



Appendix B: Community consultation Working report

Wingecarribee Shire Council

Small Towns and Villages PAMP: Consultation Report

Stage 2: Bundanoon and villages

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29 May 2007

Job No: 06-226Y
Report No: 07-050a

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Appendices

- Appendix A Copy of questionnaire
- Appendix B Maps for each town for which responses were received, of:
- Common walking routes
 - Walking problem locations
- Appendix C Schedule of questions for schools survey

1 Introduction

Wingecarribee Shire Council has engaged QED Pty. Ltd. to prepare a Pedestrian Access and Mobility Plan (PAMP) for the small towns and villages of the council area.

An earlier PAMP was undertaken for the towns of Mittagong, Bowral and Moss Vale. The current study deals with the remaining settlements in the shire. An earlier report has been produced for the town of Robertson. This report deals with the remaining township of Bundanoon and the following villages:

- | | |
|---------------------|-------------------|
| 1. Avoca | 11. Hill Top |
| 2. Aylmerton | 12. Medway |
| 3. Balaclava | 13. New Berrima |
| 4. Balmoral Village | 14. Penrose |
| 5. Berrima | 15. Sutton Forest |
| 6. Braemar | 16. Welby |
| 7. Burrawang | 17. Willow Vale |
| 8. Colo Vale | 18. Wingello |
| 9. Exeter | 19. Yerrinbool |
| 10. Fitzroy Falls | |

Community consultation has been undertaken by means of a survey that was mailed to every householder in Bundanoon and the above villages.

The survey was advertised in Council's column in the newspaper and in a newsletter mailed to all residents.

As this survey would predominantly attract responses from adults only, a separate survey of schools was undertaken to form a picture of walking behaviours and issues for school aged children. The results of this survey are also presented in this consultation working report.

2 Questionnaire survey

2.1 Introduction

A copy of the questionnaire survey is attached as Appendix A.

Respondents could return survey forms to Council via a reply paid address, or email or fax back. The town of Bundanoon provided the greatest number of responses. This response rate was sufficient that 'poor quality' responses could be removed to improve the overall quality of feedback analysed. (By 'poor quality', these were where it was difficult to decipher a meaning, for example responses at several questions were all numbered as '1' instead of a preference for any one response. These could also be termed 'error responses'.) This was also the case for Hill Top, but not for the other villages due to the smaller sample size represented and the fewer poor quality

responses received. The removal of poor quality responses only amounted to some 30 responses in total.

432 responses were entered and analysed. Respondents nominated the following towns or villages as their place of residence:

Bundanoon	125	Balaclava	11
Hill Top	57	Penrose	10
Exeter	42	Aylmerton	8
Colo Vale	38	Braemar	8
Yerrinbool	32	Berrima	5
Welby	24	Sutton Forest	5
Willow Vale	21	Fitzroy Falls	3
Balmoral	20	Wingello	1
Burrawang	16	Other/ Did Not Say	17

No responses were received from the villages of Avoca, Medway or New Berrima.

The respondents were asked their sex, their age group, where they lived, whether they had any restriction on their mobility and whether they used a stroller, shopping cart or other item that might affect their mobility. Responses to these questions enabled cross-tabulations to further illuminate responses to other questions.

The questionnaire survey sought information on:

- the most common means of travel;
- the most common walking routes and why;
- factors that encouraged people to walk; and
- problem locations on the walking routes.

Respondents were also asked what it is they liked about the town or village in which they lived, and given an opportunity for additional comments.

The questionnaire includes simple line maps of each township. These maps are used to indicate common walking routes, as well as problem locations for walking and cycling. Appendix B contains the GIS maps that have resulted: generally, one map of common walking routes for Bundanoon and each of the villages for which this information was received, and one or two maps covering problems in walking conditions. For Bundanoon and those villages where a large number of responses to this question were received, responses are presented on two maps for reasons of clarity. Results for Balaclava, Braemar and Willow Vale are shown on a common map to facilitate an understanding of walking in terms of the linkages between these villages.

It is gratifying to receive over 400 responses. However the numbers are still relatively small compared with the total population of the towns and villages concerned, which amounts to some 10,000 people, and cannot be regarded as an accurate sample of the total population. Care needs to be taken in particular when looking at the responses from villages where only a handful of responses were received. However it can be expected that those who have responded feel strongly about the walking conditions, and the responses provide a rich source of information on which to guide the site surveys.

2.2 Questions about the survey respondents

Of the 432 responses, 59% were female, 37% were male; the rest did not reveal their sex. The age distribution is revealed in Figure 1.

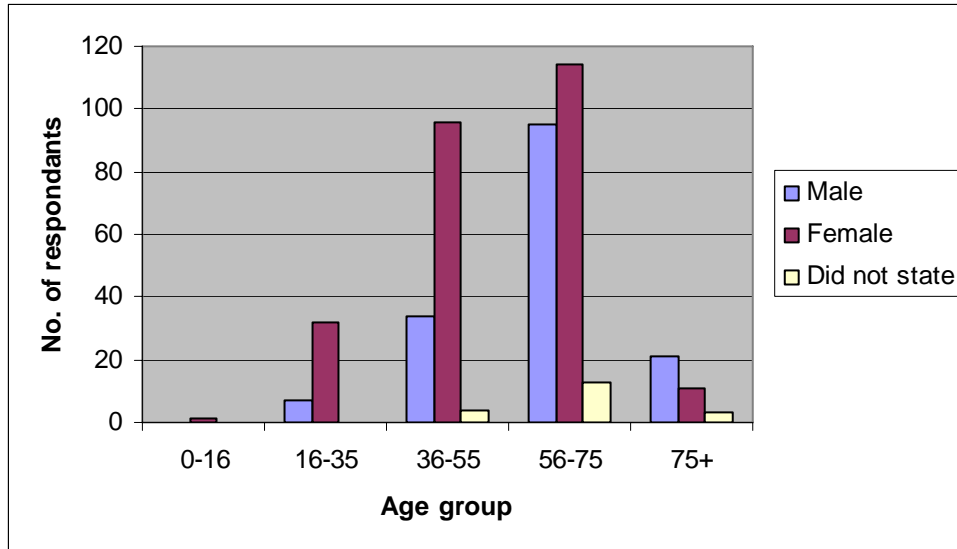


Figure 1: Age and sex of questionnaire respondents

It can be seen the respondents are heavily skewed toward those aged from 36 to 75, with children and young adults under-represented. A separate survey of schools has been undertaken to discover more about the walking and cycling patterns of school children.

9% of respondents reported a restriction on the way they could move about and 10% said that they used a pram or stroller. Nine respondents said that they used a pram and had a restriction.

Respondents were asked to nominate their most common means of travel, ranking modes from one to three. 83% gave driving as their number one means of travel. Interestingly, 86% of females gave this response, compared with 76% of males. 15% of men gave walking as their main travel mode, compared with 4% of women.

Figure 2 indicates the numbers of the first nominations and the total of other nominations.

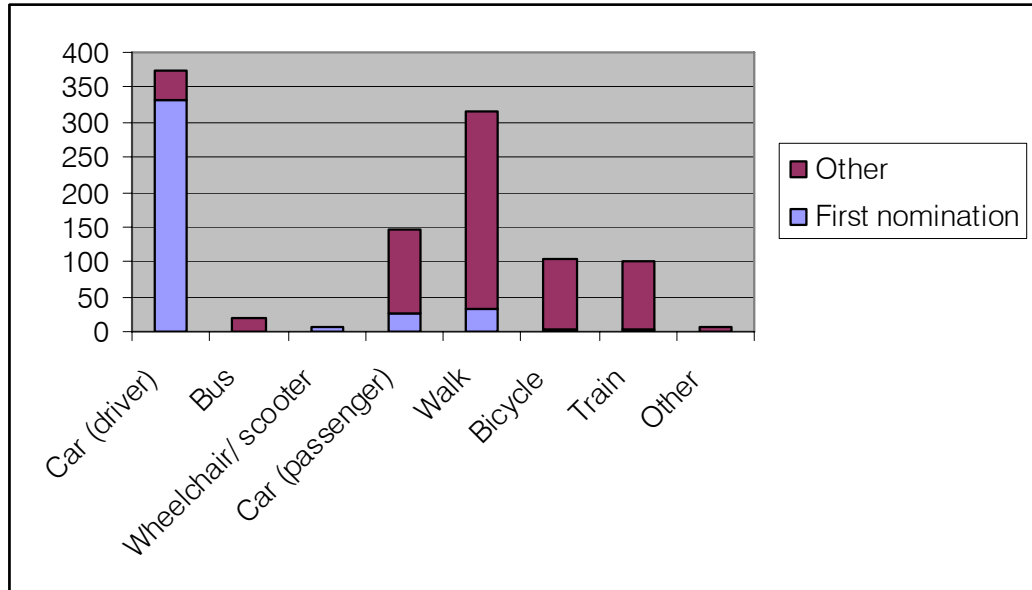


Figure 2: Travel mode (first and other nominations)

As would be expected, walking appears much more popular in this analysis, as do car as passenger, bicycle and train. Clearly the nominations for bus and train will be affected by the services available.

2.3 Walking routes

Most common walking routes

Respondents were provided with maps on which to mark their most commonly used walking routes. As the maps were in a line form only, this was indicative only. The results from this question were entered into a GIS format and are presented in the maps included in Appendix B. In comparing intensity of route use, it should be recalled that this will be affected by the number of people who responded to this question in each settlement. For example, Bundanoon was the only location that attracted over 60 responses. Not surprisingly, it is the only location to have a route whose usage reached over 51 people.

The maps were provided at a scale to allow routes to be marked of up to a few kilometres from the village centre. For closely located villages (Balaclava, Willow Vale, Braemar, Aylmerton and Colo Vale), this enabled some overlap of walking routes into adjoining villages.

These results are fairly self-explanatory, and form the basis for subsequent site visits to determine underlying reasons for walking patterns that are not evident from these responses alone. Given the number of locations, no detailed analysis of these routes is provided in this working document.

If the villages were considered in isolation, it might be of some surprise that roads that offer poor walking conditions are used by some respondents, such as the Old Hume Highway by Braemar residents. However the presentation of results showing closely

related areas provides the simple reason for this, in a lack of alternatives for travel between the relevant villages.

Results for Balaclava, Braemar, Willow Vale and Aylmerton are shown on a common map to facilitate an understanding of walking in terms of the linkages between these villages.

There are some observations that could be made about the spread of responses and routes, but these are likely to more relevant in terms of methodology and presentation of results than in terms of actual walking patterns.

Why chose walking routes?

Respondents were also why they chose the walking routes they did. (Note also that this may not necessarily reflect the specific routes referred to above, particularly as many responders did not live in the towns for which maps were provided.) They were asked to choose between the following nominations.

- shortest distance
- safest route (traffic)
- safest route (personal security)
- no alternative route
- good footpaths
- passes shops/ facilities
- easiest road crossings
- nicest/ most enjoyable
- other.

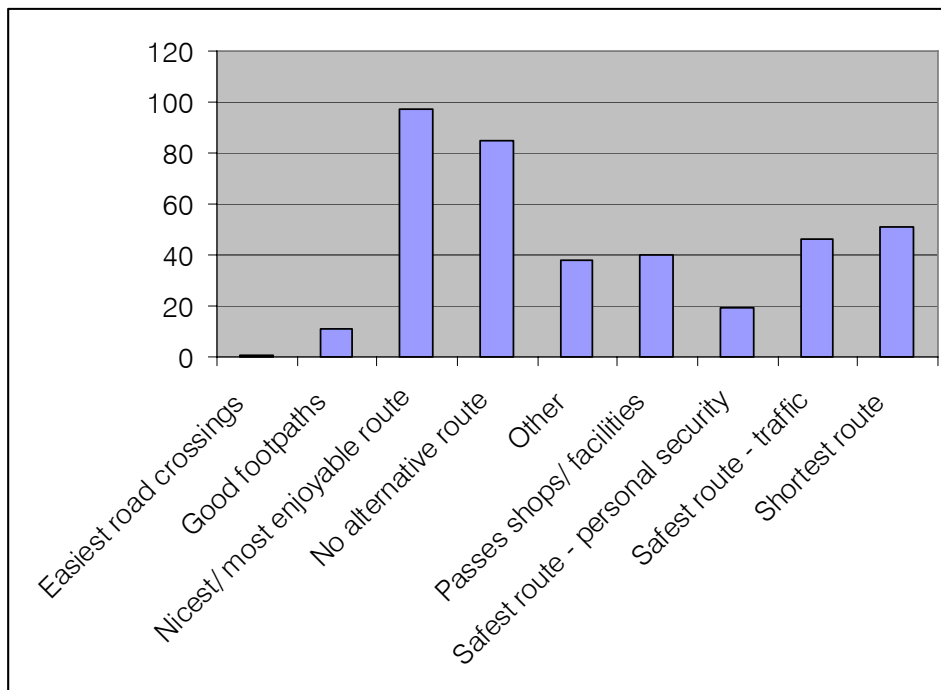


Figure 3: Most popular reason for walking route (first nominations)

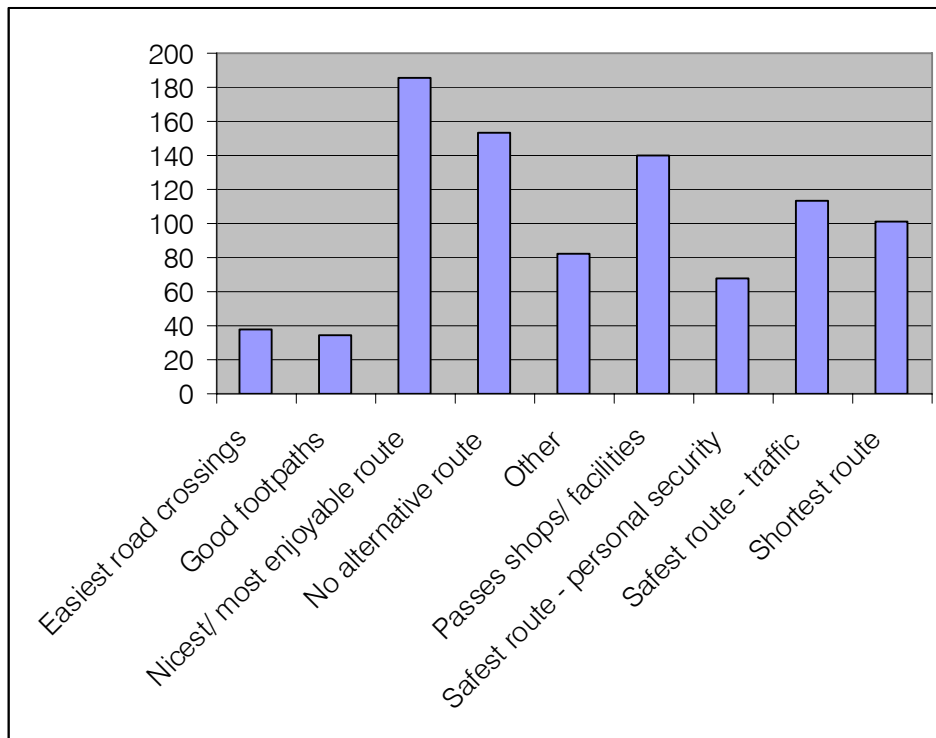


Figure 4: Most popular reason for walking route (all nominations)

The range of responses given as the most important reason for choosing the walking route they did was quite even, apart from the apparent lack of concern with footpaths and easy road crossings. We say “apparent”, because the value of footpaths is very dependent on which town the respondent walked in. Responses from nine towns had no nominations for good footpaths, but typically because there are no footpaths where they live. By contrast 29% of the Berrima responses cited the footpaths, equal with those citing nicest/ most enjoyable. The lack of importance for road crossings suggests a low level of traffic on the routes walked.

The high ranking of “no alternative route” is reflected in the comments, which indicate a network that is generally quite limited. 22% of responses had this as the first reason. The villages/ hamlets with the smallest number of responses tended to have the highest proportion giving this response; for example, the single response from Wingello, all three of the responses from Fitzroy Falls, and three of the four responses from Sutton Forest. On the other hand, only 12% of the 114 responses from Bundanoon for this question gave this as the main reason for their route choice. The lowest percentages giving this response were Welby (4%) and Willow Vale (5%). These villages returned 23 and 25 responses respectively. Not surprisingly, both of these villages have a reasonable street network compared to many other villages. However, there are few alternative routes from the two villages into Mittagong.

2.4 Most common walking destinations

Figure 6 graphs the number one destination.

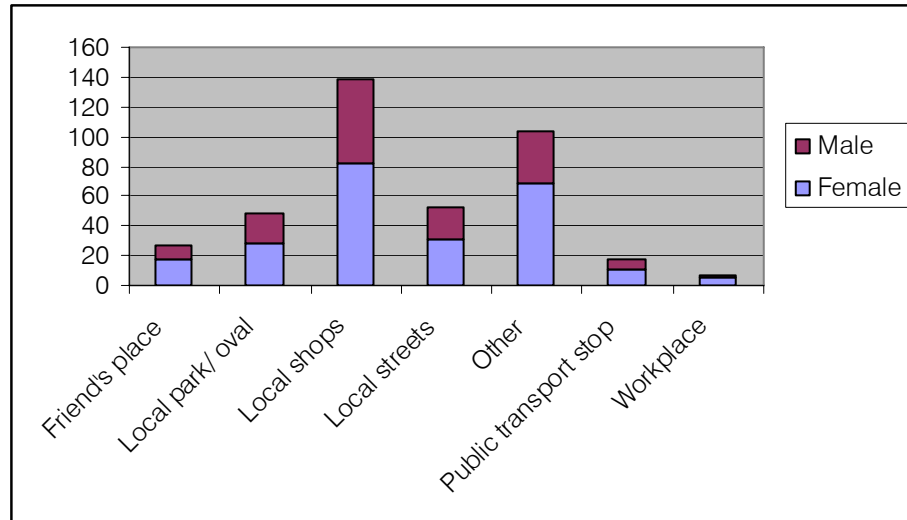


Figure 5: Most common destination

Local shops are important, with 35% giving this as the number one reason. But of course the situation varies between towns. For larger towns, shops are about half of all first nominations: Exeter 54%, Bundanoon 46%, and Hill Top 41%. But for Wingello, Sutton Forest, Braemar, Fitzroy Falls and Aylmerton there were no responses nominating shops. For Braemar and Aylmerton, there are no shops to walk to within the villages and poor connections to facilities in other villages, but Wingello, Sutton Forest and Fitzroy Falls all have at least one small local shop.

The large numbers of “other” reveal that walking is not just a way to get from A to B. 78 of those who nominated an “other” revealed no particular destination at all. The typical response was “exercise”. The only “other” destination to have significant numbers responding was “school” (15).

It should be stressed that the sample is skewed toward the older age groups, which would probably create a bias toward recreational walking and away from utility walking.

2.5 Factors encouraging walking

Respondents were asked two questions about the things that encouraged them to walk: “What encourages you to walk?” and “How should Council encourage walking?”

The answers to the first of these reveal the overwhelming important of health and fitness as a personal factor encouraging walking. The options to choose from were:

- enough time;
- enjoyment;
- to improve fitness/health;
- convenience;
- good footpaths;
- easy street crossings;
- environmental concerns;
- safe and accessible routes; and

- other.

Figure 6 indicates the reasons given, distinguishing between those given as the first reason and those given as other reasons.

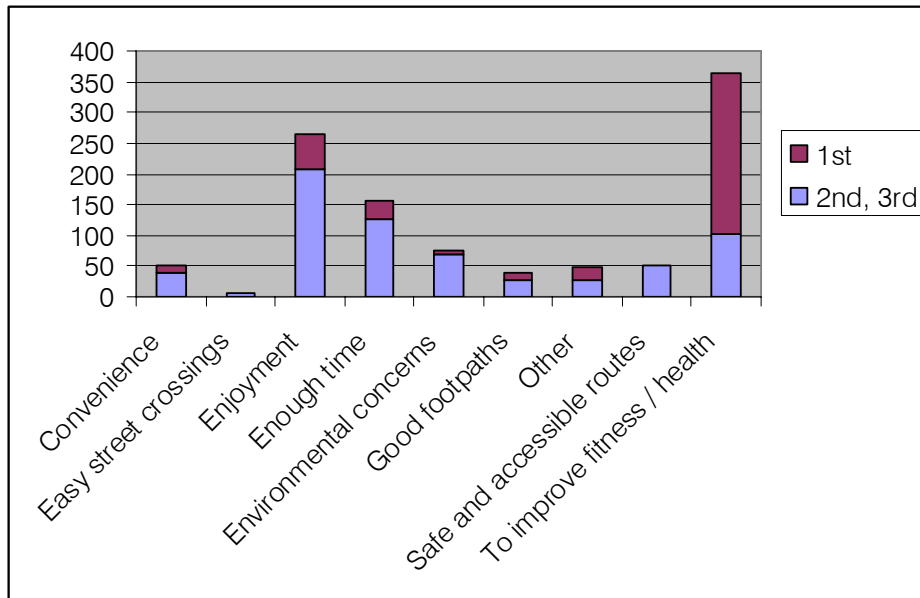


Figure 6: Factors encouraging walking (first and other nominations)

Clearly fitness and health dominate the responses, especially for the first rank. There was little variation between men and women: 67% of women nominated health and fitness; 64% of men did. The situation also did not vary much between settlements, although the percentages are misleading in those hamlets with very few responses. In the town of Bundanoon, 88 of the 122 responses (72%) gave this as the main reason, compared to 63% for the villages.

An analysis of those factors ranked second and third clearly places “enjoyment” as the second ranked factor.

2.6 Council encouragement of walking

Respondents were given the following options when asked about council encouragement:

- improve lighting;
- improve footpaths;
- improve traffic safety;
- make routes more attractive;
- improve road crossings;
- provide walking maps/ signage;
- provide seats/ benches; and
- improve access for elderly and people with disabilities;
- other: (please explain).

Once again respondents were asked to number from one to three, with one having the highest priority. Figure 8 reveals the first priorities.

Improvement	No. of responses
Improve footpaths	249
Improve traffic safety	30
Improve access for old/people with disabilities	22
Make routes more attractive	29
Improve lighting	14
Provide walking maps/ signage	11
Improve road crossings	8
Provide seats/ benches	4
Other	37
TOTAL	404

Footpaths are clearly and overwhelmingly the number one priority, with 61% giving this as the number one improvement.

No other form of encouragement stands out. However when the 2nd and 3rd ranked factors are considered, the pattern is more even. See Figure 7.

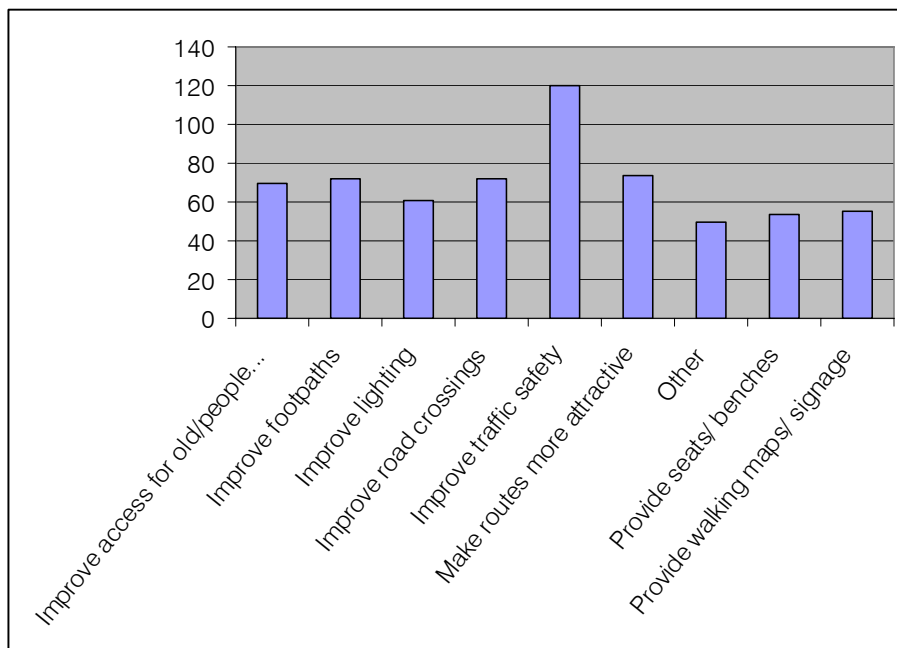


Figure 7: Council encouragement: 2nd and 3rd ranked factors

At least a third of the “other” improvements given related to new improvements, with many comments about the lack of any footpaths to improve. Two asked not to have footpaths. Dogs featured six times in the comments, either to provide unleashed areas, or to ensure that dogs on the route were fenced in.

