuse for not stopping was they did not know that they had to stop for adults or that they did not see the crossing. It was suggested that drivers need to be educated about crossing obligations.

In addition to comments, a parent advised that she was nearly hit by a vehicle at the time of the inspection.

3. SITE REVIEW

3.1 General

Garran Primary School has a current enrolment of 599 students with students ranging from pre-school to Year 6. The school has a staff of 38. The nominal capacity of Garran Primary School is 475. Although the school enrolment is currently over the nominal capacity, enrolments are being managed to accommodate students within the Primary Enrolment Area (PEA). Currently 39% of the students are from outside the PEA. However, there is a high percentage (59%) of students in year 6 who are outside the PEA, with this decreasing each year to 25% for kindergarten. ETD expects that over time, enrolments outside the PEA will be negligible.

A description of the site is provided in Section 1.4.

3.2 Roads and Traffic

Gilmore Crescent is a major collector road in the ACT road network with a 60 km/h posted speed limit. It loops past the Garran shops and school connecting to Kitchener Street west of the school. Kitchener Street is a major collector road in the ACT road network with a 60 km/h posted speed limit. Both these streets have a 40 km/h school speed zone between 8:00 am and 4:00 pm. Photos of the school speed zone signs are shown below.



Photo 3-1 Gilmore Crescent school speed zone sign (south)



Photo 3-2 Gilmore Crescent school speed zone sign (near hospital road eastbound)



Photo 3-3 Gilmore Crescent school speed zone sign (near hospital road westbound)



Photo 3-4 Kitchener Street school speed zone sign (south of Gilmore Crescent)



Photo 3-5 Kitchener Street school speed zone sign (north of Gilmore Crescent)



Photo 3-6 Palmer Street school speed zone sign



Photo 3-7 Hospital Road school speed zone sign

A staff car park incorporating a children drop-off and pick up area is on the western side of the school site with access from Gilmore Crescent. The car park becomes heavily congested during peak activities. The access is shown in Photo 3-8.



Photo 3-8 Access to the school car park off Gilmore Crescent

There is significant short term queuing in Gilmore Crescent at the intersection with Kitchener Street during the AM period. Although this does disperse when gaps occur in traffic from the signalised intersection of Yamba Drive and Kitchener Street west of the intersection, during school set down/pick

up periods the Gilmore Avenue queue was observed to extend back approximately 100 m from the Gilmore Avenue/ Kitchener Street intersection.

There was some queuing observed at the intersection of Palmer Street and Gilmore Crescent. The main queue occurred on Gilmore Crescent for vehicles turning right into Palmer Street. This typically consisted of up to three to four vehicles. This queue impacts on the visibility from drivers eye level (1.1 m above road level) of the children's crossing for eastbound traffic on the western approach of the intersection.



Photo 3-9 Visibility from drivers eye level (1.1 m) of the children's crossing for eastbound traffic

3.3 Pedestrian Links and Road Crossings

There are two children's crossings on Gilmore Crescent and one children's crossing on Kitchener Street. The children's crossing at the entrance of the school is on a raised hump with extended kerbs on both sides. The other children's crossing on Gilmore Crescent has a pedestrian refuge island and the children's crossing on Kitchener Street has kerb extensions.

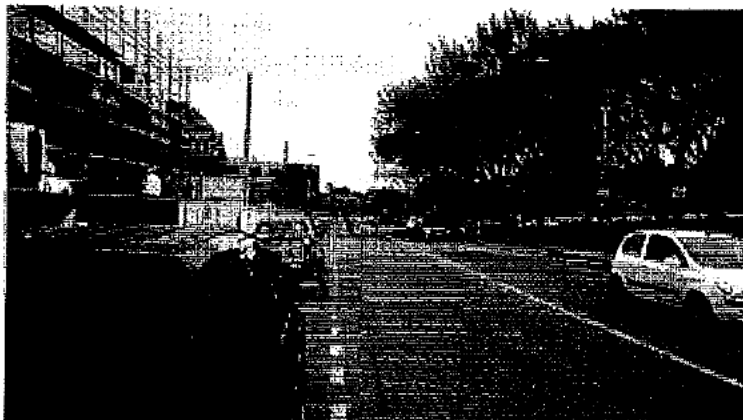


Photo 3-10 Children's crossing at school entrance on Gilmore Crescent



Photo 3-11 Children's crossing on Gilmore Crescent near the intersection with Palmer Street



Photo 3-12 Children's crossing on Kitchener Street near the intersection with Gilmore Crescent

Pedestrian counts were undertaken as part of this review at both the children crossings on Gilmore Crescent on Wednesday 29 October 2014. Based on the traffic volumes provided by Roads ACT, the traffic volumes on Gilmore Crescent during the set down and pick up periods are on average exceeding 600 vehicles per hour. The results of the peak hour pedestrian counts are shown in Table 3-1.

Table 3-1 Peak hour pedestrian counts on Gilmore Crescent

Crossing Location	Peak period	Students	Parents	TOTAL
Children's crossing at school entrance on Gilmore Crescent	8:15 am – 9:15 am	66	56	122
	2:30 pm – 3:30 pm	36	48	84
Children's crossing on Gilmore Crescent near the intersection with Palmer Street	8:15 am – 9:15 am	29	28	57
	2:30 pm – 3:30 pm	23	24	47

The results of the counts indicate that there is greater demand at the children's crossings during the set down period, with over 60 students using the crossing in front of the school's entrance. The volumes were noticeably lower on the crossing in front of the school's entrance during the pick up period. This might be attributed to the majority of the pick up activities occurring on the northern side of Gilmore Crescent and the lack of parking available for parents in the afternoon on the southern side. It could also be attributed to parents heading to employment centres to the north.

Pedestrian and vehicle counts were undertaken by Roads ACT at the Kitchener Street children's crossing on Wednesday 4 March 2015. The results of the counts indicated that the existing children's crossing is warranted with 22 students crossed the road (accompanied by 5 parents) with a total of 310 vehicles travelling through the crossing during the peak 30 minute afternoon period (3:00 pm – 3:30 pm).

Compliance with the children's crossings by motorists would improve with enforcement and education. There are multiple reports of motorists not giving way to pedestrians, both children and adults. RDG observed instances of motorists not giving way to pedestrians during the inspections. This included motorists not approaching the crossings at a speed at which the drivers, if necessary, could have stopped safely, or not stopping within the area defined as a children's crossing (before the continuous line on approach to the crossing) while a pedestrian was on the crossing.

There are footpaths surrounding the school, with a path linking the northern part of the school to the Garran Shops. Footpaths are provided on both sides of Gilmore Crescent and Kitchener Street.

3.4 Access, Parking, Pick Up and Set Down Facilities

There are "No Parking Pick Up Set Down" areas sign posted on the northern side of Gilmore Crescent in front of the school and the school has a private car park on the northern side of Gilmore Crescent as well as approximately 100 m of kerb signed for set down and pick up activities.



Photo 3-13. On-street parking on Gilmore Crescent (photo taken during pick up period)

There is congestion on Gilmore Crescent in front of the school caused by parking manoeuvres. It also appears that the construction activities along the southern side of Gilmore Crescent associated with the private hospital construction significantly reduces the available capacity for parents.

The ACTPLA Parking and Vehicular Access General Code (3 October 2014) (The Code) states that primary schools within community zones are to have the minimum car parking provisions:

- 0.8 spaces/10 students,
plus
- 0.4 set down/pick up spaces/10 students.

The Code enables long stay parking spaces within 200 m of the school to be included within the parking provision. However, operational parking is to be provided on site, and short stay and visitor parking is to be provided on site or within 100 m of the school.

Observations at several schools in the ACT has confirmed that this level of provision does not cater for typical parking demands at schools.

Based on 599 students, The Code indicates a minimum requirement for 48 parking spaces and 24 set down/ pick up spaces.

There are approximately 50 parking spaces (including informal spaces on gravel) and 6 set down / pick up spaces within the school grounds and 13 set down/pick up spaces on Gilmore Crescent. Therefore the existing provision does not meet the Code requirements of provision of set down / pick up parking spaces. There are approximately an additional 50 parking spaces within 100 m from the school boundary, however, the majority of these parking spaces are occupied during school set down and pick up periods. Additional parking spaces are available within 200 m from the school boundary (Garran Neighbourhood Oval car park) where there is some spare capacity during school set down and pick up periods. These parking spaces are already being used by some parents that leave their vehicles to collect their children.

This school draws students from several suburbs, significantly reducing the proportion of students who live within acceptable walking and riding distances. Additionally given the age of students attending the primary school, there is limited scope to increase public transport usage although the school could usefully encourage the use of buses by students and do what it can to facilitate public transport use.

There are two particular issues from a safety perspective that this raises:

- The lack of safely accessible parking; and
- The congestion caused by parents attempting to access the limited kerb pick up space.

The appropriate use of the set down/pick up spaces should be enforced on a regular basis as RDG observed vehicles parking in these spaces and drivers leaving the vehicles.

It appears that much of the congestion that occurs on Gilmore Crescent is largely due to the ineffective use of the set down/pick up area and motorists queuing to enter spaces. RDG observed that some motorists required multiple manoeuvres to enter a parallel parking space or would park away from the kerb.

Complaints from residents from Eldridge Street and Goodhope Street were received by Roads ACT in relation to parents parking on these streets. As these streets are public roads this activity is permitted. The 90 degree parking spaces are located within the block boundaries and are signed as visitors only. However, these signs are not legally binding and provide no indication that the parking is on private property.

3.5 Public Transport

RDG was informed by the Principal that less than 10 children use public transport. These children use the minibus service provided by ACTION.

3.6 Speed Data

Speed and traffic volume information was provided for the following locations:

- Gilmore Crescent between Kitchener Street and Palmer Street (November 2014)
- Kitchener Street between Fitchett Street (east) and Gilmore Crescent (November 2010)
- Palmer Street between Dennis Street and Bateson Road (May 2012) (outside school zone)

The tubes were installed in locations where free flowing traffic was achieved to reduce the possibility of errors contributed from stopped/ parked vehicles.

When assessing the speed environment, the 85th percentile is usually used by Roads ACT. This speed is the speed that 85% of vehicles travel at or below and is usually taken to characterise typical driver speed behaviour. Maximum speeds are also recorded but these need to be reviewed with caution as it is possible that a recorded high maximum speed might identify one-off antisocial behaviour rather than consistent practice.

The recorded 85th percentile speed during school zone times on Gilmore Crescent had an average of 39.6 km/h in the eastbound direction and an average of 40.3 km/h in the westbound direction. During set down and pick up periods, the 85th percentile speed has similar speeds to those collected during the overall school zone time. The average 85th percentile speed is within the school zone speed limit. Maximum recorded speeds on Gilmore Crescent indicated that there is evidence of some antisocial behaviour during school zone times.

The recorded 85th percentile speed on Kitchener Street had an average of 49.7 km/h in the southbound direction and an average of 48.2 km/h in the northbound direction. The 85th percentile speeds during school hours are typically 25% higher than the school zone speed limit and maximum speeds are often 50% higher than the speed limit.

3.7 Collision History

Collision data was provided for the five-year period from 1 January 2009 to 31 December 2013. During this period 13 collisions occurred within the boundaries of the school speed zone area. 9 occurred between 8:00 am and 4:00 pm on a school day and, of these 7 collisions occurred at times corresponding to school start and finish times. The general details of these 7 collisions are summarised in Table 3-2.

Table 3-2 Collisions during peak school activities periods

Date	Time	Location	Description
6/07/2011	3:00 pm	Gilmore Crescent, midblock between Esson Place and Palmer Street	Eastbound vehicle colliding with a vehicle leaving a parking space (RUM code 401), 30 m west of the intersection with Esson Place
13/3/2012	2:30 pm	Gilmore Crescent, midblock between Esson Place and Palmer Street	Eastbound vehicle colliding with the rear of a parked vehicle (RUM code 601), 60 m west of the intersection with Esson Place

Date	Time	Location	Description
15/08/2011	15:15 pm	Gilmore Crescent, midblock between Palmer Street and Hospital Road	Eastbound vehicle colliding with the rear of a vehicle entering a parking space (RUM code 402), 36 m west of the intersection with Palmer Street
11/06/2013	2:50 pm	Gilmore Crescent, midblock between Palmer Street and Hospital Road	Eastbound vehicle colliding with the parked vehicle while parking (RUM code 402), 30 m west of the intersection with Palmer Street
22/09/2009	8:30 am	Gilmore Crescent/ Gilmore Crescent car park Intersection	Eastbound vehicle colliding with the rear of a right turning vehicle at the intersection (RUM code 303)
28/09/2013	9:10 am	Gilmore Crescent/ Kitchener Street Intersection	Single eastbound vehicle colliding with falling object from other vehicle (RUM code 610)
2/12/2013	8:55 am	Gilmore Crescent/ Kitchener Street Intersection	eastbound left turning vehicle colliding with an northbound vehicle at the Intersection (RUM code 103)

The additional following information has been extracted from the collision data:

- None of the collisions recorded within the five year time frame involved pedestrians or cyclists;
- None of the seven collisions that occurred at times corresponding to school start and finish times resulted in injuries; and,
- One of the seven collisions that occurred at times corresponding to school start and finish times occurred in wet conditions.

