
Reference:
B. Yeronga State School Road Safety Review (draft) - 30 May 2014

BACKGROUND

1. The safety of our children must always remain our priority. This responsibility belongs to the entire school community; together we should continually assess how we can improve the road environment that our children encounter on a daily basis.

2. I commissioned the Yeronga State School (YSS) Road Safety Review following feedback from concerned staff, parents and the P&C. The YSS road setting is a complex and challenging environment for parents and students to navigate safely. There are a limited number of car parks available, numerous black spots or high incident areas, and significant traffic congestion each day during peak times. There are 413 families that have children who attend YSS, totaling 572 students.

3. The aim of the Road Safety Review was to identify local area road risks and to define solutions. This Action Plan articulates the selected solutions for future implementation.

4. The review was conducted in accordance with Queensland Government policy as outlined within Reference A. The following processes were followed in conducting this review:

   a. Scan for interest, and scan the environment.

   b. Plan for improvements.
      i) Approach relevant stakeholders.
      ii) Develop options.
      iii) Develop an action plan.

   c. Do it. (Implementation)
      i) Education.
      ii) Enforcement.
      iii) Engineering.

   d. Review progress.
      i) Measure success.
ii) Celebrate and communicate success.

SCAN

5. Road safety messaging and requests for feedback from parents on road safety related issues occurred through school newsletters and Parent Representative emails. These two mediums acted as a simple forum for the discussion of road safety issues within the YSS road environment.

6. The Road Safety Review was announced in the school newsletter on 2 April 2014. The newsletter stated:

   Road Safety Refresher - Action Plan. The safety of our students is a community responsibility; my intention is to reduce the road risks to our children through education, enforcement and engineering (Transport and Main Roads. 2011). Commencing Term 2, the School will implement a road safety refresher program. The program will be implemented in conjunction with the P&C and community groups. Consultation with stakeholders to develop options specific to our local road environment has commenced. In the interim, please keep our children safe by following these simple rules:

   • Please ensure your children only ever get in/ out of your car on the kerb side side of the road.
   • Please do not park and leave your vehicle in the two minute drop off area.
   • Please do not drop off/ pick up your children in designated staff car parks.

7. This initial message (para 6) and the requested for compliance to the simple safety rules were highlighted to parents via email through Parent Representatives on 9 April 2014.

8. Scan the environment. As an initial step to identify community road safety areas of concern, a request was made to parents for their feedback (through the Parent Representatives). This request stated:

   The School, in conjunction with the P&C and community groups, is currently conducting a Road Safety Review.

   The aim of the review is to identify ways to reduce road/ traffic risks to our children within the school environment. The review is still in the planning stage, with feedback from stakeholders being sought to help form concepts for potential implementation.

   Parents are invited to provide feedback on road safety issues/concerns that they may have. If you would like to contribute to the planning by highlighting observed road safety risks, please utilise the following format in your response.

   Please email your feedback to yssroadsafety@gmail.com.

   • Name:
   • Contact number (optional):

   1. Identify the road safety issue/concern (location, times, hazard etc).
   2. State why you believe this issue is significant.
   3. Provide a recommendation to address this issue.
   4. Are you happy for us to contact you to discuss further?

   Please note that this review will not be able to consider complaints or issues identified with a particular vehicle, driver or other persons - only matters of a general and systemic nature can be considered.

   As stated, please email feedback to yssroadsafety@gmail.com
9. **Plan for improvements.** In addition to school parents, liaison with the following stakeholders has occurred:

   a. **Department of Transport and Main Roads**
      
      Phone: 132380

   b. **Brisbane City Council (BCC)**
      
      Phone: (07) 3403 8888

   c. **Queensland Police Service/ School Adopt – A- Cop**
      
      i) Annerley Police Station
      444 Ipswich Rd,
      Annerley,
      Queensland, 4103
      Phone: (07) 3892 8222

   d. **Local member of Parliament (Cr Nicole Johnston)**
      
      i) Tennyson Ward Office
      180 Fairfield Rd,
      Fairfield,
      Queensland, 4103
      Phone: (07) 3403 8605
      Email: tennyson.ward@ecn.net.au

   e. **Oral Health Education Unit**
      
      i) 156 Park Road
      Yeronga,
      Queensland, 4104
      Phone: (07) 3249 1145

   f. **Yeronga OSHC**
      
      i) Phone: (07) 34260361
      yoshc@live.com.au

10. The support received from the individuals and organisations listed above was positive; in particular Cr Nicole Johnston played a significant role in providing solutions to the issues identified within the initial Road Safety Review. Cr Johnston’s feedback and advice has been included within this document.
11. **Feedback from YSS parents:** The quality of the written submissions received from parents was high, with common road safety concerns evident throughout. This feedback was greatly appreciated; it demonstrated not only the significant levels of concerns parents have for the safety of YSS children, but more broadly, a strong community spirit. A summary of feedback provided by parents is as follows:

<table>
<thead>
<tr>
<th>Issue</th>
<th>Significance</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Limited car park options.</td>
<td>• Drivers ignore parking regulations due to frustration created from unavailability of legitimate car parks.</td>
</tr>
<tr>
<td>• Drivers parking and leaving their vehicles in the 2 minute set down area, just South of the pedestrian crossing on Park Road, near the front school entrance.</td>
<td>• This causes significant inconvenience to parents wanting a quick and safe drop off for their children. • Potential friction between parents and drivers. • 2 minute zones become inoperable.</td>
</tr>
<tr>
<td>• Drivers parking/ dropping off students in staff car parks (inc YOSHIC)</td>
<td>• These car parks are congested and are not designed for safe drop off. Poor visibility increases the risk to children as cars reverse.</td>
</tr>
<tr>
<td>• Parents walking students to class through staff car parks.</td>
<td>• These car parks are congested and are not designed for safe students/ parents to transit.</td>
</tr>
<tr>
<td>• No ramp access for strollers, bikes, scooters or disabled persons etc at the top end of the School (near the administration buildings).</td>
<td>• People who require ramp access are currently forced to utilize the main driveway at the entrance of the school (near tennis courts). • There are some ramp access points along the school boundary, however these are not sufficiently distributed.</td>
</tr>
<tr>
<td>• Limited parking options for parents of younger students.</td>
<td>• Prep students are required to be signed in. Many students, up to grade 3 want/ need their parents to drop them off/ pick them up at their classroom.</td>
</tr>
<tr>
<td>• Traffic lights at Ipswich Road and Longueval St/South St.</td>
<td>• The time allowed (by the green walk man) to cross is too short, making it extremely stressful and sometimes dangerous to cross this road. The risk is increased when travelling with more than one child or when on bikes.</td>
</tr>
<tr>
<td>• Limited safe routes for students to ride to school. In particular when crossing Ipswich Road.</td>
<td>• Limited visible cycling lanes along Park Road and School Road - significant physical danger to cyclists. • Cycle entry to school is quite dangerous (assessment required). • To park bikes in the racks near Year 1, there are only two entry points: a) Near the small gate entry on Park Road – this gate is very narrow. b) Through the teachers car park near the bike racks.</td>
</tr>
<tr>
<td>• Very limited warning for drivers when entering the 40km school zone (approaching from the west along School Road).</td>
<td>• Limited signage, combined with the fact the road is on an incline, (when approaching from the west on School Rd) means that drivers do not have sufficient time to adjust their speed as they enter the 40km zone.</td>
</tr>
<tr>
<td>• Limited safe crossing points along School Road for drivers who utilize side streets (South side of School Road).</td>
<td>• Limited parking options force drivers to use suburban side streets. Separate from the School Road/ Park Road intersection, there are no safe crossing points. Parents do not walk all the way to the lights, instead, the majority cross in vicinity of School Road / Nathan Tce.</td>
</tr>
</tbody>
</table>

*Table 1*
12. Reference A recommends that solutions for road safety issues be broken into three categories; Education, Enforcement and Engineering. Reference B contains analysis of individual YSS road safety issues and allocates each issue into one of the aforementioned groups. It should be noted that the complexity of some issues requires solutions be drawn from more than one group.

13. The following summaries are drawn from Reference A:

   a. **Education**: Teachers and parents play a critical role in influencing the development of children. Research has shown that education is crucial in the development of a child’s positive road behaviour. Lessons learned at an early age and reinforced throughout a child’s schooling will have a major influence on their attitudes and behaviours for the rest of their lives.

   b. **Enforcement**: Research has shown that the fear of enforcement is just as strong a motivator as the enforcement itself. Enforcement solutions can include the issuing of traffic and parking tickets by police and local government officers. Enforcement may also include Principal and teacher interventions to encourage student compliance with school policies. Because enforcement is resource intensive, it is rarely viable on an ongoing basis and should be used in conjunction with other solutions.

   c. **Engineering**: While engineering interventions can be very successful in the appropriate setting, they are often costly and can take a long time to implement. As such, it is important to manage the school community’s expectations throughout this process.