2.7 Problem locations for walking

Respondents were provided with maps and asked to nominate the locations where problems were encountered by pedestrians. A code was used to identify what the problems were:

- A hard to cross road
- B poor lighting
- C hard to see traffic coming
- D uneven footpath
- E footpath too narrow
- F overgrown trees, shrubs
- G permanent obstruction in footpath (light pole, etc.)
- H pedestrian signals slow to respond
- I traffic doesn't give way
- J no footpath/ no pedestrian route (e.g. through a dead end)
- K not passable by wheelchair or pram
- L temporary obstruction in footpath (sign, tables etc.)
- M tree litter on footpath

Respondents could also nominate and locate other problems.

The results of this are presented in the maps in Appendix B.

As noted, the code was to be used to identify on the maps the locations of specific problems. However many respondents also took the opportunity to circle and/or rank those that were relevant on the questionnaire itself, and to add comments.

A total of 946 such nominations were made. Figure 8 shows the frequency of problems nominated.

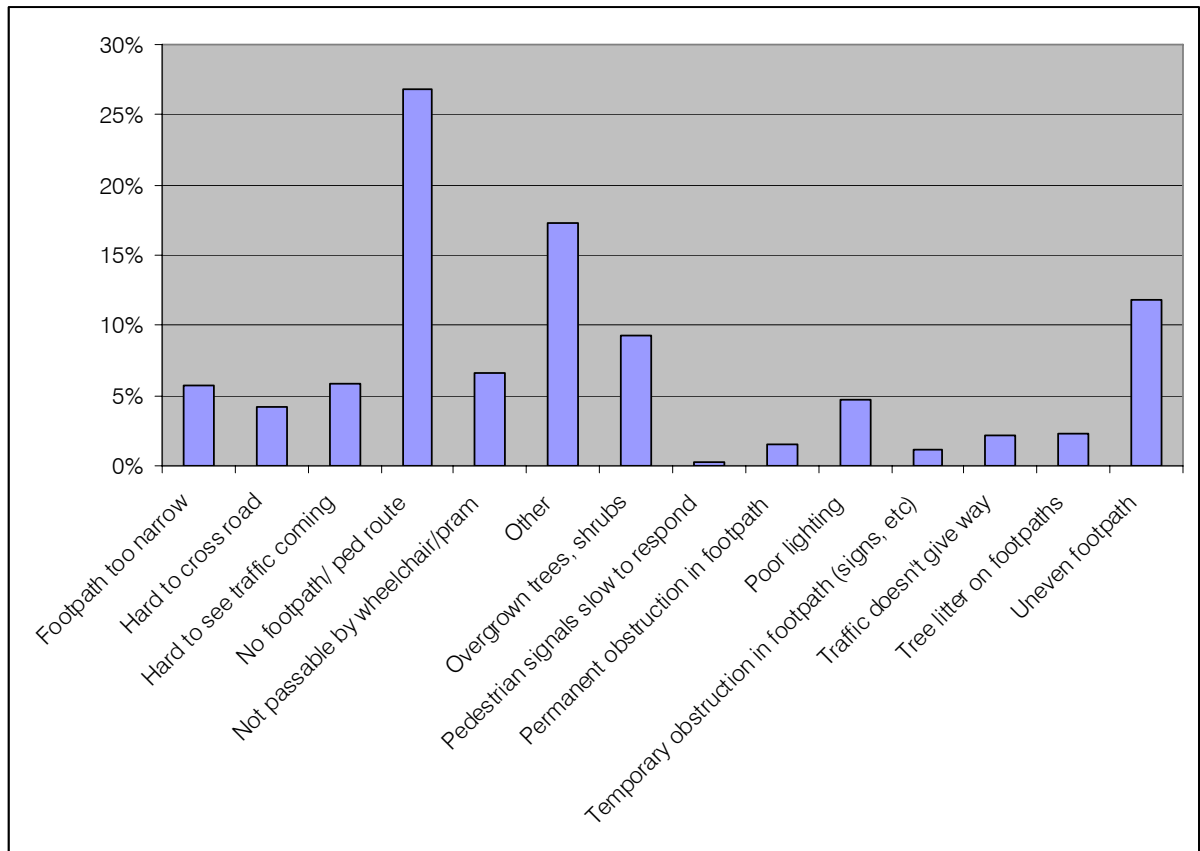


Figure 8: Nominated problem types

Clearly the need for more footpaths is evident. 27% of nominations related to this. The percentage was reasonably consistent across the settlements, though rising to 75% or more in the small hamlets. While this may reflect the lack of footpaths, one should also note that the percentages can be affected by the small number of nominations from these.

An analysis of “Other” indicates twenty references to the dangerous speed of vehicles, and twelve complaints about unrestrained dogs. Seventeen of the comments claimed that all the coded problems were relevant in their township or village.

No surprisingly, “no footpaths” and “uneven footpaths” dominates the mapping of problem locations contained in Appendix B. Other problems are more distributed. As with common walking routes, given the number of settlements involved and sheer amount of information, no detailed analysis of these problems is provided in this working document. Patterns of responses can be seen in the mapping of problem locations, which should be read with the common walking routes to provide an understanding of the degree to which a problem exists given route use (or route avoidance). Again, this information will form the basis for subsequent site visits to assess the responses in more detail.

2.8 Things liked about the town or village

Respondents were asked to nominate up to four things that they liked about where they lived. This is a useful question in that it can provide guidance in terms of preventing measures that would threaten the value of their locality.

The general flavour of comments can be gained by the common words that featured:

- “country” (country feel, country lanes, county living, etc. even “country roads, no footpaths”);
- “bush” (including bush tracks, bush trails);
- “village atmosphere”;
- various mentions of traffic, categorised as “low traffic volumes”;
- “natural”, “peaceful”, “quiet”, “rural”, “trees” “unspoilt”.

The proximity of bush with walking trails was also a popular theme.

The value was also expressed in negative terms: “not suburb” and “away from built up towns”. This preference for a non-urban lifestyle can include thanks that the location does not have features that many people desire. For example there were five cases where respondents said that they were grateful that there were no concrete footpaths, and eight notes of appreciation that they lacked of kerb and guttering. There was also an appreciation of the wide verges that could be used for walking. On the other hand there were at least six references in praise of the new shared use path to Jordan’s Crossing in Bundanoon, indicating that such infrastructure is also valued.

2.9 General comments

The end of the questionnaire asks respondents if they have any general comments. 412 comments were recorded in the questionnaire analysis, occasionally up to four comments from a single respondent. Because respondents can express themselves as they wish it is difficult and possibly misleading to quantify the issues that arise. Also, these were unprompted responses. A relatively small number of responses may represent broader views, in that others would have agreed if prompted. Nevertheless, clear themes emerge.

The most common comment was simply about the lack of footpaths in the villages. Not all respondents complained about this, with a few in fact saying that they did not want to live in a concrete footpathed suburbia. However there were 48 references about the uneven surfaces, overhanging vegetation or long grass along the side of the road that forced people to walk on the road itself. Almost a fifth of the comments were simply that more footpaths were needed. A few expressed that view that the villages were the “poor cousins”, with Council focussing its infrastructure on Mittagong, Moss Vale and Bowral at their expense, and sometimes over lengthy time periods.

Bundanoon and the villages clearly have many people who enjoy walking in the bush, with positive comments about the advantages of where they live for this. Several people called for maps about bush walks, or for council to negotiate with landowners to create more, especially linking villages. There were complaints about rubbish being left in some locations (from Aylmerton, Hill Top, Welby, Yerrinbool and Willow Vale) and complaints about the behaviour of trail bike riders (from Balmoral, Hill Top, Welby and

Willow Vale). Dogs also feature in the comments, with nine complaints about their behaviour (from Bundanoon, Colo Vale, Hill Top, Welby and Willow Vale) but also calls for areas where dogs could be let off the leash (from Bundanoon and Exeter).

In addition to these general themes were specific issues generated by features of particular settlements.

There were 34 recorded comments calling for pedestrian links (usually a shared use path) between the villages. There were several positive comments about the shared use path between Bowral and Moss Vale, and calls for the path from Mittagong to Willow Vale to be extended north, to take in Braemar and Aylmerton, Colo Vale and Hill Top, plus two from Balmoral wanting a link to Hill Top. A few of these specifically mentioned the old Picton-Mittagong railway line as the logical route. (One called for cooperation with the Wollondilly Council to extend it to Thirlmere.) There were also twelve calls from the southern settlements of Bundanoon and Exeter (six each), wanting links with Penrose, Exeter and Moss Vale/ Bowral/ Mittagong. The tourism advantages of such links were highlighted a few times; one highlighted the experience with rail trails in Victoria.

For *Bundanoon*, the main issue appears to be the way that the railway divides the town, with the two rail bridges both being narrow and lacking adequate footpaths. Several calls were made for a new crossing between the two bridges, presumably dedicated to pedestrians and/or cyclists. The two roads that run either side of the railway dominated comments about the road network, with many complaints about the quality of the footpaths on Railway Avenue and Erith Street. In part these two roads featured because they are also popular walking routes, with residents making a circuit, using the two railway bridges.

Ellsmore Road and Penrose Road also featured in calls for new footpaths, or (particularly for Penrose Road), ways to get traffic to slow down.

On the other hand the new path around the oval linking Erith Street and Ellsmore Road appears to be much appreciated, with one respondent on the eastern side of the railway noting wistfully that there is “nothing like that on our side”.

Bundanoon also had several comments about the sub-divisions, with complaints that they were allowed to be built without footpaths within them or between them and the rest of the town, and/or about culs-de-sac that had no footpath access at the ends. There were two or three suggestions about how these could be remedied.

77 comments were recorded for *Hill Top*. There were many comments relating to the town as a whole about the need for more footpaths and/or cycling facilities, as well as about a range of miscellaneous topics: rubbish, bus shelters, lighting, bush tracks etc. Wilson Drive was easily the most popular road for comments, with calls for footpaths, a lowering of speed, or crossings. Other streets to feature more than once were Boronia Avenue, Ligor Street, Pearce Street, Stanley Street and Telopea Drive. The railway line and the crossing of it was also seen as problems, but in no way near to the same extent as in Bundanoon.

44 comments were recorded for *Exeter*. Over half of these were not specifically about any particular road or area, and concerned a miscellany of matters: rampant vegetation and grass, lighting, uneven surfaces and of course calls for more footpaths. Middle Road is part of the route from the Illawarra Highway to the Hume Highway at

Sallys Corner, and was specifically mentioned ten times, most calling for a footpath or shared path. Ellsmore Road (also part of the Sallys Corner route) and School Lane were the only other road links to be mentioned more than once.

35 comments were recorded for *Colo Vale*. Here the railway line is closed, but there were still comments about the difficulty of crossing it if one were wheeling a pram. Wilson Drive again featured, with comments about speeding traffic, the need for a median to help crossing, and for better pedestrian facilities. The other road links to feature more than once were Wattle Street and Church Avenue, though for Wattle Street the comments were in praise of the new shared use path. Church Avenue generated comments about the poor state of pedestrian facilities given the traffic using it.

27 comments were recorded for *Yerrinbool*. Its main street is the Old Hume Highway. At least ten of the comments were specifically about it, either noting the danger or calling for upgraded pedestrian/ cycling facilities. QED also received a copy of a petition signed by 24 residents calling for a shared use path along the road.

22 comments were recorded for *Welby*. Meranie Street was the only road link to be mentioned more than once, with at least five references to the issues of speed, drainage and the need to extend the footpath.

The other towns had fewer than twenty comments each.

13 comments are recorded for *Burrawang*. Although not on a major route, there were still calls to fix “the road”, presumably Hoddle Street/ Church Street. There was a comment to the effect that low traffic volumes on the other streets made for good walking, with no improvements needed.

Like Colo Vale and Hill Top, *Balmoral* sits astride Wilson Drive, which follows the old railway route, linking Mittagong to Thirlmere and Picton. It is the only road link specifically mentioned in the comments, which refer to the speed of traffic and the way that vegetation encroaches on pedestrian space.

Aylmerton, *Braemar*, *Willow Vale* and *Balaclava* all sit alongside the Old Hume Highway, which features in the comments from each town. A common feature was a call for an extension of the shared use path to Mittagong, which ends at Railway Terrace, Willow Vale. Ferguson Crescent featured in three of the seven comments recorded for Balaclava, especially near the railway bridge. All of those from *Aylmerton* featured the Old Hume Highway and the railway bridge, apart from three calls for inter-village links.

No specific locations were mentioned more than once for *Berrima* and *New Berrima*, for the southern villages of *Sutton Forest*, *Penrose* and *Wingello*, or for *Fitzroy Falls*. It is reiterated that no responses were received from *New Berrima*, *Medway* or *Avoca*.

2.10 Additional data

Numerous additional responses were received after the closing period. These were subsequent to undertaking the analysis of responses, so their results could not be included in the analysis.

However, responses were briefly reviewed, particularly for comments and routes, for the villages from which only a low number of responses had been received. The

villages and number of responses are tabulated as follows. Unfortunately, these did not include any responses for villages from which no responses had been received by the end of the closing date.

Additional enquiries were made by Council staff in New Berrima to confirm that there had not been a problem in the distribution of survey forms, as the lack of response was considered surprising given the relatively large population. These enquiries confirmed that residents had received the survey forms. Some feedback was gathered as part of this exercise, notably that residents use local fire trails for walking, that there is a need for a footpath along Taylors Avenue, and a route connecting Berrima to New Berrima (these two latter points were combined into a single comment that a path along Taylors Avenue and the Old Hume Highway was required to access Berrima and improve walking conditions in the village generally.)

Village	Additional responses examined
Aylmerton	1
Balaclava	3
Balmoral	2
Braemar	2
Burrawang	1
Colo Vale	2
Exeter	6
Fitzroy Falls	1
Penrose	1
Sutton Forest	1
Willow Vale	3
Wingello	1
Yerrinbool	2
TOTAL	26

The review of additional survey forms found responses consistent with those obtained previously, which provided added confidence in these responses. The use of routes indicated by additional responses did not markedly change identified walking patterns in the villages.

3 Schools survey

3.1 Introduction

The website <http://www.highlandsnsw.com.au/community/schools.html> lists schools, colleges, tertiary and special education facilities in the Southern Highlands. According to this, there are ten primary schools and two pre-schools in the study area, in the township of Bundanoon and villages of Avoca, Berrima, Burrawang, Colo Vale, Exeter, Hill Top, Penrose, Sutton Forest and Wingello.

Each of these schools was contacted and provided with a semi-structured series of questions. The following table indicates the schools that replied, listed in order of decreasing size.

Table 1: Surveyed schools

Name of School	Number of students
Hill Top Public School	240
Bundanoon Primary School	140
Berrima Public School	90
Exeter Public School	87
Avoca Public School	31
Burrawang Public School	30
Penrose Public School	10

Although Bundanoon has the largest population, the largest school is at Hill Top, whose catchment includes children from surrounding villages.

The questions asked of each school appear as Appendix C. Briefly, they covered:

- basic information about the school (see Table 1);
- how the students get to school;
- facilities and programs that cater for or encourage walking and cycling to school;
- issues preventing students from walking or cycling to school;
- actions that Council and school could take to promote walking and cycling to school, and whether the school would be willing to pursue these; and
- the most common routes used by students.

3.2 How the students get to school

The schools were asked for the numbers of students who would typically (1) walk, (c) cycle or (3) catch public transport (i.e. a bus) to school. In most cases the percentages given are calculations based on estimated numbers, and so they appear more accurate than they really are.

Table 2: How students get to school

Name of School	Regularly cycle	Regularly walk	Regularly use public transport
Hill Top Public School	8%	10-15%	none
Bundanoon Primary School	4%	29-36%	-%
Berrima Public School	2-3%	22%	39%
Exeter Public School	11%	23%	34%
Avoca Public School	-%	6%	80%
Burrawang Public School	-%	20%	70%
Penrose Public School	70%	-%	-%

There is a large amount of variation for cycling and public transport, but on average, around 20% of students walk. Hill Top has a lower proportion of children walking to school. This is in line with relatively long distances to get to school since its catchment is less local than for the other schools. However, in the absence of a school bus service to this school, most are driven to school.

There are indications of a broadly inverse relationship between the percentage walking and cycling compared with the percentage catching the bus, but more accurate data is required to confirm this.

Assuming that the balance of students arrive by private car, the proportions of primary school children arriving by private car varies from almost nothing to about a third.

3.3 Facilities and programs for walking and cycling

3.3.1 Bike racks

All schools except Avoca Public School reported having bicycle racks. Avoca noted that as it is located in a rural area, children do not tend to cycle. As with Hill Top, this indicates a broader catchment than the local area.

This question did not attempt to verify the adequacy of the bicycle parking provided, in terms of type of racks, security or being under cover.

3.3.2 Programs to encourage walking and cycling

Schools were asked if they participated in the NSW government's Safe Routes to School Program, and also whether the school promotes walking/ cycling to school.

All schools except Avoca Public School participate in the Safe Routes to School program (Bundanoon Primary School "unofficially"). The frequency of participation varies, but all have participated since 2000. Responses are as follows:

Table 3: Safe Routes to Schools participation

Name of School	Participation date
Hill Top Public School	2000-2001
Bundanoon Primary School	2001
Berrima Public School	2003
Exeter Public School	2001
Burrawang Public School	Annually since 2004
Penrose Public School	Not since start 2006

Illawarra Police run a Bicycle Safety Day and most schools – including Avoca Public School – participate in this every two years. Activities undertaken in addition to this are:

- Bundanoon Primary School: Bike Ed as part of the physical education program, National walk safely to school/ work day, Highland Fling, Bike Café at a nearby club
- Berrima Public School: informal discussion and newsletter
- Exeter Public School: National walk safely to school/ work day
- Burrawang Public School: annual bicycle day and trek around the school
- Penrose Public School: parent-led education each term, riding school bus on fine days.

Penrose Public School did note (presumably in relation to the riding school bus) that under NSW law, children under 12 are not allowed on road without adult supervision.

Of schools that do not promote walking or cycling to school, the reasons given are:

- Hill Top Public School: distances in getting to school
- Berrima Public School : distances in getting to school
- Avoca Public School : no reason given
- Burrawang Public School: no reason given.

3.4 Issues preventing students from walking or cycling to school

The schools were asked to nominate the issues preventing students from walking or cycling to school. Five possibilities were presented, along with the opportunity to add one or more other factors. The five presented to the schools were:

- crossing roads;
- traffic volumes;
- traffic speed;
- lack of walking or cycling routes; and
- personal security concerns.

None of these stood out in the results but the fact that the first four were nominated by most schools indicated that these represented the most common important issues.

'Lack of walking or cycling routes' was nominated by six schools; 'traffic speed' was nominated by five schools; and 'crossing roads' and 'traffic volumes' were each nominated by four schools.

Of the other comments, three schools referred to the distance students had to travel and two mentioned crossing of railway lines. The only other comment was the impact of the school bus student subsidy. This operates from a distance of 1.6km from the school, which is within the walking/ cycling catchment.

A few 'other' comments duplicated the presented results, e.g. 'lack of footpaths' in addition to nominating 'lack of walking or cycling routes'. These were considered to have been picked up through the main nominations.

3.5 Actions that could be taken

All schools responded to the invitation to nominate measures that could be taken by Council to improve conditions for walking and cycling.

- Five suggested cycling and/ or walking paths (a further school included this as assistance Council could take to encourage walking and cycling to school)
- Two suggested improving roads (sealing/ paving)
- Two suggested pedestrian crossings, one of the rail line and another of Bundanoon Road
- One suggested changing the speed limit from 80 km/h to 50km/h between the school and village.

All schools said that they would be willing to work with Council to take measures to encourage students to walk and or cycle to school.

3.6 Most popular routes used

All schools indicated the most common routes.

- Hill Top Public School: mainly from east and west, the four streets surrounding the school (Linda St, Rosina St, Cumberteen St, Madeleine St) and Wilson Dr.
- Bundanoon Primary School: Church Street and side roads, across the railway line
- Berrima Public School: New Berrima to Berrima, 60-70% of children and unsuitable for cycling
- Exeter Public School: Pile St, School Ln (local streets around the school), across the railway line to Middle Rd (main commercial area), Ellsmore Rd, Cornwall Rd (for children cycling)
- Avoca Public School: from the road to Fitzroy Falls (Sheepwash Rd)
- Burrawang Public School: local village routes, Church St (poor quality), to Wildes Meadow
- Penrose Public School: along Penrose Road, from past Dunlops Lane to the village and over the railway line at the station.

An offer was made for a map to be sent through on which to mark up routes and issue locations, but due to limitations on the quality of the maps available, these were not sent to the two schools that wished to pursue this.

Appendix A

Questionnaire



Walking survey feedback form

Return by Monday, 5 March. But why not do it now?

As part of its commitment to walking, Council prepared a Pedestrian Access and Mobility Plan (PAMP) for the towns of Bowral, Mittagong and Moss Vale in 2001. The recent *Open Space, Recreation, Community and Cultural Facilities Needs Study* has identified future needs in the area of passive recreation, especially in walking (and cycling). With the Shire's aging population, providing appropriate footpaths and shared pathways is becoming increasingly important.

Council has now a commissioned QED Pty Ltd to develop a PAMP for the Shire's small towns and villages, to guide Council in providing for walking. We are seeking your input to the new PAMP through this walking survey. Your contribution to the development of this PAMP will greatly assist Council in ensuring walking needs are met in the Shire.

The outcomes of this survey plus other data collection and a review of walking routes used will be used to identify pedestrian networks for the Shire's remaining towns and villages, to guide Council in identifying and prioritising works into the future. An action plan will then be developed, identifying locations where work is required to ensure that these areas are safe, convenient and meet current standards. Community consultation on the draft Plan will occur in April.

Please complete the following survey form and return it to Council by **Monday, 5 March, 2007**. Additional forms are available from Council by phoning 4868 0825. *We value your input.*

1 About you.... *(Please tick the responses that apply to you)*

Are you ... Male Female

What is your age?..... years, or Under 16 16-35 36-55 56-75 Over 75

If you live in Wingecarribee Shire Council, what are your street and town/ village names?.....

Do you own a ... Bicycle?.... Yes / No Car?.... Yes / No

Optional questions: please answer if you would like to advise us about the following:

- Do you have a restriction, limitation, disability, or use a mobility device that affects the way you move? Yes
- Do you use a stroller, shopping cart, etc, that affects the way you move? Yes

2 What is your most common method of travel? *(please number from 1 to 3, with 1 being the most common method of travel).*

.....Car (driver) Wheelchair/ scooterWalk Train
Bus Car (passenger)Bicycle Other:

3 Referring to the town and village maps provided, in which town/ village do you walk most?

Please show your most-used walking route(s) on map of this town/ village. *Please mark your destination with * if it appears on the map.* If your house appears on one of the maps, what is the grid reference for your house?
(Please feel free to mark up routes used in other towns/ villages if you like.)

4 Why do you use this route/ these routes? *(please number from 1 to 3, with 1 being your main reason)*

.....Shortest distance No alternative route Passes shops/ facilities
Safest route – traffic Good footpaths Easiest road crossings
Safest route – personal security Nicest/ most enjoyable route Other:.....
 (why

5 When walking, what are your most common destinations? *(please number from 1 to 3, with 1 being your main destination)*

.....Workplace Friend's place Public transport stop Other:
Local park/ oval Local shops Local streets

6 What encourages you to walk? *(please number from 1 to 3, with 1 being the most important reason)*

.....Enough time ConvenienceEnvironmental concerns
Enjoyment Good footpathsSafe and accessible routes
To improve fitness / health Easy street crossingsOther:

7 How should Council encourage walking? *(please number from 1 to 3, with 1 having the highest priority).*

.....Improve lightingMake routes more attractive Provide seats/ benches
Improve footpathsImprove road crossings Improve access for elderly and people with disabilities
Improve traffic safetyProvide walking maps/ signage Other:.....

8 Please nominate problem locations for walking, by circling the location on the map and labelling with one of the following:

- A hard to cross road
- B poor lighting
- C hard to see traffic coming
- D uneven footpath
- E footpath too narrow
- F overgrown trees, shrubs
- G permanent obstruction in footpath (light, pole, etc)



Walking survey feedback form

- H pedestrian signals slow to respond
- I traffic doesn't give way
- J no footpath/ no pedestrian route (eg through a dead end)
- K not passable by wheelchair/pram
- L temporary obstruction in footpath (sign, tables, etc)
- M tree litter on footpaths

N1 other:.....
 N2 other:.....
 N3 other:.....

9. What are the things you like about the area? (In dealing with the issues raised earlier, we want to make sure we don't spoil things that you like. If relevant, you can mark the locations (1,2,3,4...) on the map.)

- 1.
- 2.
- 3.
- 4.

10 Do you have any other comments?

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Thank you for completing this survey.

Please fold form, including the maps, and tape closed at top and bottom and return to the address below.