There were no collisions recorded at the intersection of Gilmore Crescent and Palmer Street.

3.8 Site Observations

Observations were carried out during both the morning drop off period and the afternoon pick up period on Monday 27 October and Wednesday 29 October 2014. Earlier, RDG and the Principal had attended the AM period on Monday 20 October. The weather was dry and warm on both days. Additional wet weather inspections were undertaken during both morning and afternoon periods when the weather was wet on Wednesday 15 October 2014 to observe how these conditions influence pedestrians and motorists behaviours.

The following observations were made during the morning drop-off period:

- A near miss was observed at the children's crossing in Gilmore Crescent east of Palmer Street where a westbound vehicle in Gilmore Crescent did not stop while a child (no supervision) was crossing the road from the southern side of the road. The child had just reached the refuge island when the vehicle travelled through the crossing without slowing on the approach. It appeared that the vehicle was travelling in excess of the 40 km/h school zone speed limit as it traversed the crossing. It is unclear whether the driver observed the child on the crossing. Although legally, as the child had reached the median, the vehicle was allowed to pass through the crossing, the vehicle did not approach the crossing at a speed at which the driver, if necessary, could have stopped safely, and, the driver had not stopped within the area defined

as a children's crossing (before the continuous line on approach to the crossing) while the child was on the crossing.

- Vehicles queuing to turn right into Palmer Street from Gilmore Crescent reduce the visibility of pedestrians crossing at the children's crossing at the eastern side of the intersection. This is due to the eye height of drivers at (1.1 m) being obstructed by queuing vehicles.
- There was pedestrian activity generated to the east of Palmer Street on the northern side of Gilmore Crescent. There is a footpath along this section of road that facilitates this demand.
- RDG observed that motorists were less likely to stop at the children's crossing on the eastern side of Palmer Street than the one in front of the school entrance. This is contributed by the sight distance from both approaches to the children's crossing.
- The parking restrictions on Gilmore Crescent were not adhered to by parents of the school with parents leaving their vehicles in the "No Parking Pick Up Set Down" area to take their children to/from school. This behaviour is a source of some annoyance to those parents acting responsibly as it makes the set down/pick up area ineffective requiring more parents to park and walk to the school gate to collect children adding to the general level of congestion.
- The construction activities associated with the private hospital influence the number of parking spaces available on Gilmore Crescent. It is likely that there will be more parking spaces available on the southern side of Gilmore Crescent when construction has finished. Also the available width of the footpath will increase when the construction hoarding is removed.
- There was congestion in both directions sometimes caused by parking manoeuvres. This created queuing (including over the raised children's crossing at times) with some motorists overtaking queued vehicles.
- Periods of congestion on Gilmore Crescent assist in reducing the speed of vehicles through the children's crossing in front of the school entrance. However, RDG observed that some vehicles appeared to travel at inappropriate speeds through the children's crossing on Gilmore Crescent east of Palmer Street and Kitchener Street.
- Although the school car park appeared congested, it operated smoothly with parents able to drop off children and exit the car park with minimal delay.
- There was little use of the Kitchener Street children's crossing by school students during the morning period. It was observed that the majority of the motorists exceeded the school zone speed limit.
- RDG observed some motorists travelled faster than the 40 km/h posted speed limit on Gilmore Crescent including parents on their way to set down/ pick up children at the school.

During the afternoon period similar observations were made to the morning period, with the following additional observations made:

- The deficiencies of the parking arrangements are more evident during the pick up period. Parking was in higher demand with parents waiting for children to finish school. During an earlier inspection (Wednesday 24 September 2014) a parking inspector was observed issuing infringement notices to parents that left their vehicles within the "No Parking Pick Up Set Down" area to collect their children. Infringement notices were also given to parents that parked on the grass verge within Block 1 Section 55.
- The Kitchener Street children's crossing experienced more student use and motorists were observed to stop for crossing activities. However, away from the crossing motorists were

observed to be travelling at speeds that appeared to exceed the speed limit within the school speed zone.

- The delay for motorists leaving the school car park increased, creating queuing within the car park.

The site inspections when it was raining identified that there was additional congestion with more vehicles entering and exiting the Garran School car park during both morning set down and afternoon pick up periods. In addition to this the following observations were made:

- The demand for on-street parking was low, with parents/ carers seeking to use the spaces closest to the raised children's crossing (close to school entry) and within the school car park.
- Less parents escorted their children into the school from the on-street parking. This increased the turn around.
- During the afternoon period there were no construction activities associated with the private hospital. However, parking on Gilmore Crescent was in low demand (similar pick up activities to the morning set down).
- There was a queue in the eastbound direction on Gilmore Crescent for vehicles waiting to enter the school car park.

4. FACTUAL ISSUES

The *ACT Road Safety Strategy for 2011-2020* refer to road safety programs are commonly classified in terms of the "4 Es" – Education, Encouragement, Engineering and Enforcement. An integrated approach by all stakeholders is vital for addressing the traffic safety issues around Garran Primary School. There is a fifth "E", evaluation, which is used to measure the effectiveness of the implemented "4 Es". It is important to note that some measures would not have an instant effect and would require time for the system to adjust after implementation.

The issues surrounding safety at Garran Primary School are provided in the table below with their associated "4 Es" classification:

Safety Issues	Education	Encouragement	Engineering	Enforcement
Parking Issues				
Parking in this area is influenced by the adjacent Canberra Hospital and National Capital Private Hospital. There are several issues that are associated with the current parking arrangements:				
<ul style="list-style-type: none"> No dedicated pick up/ set down parking spaces within the school grounds. 			✓	
<ul style="list-style-type: none"> Pick up/ set down parking is in short supply. 	✓		✓	✓
<ul style="list-style-type: none"> Parents overstaying (and leaving their vehicles) within the "No Parking Pick Up Set Down" parking area. This contributes to the limited parking space availability. 	✓	✓		✓
<ul style="list-style-type: none"> Congestion on Gilmore Crescent is associated with parents waiting for parking spaces and the associated manoeuvring. 	✓		✓	
<ul style="list-style-type: none"> Vehicles queuing over the raised children's crossing in front of the school waiting for parking spaces. 	✓	✓		✓
Children's Crossing Safety Improvements				
<u>Children's Crossing at School Entrance on Gilmore Crescent</u>				
This crossing is the most utilised children's crossing associated with the school. The following are several issues associated with this children's crossing:				
<ul style="list-style-type: none"> Vehicles queuing over the children's crossing associated with parking activities. 	✓	✓		✓
<ul style="list-style-type: none"> Motorists not following Road Rule Part 7 Division 5 Rule 80 (2)(b). This rule states <i>"A driver approaching or at a children's crossing must stop as near as practicable to, but before reaching, the stop line at the crossing if:</i> <i>(a) a hand-held stop sign is displayed at the crossing; or</i> <i>(b) a pedestrian is on or entering the crossing.</i> 	✓			✓

Safety Issues	Education	Encouragement	Engineering	Enforcement
<u>Children's Crossing on Gilmore Crescent near the intersection with Palmer Street</u>				
The following are several Issues associated with this children's crossing:				
<ul style="list-style-type: none"> Motorists not following Road Rule Part 7 Division 5 Rule 80 (2)(b). 	✓			✓
<ul style="list-style-type: none"> Motorists identifying that there is a children's crossing in location due to the visibility on to approach to children's crossing. 	✓	✓	✓	
<u>Children's Crossing on Kitchener Street near the Intersection with Gilmore Crescent</u>				
The following are several issues associated with this children's crossing:				
<ul style="list-style-type: none"> Effectiveness of the children's crossing due to the location from the school. 	✓	✓	✓	
<ul style="list-style-type: none"> Speed of vehicles on Kitchener Street. 	✓			✓
<ul style="list-style-type: none"> Children's crossing flags remaining on posts outside of school zone times. Keeping the flags up outside of school times can lead to misunderstanding and confusion of whether or not the crossing is operational. It also creates a perception that the children's crossing is not managed correctly. 	✓			

5. RECOMMENDATIONS

5.1 Proposed Works on Roads

This review has recommended the following works based on the *Guidelines for Road Safety and Traffic Management Around Schools* (Edition 1.0 September 2014), *Australian Standard 1742 Manual of uniform traffic control devices Part 10: Pedestrian control and protection* (2009) and the *ACTPLA Parking and Vehicular Access General Code* (3 October 2014).

These improvements are provided based on engineering judgement. In addition to the proposed engineering recommendations, educational, enforcement and encouragement programs are required to assist with improving traffic safety around Garran Primary School.

5.2 Parking Improvements

The key issues for parking are as follows:

- No dedicated pick up/ set down parking spaces within the school grounds.
- Pick up/ set down parking is in short supply.
- Parents overstaying (and leaving their vehicles) within the "No Parking Pick Up Set Down" parking area. This contributes to the limited parking space availability.
- Congestion on Gilmore Crescent is associated with parents waiting for parking spaces and the associated manoeuvring.
- Vehicles queuing over the raised children's crossing in front of the school waiting for parking spaces.

The following educational and enforcement measures are required at this location:

<p>Education: Refer to Section 5.4.</p>	<p>Enforcement: Parking officers to enforce on-street parking arrangements.</p>
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There is a requirement that the school, parents, Roads ACT and enforcement agencies (AFP and JACS) take an active combined stance to promote and improve safety through education, encouragement and enforcement.

The recommended engineering solution for the current parking issues is to provide queuing storage on Gilmore Crescent and internal school set down and pick up car parking spaces.

This recommendation proposes that the school manages the set down and pick up of students within the school grounds. There are six parallel parking spaces on the eastern side of the school car park that can be changed to "No Parking Pick Up Set Down". To make this recommendation viable it would require a storage area for vehicles to queue prior to entry of the school grounds. The only feasible location within close proximity of the school for queuing is on Gilmore Crescent between the school and Kitchener Street. This would require the removal of 12 car parking spaces on the northern side of Gilmore Crescent west of the bus loop road. The school initially supports this recommendation. However, further consultation with the school staff and P & C will be required to ensure the effectiveness.

This recommendation would also require the entrance of the school be restricted to "left in only" during pick up and set down periods. It is recommended that exiting vehicles retain unrestricted turn movements due to the children's crossings east of the site.

The set down period would require parents to ensure that their child/children leave their vehicle in a safe and efficient manner. This may require staff supervision to improve the effectiveness. During the pick up period school staff would be required to manage students so they are ready for collection when their parents' vehicle arrives. Staff would be required to instruct parents whose child/children are not ready to either park in a legal location or re-join the queue.

The advantages and disadvantages of this recommendation are:

<p>Advantages: Improvement in the efficiency of the collection of students. Reduced congestion on Gilmore Crescent within the existing "No Parking Pick Up Set Down" parking area.</p>	<p>Disadvantages: Efficiency improvement relies on school staff and parent cooperation. Delays to the end of school could result in excess delays and congestion. Potential shift of congestion impacting on the intersections of Gilmore Crescent with Kitchener Street, Hospital Road and the bus loop road.</p>
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There is potential for the risk of collisions to increase if a parked vehicle remains in the queuing lane on Gilmore Crescent during the pick up/ set down periods. This could occur between a passing vehicle and a vehicle in the queue manoeuvring around the parked vehicle.

Staff and parents cooperation, with Police and JACS enforcement would be vital for this arrangement to operate.

5.3 Children's Crossing Safety Improvements

5.3.1 Children's Crossing at School Entrance on Gilmore Crescent

The key issues at this children's crossing are:

- Vehicles queuing over the children's crossing associated with parking activities, and
- Motorists not following Road Rule Part 7 Division 5 Rule 80 (2)(b).

The following educational and enforcement measures are required at this location:

<p>Education: Refer to Section 5.4. Advise the public of Road Rule Part 7 Division 5 Rule 80 (2)(b) through advertising and in the school newsletter.</p>	<p>Enforcement: Parking officers to enforce on-street parking arrangements. Police to enforce motorists not stopping for pedestrians.</p>
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Pedestrian counts collected on Wednesday 29 October 2015 identified that the existing children's crossing on Gilmore Crescent at the school entrance meets the warrant for the installation of a pedestrian crossing (zebra). This is based on the *Guidelines for Road Safety and Traffic Management Around Schools* (Edition 1.0 September 2014) with 66 students crossing the road in this location, in the morning peak hour with over 600 vehicles passing the site. The conversion of the raised children's crossing to a pedestrian crossing (zebra) would also conform with Section 9.3.6 of the ACT Government Design Standards for Urban Infrastructure for pedestrian activity at raised platforms. It is therefore recommended that the existing children's crossing be changed to a pedestrian crossing (zebra). The advantages and disadvantages of this recommendation are:

<p>Advantages: Would be 24 hour and assist with pedestrian movements associated with the hospital. Would remove the issue with motorists unaware of Road Rule Part 7 Division 5 Rule 80 (2)(b).</p>	<p>Disadvantages: Potential to create false sense of additional safety at the crossing. Potential to create delay at the crossing due to increased pedestrian movements.</p>
--	---

Post implementation observations should be undertaken to observe whether vehicles stop at the crossing. If vehicles continue to not stop at this location then an adult crossing supervisor should be stationed there during the set down and pick up periods.

