



NEW SCHOOL SAFE STREETS SURVEY RESULTS



In late 2021, The Department of Education selected the old Toowong Bowls Club as the location of the new primary school in the inner west. Residents have raised the need for pedestrian, cycling and public transport upgrades in the new school precinct alongside other issues like flooding, ecology and impacts on green space.

To better understand the problem and possible solutions, my Electorate Office conducted a survey of local residents.

ABOUT THE SURVEY

This report was compiled from our *New School Safe Streets Survey*, as well as transport recommendations we received directly from locals via email and social media. We ran the survey via SurveyMonkey from 23 February to 8 May 2022.

We advertised the survey in our printed newsletter (Maiwar Matters), in our regular email-out, via social media, and in the newsletters of local childcare centres/schools. It included two sections, one for prospective school families at the new school, and one for all local residents. Our survey received 151 responses and we received 20 further responses from locals via email or social media.

MY PERSPECTIVE

My office ran this survey to better inform all stakeholders about the transport issues at the old Toowong Bowls Club site. We have conducted basic analysis of the quantitative results and have tried to give a fair summary of qualitative responses. We want to use this report to inform, but my position on the public and active transport issues is clear.

My priority is to make it simple, safe and pleasant for families and students to walk, ride or get the bus to school. Any school generates some localised congestion at pick up and drop off time, so my priority is to minimise the number of families who are forced to drive.

We cannot solve traffic congestion by building wider roads. Widening roads to increase traffic flow will increase the number of cars travelling to the precinct. This is counterproductive and is inconsistent with a safe environment for primary school aged children.

That means I will be supporting improvements to public and active transport infrastructure instead of any measures which would increase the number of cars in the precinct or make driving more attractive. Some people will always need to drive, but our objective should be to support as many families as possible to walk, cycle or catch public transport to school.

KEY FINDINGS

- ▶ Over 84% of parents intending to send their children to the new school would prefer them to use active or public transport options over private vehicles.
- ▶ Over 90% of parents intending to send their children to the new school said safety upgrades would make them more likely to allow their kids to walk, cycle, scoot, or catch the bus to school.
- ▶ New or safer pedestrian crossings were the most popular suggestion from respondents. Specific suggestions called for signalised crossings (31%), zebra crossings (22%) and raised wombat crossings (18%) over pedestrian "refuges" (3%).
- ▶ Respondents also recommended widening and completing footpaths around the school site.
- ▶ 67% of respondents who answered the relevant question (n=142) supported a permanent 40km/h zone in the new school precinct.
- ▶ Dedicated bike lanes were by far the most popular suggestion for cycling safety upgrades. 48% of respondents suggested dedicated bike lanes, with many of those respondents asking specifically for physically protected bike lanes. Respondents also recommended wider footpaths and separation between pedestrians and bikes/scooters.
- ▶ A dedicated school bus was the most popular public transport suggestion. 30% of respondents supported a dedicated school bus, 23% called for more frequent mainstream buses and 13% recommended large and/or shaded bus stops.



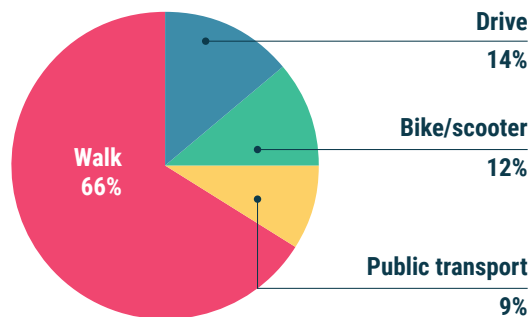
MICHAEL BERKMAN MP

Member for Maiwar ▲

HOW DO PARENTS WANT THEIR KIDS TO GET TO THE NEW SCHOOL?

A small fraction of survey respondents (20% or 35 families) intend to send their children to the new primary school. Whilst this sample size is low, this kind of information is useful when considering transport upgrades.

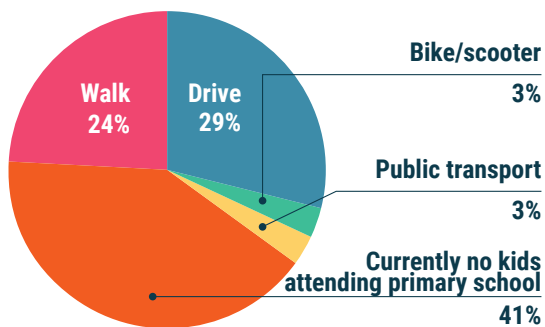
PARENTS' TRAVEL PREFERENCES



Our data showed that prospective parents wanted their kids to walk to the new primary school. Over 84% of parents preferred active or public transport options over private transport.

