



Yandina State School

Active Transport Survey Results

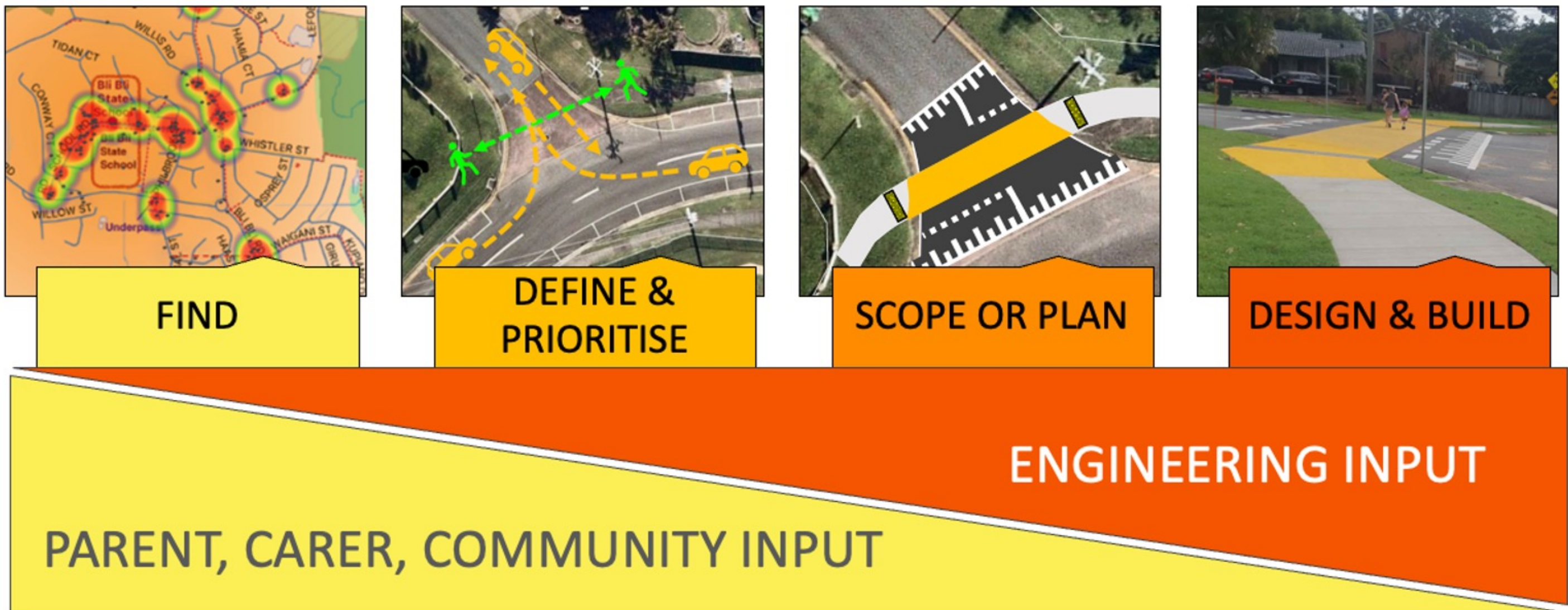
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Site Conditions