The supervisor could also be used to alleviate congestion through staging the crossing of students. Roads ACT have advised that the provision of a crossing supervisor is the responsibility of the school. Children and parents would need to be educated on how to respond to the supervisor. The supervisor would need to be appropriately trained and equipped and be located as per an approved temporary traffic management plan.

5.3.2 Children's Crossing on Gilmore Crescent near the intersection with Palmer Street

The key issues at this children's crossing are:

- Motorists not following Road Rule Part 7 Division 5 Rule 80 (2)(b).
- Motorists identifying that there is a children's crossing in location due to the visibility on to approach to children's crossing.
- Concern over the speed of vehicles travelling through this children's crossing. RDG observed several vehicles that appeared to be speeding through the crossing in both directions.

The following educational and enforcement measures are required at this location:

<p>Education: Refer to Section 5.4. Advise the public of Road Rule Part 7 Division 5 Rule 80 (2)(b) through advertising and in the school newsletter.</p>	<p>Enforcement: Parking officers to enforce on-street parking arrangements. Police to enforce motorists not stopping for pedestrians on the children's crossing when it is in operation.</p>
--	---

The issue with this crossing that can be addressed through engineering measures is improving the visibility of the crossing from the western approach. To address this issue it is recommended that 22 m of kerb side parking is removed on the northern side of Gilmore Crescent east of the children's crossing between 8:00 am and 4:00 pm on school days.

The advantages and disadvantages of this recommendation are:

<p>Advantages: Will increase sight distance for westbound vehicles approaching the crossing of pedestrians about to cross the road.</p>	<p>Disadvantages: Decrease in on-street parking impacting on residents, hospital staff and parents. Potential for vehicles to park in area reducing sight distance.</p>
---	--

Due to the number of complaints at this location (and observed near misses), post implementation observations should be undertaken to observe whether vehicles are stopping at this crossing after the

parking is removed. If vehicles continue to not stop at this location an adult crossing supervisor should be stationed there during the set down and pick up periods.

5.3.3 Children's Crossing on Kitchener Street near the Intersection with Gilmore Crescent.

The key issues at this children's crossing are as follows:

- Speed of vehicles on Kitchener Street.
- Children's crossing flags remaining on posts outside of school zone times. Keeping the flags up outside of school times can lead to misunderstanding and confusion of whether or not the crossing is operational. It also creates a perception that the children's crossing is not managed correctly.

The following educational and enforcement measures are required at this location:

<p>Education: Advise the public of school zone speed limits and operation times. School to remove children's crossing flags outside of school zone times.</p>	<p>Enforcement: Parking officers to enforcement on-street parking arrangements. Police to enforce motorists not stopping for pedestrians on the children's crossing when it is in operation. Police to enforce speed limit.</p>
--	--

Pedestrian counts collected on Wednesday 4 March 2015 by Roads ACT identified that the existing children's crossing on Kitchener Street meets the warrant for the children's crossing. This location is within a desire line for students.

Based on the recorded 85th percentile speed on Kitchener Street it is recommended that enforcement is used as the main measure to address speeding on Kitchener Street. Traffic calming measures on Kitchener Street in the vicinity of the children's crossing can be investigated if policing is ineffective. However, implementing traffic calming measures is subject to consultation with residents on Kitchener Street and the wider community.

The school may request for a supervisor to be stationed at this crossing. RDG recommends that parents should be present when children cross the road at this location until Police enforcement and the LATM measures become effective.

5.4 Actions suggested that the school might take

This review recommends that the school might:

- Provide instruction to parents on how and where to park, collect and set down children, and expectations in relation to traffic safety on the surrounding road network.
- Consult with school staff and the P & C on the proposed pick up and set down system with storage queue on Gilmore Crescent and pick up and set down inside the school ground.
- Remind parents that it is not valid to assume that all primary school aged children have sufficient awareness and judgement skills to be able to consistently assess whether or not approaching vehicles will stop at the school crossings;
- Provide supervision during the pick up period to assist with a quick turnaround. This places an emphasis on the school to assist parents in collecting their children and minimise the delay to other parents. Roads ACT are able to provide parking supervisor training.

- Regularly remind parents of the set down/pick up rules being that they are not allowed to leave their vehicle (3 m from the closest point of the vehicle) and can only park for 2 minutes.
- The Principal and staff to take a firm stance towards parents that park and leave their vehicles within the "No Parking Pick Up Set Down Only" area. This includes reporting activity to Police and Justice and Community ORS Parking.
- Promote the set down and pick up of students at different times to relieve the congested periods (say 8:15 am – 9:00 am and 2:55 pm – 3:30 pm).
- Continue to reinforce the traffic safety message in regular school correspondence/newsletters
- Encourage parents to use the gravel off-street car park on Garran Neighbourhood Oval as a set down/pick up location. This should be aimed at parents who leave their vehicle in the designated "No Parking Pick Up Set Down" parking area on Gilmore Crescent. At the time of inspection these areas were used by some parents. It is approximately 150 m from the school and there is a footpath that connects the school to this road. The nearby gravel car park is approximately 110 m from the school.
- Work towards reducing the number of students enrolled from outside the PEA and reducing student numbers to the approved capacity.
- Remove all children's crossing flags outside of school zone times.

5.5 Actions suggested that the ETD might take

This review recommends that the ETD might:

- Investigate the potential of using the vacant land adjacent to the scout car park and north of the school car park for an additional gravel car park.
- Investigate the future plans for the gravel car park currently used by the hospital adjacent to Garran Neighbourhood Oval.

These options will require ETD to consult with the relevant stakeholders.

6. SUMMARY

6.1 Recommendation summary

6.1.1 Parking Improvements

It is recommended that the following measures be implemented to improve the current parking arrangements:

- Change the six parallel parking spaces within the school grounds on the eastern side of the school car park to "No Parking Pick Up Set Down" and consult with school staff and P & C;
- Change the car parking spaces on the northern side of Gilmore Crescent west of the bus loop road to "No Parking Pick Up Set Down";
- Restrict the entrance to the school to "left in only" during pick up and set down periods.
- Staff would be required to manage students so they are ready for collection when their parents' vehicle arrives.
- Staff would be required to instruct parents whose child/children are not ready to either park in a legal location or re-join the queue.
- Encourage parents to use the gravel off-street car park on Garran Neighbourhood Oval as a set down/pick up location.
- ETD to investigate the potential of using the vacant land adjacent to the scout car park and north of the school car park for an additional gravel car park.
- ETD to investigate the future plans for the gravel car park currently used by the hospital adjacent to Garran Neighbourhood Oval.

Note that relevant actions listed in Section 5.4 and enforcement would be required to improve the current parking situation.

6.1.2 Children's Crossing Safety Improvements

o Children's Crossing at School Entrance on Gilmore Crescent

Convert the raised children's crossing to a pedestrian crossing (zebra) to conform with Section 9.3.6 of the ACT Government Design Standards for Urban Infrastructure for pedestrian activity at raised platforms.

Roads ACT will convert this crossing to a pedestrian crossing (zebra) once the lighting design is completed.

o Children's Crossing on Gilmore Crescent near the Intersection with Palmer Street

Install no parking for 22 m on the northern side of Gilmore Crescent east of the children's crossing between 8:00 am and 4:00 pm on school days.

o Children's Crossing on Kitchener Street near the Intersection with Gilmore Crescent.

Enforce speeding on Kitchener Street, installing traffic calming devices on Kitchener Street in the vicinity of the children's crossing if policing is ineffective following consultation with residents on Kitchener Street and the wider community.

6.1.3

The linemarking of the children crossings on Kitchener Street and Gilmore Crescent near Palmer Street will be upgraded to meet the current standards.

Update signs to current standard standards (Roads ACT to implemented early 2016).

6.2 Construction Cost Estimates

Construction cost estimates including 20% contingency and GST of the recommended works are shown in Table 6-1.

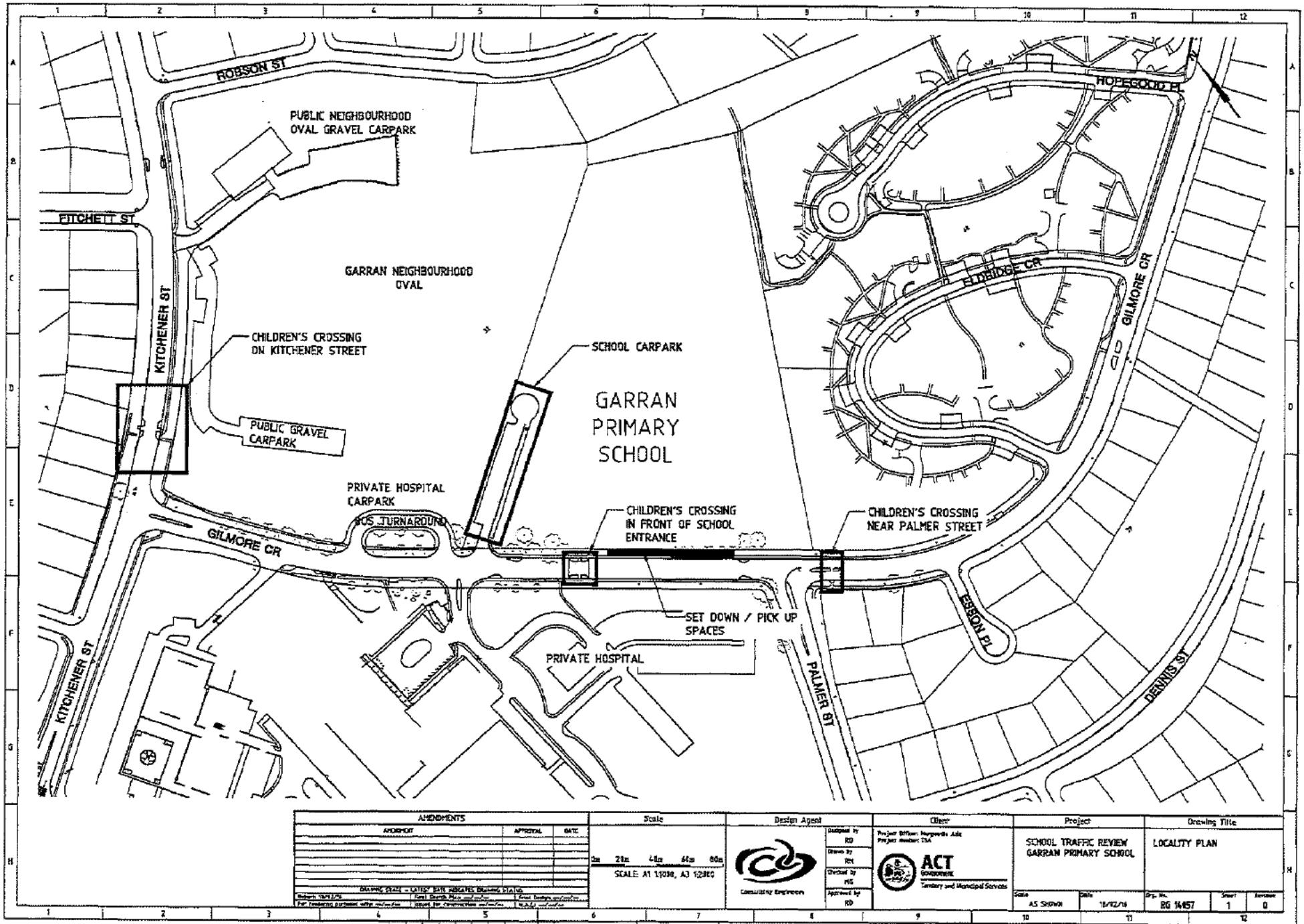
Table 6-1 Construction Cost Estimates

Proposed Works for Implementation	TAMS Cost Estimate \$ Incl GST	ETD Cost Estimate \$ Incl GST
Parking Improvements		
Remove existing parking signs and install "No Parking Pick Up Set Down Only" signs on the spaces along the northern side of Gilmore Crescent between Kitchener Street and the school car park driveway and within the school car park on the six parallel parking spaces. Install a "No Right Turn" sign on Gilmore Crescent at the school car park entry for westbound traffic. Signs are to be operational during pick up and set down periods.	\$600	\$600
Children's Crossing Safety Improvements		
Change the existing children's crossing on Gilmore Crescent in front of the school to a pedestrian crossing (zebra) and provide associated flood lighting.	\$25,000	–
Install no parking for 22 m on the northern side of Gilmore Crescent east of the children's crossing between 8:00 am and 4:00 pm on school days at the children's crossing near the intersection with Palmer Street.	\$400	–
Install traffic calming devices on Kitchener Street in the vicinity of the children's crossing (price assumes two sets of speed cushions and associated signage).	\$25,000	–
Other Minor Improvements		
Update signs to current standard signs. School Zone (W6-216) – 2 signs Children sign (W6-3) – 4 signs	\$1,000	–