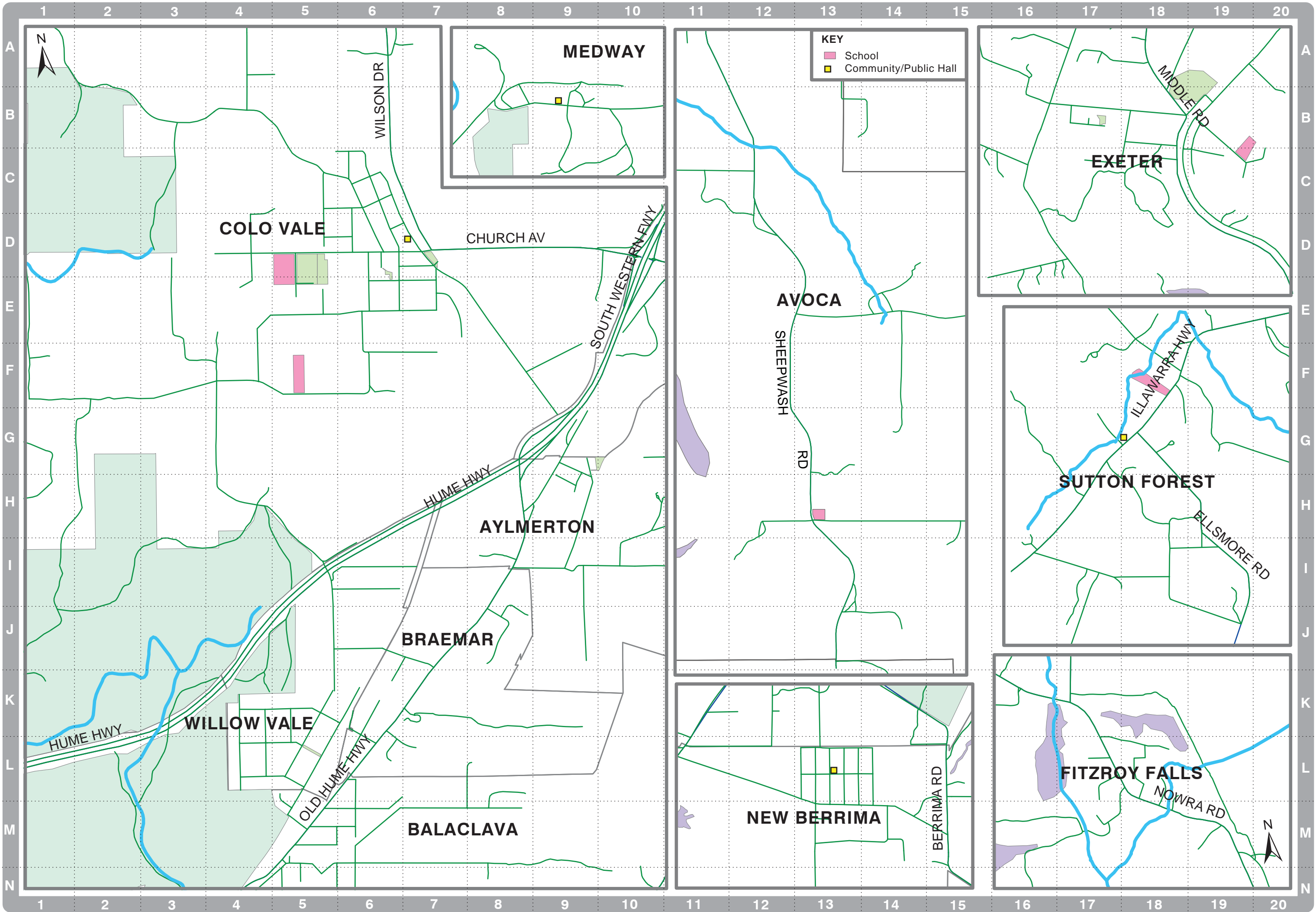
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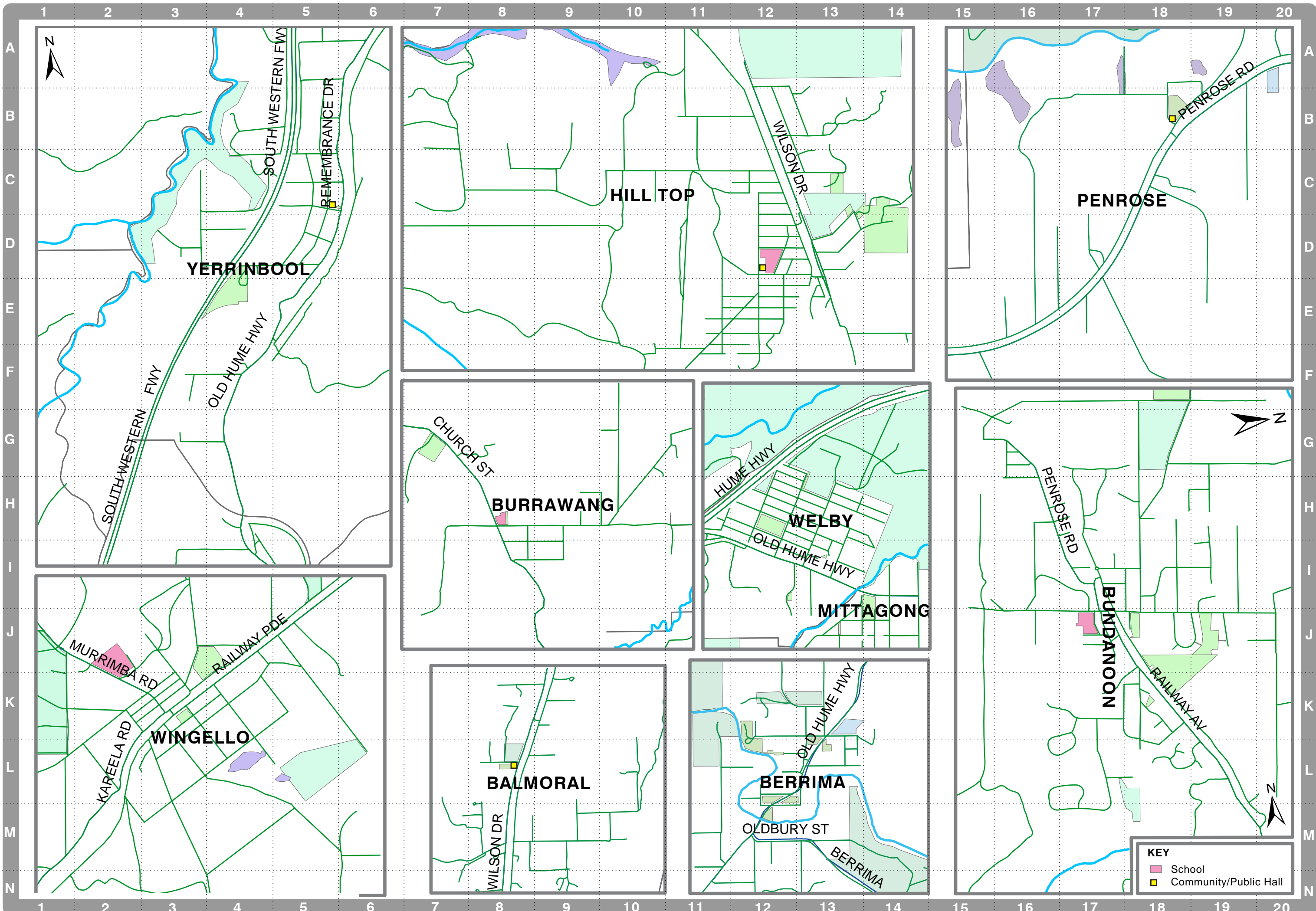
Delivery Address:
 PO Box 141
 MOSS VALE NSW 2577

No stamp required if posted in Australia



Wingecarribee Shire Council
 Pamps Survey
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 MOSS VALE NSW 2577

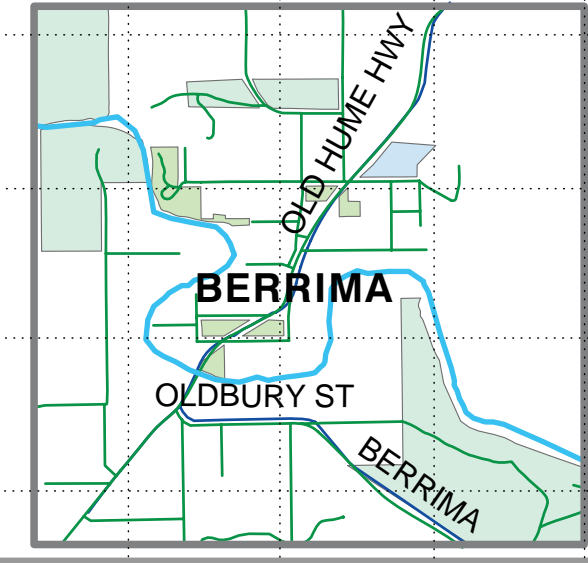
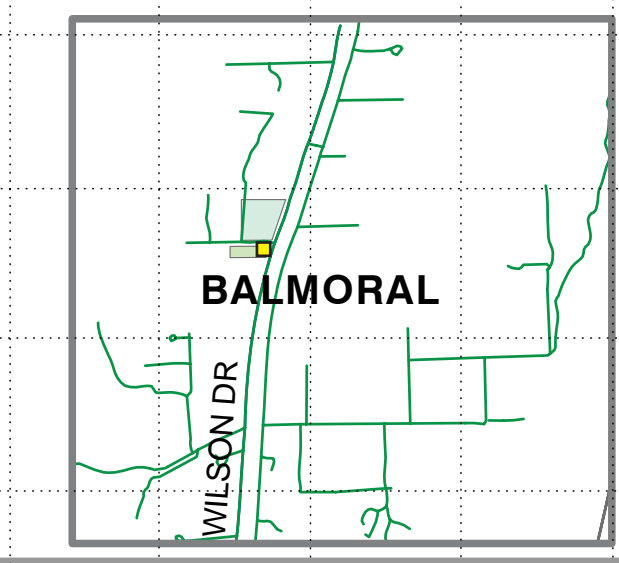
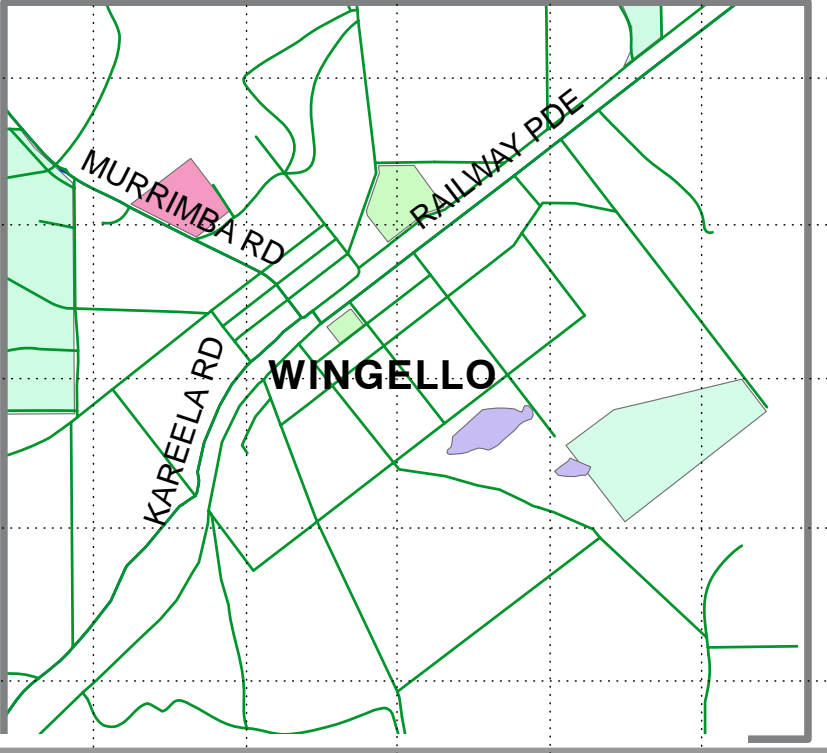
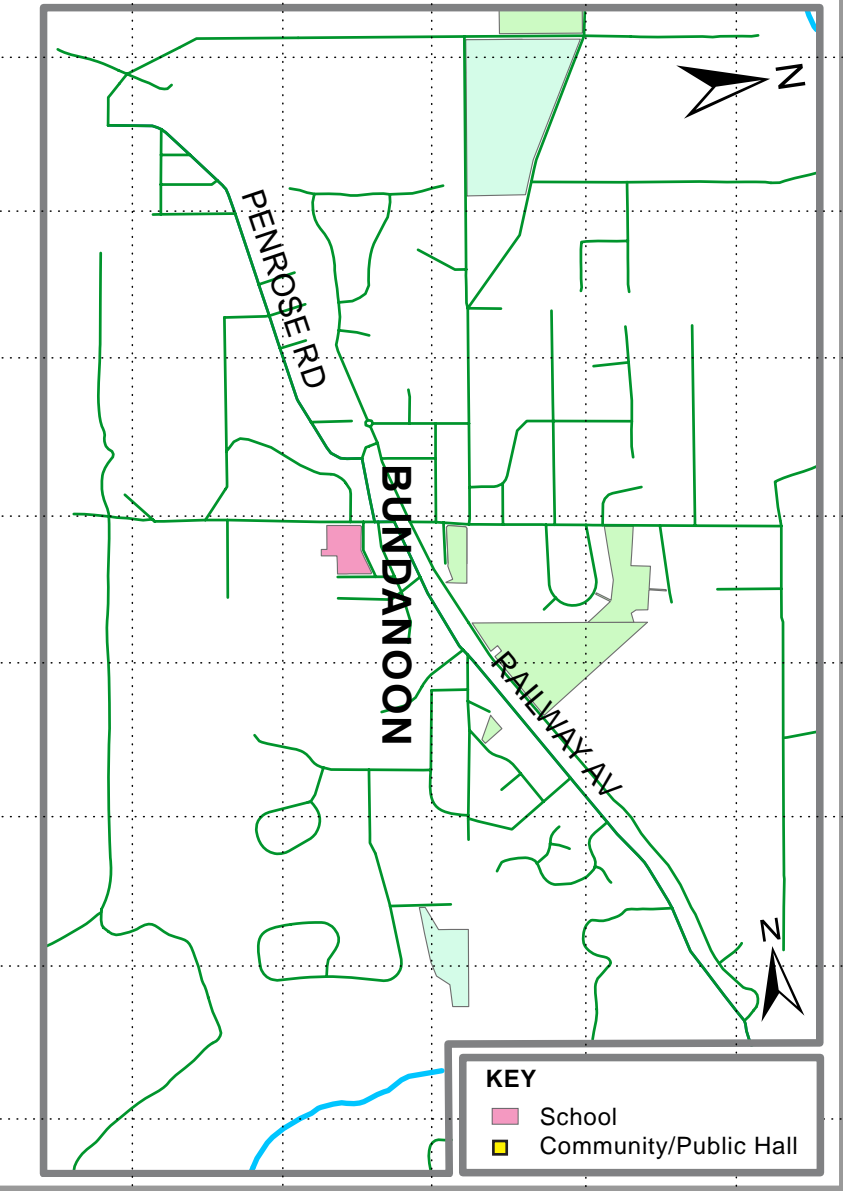
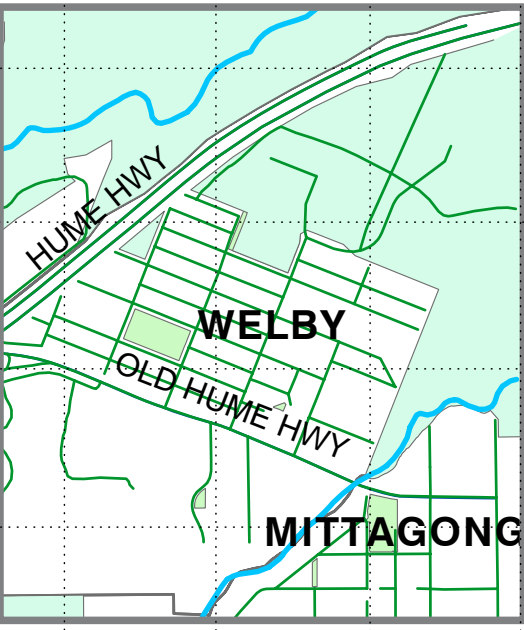
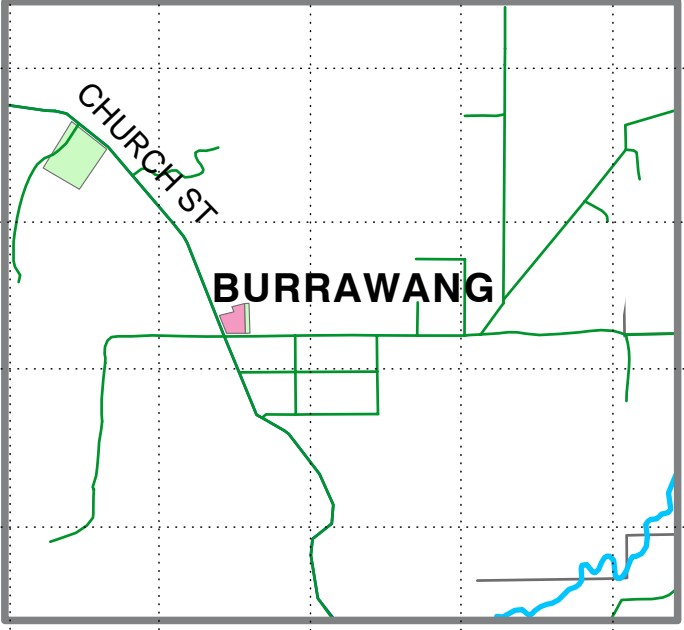
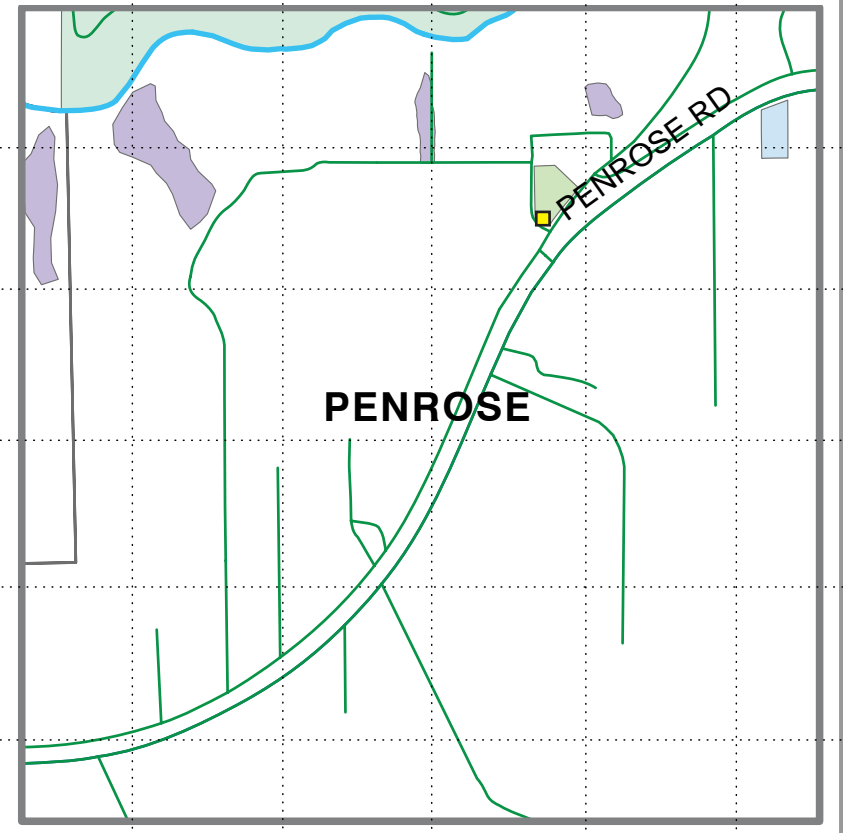
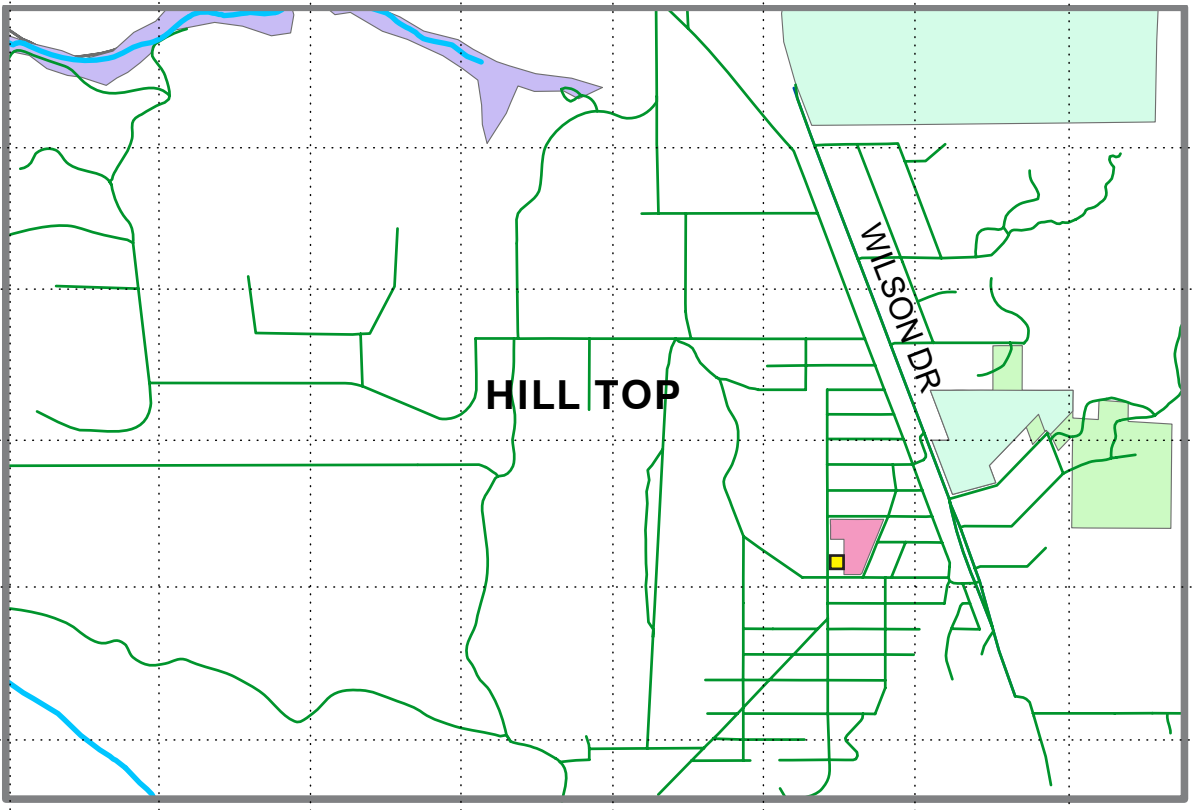
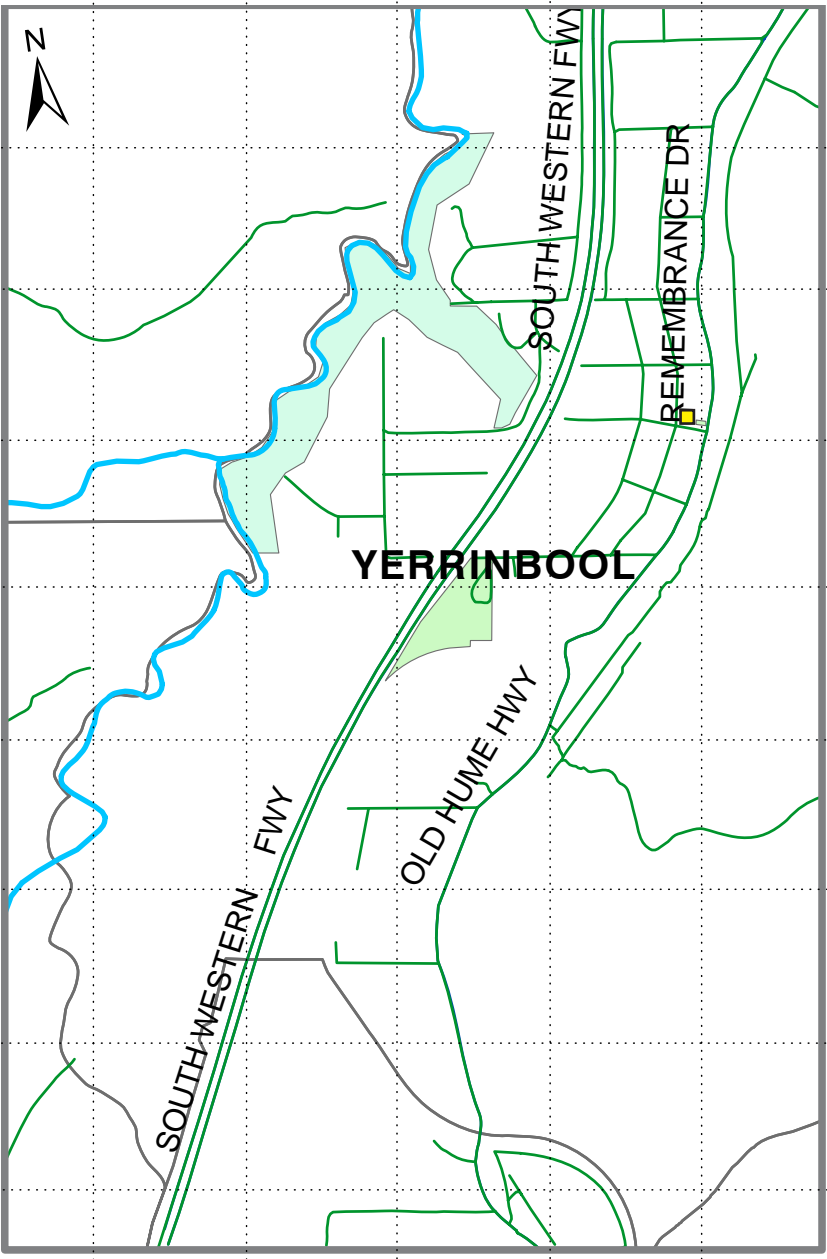