Fig 1. Question One: How would you like your kids to get to school at the new primary school? (pick one) (n=35)

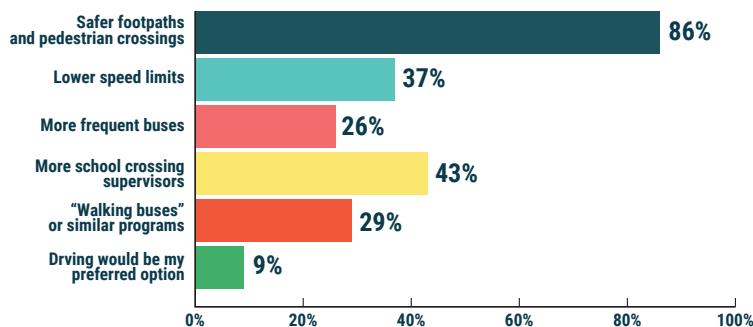
HOW KIDS CURRENTLY TRAVEL TO SCHOOL



Our data showed that 41% of prospective parents do not currently have kids in primary school. Of those who do, about half drive their kids to school, while the remainder of kids walk to school, with a few riding a bike/scooter or taking public transport.

Fig 2. Question Two: If you have kids in primary school right now, how do they travel most often? (pick one) (n=34)

WHAT IMPROVEMENTS IN ACTIVE/PUBLIC TRANSPORT INFRASTRUCTURE WOULD ENCOURAGE BEHAVIOUR CHANGE?



Over 90% of prospective parents said improvements in public and active transport would make them more likely to allow their kids to walk, scoot, cycle or catch the bus to school. The most popular suggestion was for safer footpaths and pedestrian crossings, with over 85% of respondents saying this would help.

Fig 3. Question Three: Which of the following would make you more likely to allow your kids to walk, cycle, scoot, or catch the bus to school? (pick as many as you like) (n=35)

"The Gailey five ways roundabout is challenging to cross with a toddler and a baby in the stroller"

"Swann road is too dangerous for child pedestrians and cyclists"

"Ideally I'd like them to ride themselves but it's just not safe enough currently"

HOW DO WE MAKE THE PRECINCT SAFER FOR YOUNG PEOPLE TO WALK?

MOST POPULAR SUGGESTIONS FOR IMPROVING PEDESTRIAN SAFETY

We asked if respondents had any suggestions for pedestrian safety improvements and received 128 responses.

1. MORE OR SAFER PEDESTRIAN CROSSINGS:

This was by far the most popular suggestion. Respondents indicated that many streets and intersections are unsafe to cross, especially for primary school aged children. Respondents called for signalised crossings (31%), zebra crossings (22%) and raised wombat crossings (18%) over pedestrian “refuges” (3%).

2. WIDER FOOTPATHS:

A popular suggestion was footpath widening. Residents highlighted that many streets immediately surrounding the school have narrow footpaths and would struggle to handle any amount of increased traffic. Many respondents indicated they already avoid walking with children or prams in the area for this reason.

3. MORE FOOTPATHS OR EXTENDING EXISTING FOOTPATHS:

Many areas surrounding the school have no footpaths or footpaths which end suddenly. Notably, Gailey Rd does not have a footpath on part of the eastern side. Residents highlighted that this makes it difficult to travel to the school via wheelchair, scooter, or with a pram.

4. SPEED LIMIT REDUCTION:

Responders confirmed our understanding that many of the streets surrounding the school are busy commuter roads that often see poor driver behaviour, and therefore supported speed limit reductions.