APPENDIX 1 SPEED DATA

During School Hours	Mean Speed	85th Percentile Speed	Outside School Hours	Mean Speed	85th Percentile Speed
Gilmore Crescent					
Eastbound					
8:00am-9:00am	40.7	47.5	4:00pm-8:00am	48.2	54.7
9:00am-3:00pm	40.2	46.8			
3:00pm-4:00pm	41.4	48.6			
Westbound					
8:00am-9:00am	43.3	50.4	4:00pm-8:00am	49.9	57.2
9:00am-3:00pm	42.9	50.0			
3:00pm-4:00pm	43.2	50.8			
Kitchener Street					
Northbound					
During School Hours	42.5	48.2	4:00pm-8:00am	53.8	62.5
Westbound					
During School Hours	46.7	49.7	4:00pm-8:00am	54.2	61.5

**APPENDIX 2 PROPOSED
IMPROVEMENTS**



AMENDMENTS		
NO.	DESCRIPTION	DATE

Scale
0m 20m 40m 60m 80m
SCALE AT 1:1000, A3 1:2000

Design Agent




Consultant Engineers

Drawn by	RD
Checked by	RD
Drawn by	RD
Checked by	RD
Drawn by	RD
Checked by	RD

Client

Project



ACT
CONSULTANTS
Territory and Municipal Services

Project	SCHOOL TRAFFIC REVIEW GARRAN PRIMARY SCHOOL
Drawing Title	LOCALITY PLAN

Scale	Date	Proj. No.	Sheet	Revision
AS SHOWN	18/12/18	BG 14457	1	0

Bruan, Nicole

From: Virtue, Geoff
Sent: Saturday, 2 November 2019 10:19 AM
To: Cant, Amanda
Cc: Crichton, Andrew
Subject: FW: Traffic studies
Attachments: Garran Primary School (2018).xlsx; Schools Traffic Review Garran Primary School_Final.pdf

UNCLASSIFIED

Hi Amanda

Can you pls let us know if you are OK with this information on traffic studies near Garran Primary being provided to the local residents' association? I am OK with it. Here's a few talking points the line area has done should they be needed:

- The Surgical Procedures, Interventional Radiology and Emergency (SPIRE) Project will deliver a state-of-the-art emergency, surgical and critical healthcare facility on the Canberra Hospital campus.
- Consultation has commenced with stakeholders in the project, including the Garran Primary School.
- An initial meeting was held at the school in April 2019 and included representatives from the school, ACT Health, the Education Directorate and Transport Canberra and City Services to discuss the project and how it may impact traffic movements in the area.
- Major Projects Canberra will work closely with ACT Health, the Education Directorate, Transport Canberra and City Services, the school and the community to consider feedback from all parties, including the potential traffic impacts in the area.

Thanks
Geoff

From: Crichton, Andrew <Andrew.Crichton@act.gov.au>
Sent: Monday, 28 October 2019 2:41 PM
To: Virtue, Geoff <Geoff.Virtue@act.gov.au>
Subject: FW: Traffic studies

UNCLASSIFIED

Hi Geoff,

Please see the email below to Geoff D. He said we should share the data, however it will be good to flag it with you and Major Projects Canberra first. Does this raise any concerns for you? Can you please flag it with colleagues in Major Projects Canberra to check that they are ok with it as well?

Thanks
Andrew

From: Crichton, Andrew
Sent: Monday, 28 October 2019 2:00 PM
To: Davidson, Geoffrey <Geoffrey.Davidson@act.gov.au>
Subject: FW: Traffic studies

UNCLASSIFIED

Hi Geoff,

I have previously provided the attached information (traffic volumes and scoping study) to Garran Primary School. [REDACTED] called this morning requesting similar info (the school had passed on my contact details). [REDACTED] is a parent and also a member of the Garran Residents' Association. She was quoted in an article in the Canberra Times last week regarding the school/SPIRE centre. Are you happy for me to pass on some of this info? Or some of the traffic/pedestrian data collected through the SCS program counts? She was after info regarding traffic volumes around the school.

Thanks
Andrew

From: Crichton, Andrew
Sent: Thursday, 29 August 2019 8:48 AM
To: Priest, Jenny <Jenny.Priest@ed.act.edu.au>
Cc: [REDACTED]
Subject: RE: Traffic studies

UNCLASSIFIED

Hi Jenny, [REDACTED]

Please find the most recent traffic data attached for the streets adjacent to Garran Primary. I have also attached the traffic scoping study that was undertaken in 2015-16.

I have shared this information with ACT Health (Liz), they contacted me separately to request it.

Kind regards
Andrew

Andrew Crichton | Assistant Director, Schools Program

T: (02) 6205 8457 | E: andrew.crichton@act.gov.au

Place Coordination & Planning | Transport Canberra and City Services Directorate | ACT Government

496 Northbourne Ave, Dickson | GPO Box 158 Canberra ACT 2601 | act.gov.au

School Name	Street	Suburb	Between A	And	Speed Limit	Survey Date	Towards	8 Hrs Volume	8 Hrs Mean	8 Hrs 85th	16 Hrs Volume	16 Hrs Mean	16 Hrs 85th	Towards B	8 Hrs Volume1	8 Hrs Mean1	8 Hrs 85th1	16 Hrs Volume1	16 Hrs Mean1	16 Hrs 85th1	Survey Site Map
Garran Primary School	Gilmore Crescent	Garran	Hospital Road	Palmer Street	40/60	22/11/2018	Hospital Road	1932	33.1	39.5	1094	40.4	47.3	Palmer Street	1332	37.0	46.7	1094	41.8	49.5	Site Map
Garran Primary School	Kitchener Street	Garran	Fitchett Street	Gilmore Crescent	40/60	03/03/2018	Fitchett Street	1853	30.6	35.5	1480	33.8	40.0	Gilmore Crescent Sth	1920	27.6	32.5	1037	25.4	36.4	Site Map



ACT
Government

Territory and Municipal Services

REVIEW OF TRAFFIC ISSUES AT VARIOUS SCHOOLS

GARRAN PRIMARY SCHOOL



Consulting Engineers

VARIOUS SCHOOLS TRAFFIC REVIEW

GARRAN PRIMARY SCHOOL

Prepared for Roads ACT

Document Register

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Prepared by: [REDACTED]
 Senior Engineer

Checked by:
 [REDACTED]

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 Date : 18 February 2016
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TABLE OF CONTENTS

1. INTRODUCTION	5
1.1 Objective	5
1.2 The Brief	5
1.3 The Project Team	5
1.4 Site Location	6
2. BACKGROUND DATA.....	7
2.1 Complaints Received by Roads ACT.....	7
2.2 Stakeholder Consultation	7
3. SITE REVIEW.....	9
3.1 General	9
3.2 Roads and Traffic	9
3.3 Pedestrian Links and Road Crossings	12
3.4 Access, Parking, Pick Up and Set Down Facilities	14
3.5 Public Transport.....	16
3.6 Speed Data.....	16
3.7 Collision History.....	16
3.8 Site Observations	17
4. FACTUAL ISSUES.....	20
5. RECOMMENDATIONS.....	22
5.1 Proposed Works on Roads.....	22
5.2 Parking Improvements.....	22
5.3 Children's Crossing Safety Improvements	23
5.4 Actions suggested that the school might take	25
5.5 Actions suggested that the ETD might take	26
6. SUMMARY	27
6.1 Recommendation summary.....	27
6.2 Construction Cost Estimates	28
APPENDIX 1 SPEED DATA.....	29
APPENDIX 2 PROPOSED IMPROVEMENTS.....	30

LIST OF FIGURES

Figure 1-1 Locality Plan	6
--------------------------------	---

LIST OF TABLES

Table 3-1	Peak hour pedestrian counts on Gilmore Crescent	14
Table 3-2	Collisions during peak school activities periods	16
Table 6-1	Construction Cost Estimates	28

LIST OF PHOTOS

Photo 3-1	Gilmore Crescent school speed zone sign (south)	9
Photo 3-2	Gilmore Crescent school speed zone sign (near hospital road eastbound)	9
Photo 3-3	Gilmore Crescent school speed zone sign (near hospital road westbound)	10
Photo 3-4	Kitchener Street school speed zone sign (south of Gilmore Crescent)	10
Photo 3-5	Kitchener Street school speed zone sign (north of Gilmore Crescent)	10
Photo 3-6	Palmer Street school speed zone sign	11
Photo 3-7	Hospital Road school speed zone sign	11
Photo 3-8	Access to the school car park off Gilmore Crescent	11
Photo 3-9	Visibility from drivers eye level (1.1 m) of the children's crossing for eastbound traffic	12
Photo 3-10	Children's crossing at school entrance on Gilmore Crescent	13
Photo 3-11	Children's crossing on Gilmore Crescent near the intersection with Palmer Street	13
Photo 3-12	Children's crossing on Kitchener Street near the intersection with Gilmore Crescent	13
Photo 3-13	On-street parking on Gilmore Crescent (photo taken during pick up period)	14

1. INTRODUCTION

1.1 Objective

R D Gossip (RDG) was commissioned by the Traffic Management and Safety (TMS) sub-section of Roads ACT on the 16th September 2014 to undertake a review of traffic issues at various schools around the ACT.

1.2 The Brief

The locations being addressed in this brief comprise:

1. Rosary Primary School;
2. Majura Primary School;
3. Ngunnawal Primary School; and,
4. Garran Primary School.

The location addressed by this report is Garran Primary School.

Specifically, the scope of the brief is to undertake the following

1. Observe the behaviour of road users on the busiest day before and after school and if possible on wet and dry days;
2. Review all complaints received by Roads ACT for the school;
3. Review any previous reports undertaken by Roads ACT;
4. Consult with key stakeholders to determine their perceived problems / issues;
5. Review speed and traffic volume data;
6. Review traffic crash data;
7. Review adequacy of parking supply to satisfy the requirements of the Territory Plan Parking and Vehicular Access General Code;
8. Circulate a draft report to key stakeholders;
9. Prepare a final report including costed recommendations; and,
10. Circulate a final report to key stakeholders and a précis report to directly affected residents for information.

1.3 The Project Team

The client is the Traffic Management and Safety Unit with Roads ACT and the client's representative is Marguerite Aziz.

The RDG project team is:

- Robert Dunn Project Manager and Senior Traffic Engineer
- Paul Ferrari Senior Traffic Engineer
- Martin Gordon Senior Designer

1.4 Site Location

The school is located on the northern side of Gilmore Crescent and is bounded by residential developments to the north and east and Garran Neighbourhood Oval to the west. Canberra Hospital is on the southern side of Gilmore Crescent.

Note that ACTMAPi has been used for any aerial photography used in this report.

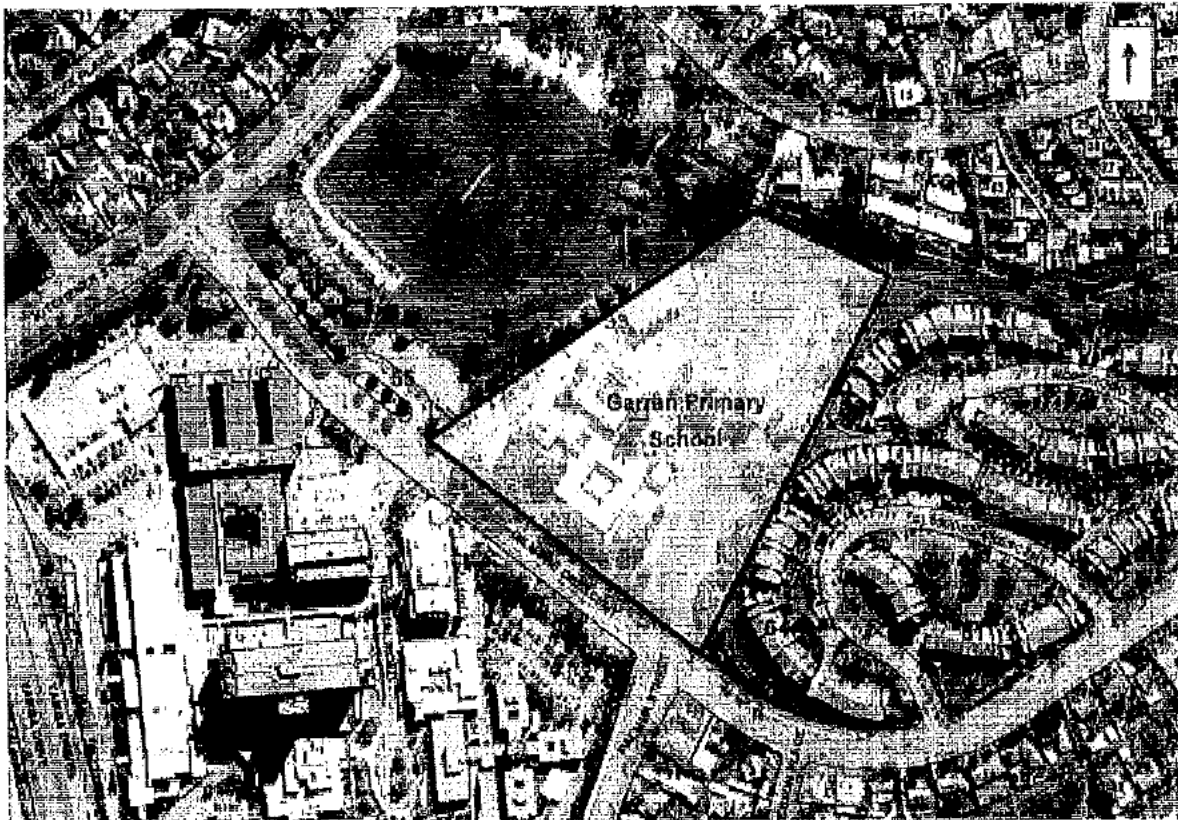


Figure 1-1 Locality Plan

The school draws from an area covering Garran, Phillip and O'Malley, with additional children associated with parents working at the hospital and the accelerated learning program from other suburbs. Although the majority of students arrive by private vehicle, a small proportion travel by bus or walk or ride bicycles. School hours are 9am to 3pm.