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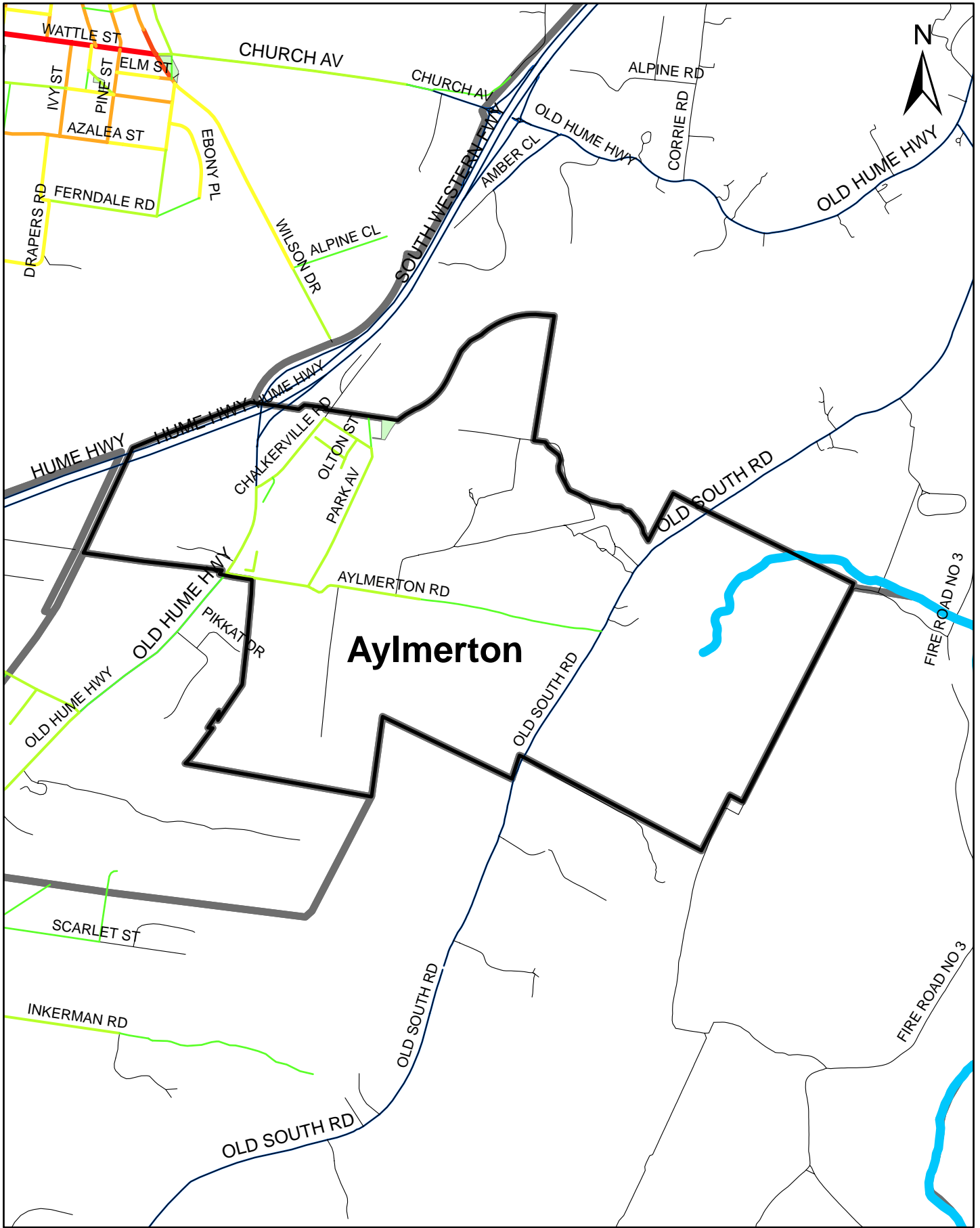


KEY
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Community/Public Hall













Appendix B

Common walking routes

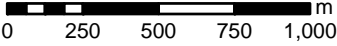
Walking problem locations



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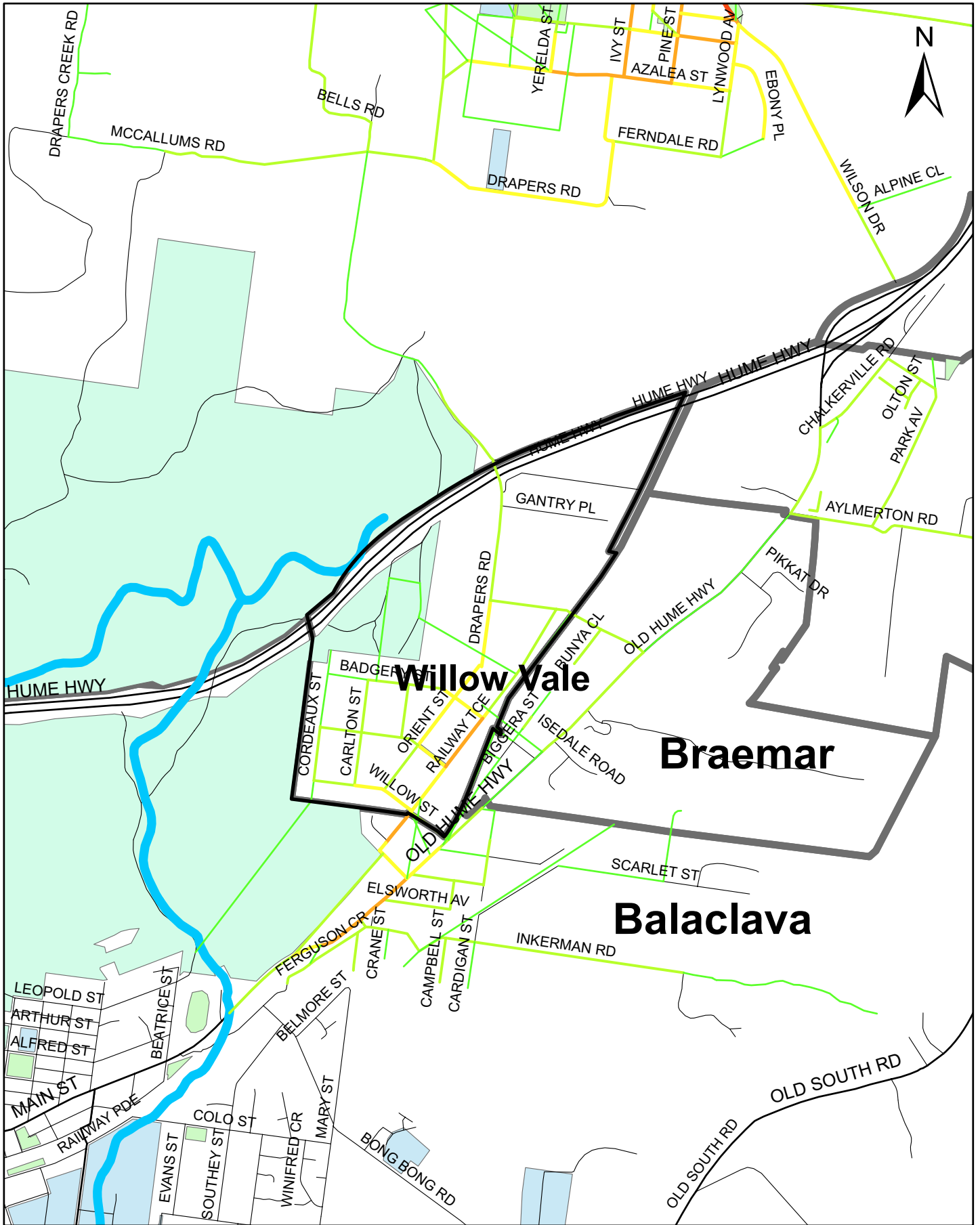
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 1	 6 - 10	 11 - 15	 21 - 30	 41 - 50	 51 - 60

Wingecarribee Shire Council PAMP Survey Results
Aylmerton



March 2007

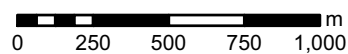
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Legend

Main Rivers	Number of Pedestrians	16 - 20
State Forests	1	21 - 30
Bushland Reserves	2 - 5	31 - 40
Parks	6 - 10	41 - 50
Schools	11 - 15	51 - 60

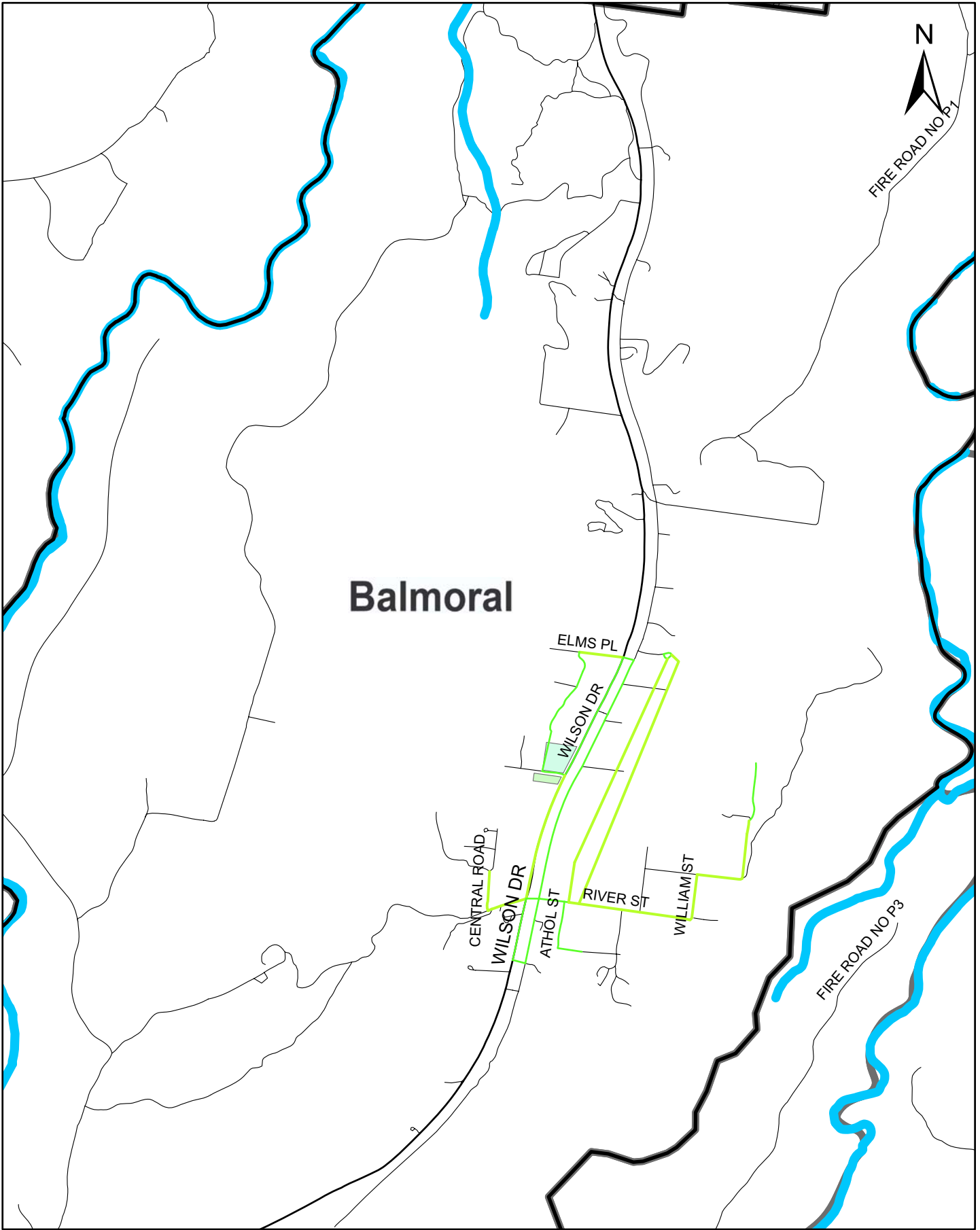
Wingecarribee Shire Council PAMP Survey Results

















Willow Vale, Braemar & Balaclava

March 2007

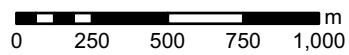
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Legend

 Main Rivers	Number of Pedestrians	 16 - 20
 State Forests	 1	 21 - 30
 Bushland Reserves	 2 - 5	 31 - 40
 Parks	 6 - 10	 41 - 50
 Schools	 11 - 15	 51 - 60

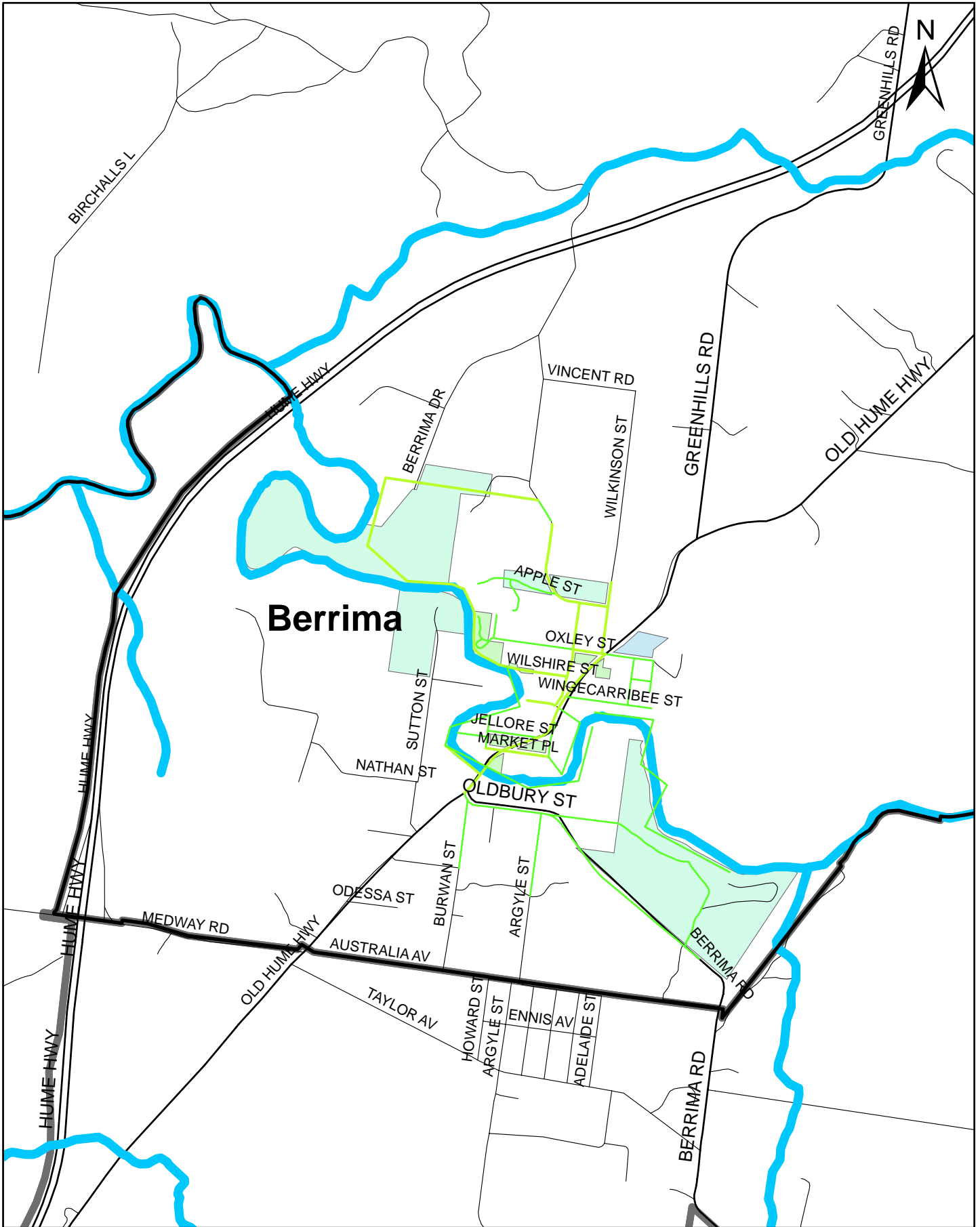
Wingecarribee Shire Council PAMP Survey Results



Balmoral

March 2007

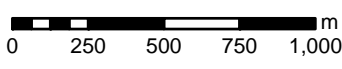
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Legend

Main Rivers	State Forests	Bushland Reserves	Parks	Schools	1	2 - 5	6 - 10	11 - 15	16 - 20	21 - 30	31 - 40	41 - 50	51 - 60
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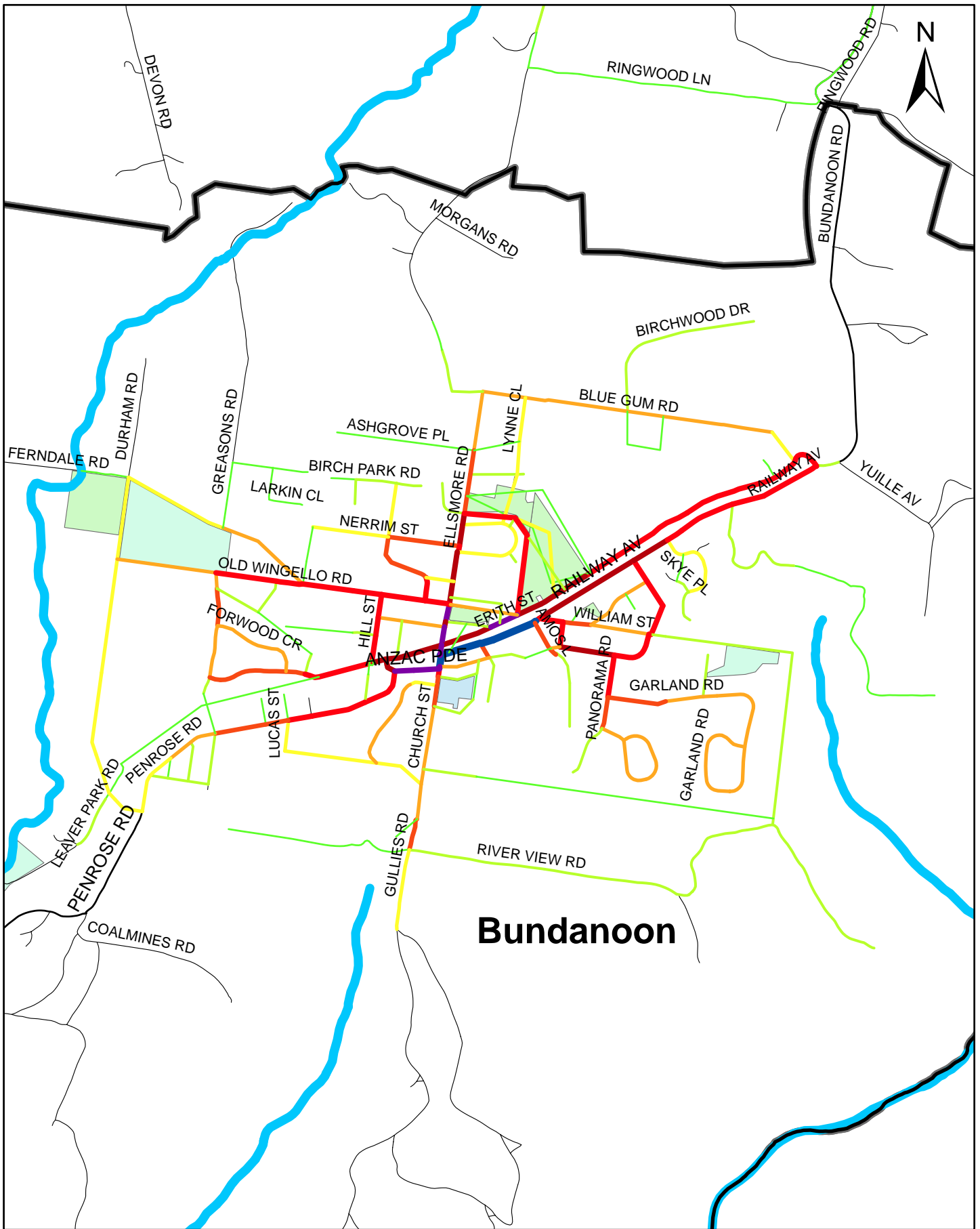
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













Berrima

March 2007

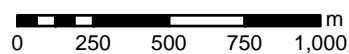
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Legend

 Main Rivers	 Number of Pedestrians	 16 - 20
 State Forests	 1	 21 - 30
 Bushland Reserves	 2 - 5	 31 - 40
 Parks	 6 - 10	 41 - 50
 Schools	 11 - 15	 51 - 60

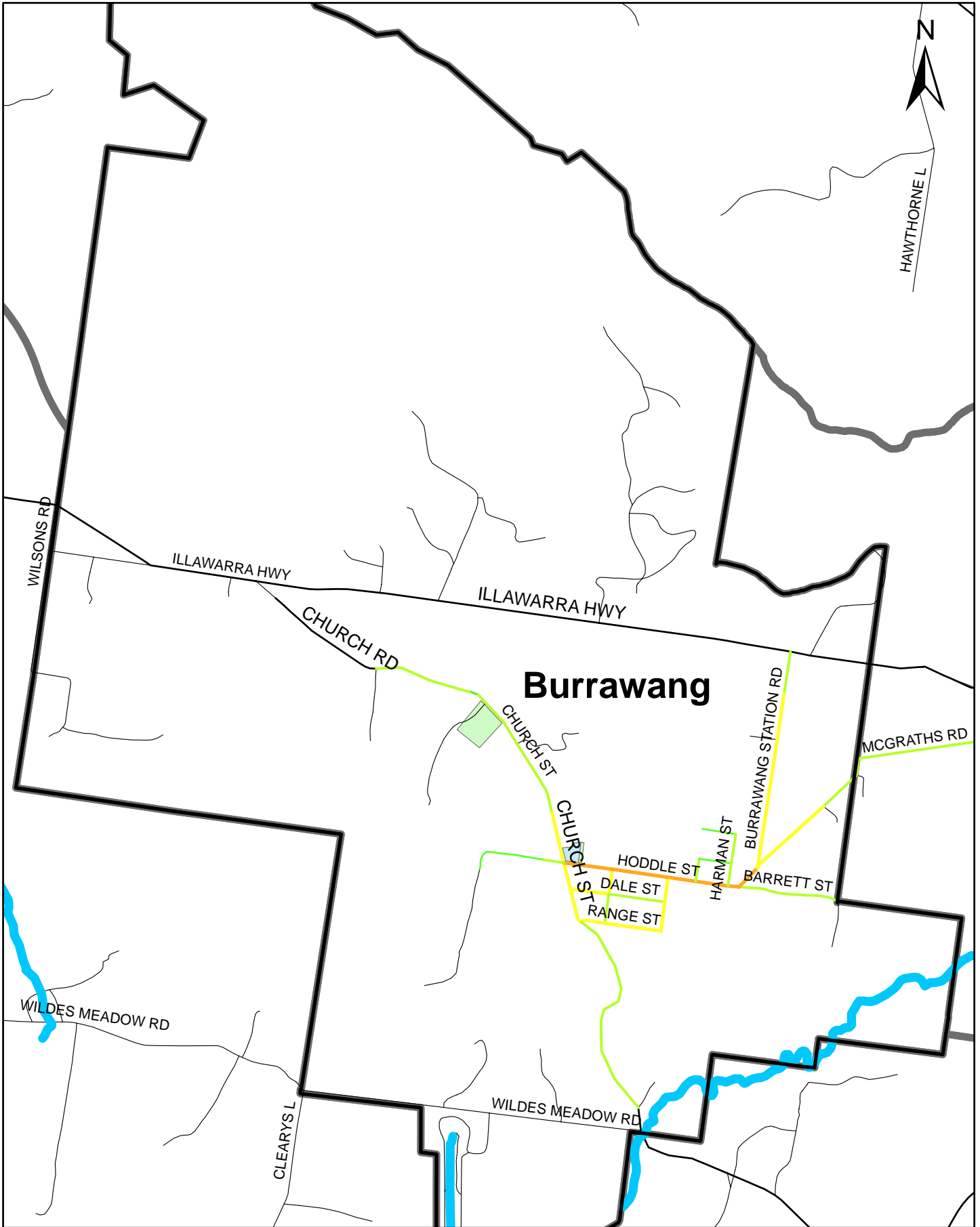
Wingecarribee Shire Council PAMP Survey Results

