**DO IT. (IMPLEMENTATION).**

14. Collective and individual solutions are defined within this section.

**Collective Road Safety Issues**

15. Education designed to stress the importance of road safety will be an ongoing theme at YSS. The target audience for this education is not only the children; it is also specifically aimed at parents and local road user to assist in reducing risk. The YSS Road Safety Action Plan will not succeed if parents do not play their part and follow the relevant rules and regulations.

16. **Newsletters**. YSS newsletters will be used as an essential part of the road safety education plan. Enclosure 1 is an extract from Reference A, which lists road safety information recommended by The Department of Transport and Main Roads as suitable for inclusion in school newsletters. Commencing Term 2, 2014, extracts of this document have been included all YSS newsletters – parents are encouraged to read and discuss each safety tip with their children. Prior to the commencement of BCC works to improve our road safety environment, a flyer will be sent home to all families outlines what will take place and how they can assist in ensuring implementation is smooth and without incident.

17. It is acknowledged that there is a wide variety of road safety information available to the community through Government and Non Government Organisations – this document is based on Queensland Government best practices, which are directly linked to Local and State Government support programs.

18. **Active School Travel Program.** YSS has submitted an application for the Queensland Government’s Active School Travel Program. This highly acclaimed program has had significant tangible results with other schools that have participated. The program will attempt to resolve the issue of limited safe routes for students to ride to school. The program involves promoting alternative strategies for commuting to and from school, promotion of the successful use of the stop, drop and go zone, and engaging community in safe use of roads.

19. A decision regarding the YSS application for the Active School Travel Program is expected to be announced in late 2014. Cr Nicole Johnson is positive about the chances of YSS being selected for involvement with the program, however, stresses that the decision is made by BCC and does not rest with her ward.

20. **BCC School Enforcement Program.** The School and P&C are conscious of potential negative perceptions from some YSS community members regarding to the use of enforcement as a plan of action to reduce road risks.

21. Instead of requesting the Queensland Police Service (QPS) to increase their patrols and issue traffic and parking tickets, the School has applied through Cr Nicole Johnston to be supported by the BCC School Enforcement Program. The BCC School Enforcement Program is designed to change road users behaviors; it involves two BCC Traffic Rangers patrolling the YSS road environment every day, for a designated four week period. During the first two weeks of their tenure at the School, the officers will provide verbal warnings and move along requests to drivers disobeying the road rules. In the second two weeks of their tenure, fines and infringement notices are issued.

22. The BCC School Enforcement Program will be advertised in advance on the YSS website, within newsletters and via Parent Representative emails.

23. The BCC School Enforcement Program has been established for 2 years and has been very successful in changing road users attitudes and behaviour. The BCC School Enforcement Program will be conducted during Term 4, 2014.

24. **Zebra Crossing.** Following the YSS Road Safety Review, Cr Nicole Johnston formally applied to BCC for the installation of a Zebra Crossing on School Road (in vicinity of Nathan Tce). This initial submission was not successful, with BCC stating that they have no immediate plans to install the crossing. The P&C on behalf of YSS will continue to follow up the application with both the BCC and the Queensland State Government. If this application is successful, YSS would apply for the Queensland Government’s School Crossing Supervisor Scheme. This scheme would allow for an additional crossing supervisor (similar to the service provided at the crossing out front of the School Administration Building on Park Rd).

25. The installation of a Zebra Crossing is the key engineering work that the Road Safety Review recommended. The current chicane/refuge in vicinity of Nathan Tce is not suitable for large families, groups, persons with disabilities, bikes or for parents with prams. Increased
traffic generated by the opening of the Yeerongpilly Early Childhood Development Centre will compound current risks and pressures.

26. **Portable speed warning sign.** YSS has successfully applied to Cr Nicole Johnston to loan one of the BCC portable speed warning sign for four weeks. These signs provide warning to drivers as they enter the school zone and advise them of their speed. The speed warning system captures road user data; this data includes traffic volume and speeds travelled. Once received, data will publish in the YSS newsletter for the information of the school community. Attached at Enclosure 2 is a diagram of the location of the portable speed warning sign. The school will endeavor to be a part of this program annually.