The school is surrounded by a residential area to the north and east with a playing field on the western side. The Canberra Hospital is on the southern side of Gilmore Crescent. The hospital is the main generator of traffic above that generated by the surrounding residential areas.

The school's main entrance is off Gilmore Crescent, between Hospital Road and Palmer Street.

Residential development on the eastern side of the school consists of two storey townhouse dwellings.

The oval on the western side of the school is used for various sporting events including cricket, rugby and soccer.

The location and environs of the School are shown in Figure 1-1 and Drawing RG14057 Sheet 1 - Locality Plan.

2. BACKGROUND DATA

2.1 Complaints Received by Roads ACT

Several complaints have been received by Roads ACT from parents, P&C Association, Education and Training Directorate (ETD), school staff, and ACT Health. The main issues revolved around the safety at the children's crossing, parking, and vehicles travelling greater than the school zone speed limit and not obeying road rules.

2.2 Stakeholder Consultation

The following key stakeholders were contacted as part of the project to obtain their perceived problems/issues and identify whether they can be addressed as part of this project to improve safety within the road corridor:

- Traffic Management and Safety Section, Roads ACT
- Garran Primary School Principal
- Education and Training Directorate Capital Upgrades Unit
- ACT Policing
- Garran Primary School P&C President
- Pedal Power
- NRMA
- Living Streets Canberra (Canberra Pedestrian Forum)
- People With Disabilities ACT (PWD ACT)
- Vision Australia
- ACTION
- ACT Health

The following subsections provide the relevant feedback from the stakeholders who responded.

2.2.1 Garran Primary School Principal

RDG met with the Garran Primary School Principal on Monday 27 October 2014 at 8:40 am to coincide with student arrival. The Principal raised the following:

- The growth of the area, including the size of the school and the neighbouring hospital has increased the pressure on the road network resulting in concerns for children safety at the crossings.
- There have been several near misses at the children's crossings involving both parents and children with motorists falling to stop when parents and/or children are on the crossing.
- Speed of vehicles on the roads around the school, including through the crossings, appears greater than the school zone speed limit.
- Parking on Gilmore Crescent creates queuing over the children's crossing.

The Principal advised that the school car park boom gates were to be fully operational in 2015 and parents would be provided with a key/ pass to access the car park.

The following measures at the crossings were suggested by The Principal, P&C members and parents:

- Signalise pedestrian crossings and add a camera;
- Flashing warning lights; and
- Road crossing attendant.

2.2.2 Garran Primary School P&C President

Although RDG did not receive a response from the P&C President, during the meeting with the Principal several P&C members and parents were present and expressed views.

The key issues raised by P&C members and parents during the meeting were consistent with the comments raised by the Principal. Additional comments raised were:

- Issue with sight distance and motorists compliance at the children's crossing near the intersection of Gilmore Crescent / Palmer Street. Visibility is impaired by parked cars for the westbound movement and turning movements in the eastbound direction. It is also believed that vehicles in Palmer Street are not aware of the children's crossing when turning right into Gilmore Crescent.
- The police had stopped vehicles not giving way to pedestrians on the children's crossing near Palmer Street. The common excuse for not stopping was they did not know that they had to stop for adults or that they did not see the crossing. It was suggested that drivers need to be educated about crossing obligations.

In addition to comments, a parent advised that she was nearly hit by a vehicle at the time of the inspection.

3. SITE REVIEW

3.1 General

Garran Primary School has a current enrolment of 599 students with students ranging from pre-school to Year 6. The school has a staff of 38. The nominal capacity of Garran Primary School is 475. Although the school enrolment is currently over the nominal capacity, enrolments are being managed to accommodate students within the Primary Enrolment Area (PEA). Currently 39% of the students are from outside the PEA. However, there is a high percentage (59%) of students in year 6 who are outside the PEA, with this decreasing each year to 25% for kindergarten. ETD expects that over time, enrolments outside the PEA will be negligible.

A description of the site is provided in Section 1.4.

3.2 Roads and Traffic

Gilmore Crescent is a major collector road in the ACT road network with a 60 km/h posted speed limit. It loops past the Garran shops and school connecting to Kitchener Street west of the school. Kitchener Street is a major collector road in the ACT road network with a 60 km/h posted speed limit. Both these streets have a 40 km/h school speed zone between 8:00 am and 4:00 pm. Photos of the school speed zone signs are shown below.

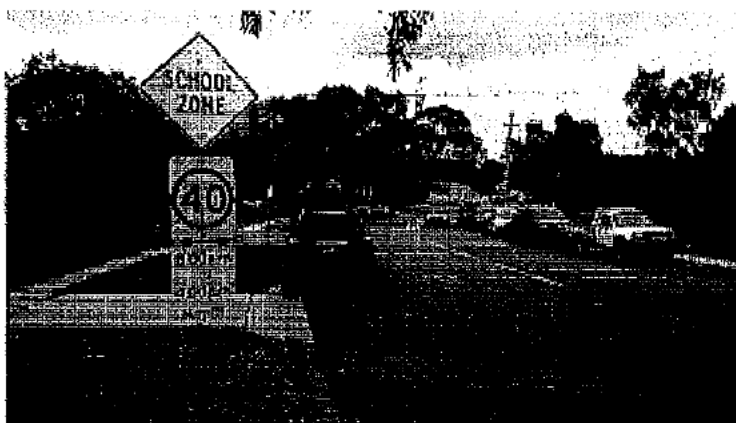


Photo 3-1 Gilmore Crescent school speed zone sign (south)



Photo 3-2 Gilmore Crescent school speed zone sign (near hospital road eastbound)



Photo 3-3 Gilmore Crescent school speed zone sign (near hospital road westbound)



Photo 3-4 Kitchener Street school speed zone sign (south of Gilmore Crescent)

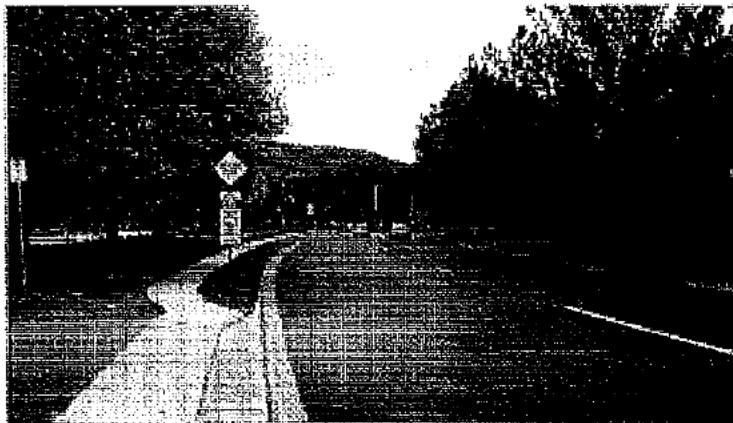


Photo 3-5 Kitchener Street school speed zone sign (north of Gilmore Crescent)



Photo 3-6 Palmer Street school speed zone sign



Photo 3-7 Hospital Road school speed zone sign

A staff car park incorporating a children drop-off and pick up area is on the western side of the school site with access from Gilmore Crescent. The car park becomes heavily congested during peak activities. The access is shown in Photo 3-8.



Photo 3-8 Access to the school car park off Gilmore Crescent

There is significant short term queuing in Gilmore Crescent at the intersection with Kitchener Street during the AM period. Although this does disperse when gaps occur in traffic from the signalised intersection of Yamba Drive and Kitchener Street west of the Intersection, during school set down/pick

up periods the Gilmore Avenue queue was observed to extend back approximately 100 m from the Gilmore Avenue/ Kitchener Street intersection.

There was some queuing observed at the Intersection of Palmer Street and Gilmore Crescent. The main queue occurred on Gilmore Crescent for vehicles turning right into Palmer Street. This typically consisted of up to three to four vehicles. This queue impacts on the visibility from drivers eye level (1.1 m above road level) of the children's crossing for eastbound traffic on the western approach of the intersection.



Photo 3-9 Visibility from drivers eye level (1.1 m) of the children's crossing for eastbound traffic

3.3 Pedestrian Links and Road Crossings

There are two children's crossings on Gilmore Crescent and one children's crossing on Kitchener Street. The children's crossing at the entrance of the school is on a raised hump with extended kerbs on both sides. The other children's crossing on Gilmore Crescent has a pedestrian refuge island and the children's crossing on Kitchener Street has kerb extensions.

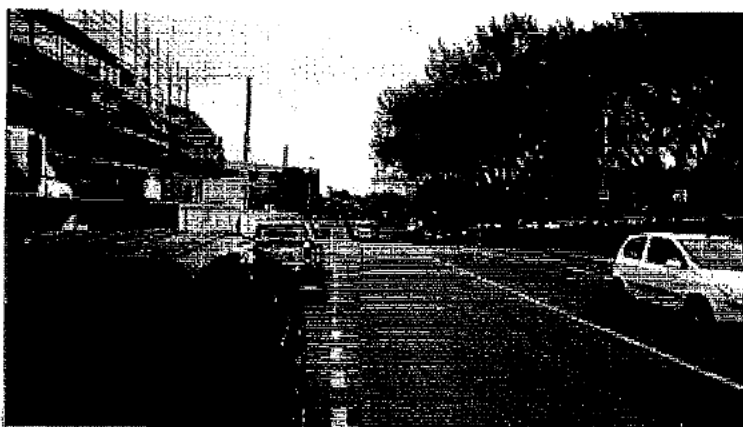


Photo 3-10 Children's crossing at school entrance on Gilmore Crescent



Photo 3-11 Children's crossing on Gilmore Crescent near the intersection with Palmer Street



Photo 3-12 Children's crossing on Kitchener Street near the intersection with Gilmore Crescent

Pedestrian counts were undertaken as part of this review at both the children crossings on Gilmore Crescent on Wednesday 29 October 2014. Based on the traffic volumes provided by Roads ACT, the traffic volumes on Gilmore Crescent during the set down and pick up periods are on average exceeding 600 vehicles per hour. The results of the peak hour pedestrian counts are shown in Table 3-1.

Table 3-1 Peak hour pedestrian counts on Gilmore Crescent

Grossing Location	Peak period	Students	Parents	TOTAL
Children's crossing at school entrance on Gilmore Crescent	8:15 am – 9:15 am	66	56	122
	2:30 pm – 3:30 pm	36	48	84
Children's crossing on Gilmore Crescent near the intersection with Palmer Street	8:15 am – 9:15 am	29	28	57
	2:30 pm – 3:30 pm	23	24	47

The results of the counts indicate that there is greater demand at the children's crossings during the set down period, with over 60 students using the crossing in front of the school's entrance. The volumes were noticeably lower on the crossing in front of the school's entrance during the pick up period. This might be attributed to the majority of the pick up activities occurring on the northern side of Gilmore Crescent and the lack of parking available for parents in the afternoon on the southern side. It could also be attributed to parents heading to employment centres to the north.

Pedestrian and vehicle counts were undertaken by Roads ACT at the Kitchener Street children's crossing on Wednesday 4 March 2015. The results of the counts indicated that the existing children's crossing is warranted with 22 students crossed the road (accompanied by 5 parents) with a total of 310 vehicles travelling through the crossing during the peak 30 minute afternoon period (3:00 pm – 3:30 pm).

Compliance with the children's crossings by motorists would improve with enforcement and education. There are multiple reports of motorists not giving way to pedestrians, both children and adults. RDG observed instances of motorists not giving way to pedestrians during the inspections. This included motorists not approaching the crossings at a speed at which the drivers, if necessary, could have stopped safely, or not stopping within the area defined as a children's crossing (before the continuous line on approach to the crossing) while a pedestrian was on the crossing.