Bundanoon

March 2007

Data Source: Wingecarribee Shire Council, NSW RTA, NSW Dept of Lands, QED pty ltd



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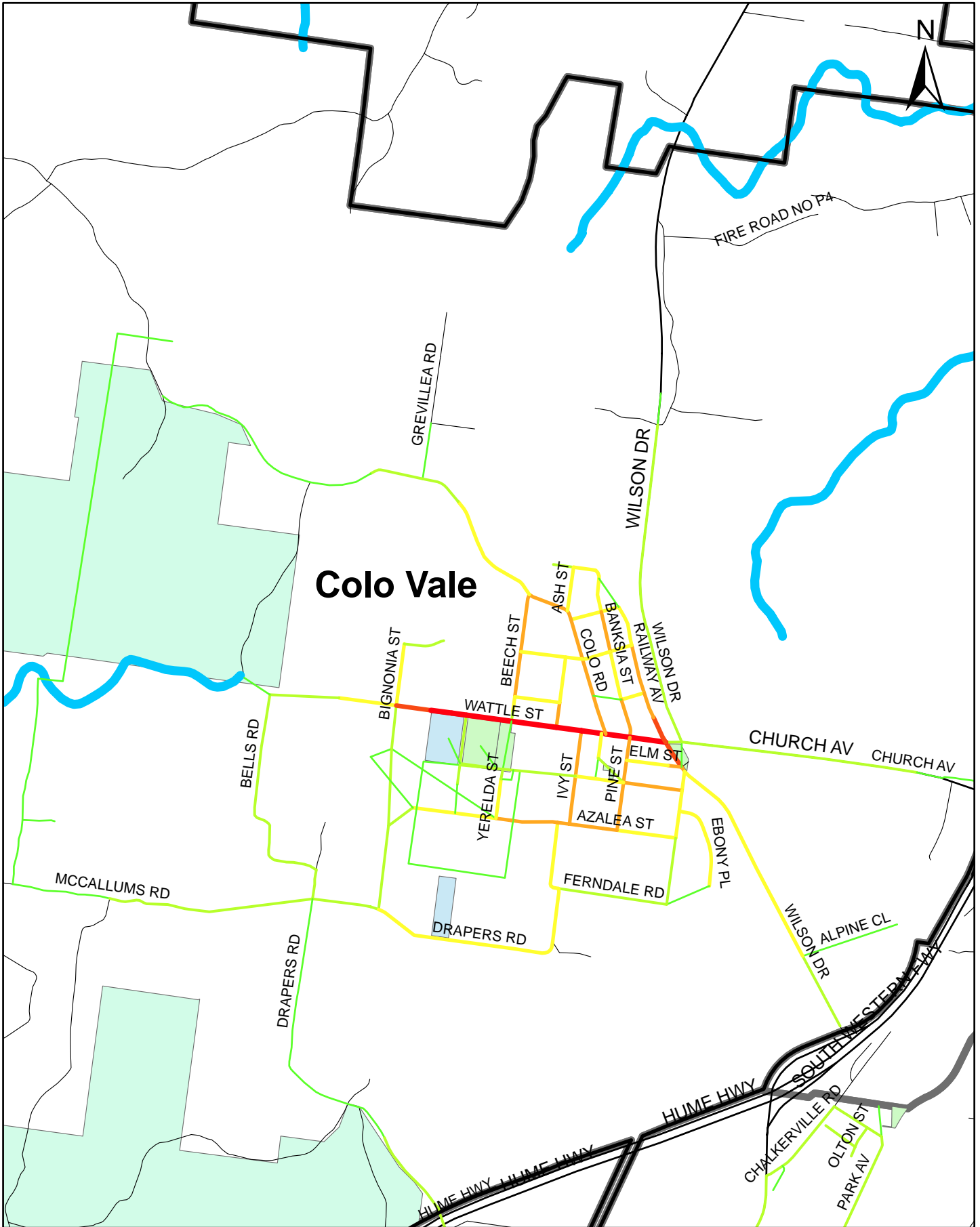
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 State Forests	 1	 21 - 30
 Bushland Reserves	 2 - 5	 31 - 40
 Parks	 6 - 10	 41 - 50
 Schools	 11 - 15	 51 - 60

**Wingecarribee Shire Council PAMP
Survey Results
Burrawang**



March 2007

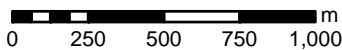
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Legend

Main Rivers	Number of Pedestrians	16 - 20
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Parks	6 - 10	41 - 50
Schools	11 - 15	51 - 60

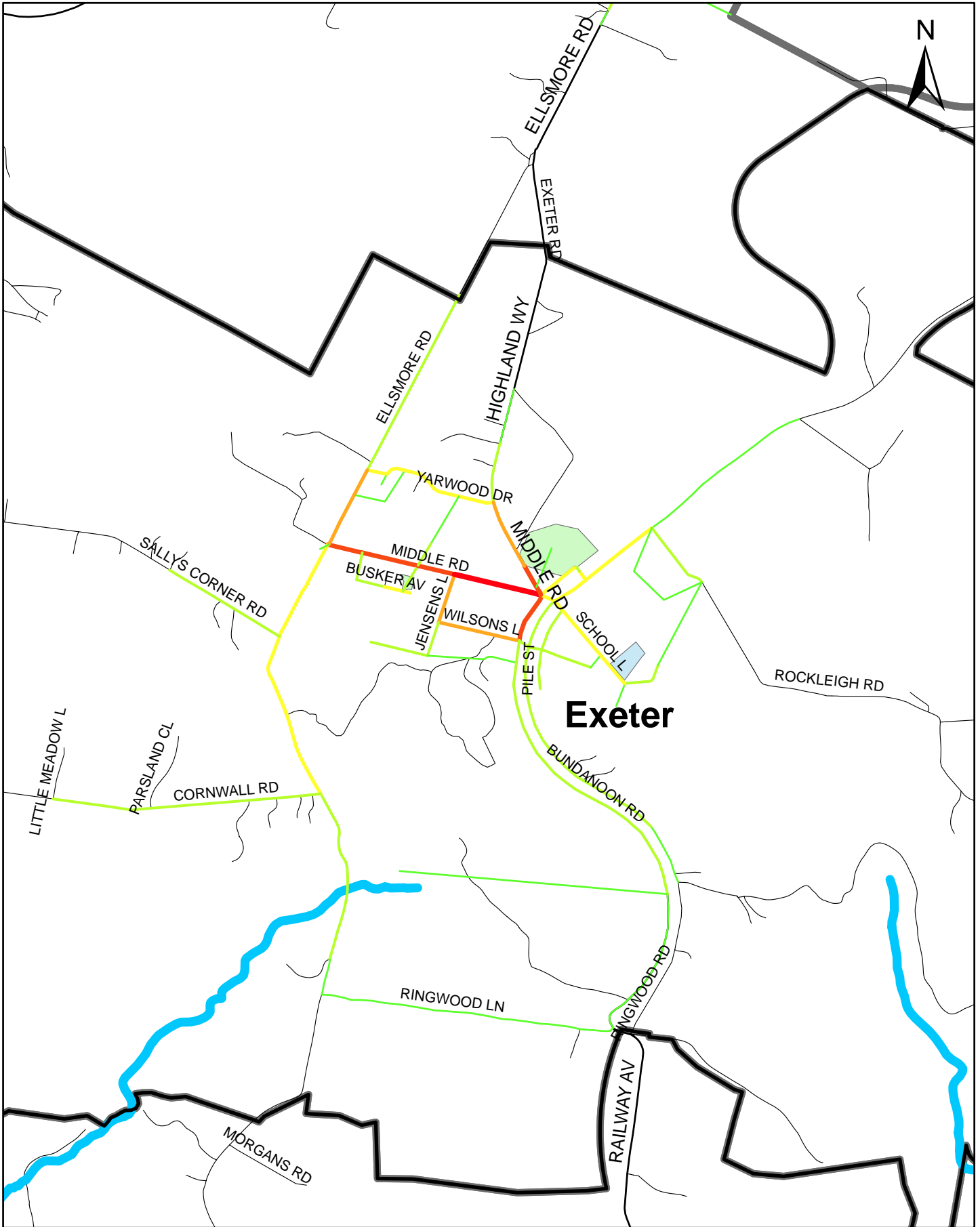
Wingecarribee Shire Council PAMP Survey Results



Colo Vale

March 2007

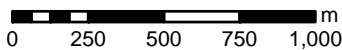
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Legend

Main Rivers	Number of Pedestrians 1	16 - 20
State Forests	2 - 5	21 - 30
Bushland Reserves	6 - 10	31 - 40
Parks	11 - 15	41 - 50
Schools	51 - 60	

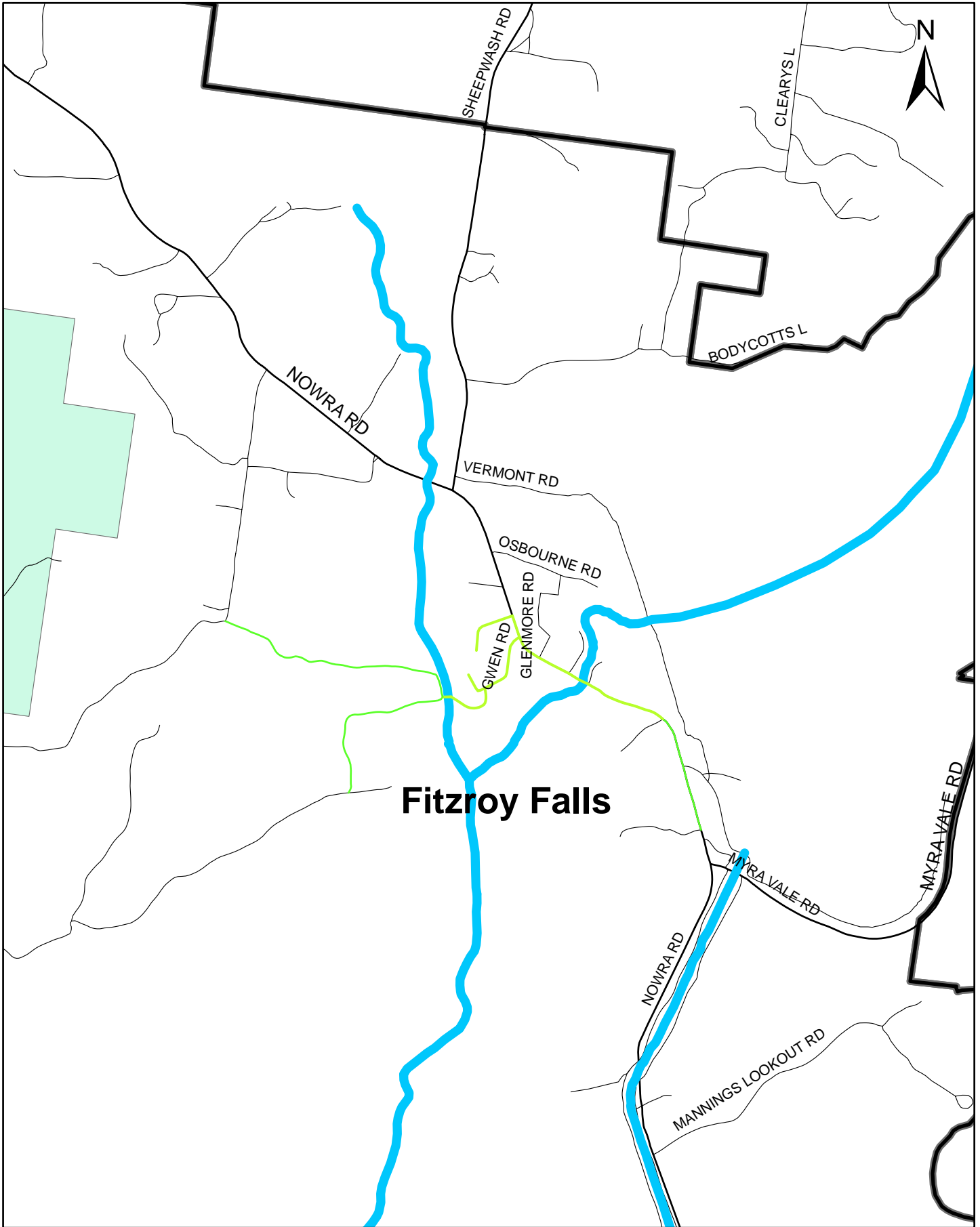
Wingecarribee Shire Council PAMP Survey Results



Exeter

March 2007

Data Source: Wingecarribee Shire Council, NSW RTA, NSW Dept of Lands, QED Pty Ltd



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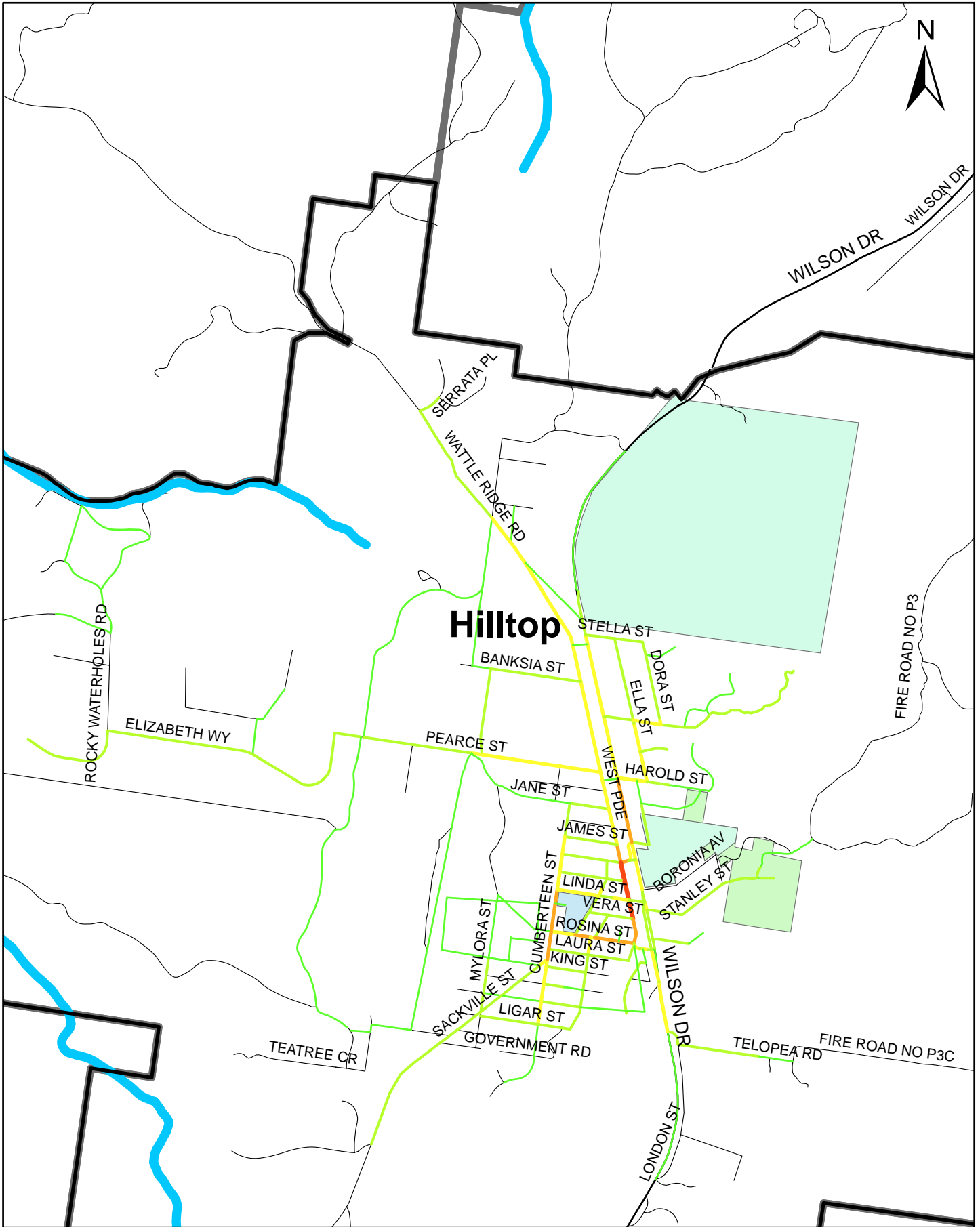
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Bushland Reserves	2 - 5	31 - 40
Parks	6 - 10	41 - 50
Schools	11 - 15	51 - 60

Wingecarribee Shire Council PAMP Survey Results
Fitzroy Falls

















March 2007

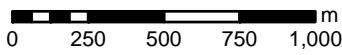
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Legend

 Main Rivers	 Number of Pedestrians 1	 16 - 20
 State Forests	 2 - 5	 21 - 30
 Bushland Reserves	 6 - 10	 31 - 40
 Parks	 11 - 15	 41 - 50
 Schools		 51 - 60

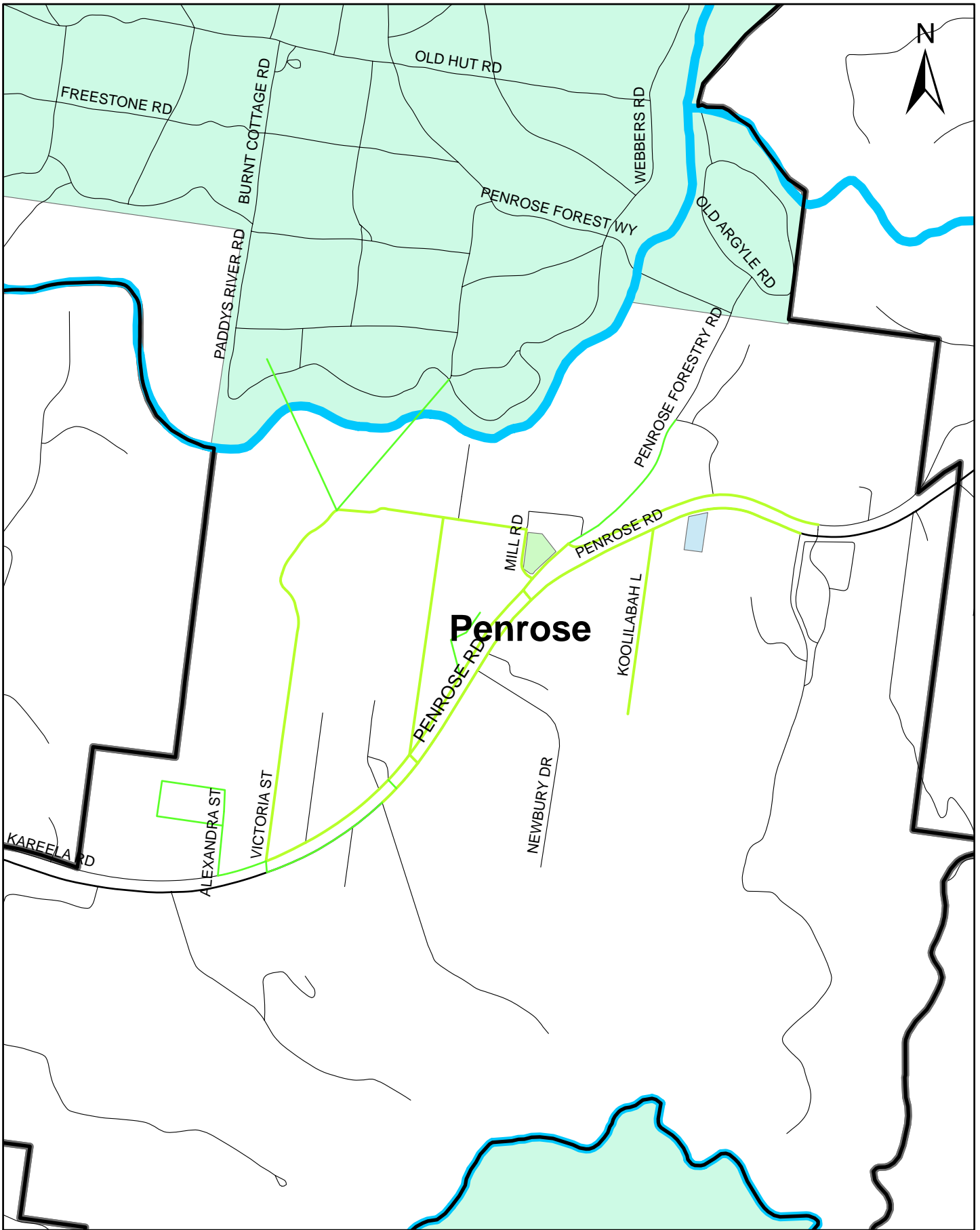
Wingecarribee Shire Council PAMP Survey Results


















Hilltop

March 2007

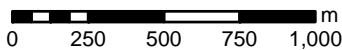
Data Source: Wingecarribee Shire Council, NSW RTA, NSW Dept of Lands, QED Pty Ltd



Legend

 Main Rivers	 Number of Pedestrians	 16 - 20
 State Forests	 1	 21 - 30
 Bushland Reserves	 2 - 5	 31 - 40
 Parks	 6 - 10	 41 - 50
 Schools	 11 - 15	 51 - 60

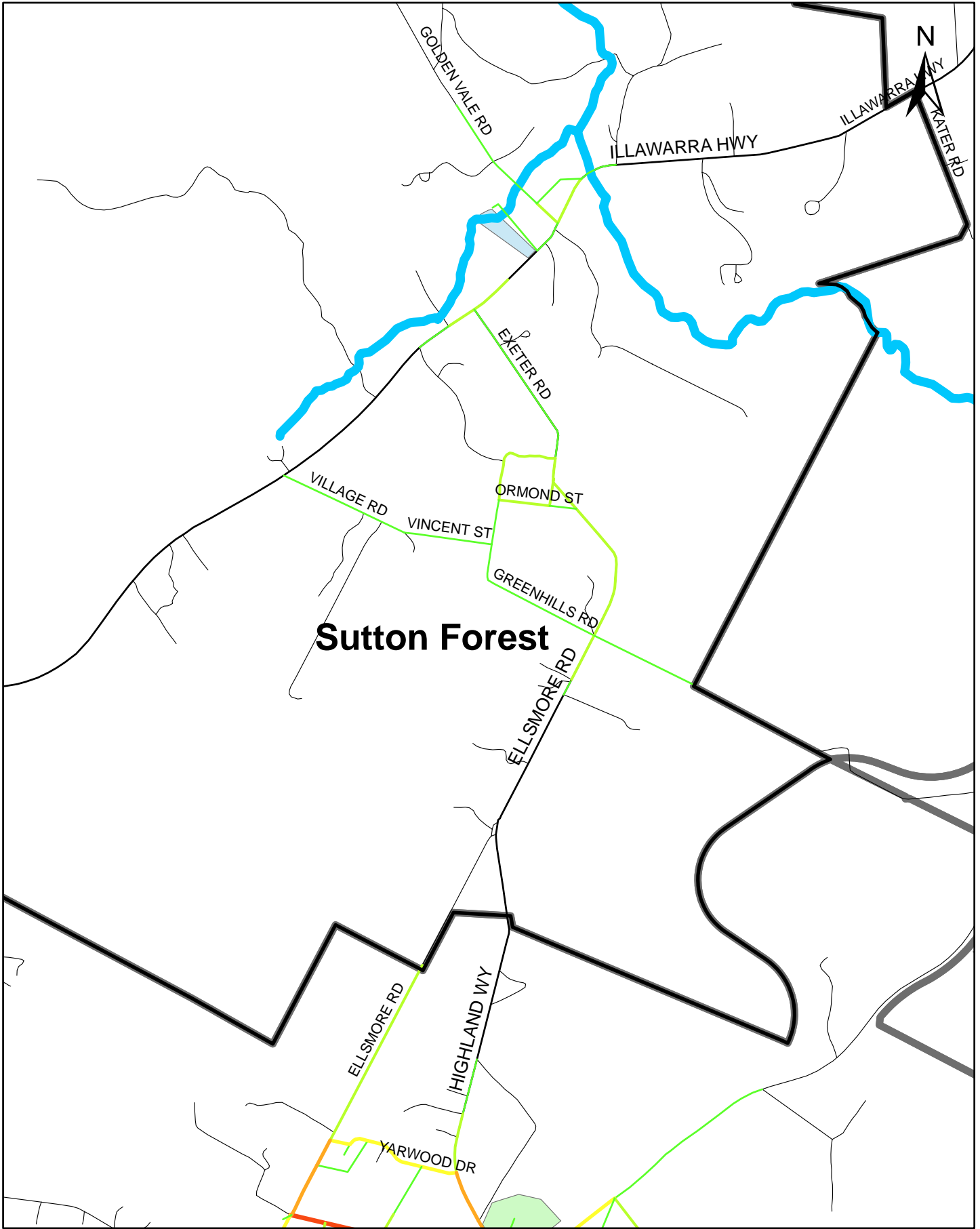
Wingecarribee Shire Council PAMP Survey Results

















