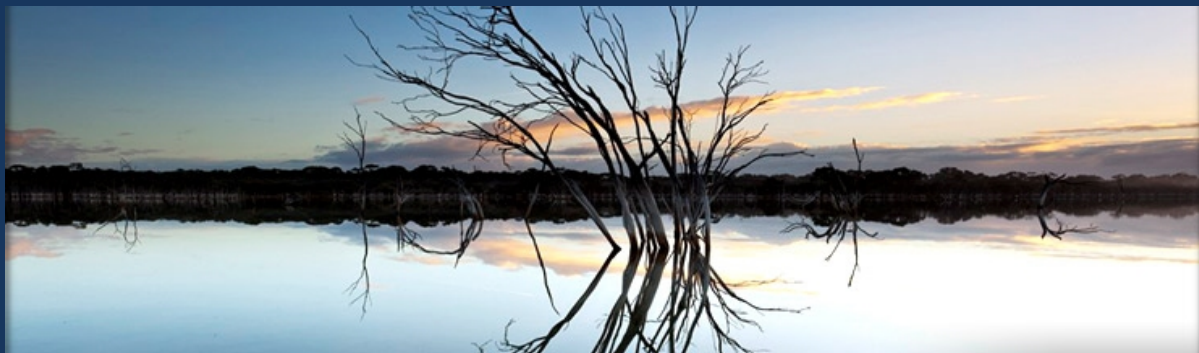





Rural School Bus Stops



“Working with our Rural & Coastal Communities”

	INF-POL-08 - RURAL SCHOOL BUS STOPS	Version No:	1.1
		Issued:	September 2023
		Next Review:	November 2026

Responsible Department:	Infrastructure & Development
Policy Adopted:	20/09/2023
Minute Reference:	OCM/23/087
Applicable Legislation:	N/A
Related Policies/Procedures:	External -- Department for Infrastructure & Transport Operational Instruction 20.2
Review Frequency:	Following Council Elections

1. INTRODUCTION

The Department of Education through the school bus committees establishes many rural school bus stops (from here on referred to as *school bus stops*) around the District. The school bus stops are informal and of a temporary nature. Generally Council has little involvement and is seldom consulted in the matters relating to the positioning of school bus stops.

From time to time, Council gets contacted by parents regarding safety concerns of particular school bus stops even though Council is not the primary authority that deals with this matter. Council's responsibility is therefore confined to providing advice and support within its resources if approached by the school bus committee to assist in resolving any issues.

Council understands that the following parties have responsibilities in the management of school bus stops:

Responsible Party	Responsibility
Department of Education (School Bus Committees)	The management of the school buses, school bus routes and the safe location of school bus stops
Parents of children using the school bus service	The safe transport to and from the school bus stop and the management of children using the school bus service.
SAPOL	The enforcement of traffic rules in the vicinity of school bus stops
Council	<ol style="list-style-type: none"> 1. If approached by the school bus committee to provide guidance and support where possible when there are difficulties in safely locating school bus stops. 2. Signage if required at school bus stops on Council roads.

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2. PURPOSE

The policy provides guidance to staff in dealing with school bus stops.

3. SCOPE

The following staff will use this policy as follows:

General Public Enquiries (4.1 of this policy)

All Staff

Criteria for Signage at School Bus Stops (4.2 of this policy)

Road Widening (4.3 of this policy)

Director Infrastructure & Development

Works Manager

Works Project Engineer

Northern Depot Coordinator

Southern Depot Coordinator

4. POLICY

4.1. General Public Enquiries to Council Concerning School Bus Stops

Council only deals with the school bus committees in relation to school bus stops. Any party raising issues or concerns to Council in regard to the location of school bus stops will be asked to refer the matter to the school bus committee. The School Bus Committees may approach Council to assist where possible to resolve any matters relating to school bus stops.

4.2. Criteria for Signage at School Bus Stops

The Department Infrastructure & Transport Operational Instruction 20.2 recommends as follows:

“IMPORTANT: In general warning signs are not to be installed at bus stop locations, or along bus routes. Signs should only be used as a last resort in hazardous locations and should not be used to justify unsafe stopping areas.

For a warning sign to be effective it needs to alert the driver to a hazard on, or near the road that may require extra attention, but the hazard should be identifiable to drivers as they reach it. To the majority of drivers on DIT roads encountering a school bus would not be a common occurrence and permanent warning signs would have little meaning if a bus was never sighted. In addition, maintaining the appropriateness of school bus warning signs

4. POLICY **cont'd:**

4.2 Criteria for Signage at School Bus Stops **cont'd:**

may also be difficult as the location of stops and routes are subject to change without DIT involvement. Signs left in locations where buses no longer stop may lead to an increased general disregard of these signs by drivers."

Council will adhere to the principles of this recommendation when assessing a need for signage.

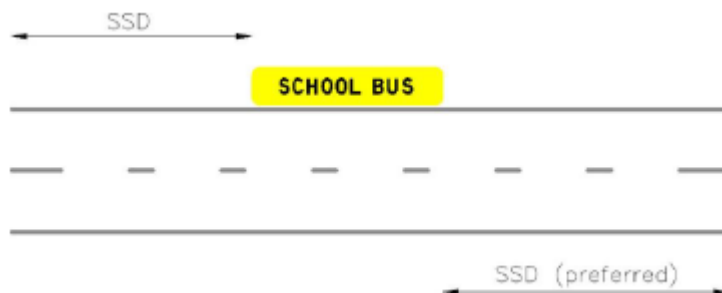
It is also noted that the only regulatory signage for school bus stops are those assigned to the school bus with the flashing lights and 25km/h speed limit.