There are footpaths surrounding the school, with a path linking the northern part of the school to the Garran Shops. Footpaths are provided on both sides of Gilmore Crescent and Kitchener Street.

3.4 Access, Parking, Pick Up and Set Down Facilities

There are "No Parking Pick Up Set Down" areas sign posted on the northern side of Gilmore Crescent in front of the school and the school has a private car park on the northern side of Gilmore Crescent as well as approximately 100 m of kerb signed for set down and pick up activities.



Photo 3-13 On-street parking on Gilmore Crescent (photo taken during pick up period)

There is congestion on Gilmore Crescent in front of the school caused by parking manoeuvres. It also appears that the construction activities along the southern side of Gilmore Crescent associated with the private hospital construction significantly reduces the available capacity for parents.

The ACTPLA Parking and Vehicular Access General Code (3 October 2014) (The Code) states that primary schools within community zones are to have the minimum car parking provisions:

- 0.8 spaces/10 students,
plus
- 0.4 set down/pick up spaces/10 students.

The Code enables long stay parking spaces within 200 m of the school to be included within the parking provision. However, operational parking is to be provided on site, and short stay and visitor parking is to be provided on site or within 100 m of the school.

Observations at several schools in the ACT has confirmed that this level of provision does not cater for typical parking demands at schools.

Based on 599 students, The Code indicates a minimum requirement for 48 parking spaces and 24 set down/ pick up spaces.

There are approximately 50 parking spaces (including informal spaces on gravel) and 6 set down / pick up spaces within the school grounds and 13 set down/pick up spaces on Gilmore Crescent. Therefore the existing provision does not meet the Code requirements of provision of set down / pick up parking spaces. There are approximately an additional 50 parking spaces within 100 m from the school boundary, however, the majority of these parking spaces are occupied during school set down and pick up periods. Additional parking spaces are available within 200 m from the school boundary (Garran Neighbourhood Oval car park) where there is some spare capacity during school set down and pick up periods. These parking spaces are already being used by some parents that leave their vehicles to collect their children.

This school draws students from several suburbs, significantly reducing the proportion of students who live within acceptable walking and riding distances. Additionally given the age of students attending the primary school, there is limited scope to increase public transport usage although the school could usefully encourage the use of buses by students and do what it can to facilitate public transport use.

There are two particular issues from a safety perspective that this raises:

- The lack of safely accessible parking; and
- The congestion caused by parents attempting to access the limited kerb pick up space.

The appropriate use of the set down/pick up spaces should be enforced on a regular basis as RDG observed vehicles parking in these spaces and drivers leaving the vehicles.

It appears that much of the congestion that occurs on Gilmore Crescent is largely due to the ineffective use of the set down/pick up area and motorists queuing to enter spaces. RDG observed that some motorists required multiple manoeuvres to enter a parallel parking space or would park away from the kerb.

Complaints from residents from Eldridge Street and Goodhope Street were received by Roads ACT in relation to parents parking on these streets. As these streets are public roads this activity is permitted. The 90 degree parking spaces are located within the block boundaries and are signed as visitors only. However, these signs are not legally binding and provide no indication that the parking is on private property.

3.5 Public Transport

RDG was informed by the Principal that less than 10 children use public transport. These children use the minibus service provided by ACTION.

3.6 Speed Data

Speed and traffic volume information was provided for the following locations:

- Gilmore Crescent between Kitchener Street and Palmer Street (November 2014)
- Kitchener Street between Fitchett Street (east) and Gilmore Crescent (November 2010)
- Palmer Street between Dennis Street and Bateson Road (May 2012) (outside school zone)

The tubes were installed in locations where free flowing traffic was achieved to reduce the possibility of errors contributed from stopped/ parked vehicles.

When assessing the speed environment, the 85th percentile is usually used by Roads ACT. This speed is the speed that 85% of vehicles travel at or below and is usually taken to characterise typical driver speed behaviour. Maximum speeds are also recorded but these need to be reviewed with caution as it is possible that a recorded high maximum speed might identify one-off antisocial behaviour rather than consistent practice.

The recorded 85th percentile speed during school zone times on Gilmore Crescent had an average of 39.6 km/h in the eastbound direction and an average of 40.3 km/h in the westbound direction. During set down and pick up periods, the 85th percentile speed has similar speeds to those collected during the overall school zone time. The average 85th percentile speed is within the school zone speed limit. Maximum recorded speeds on Gilmore Crescent indicated that there is evidence of some antisocial behaviour during school zone times.

The recorded 85th percentile speed on Kitchener Street had an average of 49.7 km/h in the southbound direction and an average of 48.2 km/h in the northbound direction. The 85th percentile speeds during school hours are typically 25% higher than the school zone speed limit and maximum speeds are often 50% higher than the speed limit.

3.7 Collision History

Collision data was provided for the five-year period from 1 January 2009 to 31 December 2013. During this period 13 collisions occurred within the boundaries of the school speed zone area. 9 occurred between 8:00 am and 4:00 pm on a school day and, of these 7 collisions occurred at times corresponding to school start and finish times. The general details of these 7 collisions are summarised in Table 3-2.

Table 3-2 Collisions during peak school activities periods

Date	Time	Location	Description
6/07/2011	3:00 pm	Gilmore Crescent, midblock between Esson Place and Palmer Street	Eastbound vehicle colliding with a vehicle leaving a parking space (RUM code 401), 30 m west of the intersection with Esson Place
13/3/2012	2:30 pm	Gilmore Crescent, midblock between Esson Place and Palmer Street	Eastbound vehicle colliding with the rear of a parked vehicle (RUM code 601), 60 m west of the intersection with Esson Place

Date	Time	Location	Description
15/08/2011	15:15 pm	Gilmore Crescent, midblock between Palmer Street and Hospital Road	Eastbound vehicle colliding with the rear of a vehicle entering a parking space (RUM code 402), 36 m west of the intersection with Palmer Street
11/06/2013	2:50 pm	Gilmore Crescent, midblock between Palmer Street and Hospital Road	Eastbound vehicle colliding with the parked vehicle while parking (RUM code 402), 30 m west of the intersection with Palmer Street
22/09/2009	8:30 am	Gilmore Crescent/ Gilmore Crescent car park intersection	Eastbound vehicle colliding with the rear of a right turning vehicle at the intersection (RUM code 303)
28/09/2013	9:10 am	Gilmore Crescent/ Kitchener Street intersection	Single eastbound vehicle colliding with falling object from other vehicle (RUM code 610)
2/12/2013	8:55 am	Gilmore Crescent/ Kitchener Street intersection	eastbound left turning vehicle colliding with an northbound vehicle at the intersection (RUM code 103)

The additional following information has been extracted from the collision data:

- None of the collisions recorded within the five year time frame involved pedestrians or cyclists;
- None of the seven collisions that occurred at times corresponding to school start and finish times resulted in injuries; and,
- One of the seven collisions that occurred at times corresponding to school start and finish times occurred in wet conditions.

There were no collisions recorded at the intersection of Gilmore Crescent and Palmer Street.

3.8 Site Observations

Observations were carried out during both the morning drop off period and the afternoon pick up period on Monday 27 October and Wednesday 29 October 2014. Earlier, RDG and the Principal had attended the AM period on Monday 20 October. The weather was dry and warm on both days. Additional wet weather inspections were undertaken during both morning and afternoon periods when the weather was wet on Wednesday 15 October 2014 to observe how these conditions influence pedestrians and motorists behaviours.

The following observations were made during the morning drop-off period:

- A near miss was observed at the children's crossing in Gilmore Crescent east of Palmer Street where a westbound vehicle in Gilmore Crescent did not stop while a child (no supervision) was crossing the road from the southern side of the road. The child had just reached the refuge island when the vehicle travelled through the crossing without slowing on the approach. It appeared that the vehicle was travelling in excess of the 40 km/h school zone speed limit as it traversed the crossing. It is unclear whether the driver observed the child on the crossing. Although legally, as the child had reached the median, the vehicle was allowed to pass through the crossing, the vehicle did not approach the crossing at a speed at which the driver, if necessary, could have stopped safely, and, the driver had not stopped within the area defined

as a children's crossing (before the continuous line on approach to the crossing) while the child was on the crossing.

- Vehicles queuing to turn right into Palmer Street from Gilmore Crescent reduce the visibility of pedestrians crossing at the children's crossing at the eastern side of the intersection. This is due to the eye height of drivers at (1.1 m) being obstructed by queuing vehicles.
- There was pedestrian activity generated to the east of Palmer Street on the northern side of Gilmore Crescent. There is a footpath along this section of road that facilitates this demand.
- RDG observed that motorists were less likely to stop at the children's crossing on the eastern side of Palmer Street than the one in front of the school entrance. This is contributed by the sight distance from both approaches to the children's crossing.
- The parking restrictions on Gilmore Crescent were not adhered to by parents of the school with parents leaving their vehicles in the "No Parking Pick Up Set Down" area to take their children to/from school. This behaviour is a source of some annoyance to those parents acting responsibly as it makes the set down/pick up area ineffective requiring more parents to park and walk to the school gate to collect children adding to the general level of congestion.
- The construction activities associated with the private hospital influence the number of parking spaces available on Gilmore Crescent. It is likely that there will be more parking spaces available on the southern side of Gilmore Crescent when construction has finished. Also the available width of the footpath will increase when the construction hoarding is removed.
- There was congestion in both directions sometimes caused by parking manoeuvres. This created queuing (including over the raised children's crossing at times) with some motorists overtaking queued vehicles.
- Periods of congestion on Gilmore Crescent assist in reducing the speed of vehicles through the children's crossing in front of the school entrance. However, RDG observed that some vehicles appeared to travel at inappropriate speeds through the children's crossing on Gilmore Crescent east of Palmer Street and Kitchener Street.
- Although the school car park appeared congested, it operated smoothly with parents able to drop off children and exit the car park with minimal delay.
- There was little use of the Kitchener Street children's crossing by school students during the morning period. It was observed that the majority of the motorists exceeded the school zone speed limit.
- RDG observed some motorists travelled faster than the 40 km/h posted speed limit on Gilmore Crescent including parents on their way to set down/ pick up children at the school.

During the afternoon period similar observations were made to the morning period, with the following additional observations made:

- The deficiencies of the parking arrangements are more evident during the pick up period. Parking was in higher demand with parents waiting for children to finish school. During an earlier inspection (Wednesday 24 September 2014) a parking inspector was observed issuing infringement notices to parents that left their vehicles within the "No Parking Pick Up Set Down" area to collect their children. Infringement notices were also given to parents that parked on the grass verge within Block 1 Section 55.
- The Kitchener Street children's crossing experienced more student use and motorists were observed to stop for crossing activities. However, away from the crossing motorists were

observed to be travelling at speeds that appeared to exceed the speed limit within the school speed zone.

- The delay for motorists leaving the school car park increased, creating queuing within the car park.

The site inspections when it was raining identified that there was additional congestion with more vehicles entering and exiting the Garran School car park during both morning set down and afternoon pick up periods. In addition to this the following observations were made:

- The demand for on-street parking was low, with parents/ carers seeking to use the spaces closest to the raised children's crossing (close to school entry) and within the school car park.
- Less parents escorted their children into the school from the on-street parking. This increased the turn around.
- During the afternoon period there were no construction activities associated with the private hospital. However, parking on Gilmore Crescent was in low demand (similar pick up activities to the morning set down).
- There was a queue in the eastbound direction on Gilmore Crescent for vehicles waiting to enter the school car park.

4. FACTUAL ISSUES

The ACT Road Safety Strategy for 2011-2020 refer to road safety programs are commonly classified in terms of the "4 Es" – Education, Encouragement, Engineering and Enforcement. An integrated approach by all stakeholders is vital for addressing the traffic safety Issues around Garran Primary School. There is a fifth "E", evaluation, which is used to measure the effectiveness of the implemented "4 Es". It is important to note that some measures would not have an instant effect and would require time for the system to adjust after implementation.