Suggestions	Number of times it was specifically raised
Non-signalised pedestrian crossings (incl. zebra, wombat, island refuge crossings)	67
Wider footpaths	38
Traffic lights/signalised pedestrian crossings	30
New footpaths/extending existing footpaths	23
Speed limit reduction	15
Overpass/Pedestrian bridge	13
Signage to warn drivers of pedestrians (incl. Slow For SAM signs)	10
Pedestrian safety barriers	6
Improve disability access (incl. kerb ramps, more accessible footpaths, etc.)	6

“I think the current island crossing on Gailey Rd is inadequate. It doesn’t offer any protection from cars”

“Transport corridors should rather encourage active travel, and not just the final 100m”

“With my kids currently at Ironside I have found limitations to walking/scootering to include narrow uneven footpaths and dangerous crossings (particularly the Gailey roundabout)”

SUPPORT FOR SPEED LIMIT REDUCTION

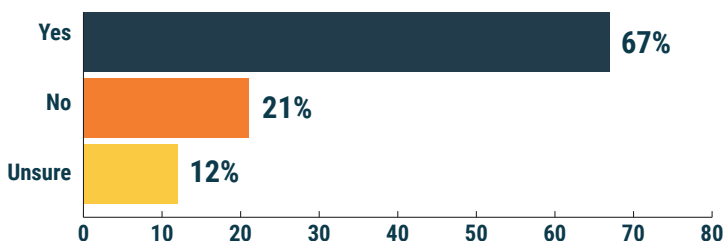


Fig 4. Question Four: Would you support a permanent 40km/hr zone a few blocks around the new school? (n=142)

Our data showed that the majority of respondents supported a permanent 40km/h zone around the new school. This would improve safety for all users of Perrin Park and Jack Cook Memorial Oval, including on weekends. It would also make sure there will be no excuses for speeding based on confusion about school holidays.

PEDESTRIAN SAFETY IMPROVEMENTS



FOOTPATHS FOR IMPROVEMENT:

- 1 Widen footpath at Gailey Rd (W side)
- 2 Widen and complete footpath Gailey Rd (E side)
- 3 Widen footpath on Sir Fred Schonell Dr
- 4 Widen and complete footpath on Alpha St (N and S sides)
- 5 Widen footpath Heroes Ave (N side)
- 6 Widen footpath Brisbane St
- 7 Extend footpath Indooroopilly Rd
- 8 Complete/extend footpath Oxford Tce
- 9 Improve pedestrian facilities in Perrin Park
- 10 Complete footpath Campbell St (N and S side)
- 11 Widen Whitmore St footpath (under railway bridge)
- 12 Widen footpath at Burns Rd (W side)

CREATE SAFE(R) PEDESTRIAN CROSSINGS:

- 13 Gailey Rd - upgrade existing pedestrian refuge to a raised wombat crossing
- 14 Gailey Rd / Heroes Ave intersection - signalise intersection, with signalised crossings across Gailey Rd and Heroes Ave
- 15 Indooroopilly Rd/Heroes Ave intersection - upgrade both existing pedestrian refuge crossings to wombat crossings
- 16 Gailey Rd / Sir Fred Schonell Dr intersection - signalise both N and S slip lanes (N already underway)
- 17 Indooroopilly Rd / Burns Rd / Apha St / Bellevue Pde roundabout - upgrade existing refuge crossings to wombat crossings
- 18 Gailey five ways (Swann Rd / Gailey Rd / Indooroopilly Rd) - improve pedestrian safety
- 19 Brisbane St / Josling St / Herbert St intersection - remove or signalise dangerous slip lanes
- 20 Moggill Rd / Whitmore St intersection - add signalised crossing on Moggill Rd to E side of Whitmore St
- 21 Swann Rd near Whitmore St - upgrade existing dangerous zebra crossing to a signalised or wombat crossing
- 22 Burns Rd - upgrade existing refuge crossing (south of Campbell St) to a wombat crossing
- 23 Josling St - upgrade existing pedestrian refuge to a wombat crossing
- 24 Aston St at Burns Rd - create safe crossing
- 25 Corridor on Indooroopilly Rd from Swann Rd to Heroes Ave - create safe crossings across Moore St, Seven Oaks St and Oxford Tce
- 26 Install kerb ramps on High St crossing at Benson St

PEDESTRIAN SAFETY BARRIERS

- 27 Gailey Rd
- 28 Sir Fred Schonell Dr
- 29 Burns Rd through narrow embankment section (W side)

HOW DO WE MAKE THE PRECINCT SAFER FOR YOUNG PEOPLE TO CYCLE?

MOST POPULAR SUGGESTIONS FOR IMPROVING CYCLING SAFETY IN THE PRECINCT

We asked if respondents had any suggestions for cycling safety improvements and received 107 responses. These suggestions would improve amenity and safety for all cyclists, including school students, commuters and local residents.