4.2.1. Criteria for Signage

a) Sight Line Requirements

Council will consider signage at school bus stops that have 10 or more children, if the sightlines to a parked school bus fall short of the following requirements:


85 th percentile speed (km/h)	Stopping Sight Distance (SSD)
80	126
90	151
100	179
110	210



b) Higher Speed Limit Roads Adjacent School Bus Stops

In locations where the site lines are deemed adequate for the speed travelled (refer 4.2.1 (a) above), however the road is not of a width that would allow the school bus to stop completely off the travelled road, the following criteria will be applied for signage to be considered:

- i. The speed limit is 80km/h or greater
- ii. There are 10 or more children using the school bus stop.

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4. POLICY **cont'd:**

4.2 Criteria for Signage at School Bus Stops **cont'd:**

4.2.2. Long Term Management of School Bus Signs

Where signs are used, Council will write annually to the School Bus Committee(s) to determine whether the criteria for school bus signage continue to be met. If the criteria are no longer met and the school bus stop is no longer used, the signs will be removed by Council.

4.2.3. Signage to Be Used at School Bus Stops

If the school bus stop meets the required criteria for signage then the following signs are to be used in advance of school bus stops:



W6-SA3 & W8-SA56 (Class B Size)

4.2.4. Legacy School Bus Stop Signage

There exists a number of signs previously installed that would not meet the above criteria. Should these signs need replacement, this policy and the criteria for signage would apply to determine whether they will be removed or replaced.

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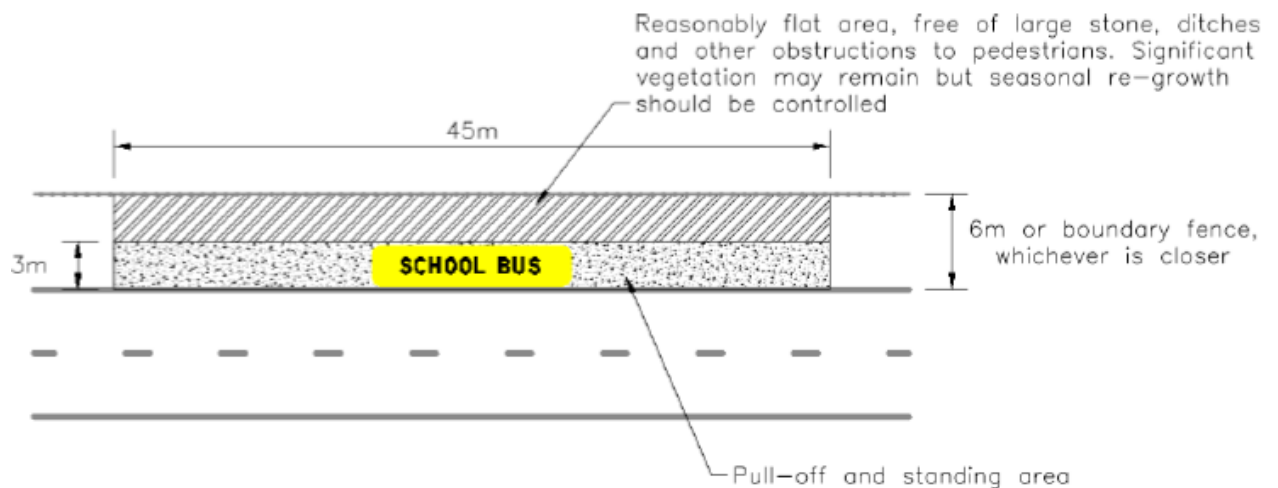
4. POLICY **cont'd:**
4.3. Road Widening

4.3.1. Road Widening at Major School Bus Stops

Council will consider creating as near as practical a pull-off area for the school bus (subject to current and future Council budget constraints) provided that:

- a) the speed limit is 80km/h or greater
- b) there are more than 10 children using the school bus stop
- c) there exists no similar pull off area within 3 kilometres of the site

The general layout of a school bus pull-off bay is as follows:



General Layout of Bus Pull-off Bay

4.3.2. Widening for Minor School Bus Stops

This section refers to the small widened areas particularly opposite farm driveways.

Council will consider the provision of these small widened areas when undertaking planned roadworks (i.e. resheeting) adjacent these areas.

If requests are received for areas where no works are being or planned to be undertaken, then the person making the request may apply for an Authority to Alter a Public Road and to undertake the works to the satisfaction of Council at the cost of the applicant.

The location of this minor widening will also need to meet sight line requirements, i.e. Council will not undertake or allow this work to be undertaken if the bus stop is in an unsafe area.



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5. AVAILABILITY

Copies of this policy may be purchased for the fees outlined within Council's current Schedule of Fees & Charges. This policy is available for inspection at the Council offices during ordinary business hours or on Council's website (www.lowereyrepeninsula.sa.gov.au) at no cost.

DOCUMENT HISTORY		
Version:	Issue Date:	Description of Change:
1.0	15/03/2019	Adopted.
1.1	20/09/2023	Adopted with minor amendments.