The issues surrounding safety at Garran Primary School are provided in the table below with their associated "4 Es" classification:

Safety Issues	Education	Encouragement	Engineering	Enforcement
Parking Issues				
Parking in this area is influenced by the adjacent Canberra Hospital and National Capital Private Hospital. There are several Issues that are associated with the current parking arrangements:				
<ul style="list-style-type: none"> No dedicated pick up/ set down parking spaces within the school grounds. 			✓	
<ul style="list-style-type: none"> Pick up/ set down parking is in short supply. 	✓		✓	✓
<ul style="list-style-type: none"> Parents overstaying (and leaving their vehicles) within the "No Parking Pick Up Set Down" parking area. This contributes to the limited parking space availability. 	✓	✓		✓
<ul style="list-style-type: none"> Congestion on Gilmore Crescent is associated with parents waiting for parking spaces and the associated manoeuvring. 	✓		✓	
<ul style="list-style-type: none"> Vehicles queuing over the raised children's crossing in front of the school waiting for parking spaces. 	✓	✓		✓
Children's Crossing Safety Improvements				
<u>Children's Crossing at School Entrance on Gilmore Crescent</u>				
This crossing is the most utilised children's crossing associated with the school. The following are several issues associated with this children's crossing:				
<ul style="list-style-type: none"> Vehicles queuing over the children's crossing associated with parking activities. 	✓	✓		✓
<ul style="list-style-type: none"> Motorists not following Road Rule Part 7 Division 5 Rule 80 (2)(b). This rule states <i>"A driver approaching or at a children's crossing must stop as near as practicable to, but before reaching, the stop line at the crossing if:</i> <i>(a) a hand-held stop sign is displayed at the crossing; or</i> <i>(b) a pedestrian is on or entering the crossing.</i> 	✓			✓

Safety Issues	Education	Encouragement	Engineering	Enforcement
<u>Children's Crossing on Gilmore Crescent near the intersection with Palmer Street</u>				
The following are several issues associated with this children's crossing:				
<ul style="list-style-type: none"> Motorists not following Road Rule Part 7 Division 5 Rule 80 (2)(b). 	✓			✓
<ul style="list-style-type: none"> Motorists identifying that there is a children's crossing in location due to the visibility on to approach to children's crossing, 	✓	✓	✓	
<u>Children's Crossing on Kitchener Street near the intersection with Gilmore Crescent</u>				
The following are several issues associated with this children's crossing:				
<ul style="list-style-type: none"> Effectiveness of the children's crossing due to the location from the school. 	✓	✓	✓	
<ul style="list-style-type: none"> Speed of vehicles on Kitchener Street. 	✓			✓
<ul style="list-style-type: none"> Children's crossing flags remaining on posts outside of school zone times. Keeping the flags up outside of school times can lead to misunderstanding and confusion of whether or not the crossing is operational. It also creates a perception that the children's crossing is not managed correctly. 	✓			

5. RECOMMENDATIONS

5.1 Proposed Works on Roads

This review has recommended the following works based on the *Guidelines for Road Safety and Traffic Management Around Schools* (Edition 1.0 September 2014), *Australian Standard 1742 Manual of uniform traffic control devices Part 10: Pedestrian control and protection* (2009) and the *ACTPLA Parking and Vehicular Access General Code* (3 October 2014).

These improvements are provided based on engineering judgement. In addition to the proposed engineering recommendations, educational, enforcement and encouragement programs are required to assist with improving traffic safety around Garran Primary School.

5.2 Parking Improvements

The key issues for parking are as follows:

- No dedicated pick up/ set down parking spaces within the school grounds.
- Pick up/ set down parking is in short supply.
- Parents overstaying (and leaving their vehicles) within the "No Parking Pick Up Set Down" parking area. This contributes to the limited parking space availability.
- Congestion on Gilmore Crescent is associated with parents waiting for parking spaces and the associated manoeuvring.
- Vehicles queuing over the raised children's crossing in front of the school waiting for parking spaces.

The following educational and enforcement measures are required at this location:

<p>Education: Refer to Section 5.4.</p>	<p>Enforcement: Parking officers to enforce on-street parking arrangements.</p>
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There is a requirement that the school, parents, Roads ACT and enforcement agencies (AFP and JACS) take an active combined stance to promote and improve safety through education, encouragement and enforcement.

The recommended engineering solution for the current parking issues is to provide queuing storage on Gilmore Crescent and internal school set down and pick up car parking spaces.

This recommendation proposes that the school manages the set down and pick up of students within the school grounds. There are six parallel parking spaces on the eastern side of the school car park that can be changed to "No Parking Pick Up Set Down". To make this recommendation viable it would require a storage area for vehicles to queue prior to entry of the school grounds. The only feasible location within close proximity of the school for queuing is on Gilmore Crescent between the school and Kitchener Street. This would require the removal of 12 car parking spaces on the northern side of Gilmore Crescent west of the bus loop road. The school initially supports this recommendation. However, further consultation with the school staff and P & C will be required to ensure the effectiveness.

This recommendation would also require the entrance of the school be restricted to "left in only" during pick up and set down periods. It is recommended that exiting vehicles retain unrestricted turn movements due to the children's crossings east of the site.

The set down period would require parents to ensure that their child/children leave their vehicle in a safe and efficient manner. This may require staff supervision to improve the effectiveness. During the pick up period school staff would be required to manage students so they are ready for collection when their parents' vehicle arrives. Staff would be required to instruct parents whose child/children are not ready to either park in a legal location or re-join the queue.

The advantages and disadvantages of this recommendation are:

<p>Advantages: Improvement in the efficiency of the collection of students. Reduced congestion on Gilmore Crescent within the existing "No Parking Pick Up Set Down" parking area.</p>	<p>Disadvantages: Efficiency Improvement relies on school staff and parent cooperation. Delays to the end of school could result in excess delays and congestion. Potential shift of congestion impacting on the intersections of Gilmore Crescent with Kitchener Street, Hospital Road and the bus loop road.</p>
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There is potential for the risk of collisions to increase if a parked vehicle remains in the queuing lane on Gilmore Crescent during the pick up/ set down periods. This could occur between a passing vehicle and a vehicle in the queue manoeuvring around the parked vehicle.

Staff and parents cooperation, with Police and JACS enforcement would be vital for this arrangement to operate.

5.3 Children's Crossing Safety Improvements

5.3.1 Children's Crossing at School Entrance on Gilmore Crescent

The key issues at this children's crossing are:

- Vehicles queuing over the children's crossing associated with parking activities, and
- Motorists not following Road Rule Part 7 Division 5 Rule 80 (2)(b).

The following educational and enforcement measures are required at this location:

<p>Education: Refer to Section 5.4. Advise the public of Road Rule Part 7 Division 5 Rule 80 (2)(b) through advertising and in the school newsletter.</p>	<p>Enforcement: Parking officers to enforce on-street parking arrangements. Police to enforce motorists not stopping for pedestrians.</p>
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Pedestrian counts collected on Wednesday 29 October 2015 identified that the existing children's crossing on Gilmore Crescent at the school entrance meets the warrant for the installation of a pedestrian crossing (zebra). This is based on the *Guidelines for Road Safety and Traffic Management Around Schools* (Edition 1.0 September 2014) with 66 students crossing the road in this location in the morning peak hour with over 600 vehicles passing the site. The conversion of the raised children's crossing to a pedestrian crossing (zebra) would also conform with Section 9.3.6 of the ACT Government Design Standards for Urban Infrastructure for pedestrian activity at raised platforms. It is therefore recommended that the existing children's crossing be changed to a pedestrian crossing (zebra). The advantages and disadvantages of this recommendation are:

<p>Advantages: Would be 24 hour and assist with pedestrian movements associated with the hospital. Would remove the issue with motorists unaware of Road Rule Part 7 Division 5 Rule 80 (2)(b).</p>	<p>Disadvantages: Potential to create false sense of additional safety at the crossing. Potential to create delay at the crossing due to increased pedestrian movements.</p>
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Post implementation observations should be undertaken to observe whether vehicles stop at the crossing. If vehicles continue to not stop at this location then an adult crossing supervisor should be stationed there during the set down and pick up periods.

The supervisor could also be used to alleviate congestion through staging the crossing of students. Roads ACT have advised that the provision of a crossing supervisor is the responsibility of the school. Children and parents would need to be educated on how to respond to the supervisor. The supervisor would need to be appropriately trained and equipped and be located as per an approved temporary traffic management plan.

5.3.2 Children's Crossing on Gilmore Crescent near the intersection with Palmer Street

The key issues at this children's crossing are:

- Motorists not following Road Rule Part 7 Division 5 Rule 80 (2)(b).
- Motorists identifying that there is a children's crossing in location due to the visibility on to approach to children's crossing.
- Concern over the speed of vehicles travelling through this children's crossing. RDG observed several vehicles that appeared to be speeding through the crossing in both directions.

The following educational and enforcement measures are required at this location:

<p>Education: Refer to Section 5.4. Advise the public of Road Rule Part 7 Division 5 Rule 80 (2)(b) through advertising and in the school newsletter.</p>	<p>Enforcement: Parking officers to enforce on-street parking arrangements. Police to enforce motorists not stopping for pedestrians on the children's crossing when it is in operation.</p>
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The issue with this crossing that can be addressed through engineering measures is improving the visibility of the crossing from the western approach. To address this issue it is recommended that 22 m of kerb side parking is removed on the northern side of Gilmore Crescent east of the children's crossing between 8:00 am and 4:00 pm on school days.

The advantages and disadvantages of this recommendation are:

<p>Advantages: Will increase sight distance for westbound vehicles approaching the crossing of pedestrians about to cross the road.</p>	<p>Disadvantages: Decrease in on-street parking impacting on residents, hospital staff and parents. Potential for vehicles to park in area reducing sight distance.</p>
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Due to the number of complaints at this location (and observed near misses), post implementation observations should be undertaken to observe whether vehicles are stopping at this crossing after the

parking is removed. If vehicles continue to not stop at this location an adult crossing supervisor should be stationed there during the set down and pick up periods.

5.3.3 Children's Crossing on Kitchener Street near the Intersection with Gilmore Crescent.

The key issues at this children's crossing are as follows:

- Speed of vehicles on Kitchener Street.
- Children's crossing flags remaining on posts outside of school zone times. Keeping the flags up outside of school times can lead to misunderstanding and confusion of whether or not the crossing is operational. It also creates a perception that the children's crossing is not managed correctly.

The following educational and enforcement measures are required at this location:

Education:	Enforcement:
Advise the public of school zone speed limits and operation times. School to remove children's crossing flags outside of school zone times.	Parking officers to enforcement on-street parking arrangements. Police to enforce motorists not stopping for pedestrians on the children's crossing when it is in operation. Police to enforce speed limit.

Pedestrian counts collected on Wednesday 4 March 2015 by Roads ACT identified that the existing children's crossing on Kitchener Street meets the warrant for the children's crossing. This location is within a desire line for students.

Based on the recorded 85th percentile speed on Kitchener Street it is recommended that enforcement is used as the main measure to address speeding on Kitchener Street. Traffic calming measures on Kitchener Street in the vicinity of the children's crossing can be investigated if policing is ineffective. However, implementing traffic calming measures is subject to consultation with residents on Kitchener Street and the wider community.

The school may request for a supervisor to be stationed at this crossing. RDG recommends that parents should be present when children cross the road at this location until Police enforcement and the LATM measures become effective.

5.4 Actions suggested that the school might take

This review recommends that the school might:

- Provide instruction to parents on how and where to park, collect and set down children, and expectations in relation to traffic safety on the surrounding road network.
- Consult with school staff and the P & C on the proposed pick up and set down system with storage queue on Gilmore Crescent and pick up and set down inside the school ground.
- Remind parents that it is not valid to assume that all primary school aged children have sufficient awareness and judgement skills to be able to consistently assess whether or not approaching vehicles will stop at the school crossings;
- Provide supervision during the pick up period to assist with a quick turnaround. This places an emphasis on the school to assist parents in collecting their children and minimise the delay to other parents. Roads ACT are able to provide parking supervisor training.

- Regularly remind parents of the set down/pick up rules being that they are not allowed to leave their vehicle (3 m from the closest point of the vehicle) and can only park for 2 minutes.
- The Principal and staff to take a firm stance towards parents that park and leave their vehicles within the "No Parking Pick Up Set Down Only" area. This includes reporting activity to Police and Justice and Community ORS Parking.
- Promote the set down and pick up of students at different times to relieve the congested periods (say 8:15 am – 9:00 am and 2:55 pm – 3:30 pm).
- Continue to reinforce the traffic safety message in regular school correspondence/newsletters
- Encourage parents to use the gravel off-street car park on Garran Neighbourhood Oval as a set down/pick up location. This should be aimed at parents who leave their vehicle in the designated "No Parking Pick Up Set Down" parking area on Gilmore Crescent. At the time of inspection these areas were used by some parents. It is approximately 150 m from the school and there is a footpath that connects the school to this road. The nearby gravel car park is approximately 110 m from the school.
- Work towards reducing the number of students enrolled from outside the PEA and reducing student numbers to the approved capacity.
- Remove all children's crossing flags outside of school zone times.

5.5 Actions suggested that the ETD might take

This review recommends that the ETD might:

- Investigate the potential of using the vacant land adjacent to the scout car park and north of the school car park for an additional gravel car park.
- Investigate the future plans for the gravel car park currently used by the hospital adjacent to Garran Neighbourhood Oval.

These options will require ETD to consult with the relevant stakeholders.