Penrose

March 2007

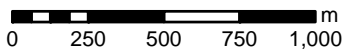
Data Source: Wingecarribee Shire Council, NSW RTA, NSW Dept of Lands, QED Pty Ltd



Legend

 Main Rivers	Number of Pedestrians	 16 - 20
 State Forests	 1	 21 - 30
 Bushland Reserves	 2 - 5	 31 - 40
 Parks	 6 - 10	 41 - 50
 Schools	 11 - 15	 51 - 60

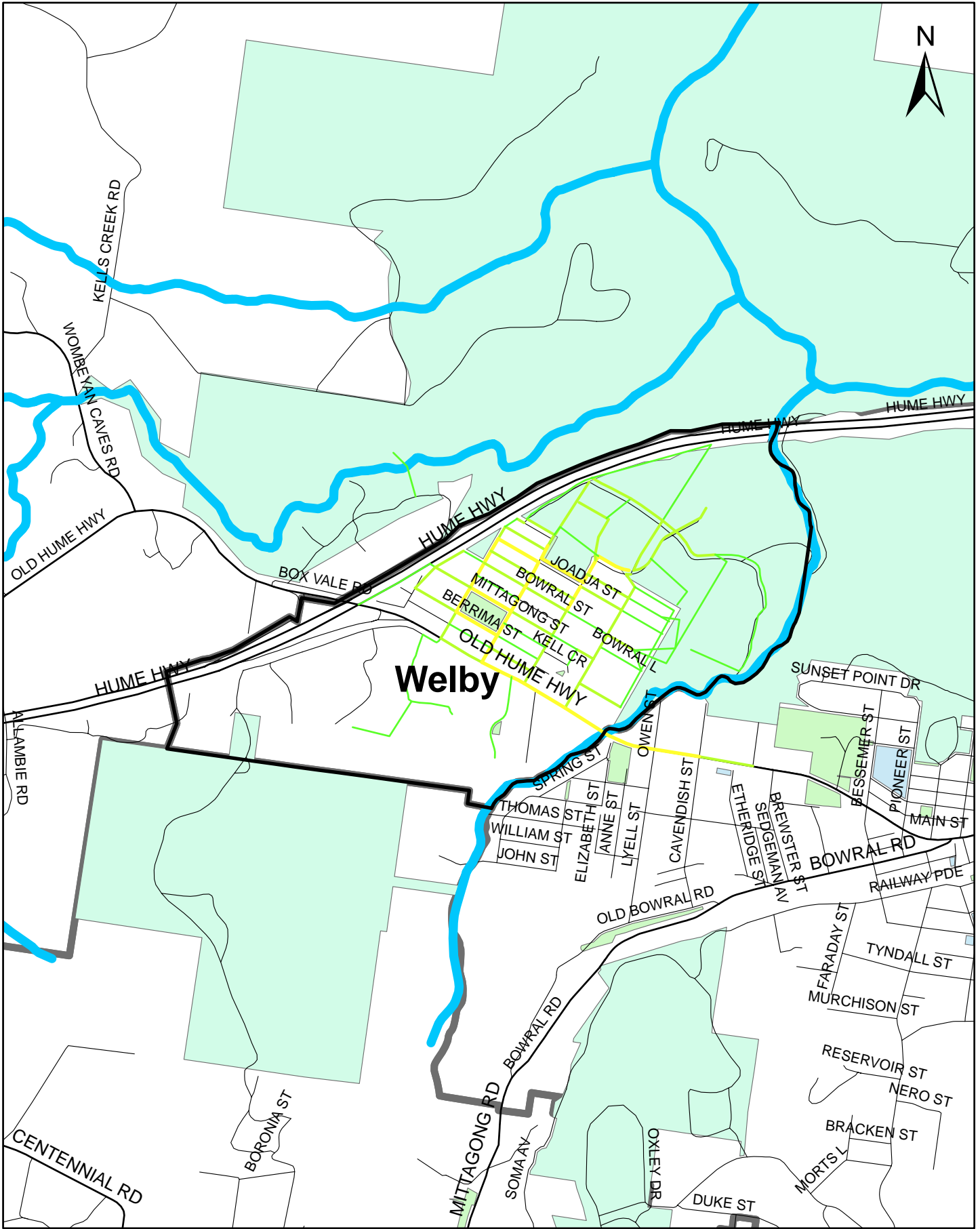
Wingecarribee Shire Council PAMP Survey Results



Sutton Forest

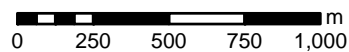
March 2007

Data Source: Wingecarribee Shire Council, NSW RTA, NSW Dept of Lands, QED Pty Ltd



Wingecarribee Shire Council PAMP Survey Results

Welby

















March 2007

Data Source: Wingecarribee Shire Council, NSW RTA, NSW Dept of Lands, QED Pty Ltd



Legend

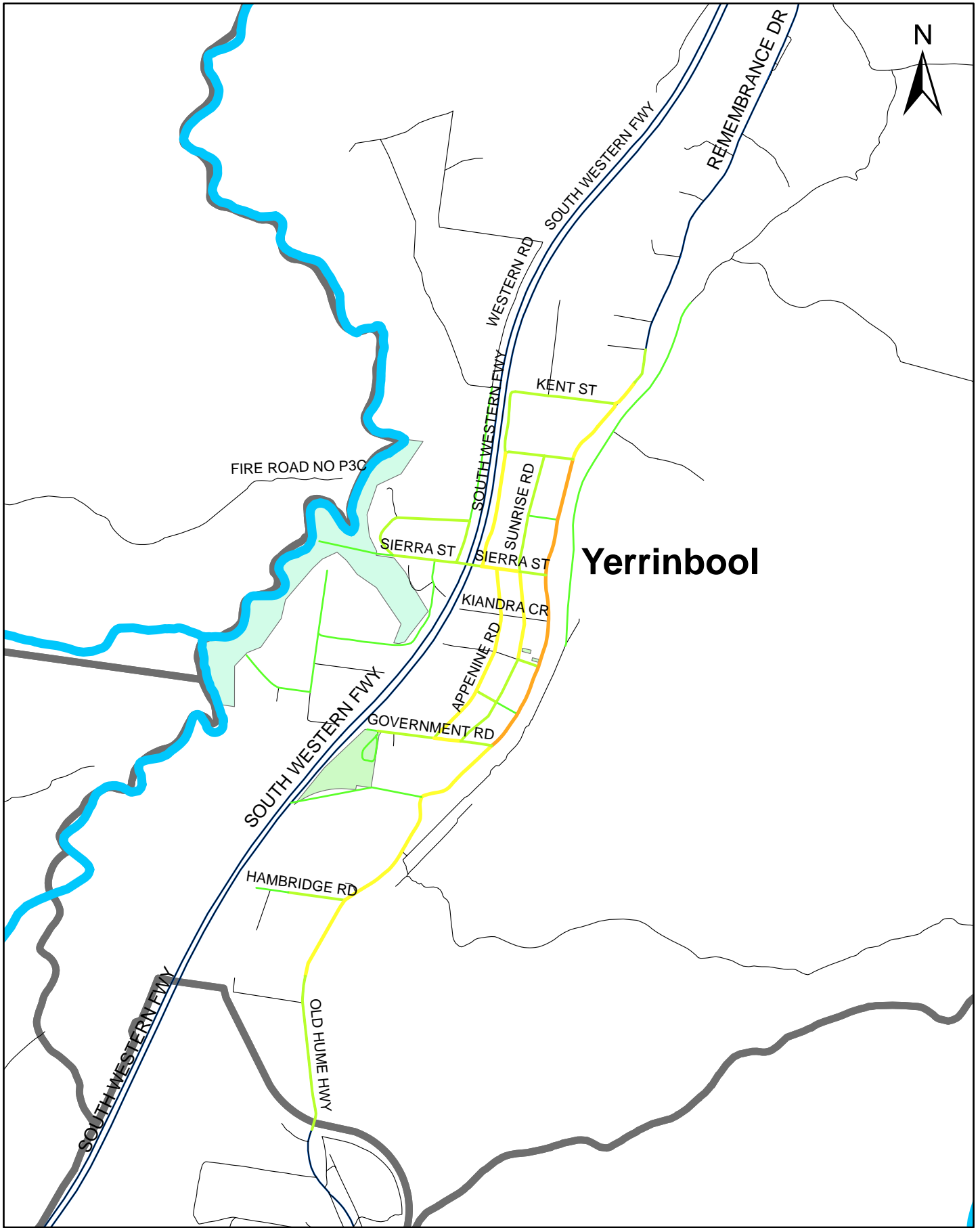
 Main Rivers	Number of Pedestrians	 16 - 20
 State Forests	 1	 21 - 30
 Bushland Reserves	 2 - 5	 31 - 40
 Parks	 6 - 10	 41 - 50
 Schools	 11 - 15	 51 - 60

Wingecarribee Shire Council PAMP Survey Results
Wingello



March 2007

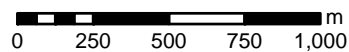
Data Source: Wingecarribee Shire Council, NSW RTA, NSW Dept of Lands, QED Pty Ltd



Legend

Main Rivers	Number of Pedestrians	16 - 20
State_Forests	1	21 - 30
Bushland_Reserves	2 - 5	31 - 40
Parks	6 - 10	41 - 50
Schools	11 - 15	51 - 60

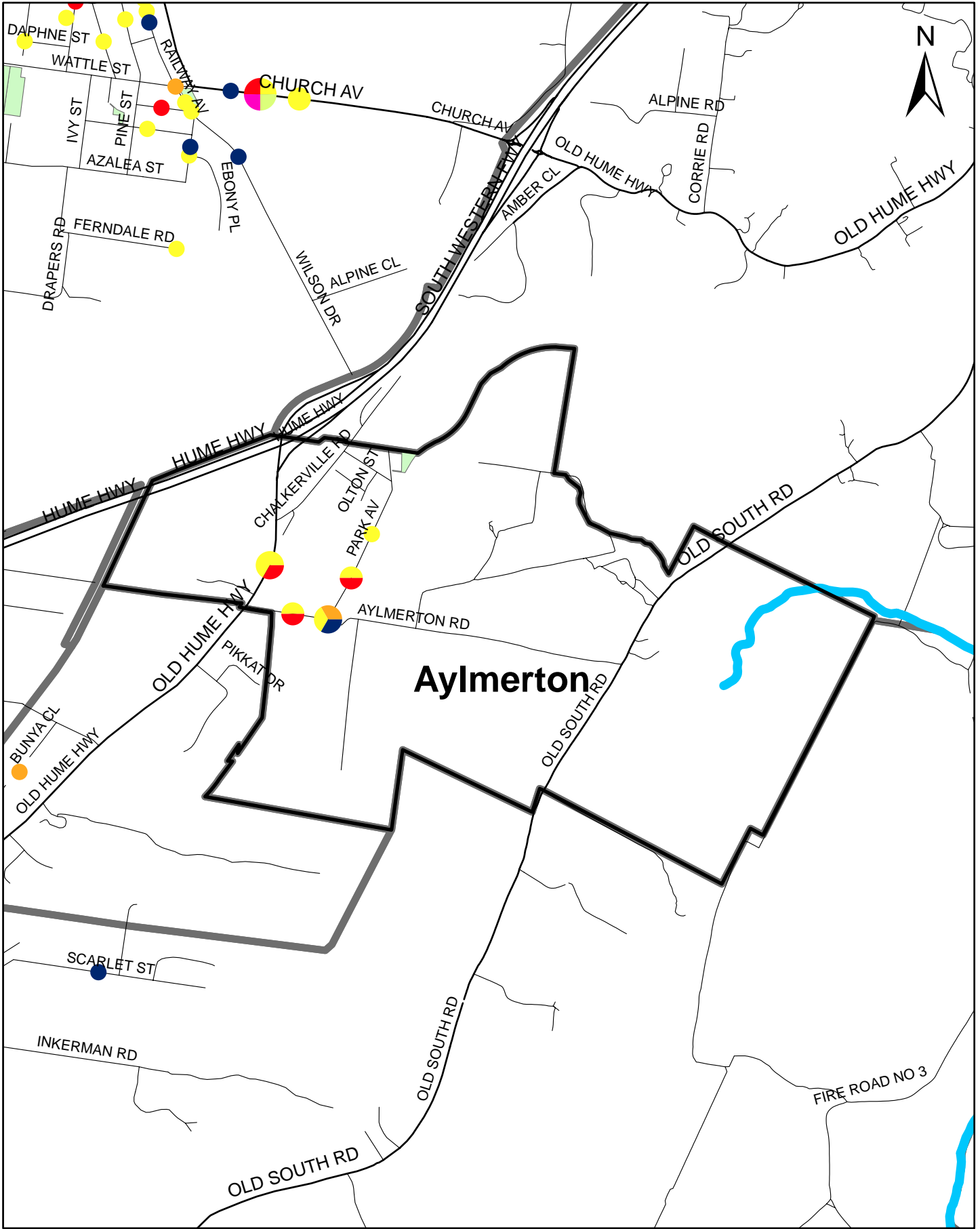
Wingecarribee Shire Council PAMP Survey Results



Yerrinbool

March 2007

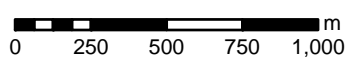
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Legend

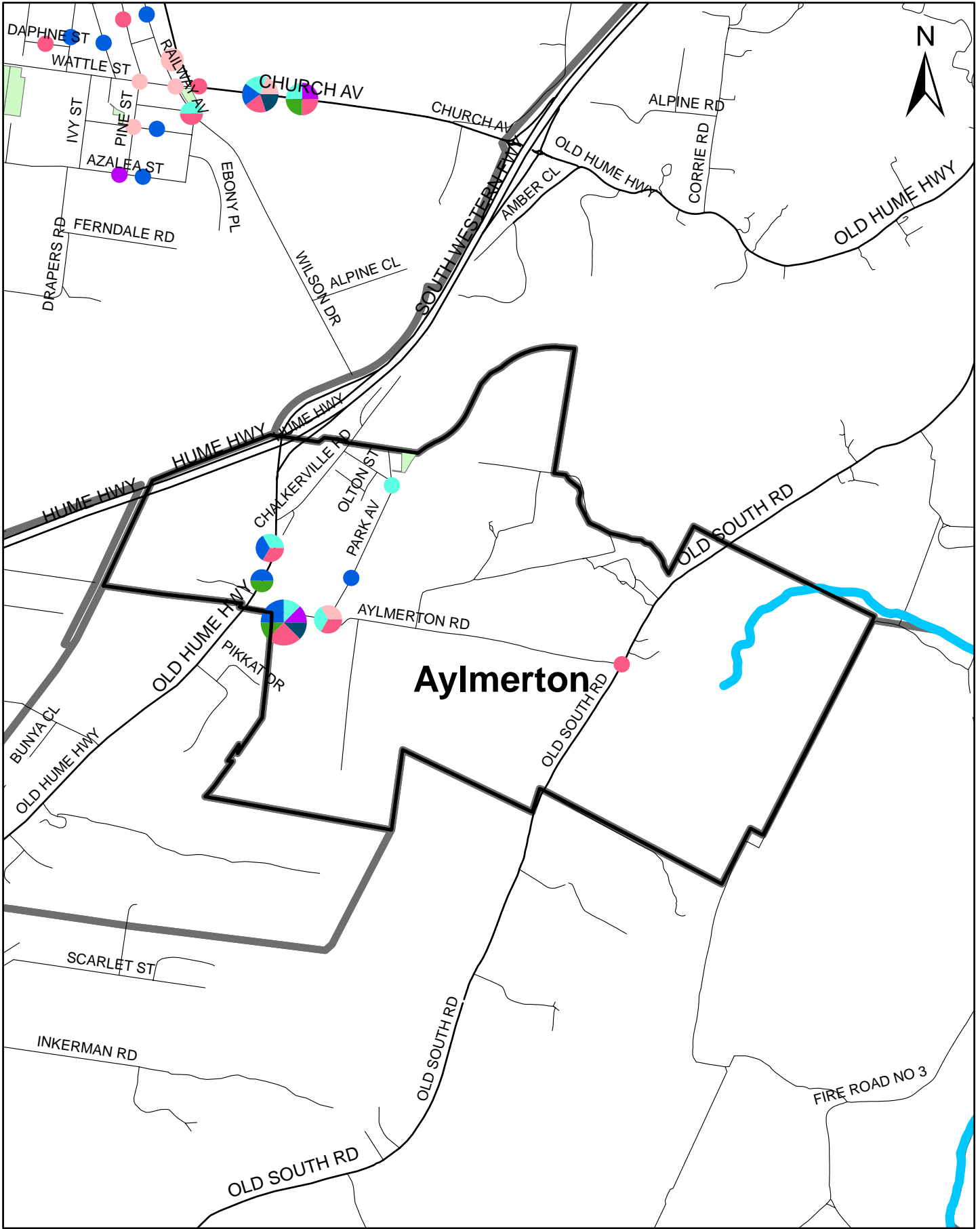
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|-------------------|---|-------|-------------------|
| Problem Locations | H | L | Main Rivers |
| | I | M | State Forests |
| | J | N1 | Bushland Reserves |
| | K | Parks | Schools |

**Wingecarribee Shire Council PAMP
Survey Results
H - N
Aylmerton**

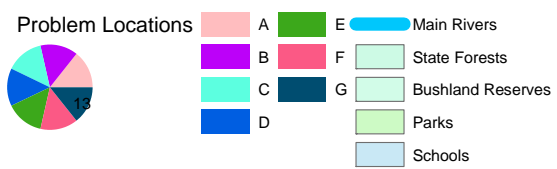


March 2007

Data Source: Wingecarribee Shire Council, NSW RTA, NSW Dept of Lands, QED pty ltd

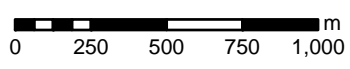


Legend



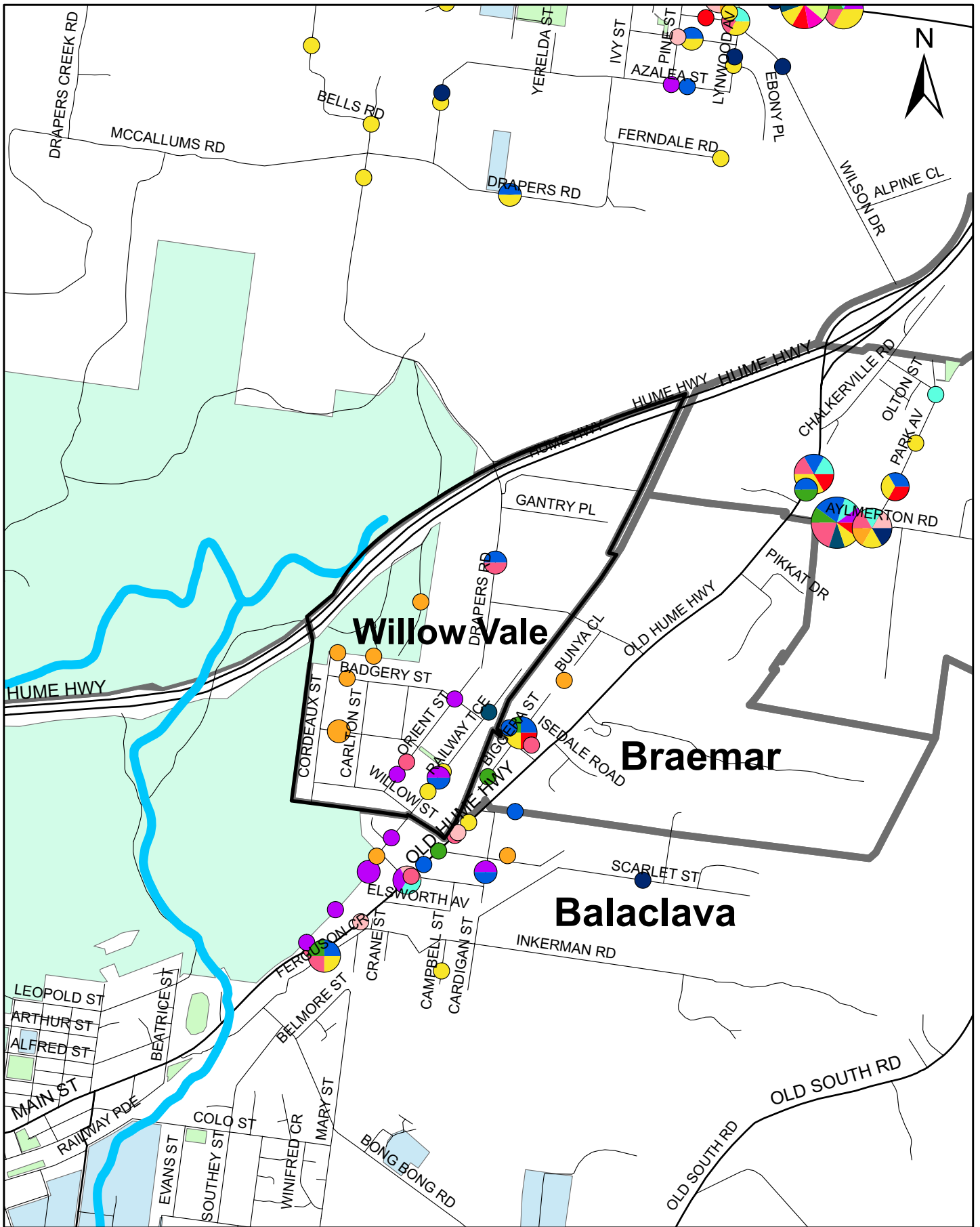
Wingecarribee Shire Council PAMP Survey Results

A - G Aylmerton



March 2007

Data Source: Wingecarribee Shire Council, NSW RTA, NSW Dept of Lands, QED pty ltd



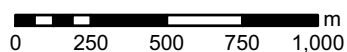
Legend

- | | | | | | |
|-------------------|---|---|---|----|-------------------|
| Problem Locations | A | E | I | M | Main Rivers |
| | B | F | J | N1 | State Forests |
| | C | G | K | | Bushland Reserves |
| | D | H | L | | Parks |
| | | | | | Schools |



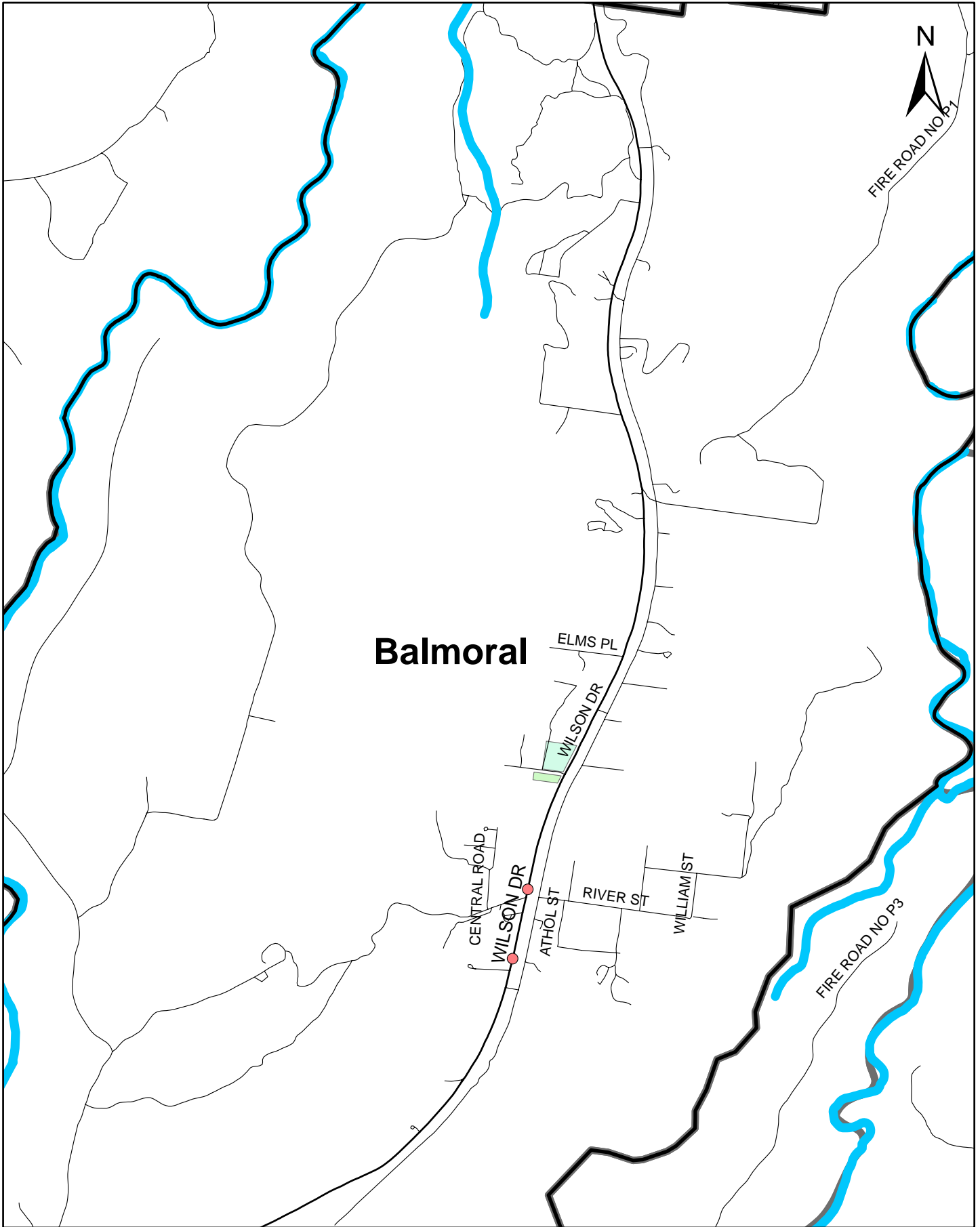
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**Wingecarribee Shire Council PAMP
Survey Results - All Problems
Willow Vale, Braemar
& Balaclava**