27. When Dutton Park School used this system, the captured data indicated that 60% of vehicles passed through the school zone in excess of the designated 40km/h. Data captured from the YSS loan of the equipment will be made available to the YSS community to review the School website.

28. **School Adopt-a-Cop.** This program is designed to develop rapport between QPS and school stakeholders. The P&C, in conjunction with YSS will look to establish this program in the second half of 2014. More details will follow in YSS newsletters.

**Individual Road Safety Issues**

29. The following issues are drawn directly from Table 1. Recommendations to resolve the issues have been taken from Reference B and from advice provided by Cr Nicole Johnston during her meeting with YSS to address road safety concerns on 30 May 2014.

   a. **Issue:** Limited car park options.

      i) **Resolution:** The BCC is currently reviewing local area parking. In particular, the expansion to the Yeronga Pool Complex car park is currently being considered. Should this car park expansion occur, this would significantly reduce competition for parking on Park Rd and School Rd during peak times.

      ii) The bus stop located immediately in front of the Dental school on Park Rd is in the process of being removed. This space will be allocated as timed parking and will hopefully include the addition of several disabled car parks. The time limit for these reclaimed car parks is currently unknown.

      iii) Honour Ave parking restrictions are under review, with the view to amending; the current 15 minute parking to be changed to 1 hour parking. This will provide additional parking options for parents, particularly for parents that need to pick up/drop off their kids at their classrooms.

   b. **Issue:** Drivers parking and leaving their vehicles in the 2 minute set down area.

      i) **Resolution:** Parents have been requested to refrain from leaving their vehicles in these designated drop off areas in both the YSS newsletter and Parent Representative emails.
ii) Nicole Johnston has confirmed that BCC will mark a ‘Yellow Special Zone’ on the road within all YSS 2 minute set down areas. This high visibility solution will be implemented in the latter part of Semester 3. This option has been used in other states and jurisdictions with positive results. See enclosure 3.

iii) The school has endorsed a “Get Us To School Safely” poster campaign. This campaign is a fun and light heated medium designed to actively involve children in the road safety education campaign. Management of the poster campaign and the provision of prizes have generously been donated by Mrs. Sophie Griffiths.

c. **Issue:** Drivers parking/ dropping off students in staff car parks (inc YOSHIC).

i) **Resolution:** Formal requests for this practice to cease provided through YSS newsletter. (Completed)

ii) Informal requests/ education through Parent Representatives. (Completed)

d. **Issue:** Parents walking students to class through staff car parks. (Completed).

i) **Resolution:** Formal requests for this practice to cease provided through YSS newsletter. (Completed)

ii) Informal requests/ education through Parent Representatives. (Completed)

iii) Increased signage to advise parents of the dangers.

e. **Issue:** No ramp access for strollers, bikes, scooters, disabled persons etc. at the top end of the School (near the administration buildings).

i) **Resolution:** YSS 2014 Maintenance Plan will directly address this issue during the upgrade of the School entrance – it is anticipated that the widening of the main driveway will occur.

f. **Issue:** Short duration traffic lights at Ipswich Road and Longueval St/South St.

i) **Resolution:** Cr Nicole Johnston has formally requested BCC review all traffic lights crossing times in this area as part of a wider safety review her Ward office is conducting for the Yeronga /Tarragindi Bikeway.

g. **Issue:** Limited warning to advise drivers they are in/ entering a 40km school zone when approaching the school from the west along School Rd.

i) **Resolution:** Cr Nicole Johnston has formally requested for the BCC to update warnings to drivers. The BCC has acknowledged the absence of any ‘School Zone Threshold Treatment’ leading up to the Park Rd/ School Rd intersection (when approaching from the West/ train line side). It is anticipated that early warnings for drivers will be in place within 8 – 12 weeks. (BCC approved – see enclosure 4)
Review progress.

30. This Action Plan will be reviewed periodically at P&C meeting – there is currently no end date for this project.

20/8/2014
Debbie Spanner
Principal
Yeronga State School

P: 07 3426 0333
E: the.principal@yerongass.eq.edu.au

August 2014

Enclosures
1. Road safety messages for inclusion in School newsletters.
2. Portable speed warning sign – location diagram
3. ‘Yellow Special Zone’ location diagram
4. Enhanced School pavement treatment and new signage diagram
5. Project “Get Us To School Safely” poster campaign

Thank you to Mr Andrew Howell, 2014 P&C Vice President, for his work in developing this plan.