School Infrastructure Planning Process



Sidelines Traffic

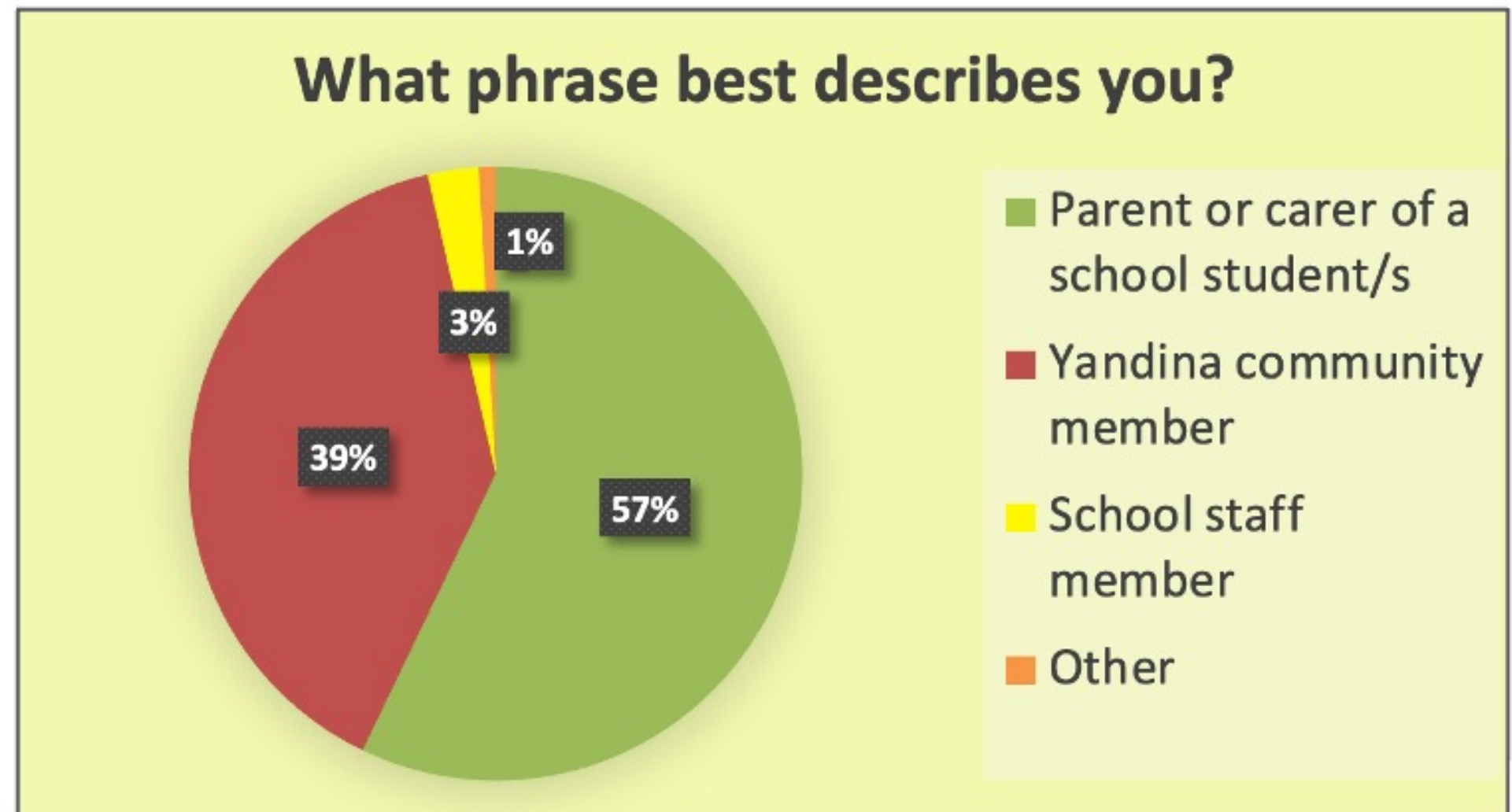
Stage 1

Find barriers to walking
and riding to Yandina State
School

Parent and Carer survey

Survey Participation

- Yandina State School Survey open for 2-week period (April 15-28)
- 112 survey responses
- Over 70% identified as female
- 43% of school respondents care for child a under 5
- 9% of care for a child with a disability