March 2007

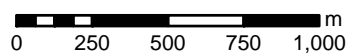
Data Source: Wingecarribee Shire Council, NSW RTA, NSW Dept of Lands, QED ply Ltd



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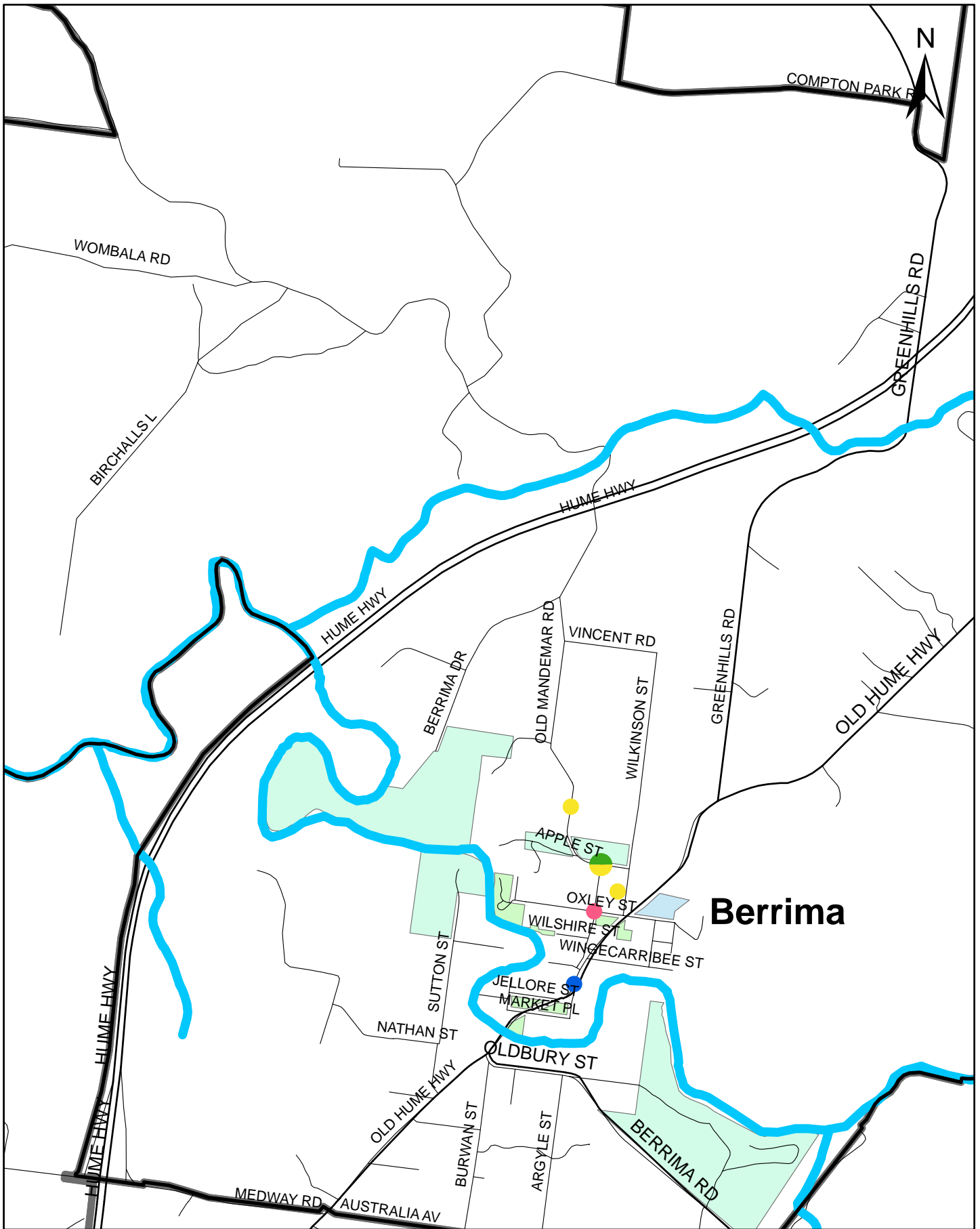
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|---|---|
| Walking Problem - A |  Main Rivers |
|  1 |  State Forests |
|  2 |  Bushland Reserves |
|  3 |  Parks |
|  7 |  Schools |

**Wingecarribee Shire Council PAMP
Survey Results
All Problems
Balmoral**



March 2007

Data Source: Wingecarribee Shire Council, NSW RTA,
NSW Dept of Lands, QED pty ltd



Legend

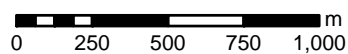
Problem Locations



13

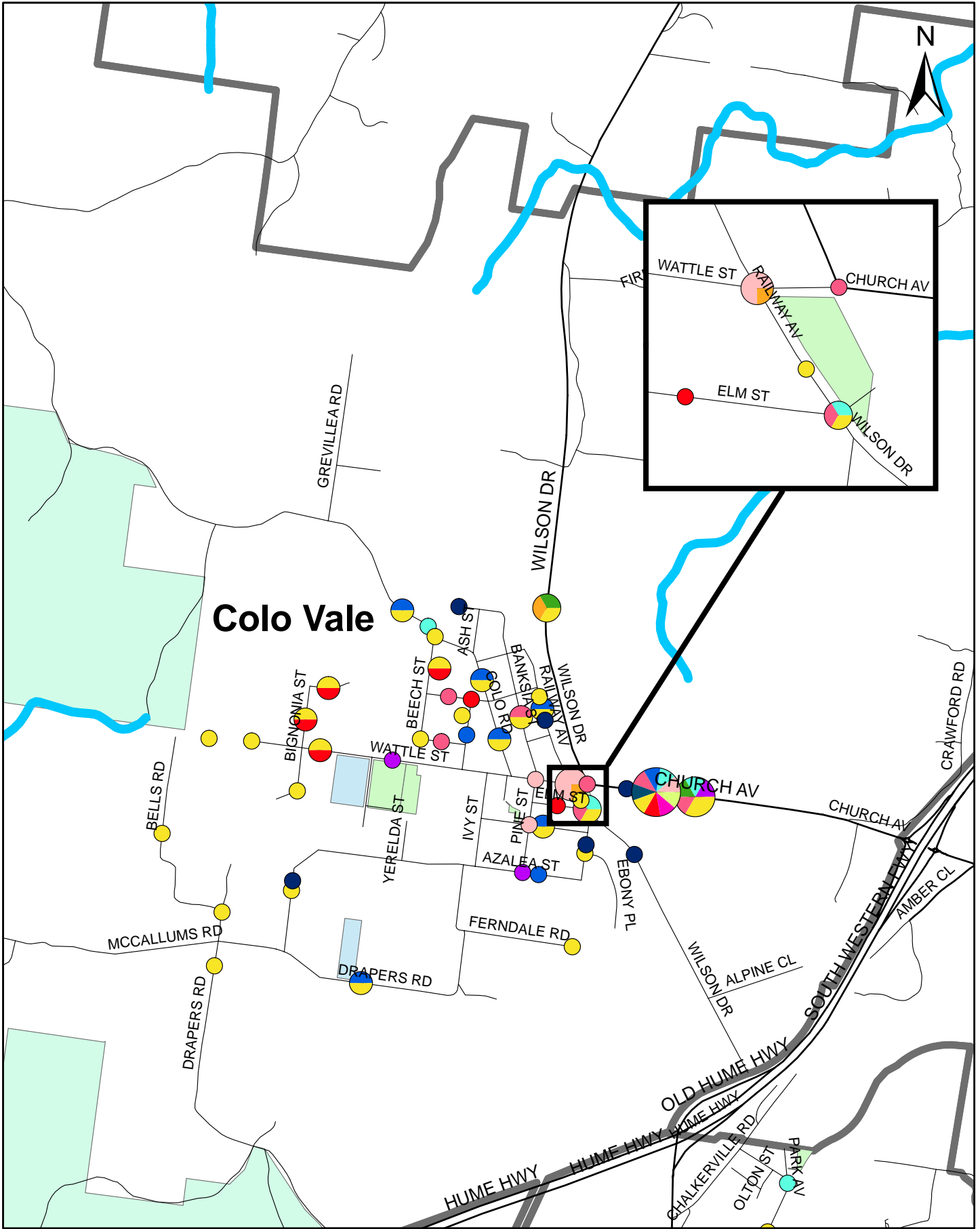
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|---|---|---|-------------------|---------------|
| A | E | I | M | Main Rivers |
| B | F | J | N1 | State Forests |
| C | G | K | Bushland Reserves | Parks |
| D | H | L | Schools | |

Wingecarrabee Shire Council PAMP Survey Results All Problems Berrima



March 2007

Data Source: Wingecarrabee Shire Council, NSW RTA, NSW Dept of Lands, QED Pty Ltd



Legend

- | | | | | | |
|---------------|---|---|---|----|-------------------|
| Sum of Fields | A | E | I | M | Main Rivers |
| | B | F | J | N1 | State Forests |
| | C | G | K | | Bushland Reserves |
| | D | H | L | | Parks |
| | | | | | Schools |

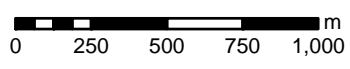


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Wingecarribee Shire Council PAMP Survey Results

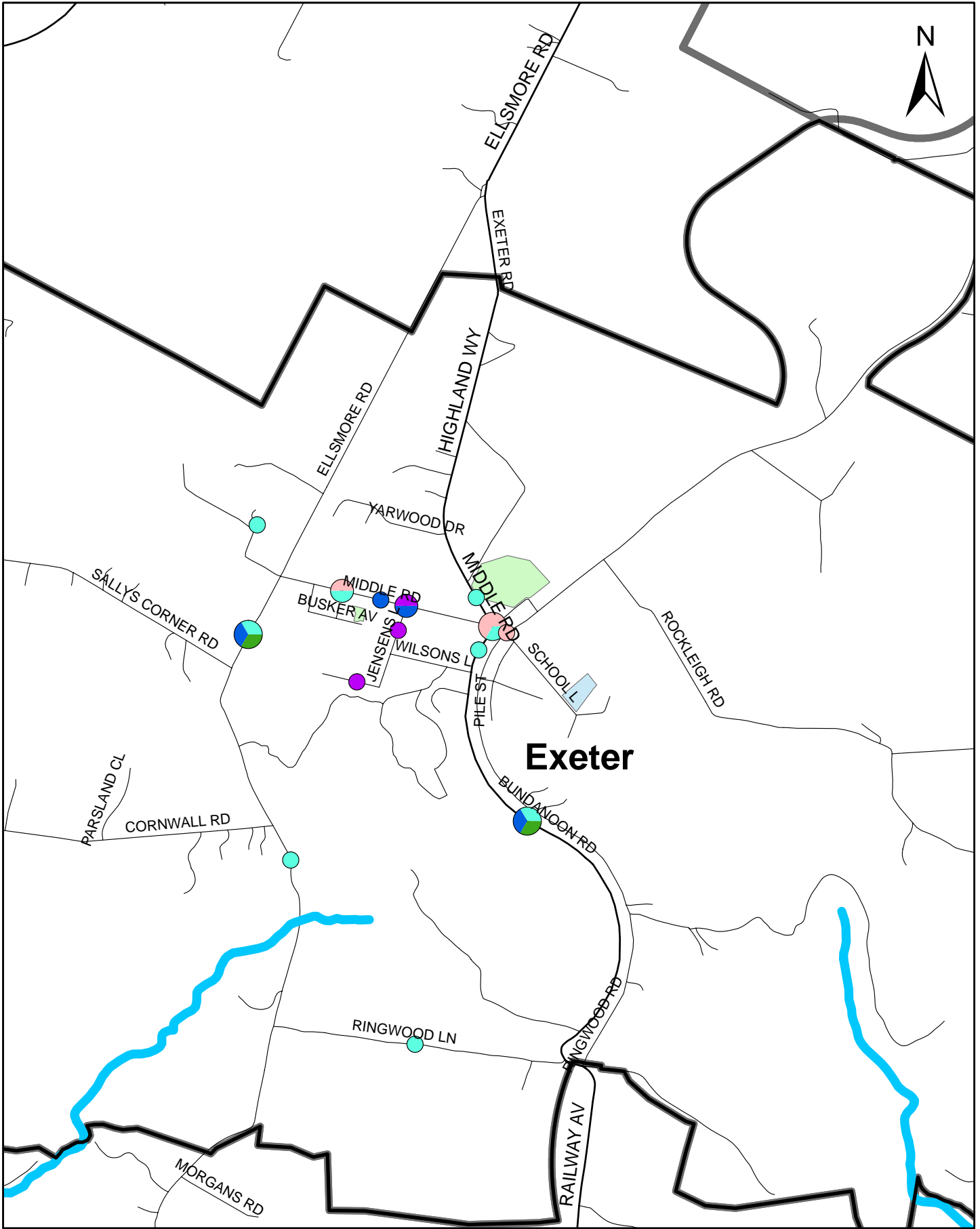
All Problems

Colo Vale



March 2007

Data Source: Wingecarribee Shire Council, NSW RTA, NSW Dept of Lands, QED Pty Ltd

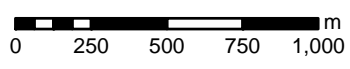


Legend



13

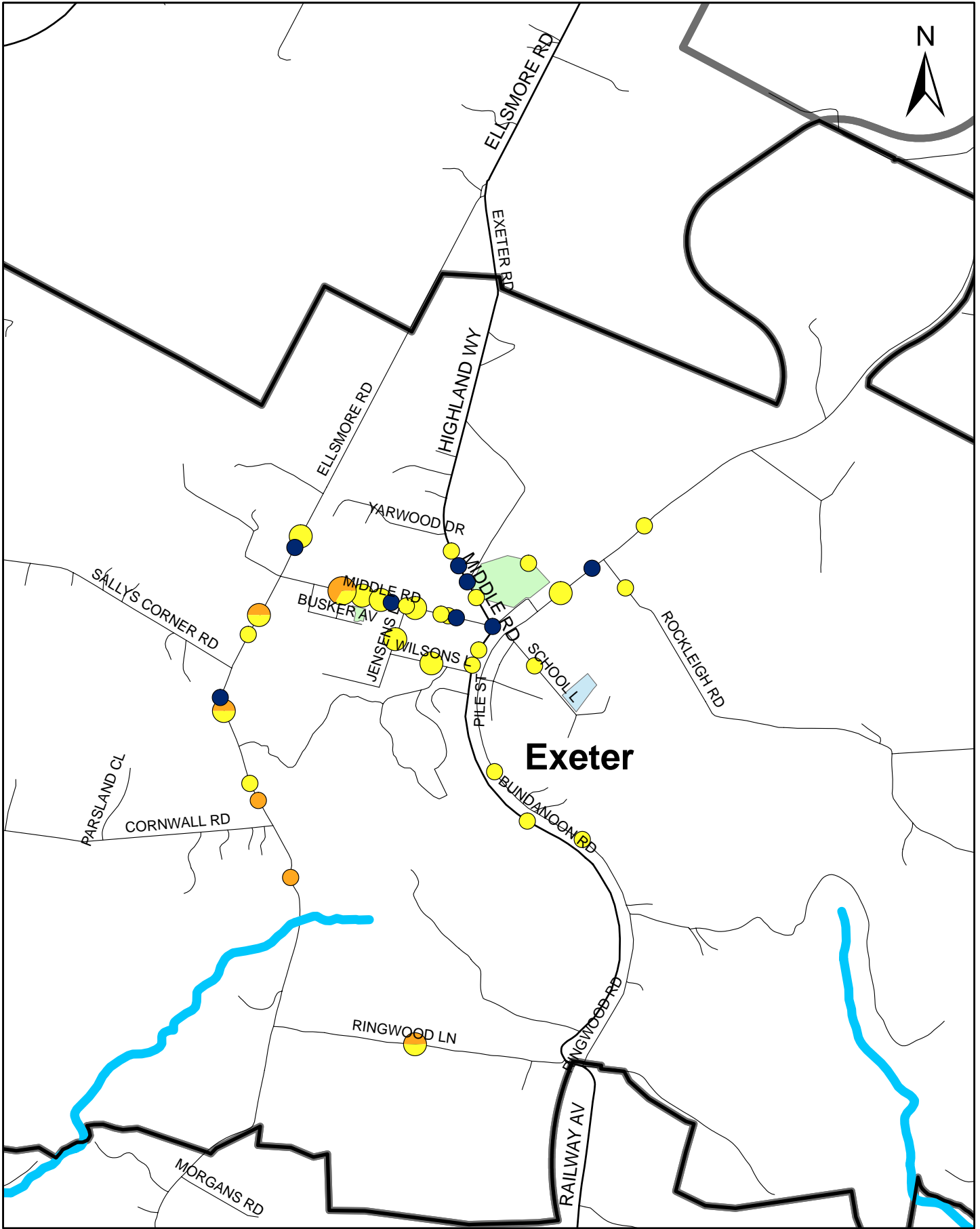
Wingecarribee Shire Council PAMP Survey Results



A - G Exeter

March 2007

Data Source: Wingecarribee Shire Council, NSW RTA, NSW Dept of Lands, QED Pty Ltd

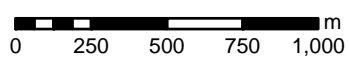


Legend



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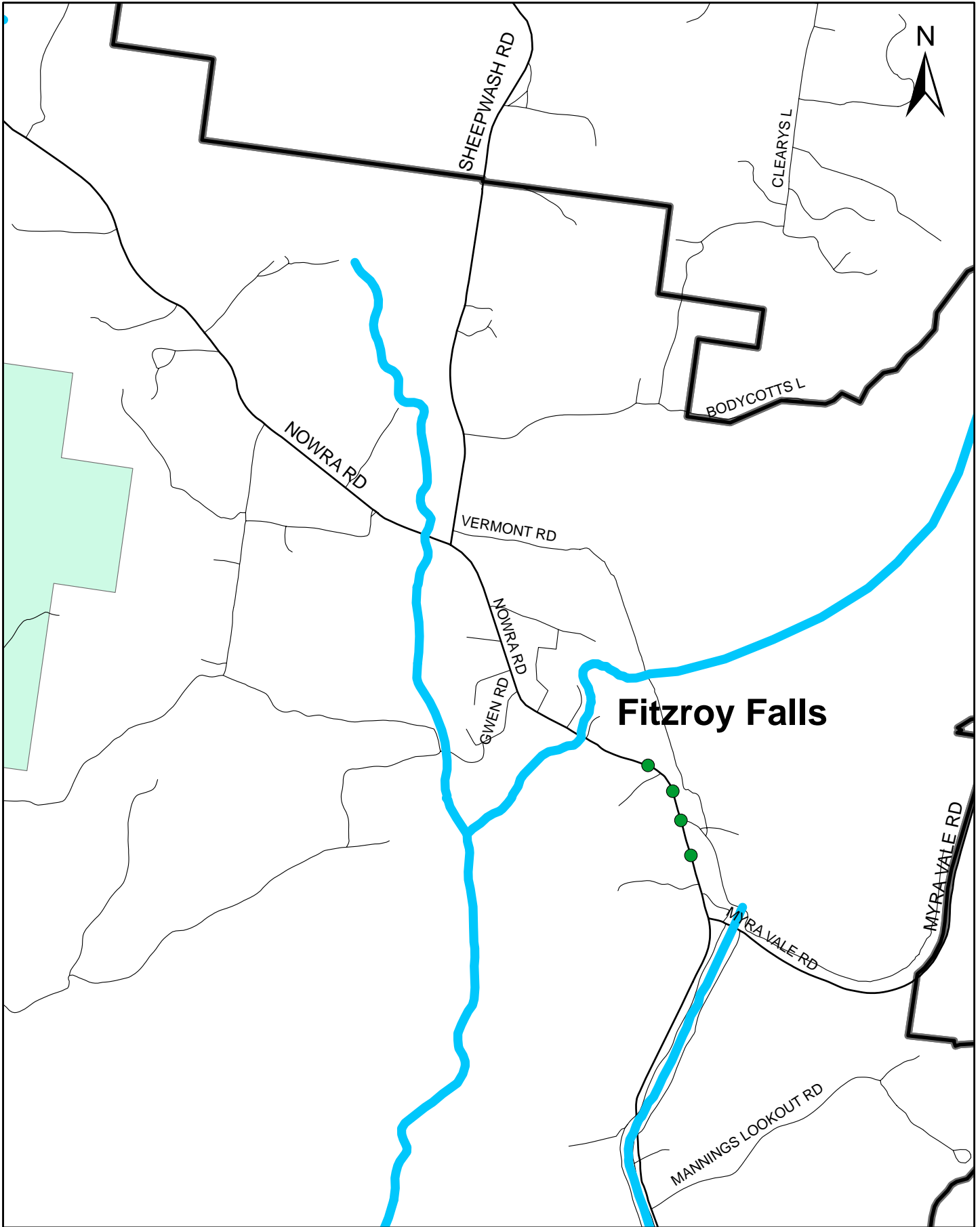
Wingecarribee Shire Council PAMP Survey Results



H - N
Exeter

March 2007

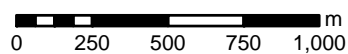
Data Source: Wingecarribee Shire Council, NSW RTA, NSW Dept of Lands, QED pty Ltd



Legend

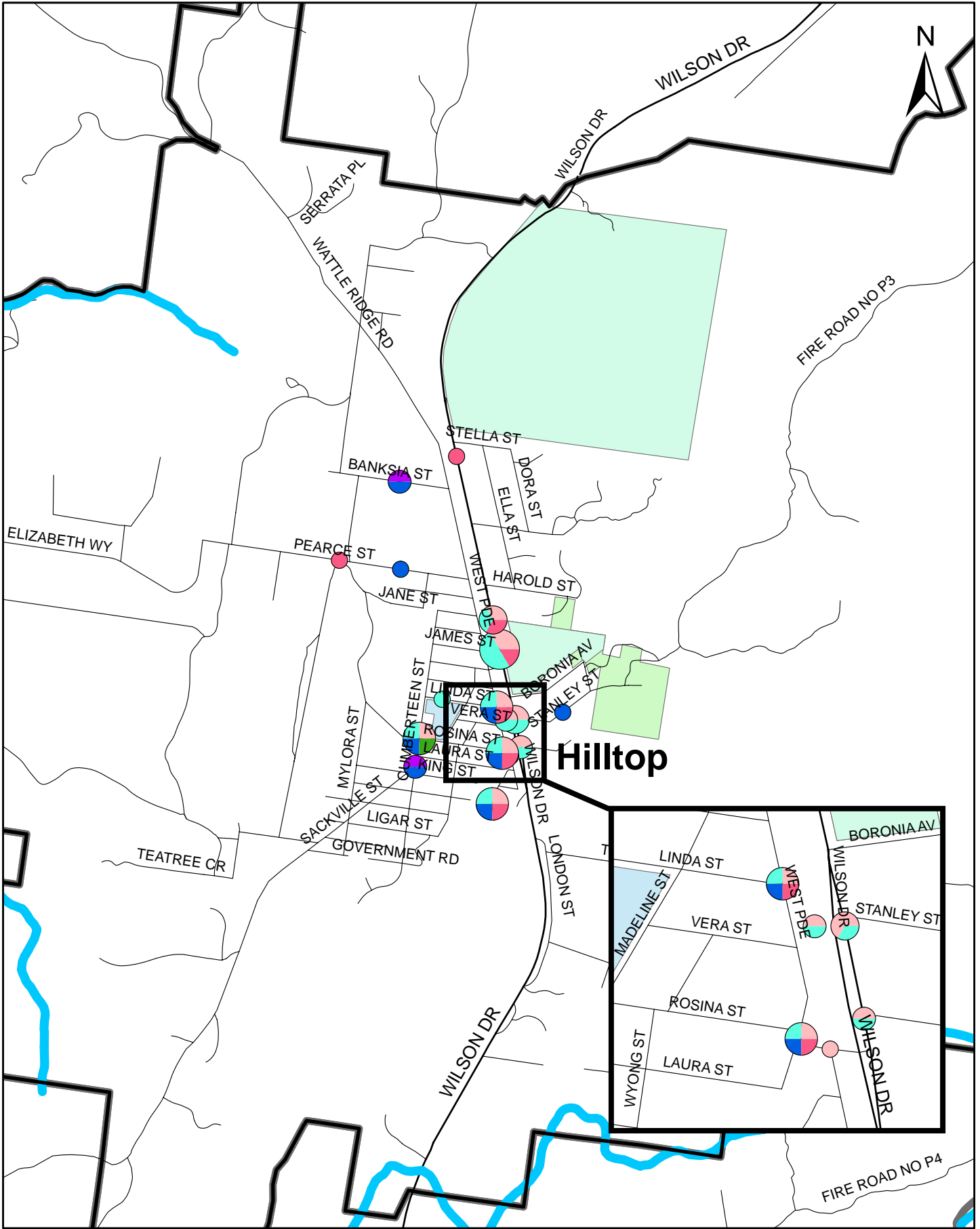
- | | |
|---------------------|-------------------|
| Walking Problem - E | Main Rivers |
| 1 | State Forests |
| 2 | Bushland Reserves |
| 3 | Parks |
| | Schools |