6. SUMMARY

6.1 Recommendation summary

6.1.1 Parking Improvements

It is recommended that the following measures be implemented to improve the current parking arrangements:

- Change the six parallel parking spaces within the school grounds on the eastern side of the school car park to "No Parking Pick Up Set Down" and consult with school staff and P & C;
- Change the car parking spaces on the northern side of Gilmore Crescent west of the bus loop road to "No Parking Pick Up Set Down";
- Restrict the entrance to the school to "left in only" during pick up and set down periods.
- Staff would be required to manage students so they are ready for collection when their parents' vehicle arrives.
- Staff would be required to instruct parents whose child/children are not ready to either park in a legal location or re-join the queue.
- Encourage parents to use the gravel off-street car park on Garran Neighbourhood Oval as a set down/pick up location.
- ETD to investigate the potential of using the vacant land adjacent to the scout car park and north of the school car park for an additional gravel car park.
- ETD to investigate the future plans for the gravel car park currently used by the hospital adjacent to Garran Neighbourhood Oval.

Note that relevant actions listed in Section 5.4 and enforcement would be required to improve the current parking situation.

6.1.2 Children's Crossing Safety Improvements

o Children's Crossing at School Entrance on Gilmore Crescent

Convert the raised children's crossing to a pedestrian crossing (zebra) to conform with Section 9.3.6 of the ACT Government Design Standards for Urban Infrastructure for pedestrian activity at raised platforms.

Roads ACT will converted this crossing to a pedestrian crossing (zebra) once the lighting design is completed.

o Children's Crossing on Gilmore Crescent near the intersection with Palmer Street

Install no parking for 22 m on the northern side of Gilmore Crescent east of the children's crossing between 8:00 am and 4:00 pm on school days.

o Children's Crossing on Kitchener Street near the Intersection with Gilmore Crescent.

Enforce speeding on Kitchener Street. installing traffic calming devices on Kitchener Street in the vicinity of the children's crossing if policing is ineffective following consultation with residents on Kitchener Street and the wider community.

6.1.3

The linemarking of the children crossings on Kitchener Street and Gilmore Crescent near Palmer Street will be upgraded to meet the current standards.

Update signs to current standard standards (Roads ACT to implemented early 2016).

6.2 Construction Cost Estimates

Construction cost estimates including 20% contingency and GST of the recommended works are shown in Table 6-1.

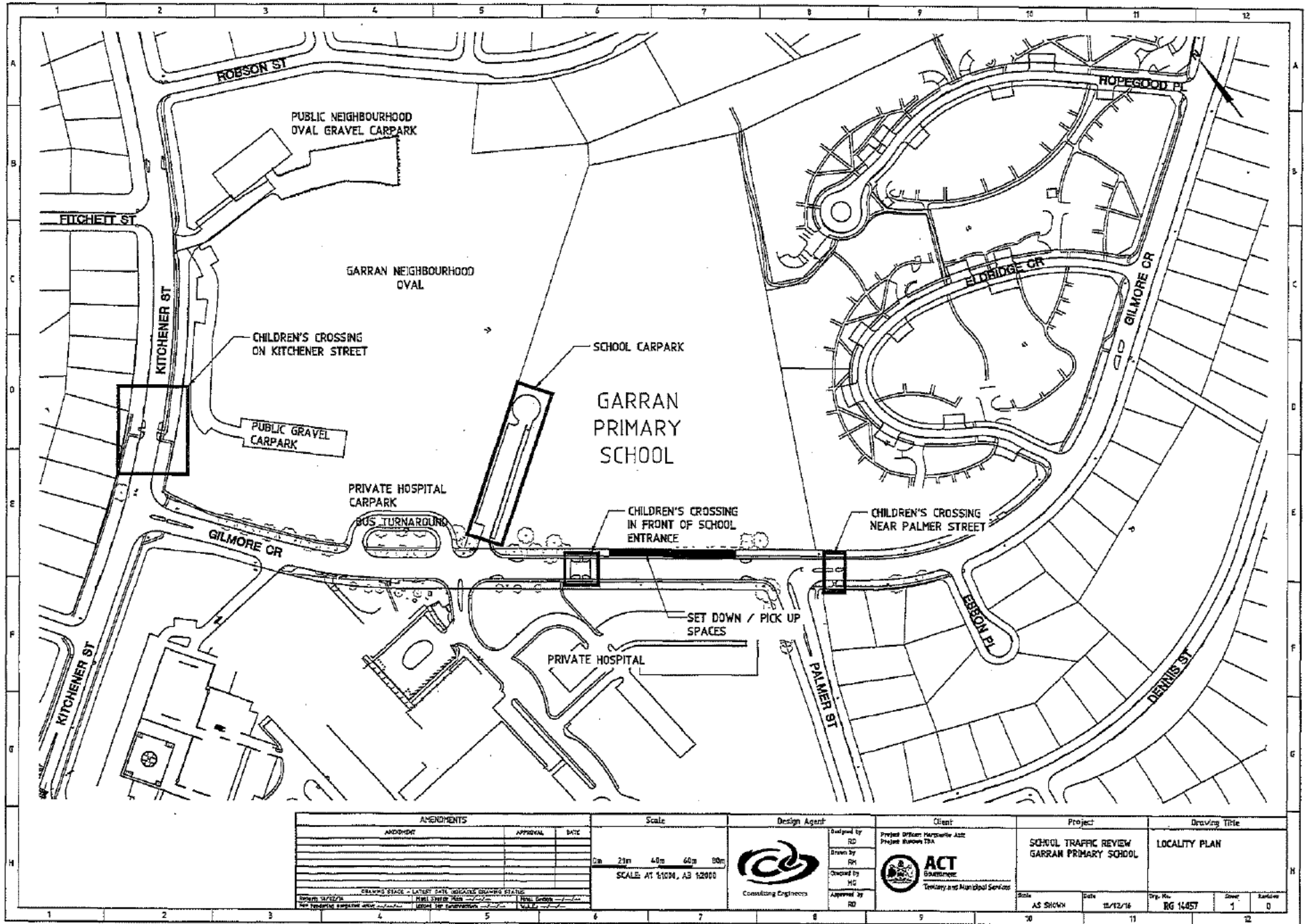
Table 6-1 Construction Cost Estimates

Proposed Works for Implementation	TAMS Cost Estimate \$ incl GST	ETD Cost Estimate \$ Incl GST
Parking Improvements		
Remove existing parking signs and install "No Parking Pick Up Set Down Only" signs on the spaces along the northern side of Gilmore Crescent between Kitchener Street and the school car park driveway and within the school car park on the six parallel parking spaces. Install a "No Right Turn" sign on Gilmore Crescent at the school car park entry for westbound traffic. Signs are to be operational during pick up and set down periods.	\$600	\$600
Children's Crossing Safety Improvements		
Change the existing children's crossing on Gilmore Crescent in front of the school to a pedestrian crossing (zebra) and provide associated flood lighting.	\$25,000	–
Install no parking for 22 m on the northern side of Gilmore Crescent east of the children's crossing between 8:00 am and 4:00 pm on school days at the children's crossing near the intersection with Palmer Street.	\$400	–
Install traffic calming devices on Kitchener Street in the vicinity of the children's crossing (price assumes two sets of speed cushions and associated signage).	\$25,000	–
Other Minor Improvements		
Update signs to current standard signs. School Zone (W6-216) – 2 signs Children sign (W6-3) – 4 signs	\$1,000	–

APPENDIX 1 SPEED DATA

During School Hours	Mean Speed	85th Percentile Speed	Outside School Hours	Mean Speed	85th Percentile Speed
Gillmore Crescent					
Eastbound					
8:00am-9:00am	40.7	47.5	4:00pm-8:00am	48.2	54.7
9:00am-3:00pm	40.2	46.8			
3:00pm-4:00pm	41.4	48.6			
Westbound					
8:00am-9:00am	43.3	50.4	4:00pm-8:00am	49.9	57.2
9:00am-3:00pm	42.9	50.0			
3:00pm-4:00pm	43.2	50.8			
Kitchener Street					
Northbound					
During School Hours	42.5	48.2	4:00pm-8:00am	53.8	62.5
Westbound					
During School Hours	46.7	49.7	4:00pm-8:00am	54.2	61.5

**APPENDIX 2 PROPOSED
IMPROVEMENTS**



AMENDMENTS		
AMENDMENT	APPROVAL	DATE

Scale	
0m	20m 40m 60m 80m
SCALE: AT 1:1000, A3 1:2000	


Design Agent



Consilting Engineers

Client

Project Officer: Marianne Azz
Project Manager: TBA



ACT Government
Territory and Municipal Services

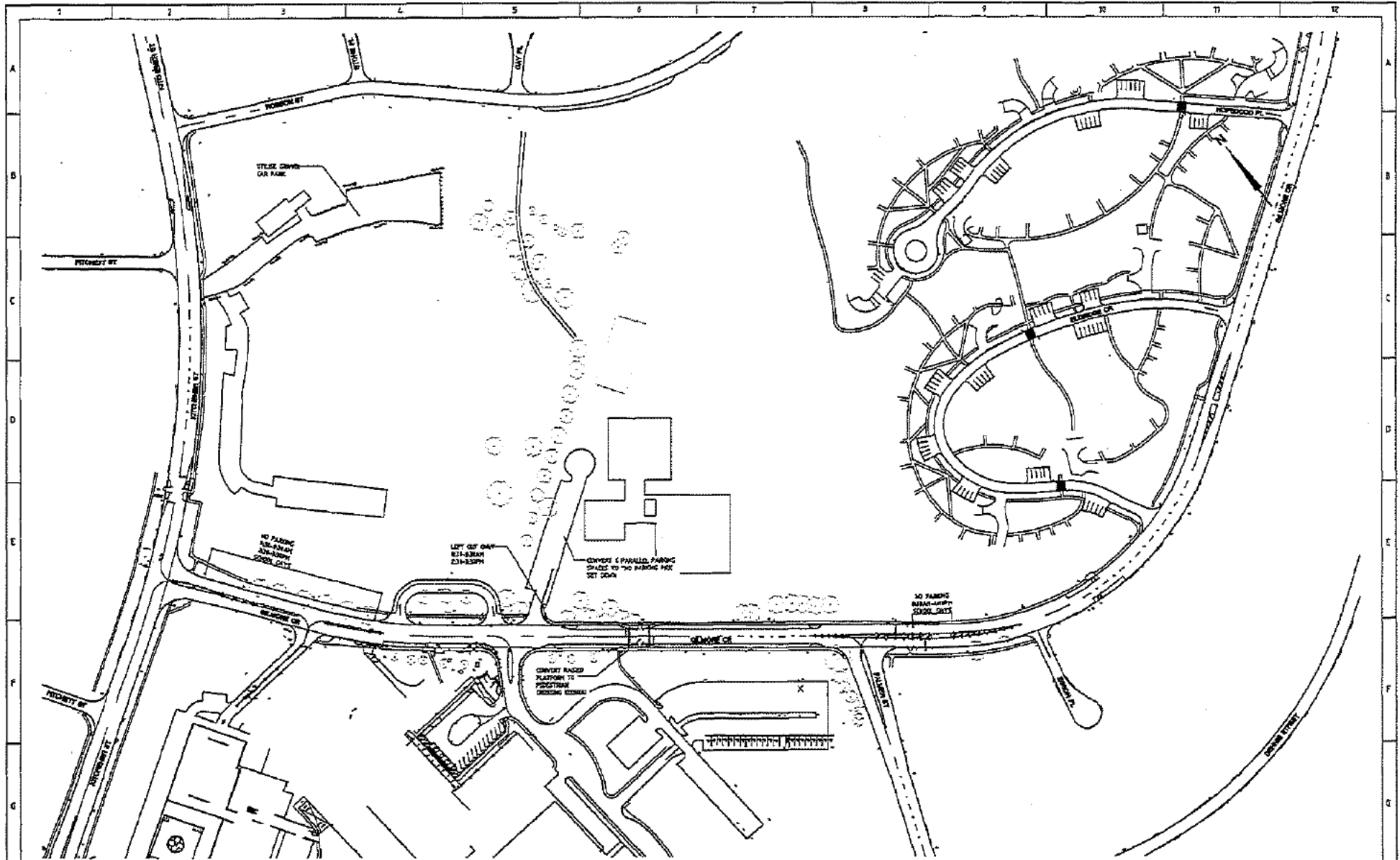
Project

SCHOOL TRAFFIC REVIEW
GARRAN PRIMARY SCHOOL

Drawing Title

LOCALITY PLAN

Scale	Date	Drawn By	Sheet	Revised
AS SHOWN	12/12/16	RG 14857	1	0



AMENDMENTS		
AMENDMENT	APPROVAL	DATE

Scale
 0m 20m 40m 60m
 SCALE: A1 1:1000, A3 1:2100



Design Agent
 Designed by: [Signature]
 Drawn by: [Signature]
 Checked by: [Signature]
 Approved by: [Signature]

Client
 Project Officer: Margaret Ads
 Project Number: 754

Project
**SCHOOL TRAFFIC REVIEW
 GARRAN PRIMARY SCHOOL**

Drawing Title
PARKING IMPROVEMENTS

Scale: AS SHOWN
 Date: 18/12/16
 Drawn By: RG 11457
 Sheet: 2
 Revised: D