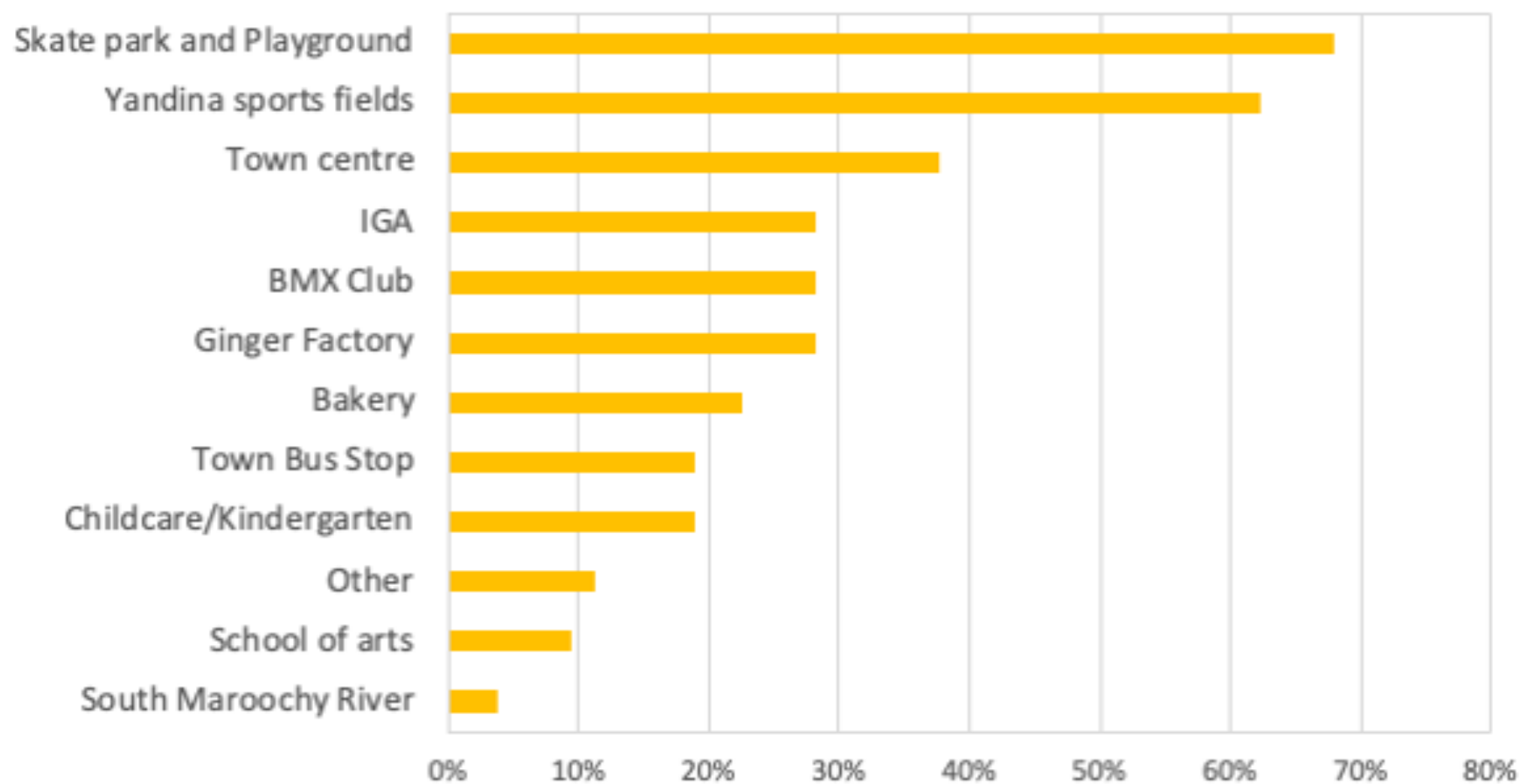


Active Transport Participation



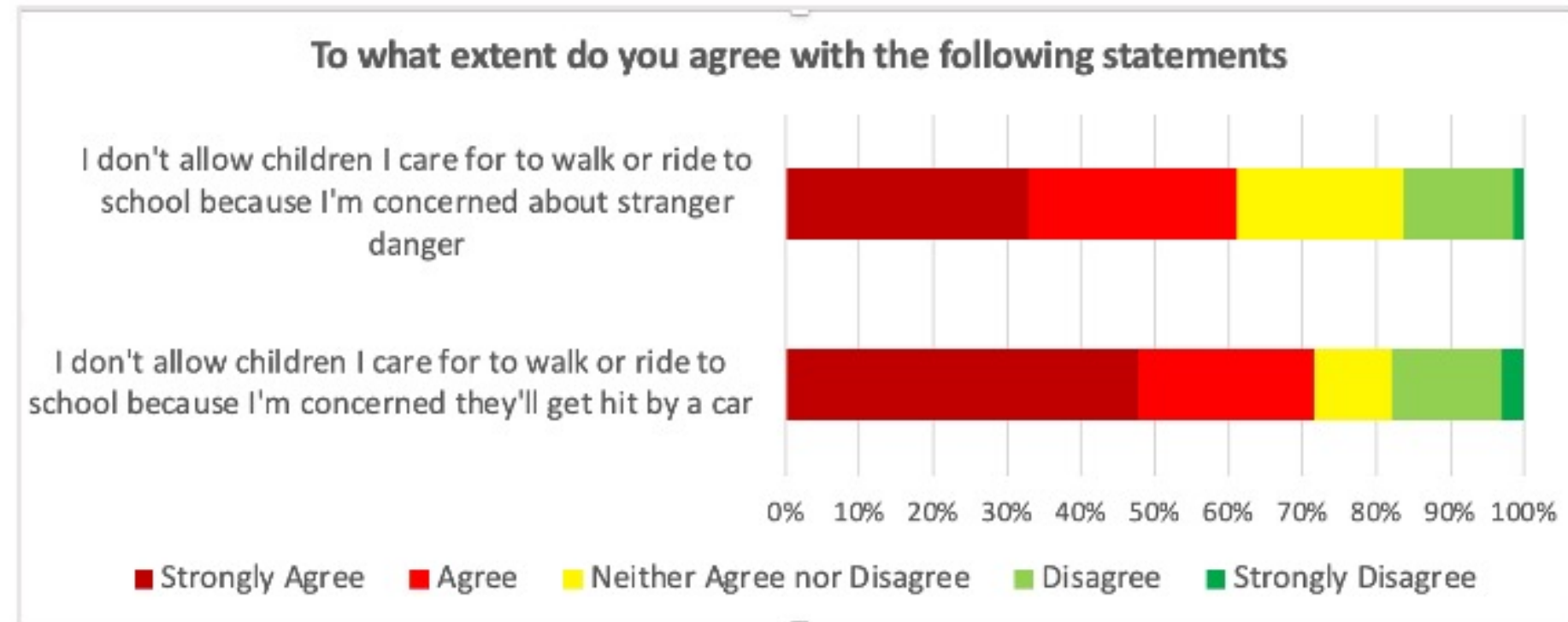
Places children go

Are there any locations children go before or after school, which need good pathways and crossings to get them there safely? (Choose all that apply to children you care for).