**Wingecarribee Shire Council PAMP
Survey Results
All Problems
Fitzroy Falls**



March 2007

Data Source: Wingecarribee Shire Council, NSW RTA,
NSW Dept of Lands, QED Pty Ltd



Legend

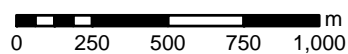
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|-------------------|---|---|-------------------|
| Problem Locations | A | E | Main Rivers |
| | B | F | State Forests |
| | C | G | Bushland Reserves |
| | D | | Parks |
| | | | Schools |



13

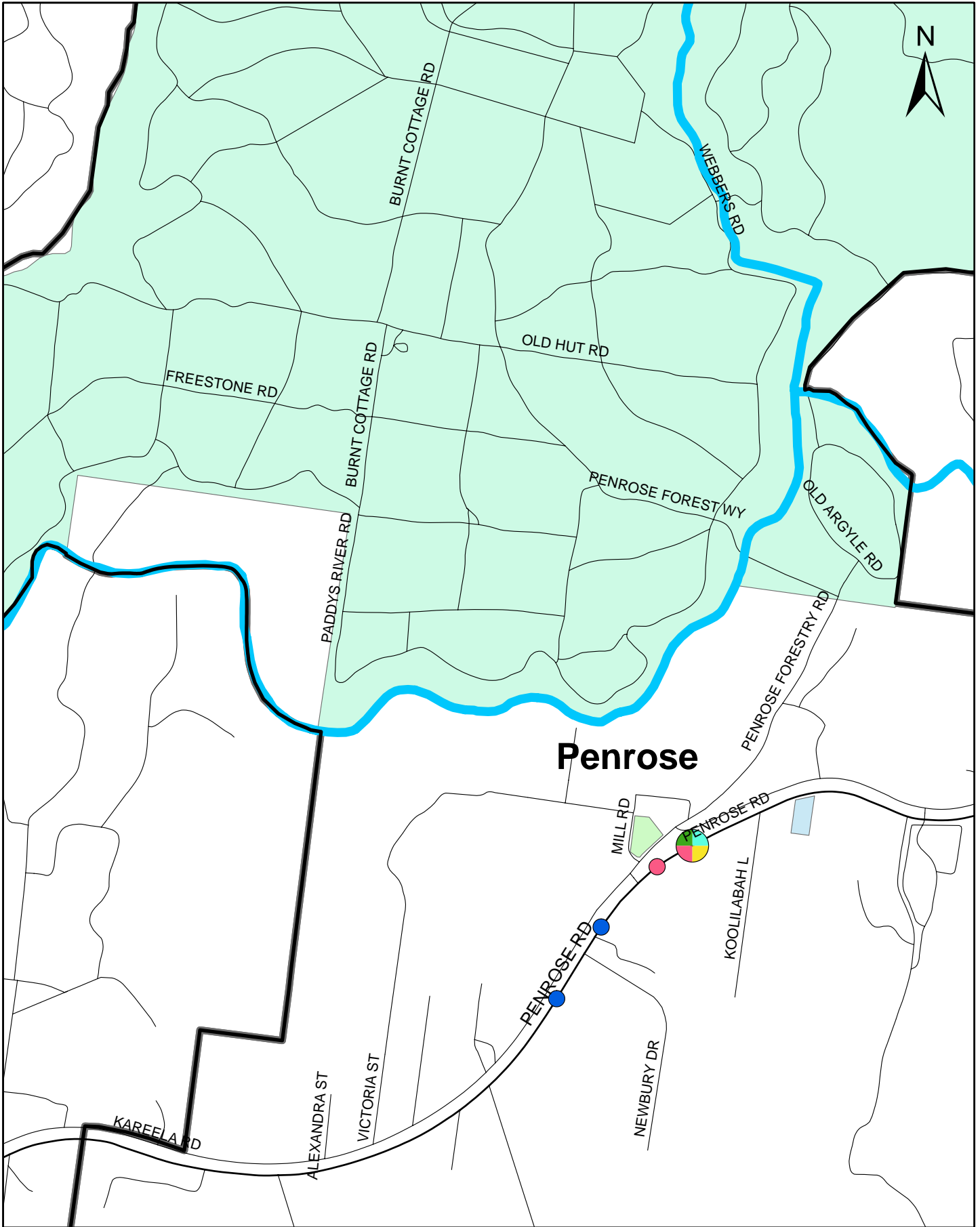
Wingecarribee Shire Council PAMP Survey Results

A - G Hilltop



March 2007

Data Source: Wingecarribee Shire Council, NSW RTA, NSW Dept of Lands, QED Pty Ltd



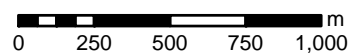
Legend

- | | | | | | |
|-------------------|---|---|---|----|-------------------|
| Problem Locations | A | E | I | M | Main Rivers |
| | B | F | J | N1 | State Forests |
| | C | G | K | | Bushland Reserves |
| | D | H | L | | Parks |
| | | | | | Schools |



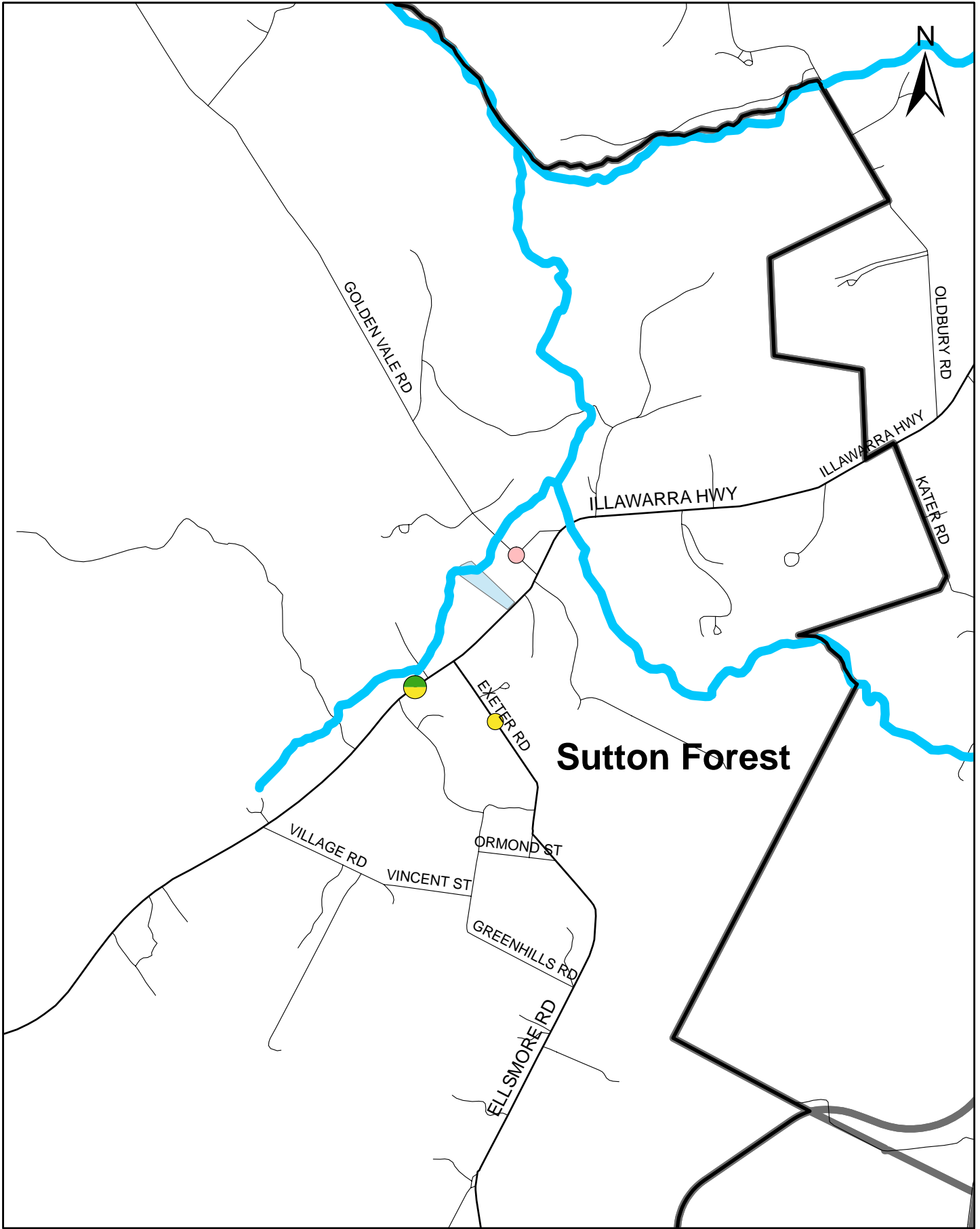
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Wingecarribee Shire Council PAMP Survey Results All Problems Penrose



March 2007

Data Source: Wingecarribee Shire Council, NSW RTA, NSW Dept of Lands, QED Pty Ltd



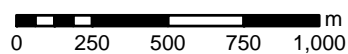
Legend

- | | | | | | |
|-------------------|---|---|---|----|-------------------|
| Problem Locations | A | E | I | M | Main Rivers |
| | B | F | J | N1 | State Forests |
| | C | G | K | | Bushland Reserves |
| | D | H | L | | Parks |
| | | | | | Schools |



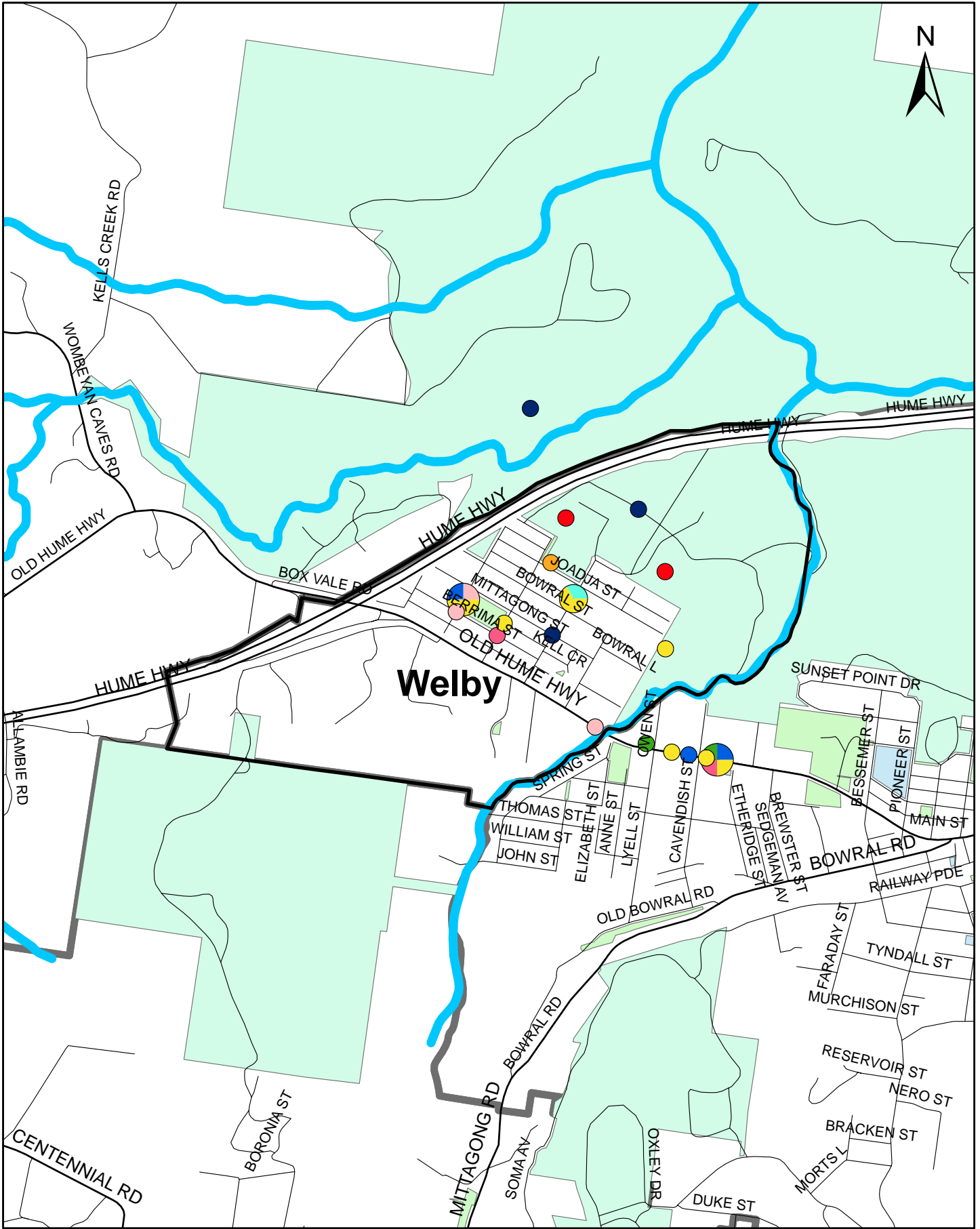
13

**Wingecarribee Shire Council PAMP
Survey Results
All Problems
Sutton Forest**



March 2007

Data Source: Wingecarribee Shire Council, NSW RTA, NSW Dept of Lands, QED pty Ltd



Legend

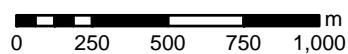
Problem Locations	A	E	I	M	Main Rivers
	B	F	J	N1	State Forests
	C	G	K		Bushland Reserves
	D	H	L		Parks
					Schools



13

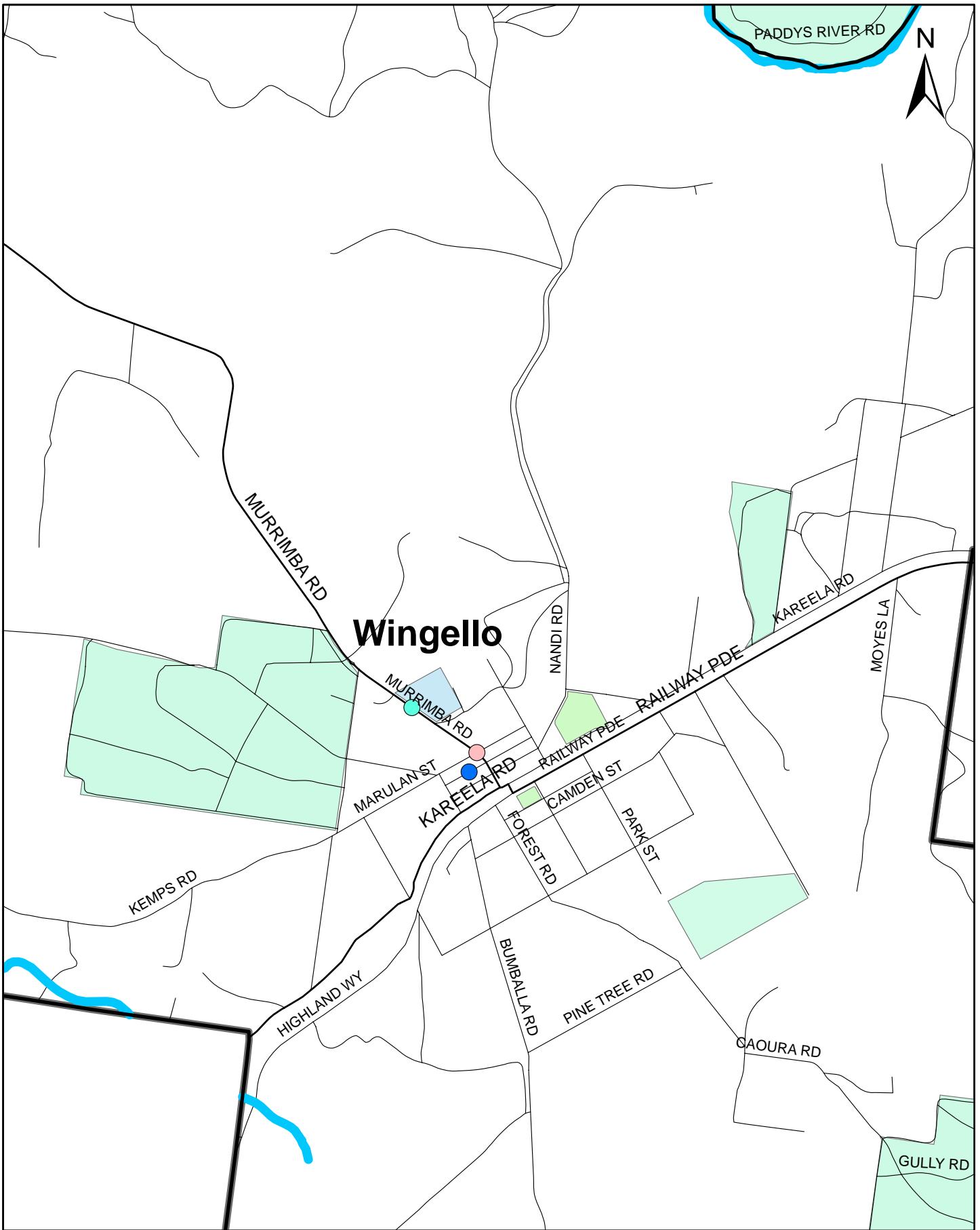
Wingecarribee Shire Council PAMP Survey Results

All Problems Welby



March 2007

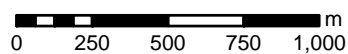
Data Source: Wingecarribee Shire Council, NSW RTA, NSW Dept of Lands, QED Pty Ltd



Legend

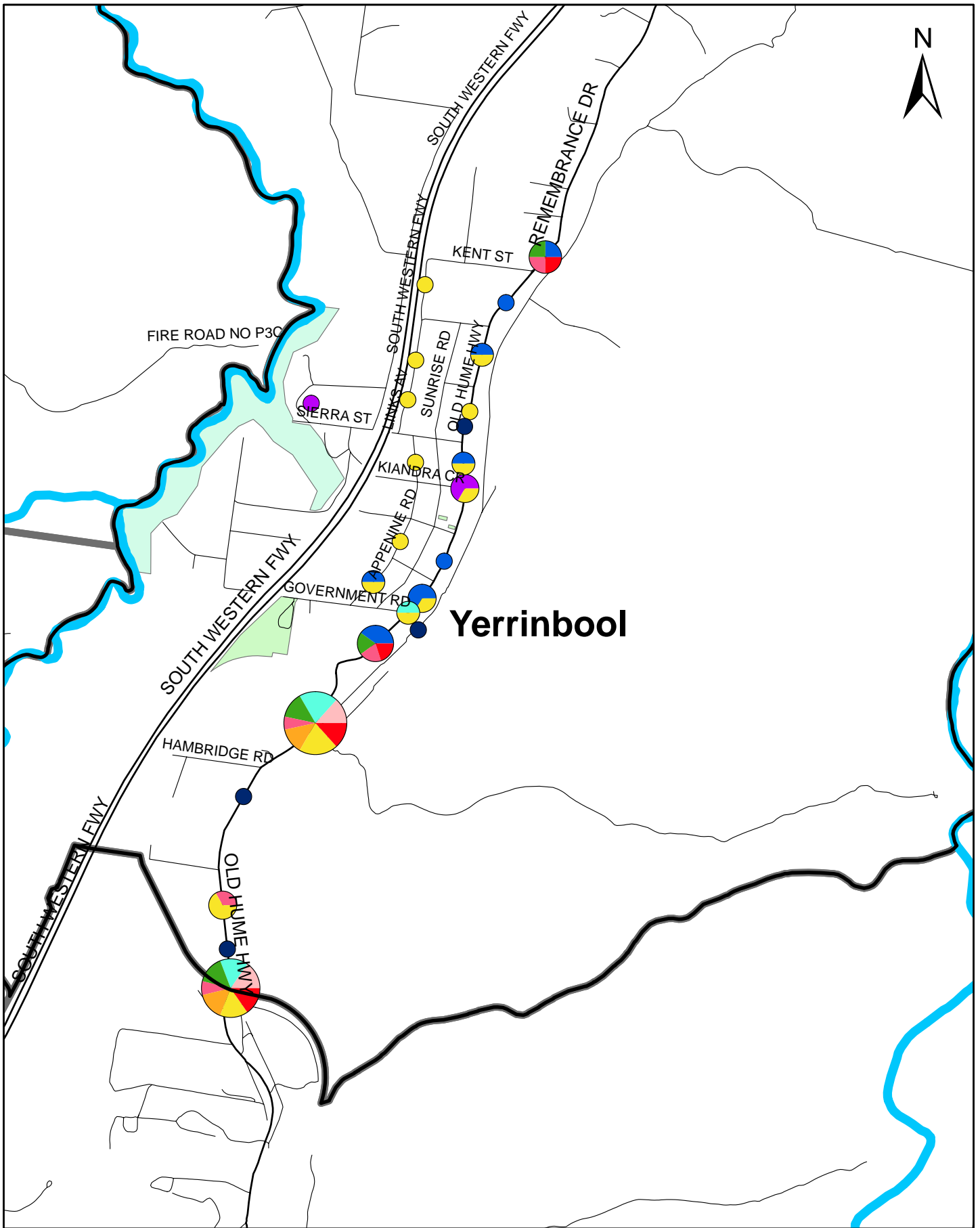
- Walking Problem - A
- Walking Problem - C
- Walking Problem - D
- Main Rivers
- State Forests
- Bushland Reserves
- Parks
- Schools

Wingecarribee Shire Council PAMP Survey Results All Problems Wingello



March 2007

Data Source: Wingecarribee Shire Council, NSW RTA,
NSW Dept of Lands, QED Pty Ltd



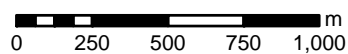
Legend

Problem Locations	A	E	I	M	Main Rivers
	B	F	J	N1	State Forests
	C	G	K		Bushland Reserves
	D	H	L		Parks
					Schools



13

Wingecarribee Shire Council PAMP Survey Results All Problems Yerrinbool



March 2007

Data Source: Wingecarribee Shire Council, NSW RTA,
NSW Dept of Lands, QED Pty Ltd

Appendix C

Schedule of questions for schools survey

Wingecarribee Schools Survey

1. Name of School:
2. Phone No: Fax No:.....
3. Contact Person:
4. Grade/Year levels at the school:.....
5. Number of students:
6. Number of students that regularly cycle to school:
7. Number of students that regularly walk to school:.....
8. Number of students that regularly catch public transport to school:
9. Does the school have any bike facilities (eg bike racks)?
-
10. Has the school participated in the Safe Routes to Schools program?
 - i. If yes – when?
11. Does the school have any bike education courses?
- ii If Yes – specify length of involvement and at which year levels it is taught.

12. If No to the above – has the school considered implementing a bike education or walking program?

13. Does the school promote cycling/walking to school? e.g through a walking school bus or encouraging parents?

14. Are you aware of any issues preventing students from cycling/walking to your school? (Some common issues follow. If you have more than one, please list with 1 being the most important issue.)

- | | |
|--|---|
| <input type="checkbox"/> Crossing Roads | <input type="checkbox"/> Other (Please Specify) |
| <input type="checkbox"/> Traffic Volume | |
| <input type="checkbox"/> Traffic Speed | |
| <input type="checkbox"/> Lack of walking or cycling routes | <input type="checkbox"/> Other (Please Specify) |
| <input type="checkbox"/> Personal security concerns | |
| | |
| | ... |

15. Please suggest any actions or initiatives that could be undertaken to encourage more students to walk or ride to school

16. If Council can suggest actions or initiatives to encourage more students to walk or ride to school, would your school be willing to pursue these?

What other assistance could Council provide?

17. Are you aware of any frequently used routes to access the school?.....

18. Would you like us to send you a map so that you can mark up your issues?