1. PROTECTED BIKE LANES:

Protected bike lanes were by far the most popular suggestion. Of the total respondents to this question 48% suggested dedicated bike lanes, with many asking specifically for physically protected bike lanes. Much of the school precinct either has no bike lanes or bike lanes are taken up by parked cars.

2. WIDEN & IMPROVE FOOTPATHS:

As conveyed in the pedestrian feedback, many of the footpaths in the school precinct are narrow. This means there is not enough space for footpaths to be shared with pedestrians, bikes, and scooters. 27% of respondents recommended new footpaths or footpath improvements. Recommendations included footpath widening, new dedicated bike paths, and ensuring all footpaths are flat and smooth.

3. SEPARATION OF CYCLISTS & PEDESTRIANS:

There was a strong sentiment that cyclists and pedestrians should be separated. Some suggested having separate paths for bikes/scooters or that footpaths be split into separate lanes. Submitters also raised concerns about the dangers of e-scooters on footpaths near children.

CYCLING SAFETY SUGGESTIONS

SAFE, SEPARATED BIKE LANES:

- 1 Gailey Rd
- 2 Indooroopilly Rd - upgrade existing bike lanes to protected bike lanes
- 3 Safer connection to Bicentennial Bikeway (Brisbane St and Benson St) including via off-road shared path / footpath
- 4 Heroes Ave
- 5 Sir Fred Schonell Drive
- 6 Gailey Fiveways (Swann Rd / Gailey Rd / Indooroopilly Rd)
- 7 Burns Rd
- 8 Alpha St
- 9 Josling St
- 10 Whitmore St
- 11 Swann Rd
- 12 Oxford Terrace
- 13 Westerham St
- 14 Campbell St



WIDEN FOOTPATHS:

See footpaths outlined in pedestrian improvements list

"My partner had an accident on [Gailey Rd] 2 weeks ago. A separated bicycle facility would improve rideability for all ages and skill levels"

"As I live nearby, I regularly use the shared cyclist/pedestrian footpath. It's just an accident waiting to happen"

"I'm a commuter cyclist and almost all of my near-misses in St Lucia/Taringa would have been avoided/calmed if I wasn't avoiding parked vehicles"

HOW DO WE ENCOURAGE YOUNG PEOPLE TO TAKE PUBLIC TRANSPORT TO SCHOOL?

MOST POPULAR SUGGESTIONS FOR IMPROVING PUBLIC TRANSPORT IN THE PRECINCT

We asked if respondents had any suggestions for public transport improvements and received 65 responses.

1. DEDICATED SCHOOL BUS:

The most popular suggestion was creating a new dedicated school bus route. It was suggested that this route service the catchment and run frequently.

2. MORE FREQUENT/RELIABLE BUSES:

Respondents regularly recommended including the frequency and reliability of existing bus routes, either at peak school times or throughout the day. The most commonly mentioned routes were the 411 and the 417.

3. LARGE & SHELTERED BUS STOPS:

Another common suggestion was to install large, well sheltered bus stops against the rain and sun, especially on the eastern side of Gailey Rd.

"At Ironside, there is a bus at 2:58! The next one at 3:15 is very busy of course"

"The 411 route frequency hasn't changed in at least 20 years, so maybe it's time for BCC to up the number of buses"

"A new dedicated school bus route, that runs frequently, is a good idea"

OTHER POPULAR TRANSPORT SUGGESTIONS

1. WELL PLANNED DROP-AND-GO

Respondents emphasised the need for a well planned drop-and-go. Some suggested that the drop-and go be on the school grounds, whilst others thought it should be further from the campus with students walking the last leg of their trip.

2. BAN/REDUCE PARKING ON NEIGHBOURING STREETS:

It was commonly recommended that parking be banned or reduced on streets neighbouring the school. It was highlighted that parked cars around the school site cause "blind-spots" that make it unsafe for pedestrians.

"I believe the Heroes Ave and Indooroopilly Rd stretch in front of the school should be made one-way"

"I would certainly support a reduced speed limit on Heroes Ave...I think we should also look seriously at removing on-street parking on Heroes Ave"

"Disallow parking on Gailey road and Sir Fred Schonell Drive between 7am-7pm"

CONCLUSION

What transport improvements would you like to see for the new school? You can send your feedback to the project team at BuildingFutureSchools@qed.qld.gov.au (and CC me in at maiwar@parliament.qld.gov.au). To stay updated on the new school project, sign up to my mailing list at www.michaelberkman.com.au/new_school