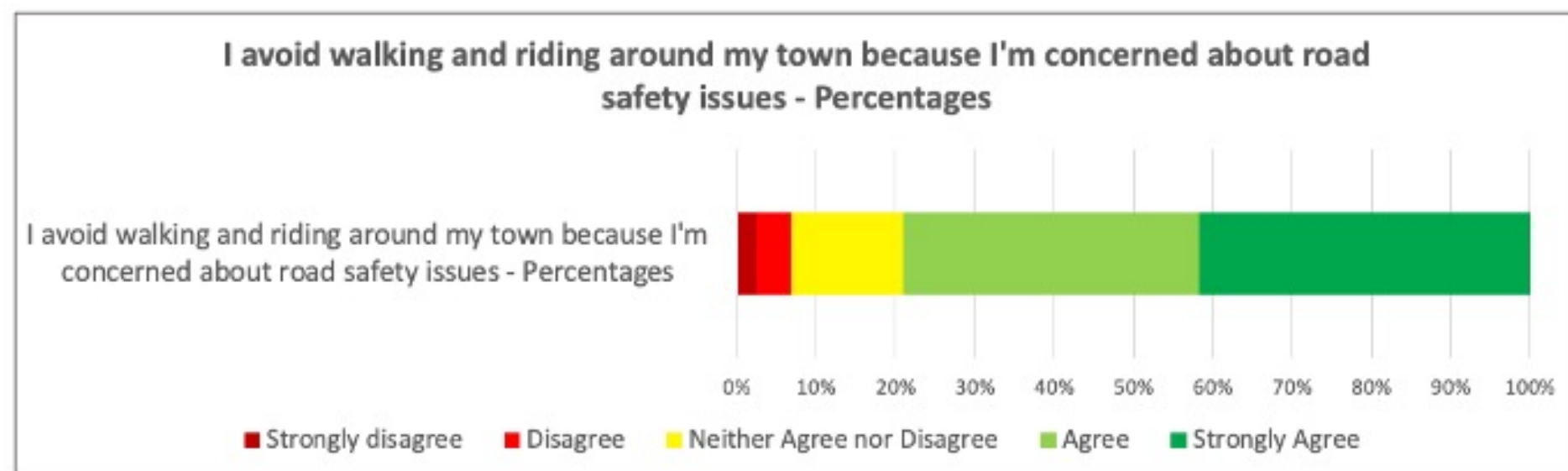


Road Safety and Stranger Danger

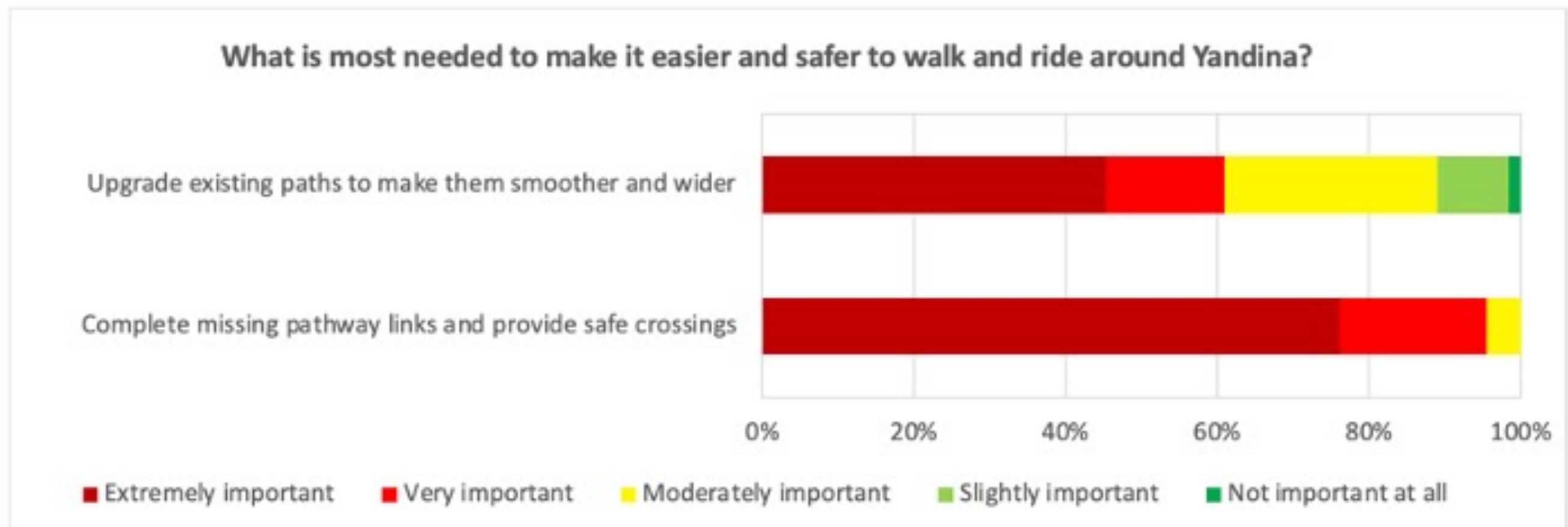
School Community



Wider Community

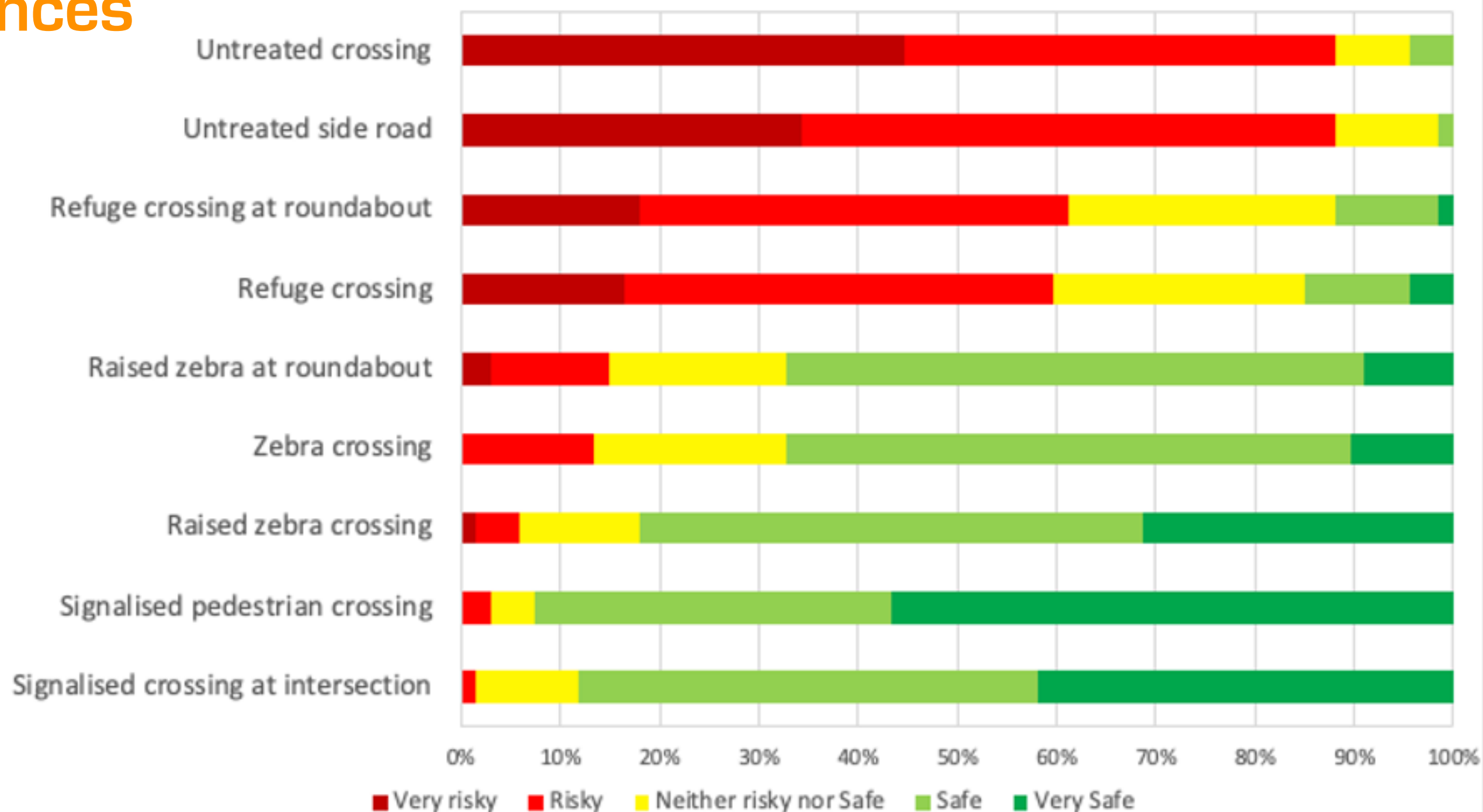


Priorities for investment



Crossing Preferences

How risky is it for children you care for to use the following types of crossing?



Hot spots for improvements - Crossings

Where do you think safer road crossings are needed?

(Place 0 to 10 points on the map).

- 32 responses for a crossing of Farrell St near Steggalls Rd
- 17 responses for an additional crossing on School Rd near the overpass
- 14 responses for a path at Steggalls Rd and Farrell St
- 44 responses for better crossings at Farrell and Stevens



Hot spots for improvements - Paths

We want to know if there are any places where new footpaths, bike paths or shared paths are needed
(Place 0 to 10 points on the map).

- New path on Buckle St (20 responses)
- New path near the corner of Steggalls Rd and Farrell St (20 responses)
- New path on School Rd to Pioneer Dr (20 responses). More concentrated at roundabout at Pioneer Rd)
- Improve path connecting Farrell St to School Rd (19 responses)
- Farrell St between North St and Stevens St (14 responses)



Hot spots for improvements – Alternative drop-off sites

Some people meet or drop children a short distance away from the school. This reduces congestion around the school and children benefit from the short walk or scoot. Are there any places you would like to be able to drop or meet children away from the school if a safe place to park was available?

Feasible sites include:

- Unformed car park on Farrell St opposite overpass
- South of school including Yandina Historic House
- Skate park



Hot spots for improvements - Speeds

Are there any places where you think vehicle speeds are too high?
Place up to 10 points on the map

- Farrell St from North St to Brandon's Rd
- Steggalls Rd between Cooloolabin Rd and Yandina Sports Fields
- School Rd
- Intersection of Fleming St and Pioneer Rd
- Yandina Coolum Rd near Wappa Falls Rd intersection



Other suggestions

Do you have any other suggestions to make it easier and safer for children to walk or cycle to school?

More pathways
More zebra crossing
More lights were they can cross at bigger intersections

Complete the path from Retreat crescent estate into town. We have no walkable access at all unless we walk with our children onto the main road which isn't going to happen. 10 years having to drive to IGA which is a 2 minute drive seems a major waste as I'd prefer to walk if I could

A footpath along Buckle Street, Yandina is needed for school kids and also the many pedestrians on weekends for the Markets, so they don't have to walk on the road.

Safe crossings necessary at many more points around town to enhance the connections of footpaths.

We need continuous footpaths along Steggalls Rd, Cooloolabin Rd, Old Gympie Rd New footpaths from the new estates on Wappa Falls Rd to the Shopping centre including a new pedestrian/cycle bridge across the Maroochy River to provide access to IGA complex for southside residents

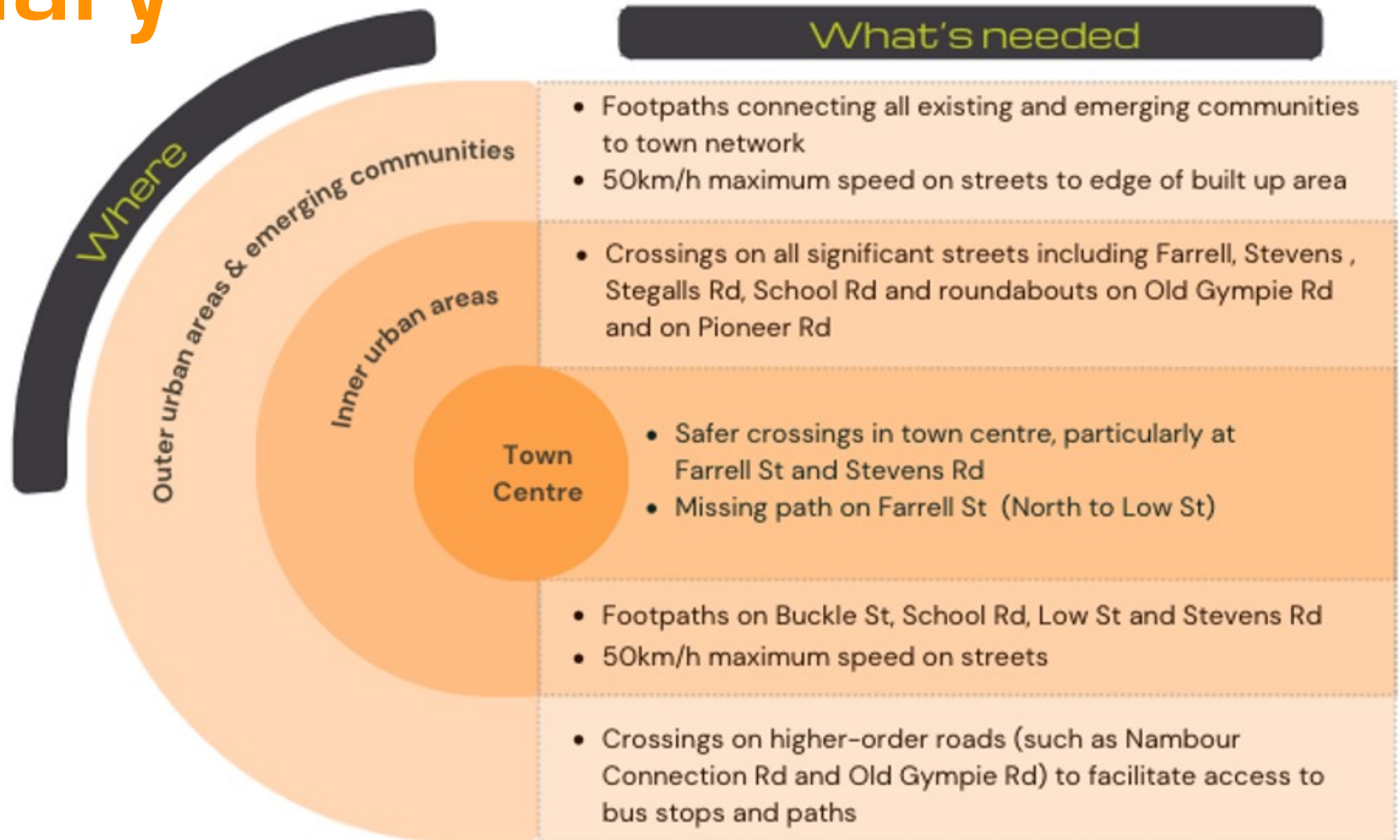
Footpaths are needed near school bus routes on Fairhill Road and Old Coach Way. These roads are used by many school children, mothers with prams and children on bikes.

Lower the speed limit on Farrell St, Alice Lane, and Definitely Railway St. It's a Fox Run to avoid the Traffic lights on Fleming and Farrell St. Very dangerous, esp for children

Pedestrians use the James Low Bridge because it is the shortest route across the South Maroochy River to and from the shopping precinct. A pedestrian bridge is required, affixed to or immediately adjoining the road bridge

We need continuous footpaths along Steggalls Rd, Cooloolabin Rd, Old Gympie Rd with new footpaths from the new estates on Wappa Falls Rd to the Shopping centre

Summary



Stage 2

Define and Prioritise Projects

Draft priorities

- Identify projects that address community concerns
- Prioritise to consider:
 - Community demand
 - Efficacy of project for protecting people from harm
 - Cost effectiveness







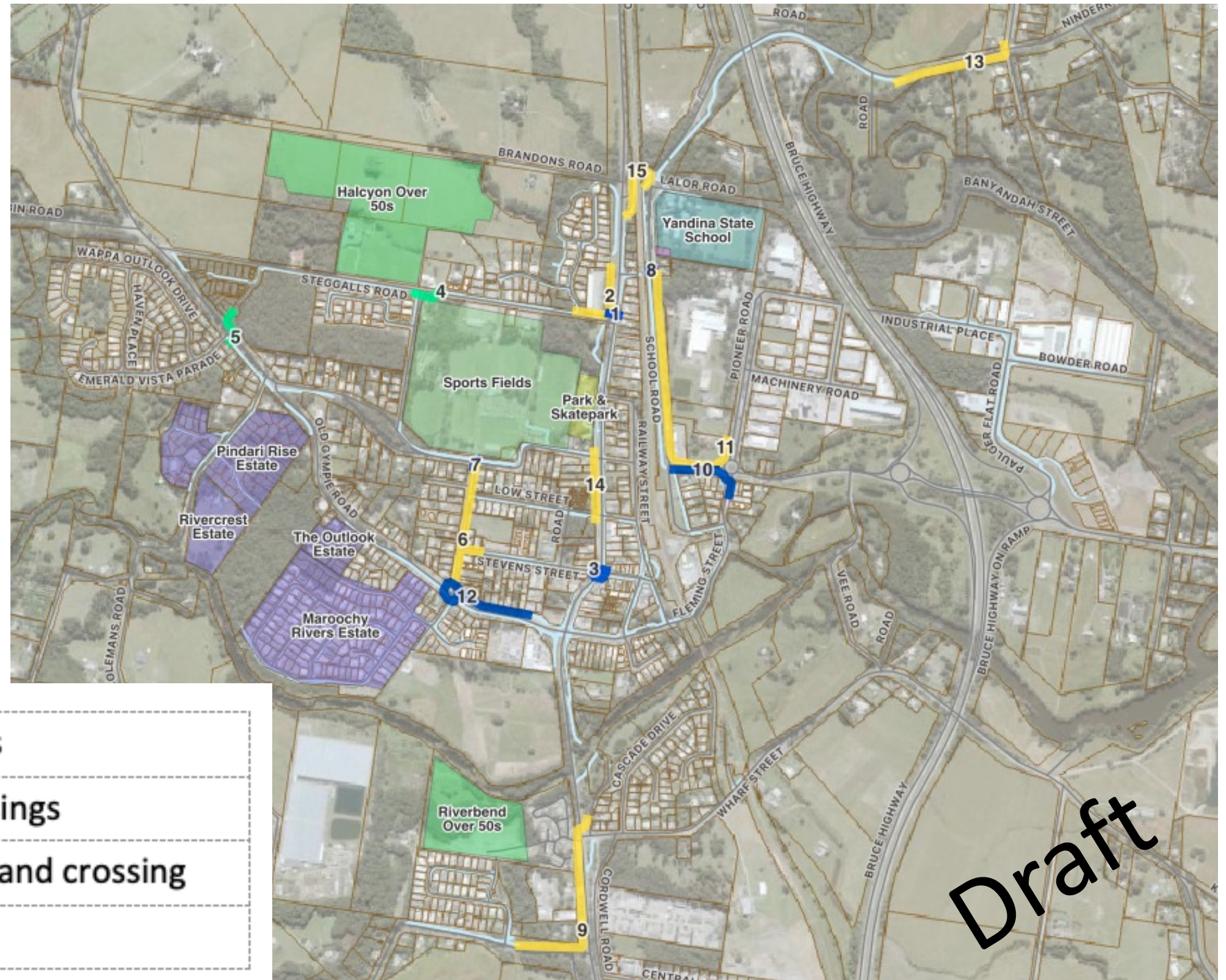
Priorities

- Identify projects that address community concerns
- Prioritise a list of projects to service school
- Prioritise to consider:
 - Community demand
 - Efficacy of project for protecting people from harm
 - Cost effectiveness

Criteria	Criteria scoring guide				Max Score
Consultation Findings	20 x Number of requests on map/highest number of requests on map for one issue				20
Efficacy of treatment for reducing likelihood and consequences of crashes	Speed Environment	Very effective treatment for reducing crash likelihood and consequences	Moderately effective treatment for reducing crash likelihood and consequences	Ineffective treatment for reducing vehicle speeds	10
	55km+	9-10	6-7	1	
	45-55km	8	5-6	1	
	35-45km	7	4-5	1	
	<35km	6	3-4	2	
Project Complexity and Risk	Very straightforward project, unlikely to require design or have significant complications. Good value for money. Or Can be solved with Quicker, Lighter, Cheaper solution.				5
	Relatively straightforward project - may require design and involve design challenges which require specific treatments				4
	Relatively straightforward project with some complexities that are likely to be overcome				3
	Complex project with questionable funding opportunities due to scale and complexity				2
	Very high-risk project - with questionable feasibility and very high-cost elements				1
TOTAL					/40

Draft prioritised project list

	Proposed Paths
	Proposed Crossings
	Proposed path and crossing
	Existing paths



Draft

Draft prioritised project list

No.	Title	Type	Description
1	Farrell St Crossing north side Steggalls Rd	Crossing	Crossing between railway overpass and Steggalls Rd intersection. Options include raised pedestrian crossing, or raised signalised pedestrian crossing
2	Steggalls and Farrell Path	Path	From Maple Crt along Steggalls Rd to overpass on Farrell Crt
3	Farrell and Stevens Crossings	Roundabout with raised crossings	Compact/Mini Rbt with raised crossings all legs
4	Steggalls Rd Crossing near Carnival St	Crossing and path	Crossing of Steggalls Rd and path connecting to Carnival St
5	Cooloolabin Rd crossing at Emerald Vista Pde	Crossing and path	Crossing of Cooloolabin Rd near Emerald Vista and path connecting to cull-de-sac north side
6	Buckle St path	Path	Path between North St and Old Gympie Rd
7	Cooloolabin Rd Crossing near Buckle	Crossing	Crossing on Cooloolabin Rd at Buckle St
8	School Rd Crossing near overpass	Crossing	Raised crossing and reduce speed limit recommended
9	Nambour Connection Rd and Wappa Rd Path	Path	2-3m path on Nambour Connection Rd from Wharf St to Wappap Falls Rd
10	Fleming St Roundabout Crossings	Crossings	Provide path connections and crossings at roundabout
11	School Road Path	Path	Connects School to Pioneer Rd
12	Buckle St Roundabout Crossings	Crossings	Install raised crossings on all legs of roundabout
13	Ninderry Rd Path	Path	Path from Fairhill Rd to end of existing path on Ninderry Rd
14	Farrell St Path - North to Low	Path	Path west side of Farrell, North to Low
15	School Rd Underpass	Path replacement	Upgrade existing pathway surface between concrete path and car park



Next Steps

- Finalise project list with stakeholders
- Internal engagement with Council engineers/planning
- Finalise report

Photos of sites



Buckle St where many community members requested a footpath



Four-way uncontrolled intersection at Farrell St and Stevens Rd where safer crossings were requested



Photos of sites

Cars illegally parked adjacent to yellow line near school crossing



Pathway connecting Farrell St to school, via railway underpass



Steggalls Rd has a posted speed limit of 70km/h but not paths in some sections



Railway overpass – many community members requested a new crossing to service this desire line



Study Themes and Tools for Improvement

Theme	Issue Identified	Suggestions for improvements	Tools for improvements
Connecting the town centre to the community	<ul style="list-style-type: none"> People within walking and cycling distance of town need to be able to get there safely 	<ul style="list-style-type: none"> Condition developments to provide connecting pathways Fund missing connections from LGIP program Condition developments to provide safe intersection facilities, such as: <ul style="list-style-type: none"> Roundabout with raised crossings (most aligned with Safe System) Raised signalised intersection Raised intersection with crossings that provide pedestrian priority 	<ul style="list-style-type: none"> Desired Standards of Service in Planning Scheme Review LGIP investment program Principal Cycle Network Grants Desired Standards of Service in Planning Scheme Review LGIP investment program Principal Cycle Network Grants
Appropriate facilities for emerging communities	<ul style="list-style-type: none"> Roads connecting to new communities need to be crossable and passable for people walking and riding. They require controlled crossings across side roads and all trunk infrastructure roads (including collector, controlled and distributor) 		
Quality and Quantity of Crossings	<ul style="list-style-type: none"> As vehicle volumes and speeds increase, so does fear and risk to active transport users. 		
More inclusive planning	<ul style="list-style-type: none"> Standard engineering and planning practices do not address community safety concerns for active transport and especially the needs of young users 	<ul style="list-style-type: none"> Use data and evidence to better understand needs of vulnerable active transport users and establish inclusive standards of service. 	<ul style="list-style-type: none"> Training and development with SCC and North Coast Region Staff to share data and learnings Desired Standards of Service in Planning Scheme Review
Appropriate urban speed limits	<ul style="list-style-type: none"> Community concerns about speed limits exceeding 50km on specific streets, including. Steggalls Rd (70km/h) and School Rd, Farrell St, Nambour Connection Road, Old Gympie Rd, Cooloolabin Rd (60km/h for all or some sections) 	<ul style="list-style-type: none"> The town is approximately 2.3km x 2km. A driver can travel through town in 2 min. at 60km/hr or 2 min. 24 sec. at 50km/h. Streets with speed limits exceeding 60km/h provide access and through functions. They also service active transport (often with substandard infrastructure). Speeds should be safe for all users and all functions 	<ul style="list-style-type: none"> Consider reducing speed limits to 40-50km/h on Farrell/NCR from Brandons Rd to Central Park Dr Area wide speed limit for town (50km/h maximum)



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