

Community Engagement Summary Report

Albuera Street Primary School - School Access Travel Plan

Prepared August 2025



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Prepared by



City of **HOBART**

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1. Summary

Active travel to and from Albuera Street Primary School is common among students, with walking being the predominant mode. However, safety concerns and convenience issues limit independent travel and broader adoption of active travel methods. This report summarises survey findings that highlight key barriers and community feedback important for developing a School Access Travel Plan.

- **High active travel participation:** Over 65% of students use active travel modes to commute, with 80% accompanied by adults, showing reliance on supervision.
- **Walking is most common:** Walking is the main form of active travel both to and from school, used by 77% to get to school and 85% to leave school.
- **Key travel routes identified:** Most walking trips use intersections around Sandy Bay with Byron Street and St Georges Terrace, while cycling routes are more dispersed.
- **Safety concerns on routes:** Many respondents find crossing major roads like Sandy Bay Road and Byron Street dangerous due to high traffic speeds, narrow footpaths, and short pedestrian signals.
- **Cycling route difficulties:** Cyclists report challenges such as lack of bike lanes, narrow footpaths, and unsafe intersections, particularly at Sandy Bay Road and Albuera Street.
- **Car travel reasons:** Convenience and distance are the main reasons for traveling by car to and from school, often combined with other trips.
- **Community safety priorities:** The survey highlights the need for safer crossings, dedicated bike lanes, wider footpaths, and traffic calming to encourage independent active travel.
- **Foundation for travel plan:** The survey data and community input provide essential insights to develop targeted infrastructure improvements in the School Access Travel Plan.

2. Introduction

A School Access Travel Plan addresses transport challenges to and from school, promoting sustainable options like walking and cycling while improving road safety. For Albuera Street Primary School, effective planning requires community engagement to identify barriers such as pedestrian safety, inadequate infrastructure, and lack of connectivity. This ensures the plan addresses genuine community needs, leading to practical solutions for active travel and a safer, healthier school environment.

3. Methodology

As one of the inputs into the development of the School Access Travel Plan, the Albuera Street Primary School community (parents, carers and students) was asked to complete an online survey to provide the City of Hobart with the necessary information on active travel use in the area. Parents, carers and students were asked to complete one online survey for each student detailing:

- Their current active travel use to and from Albuera Street Primary School
- Key active travel routes to and from the school
- Difficulties in using active travel
- Reasons for not using active travel to get to and from school, and reasons for not using active travel more often.

The online survey was accessible via the City's Your Say Hobart website for a five-week period, from 19 May 2025 to 23 June 2025. Students who commute from multiple households during the school week were encouraged to submit multiple responses. The findings from this online survey serve as one input for the development of the School Access Travel Plan for Albuera Street Primary School.

Additional data was collected in-class from younger students in kindergarten and preparatory grades; this data also contributes to the extensive analysis conducted for the project. Due to differences in collection methodology and the number of questions, this supplementary data is not included in the formal report but will also form the basis of the School Access Travel Plan initial analyses.

➤ Notifications

The project and online survey were effectively promoted to the school community through a variety of channels, including:

- Email notification to the School Principal;
- Postcards distributed to parents and carers, providing a direct link to the online survey;
- Information distributed via Seesaw;
- Inclusion of information in the school's e-newsletter.

➤ Key Considerations and Limitations

This report's primary objective is to identify and summarise the major themes that emerged from the survey. It is important to note that this report does not offer recommendations or outline next steps. Instead, it serves as a foundational input for the comprehensive development of the School Access Travel Plan for Albuera Street Primary School.

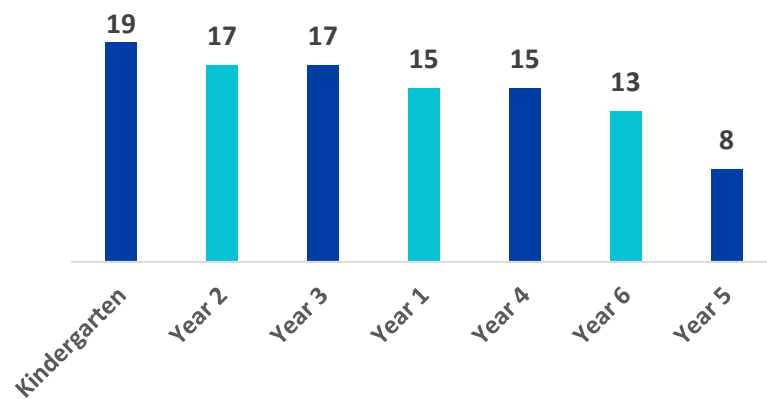
4. Audience



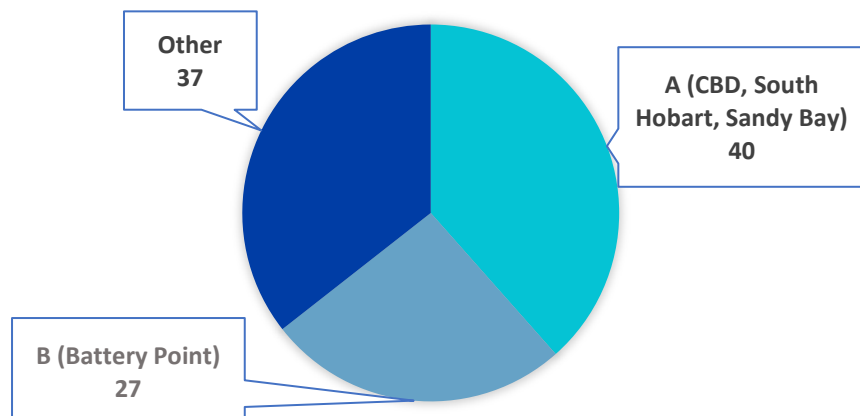
104 online survey responses



Q1. What Grade are you in? *(number of responses)*



Q2. Where do you normally live? *(number of responses)*



5. Survey data



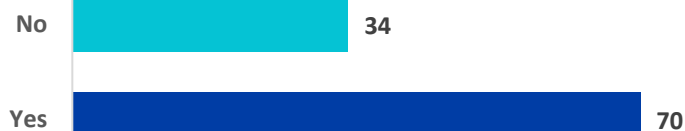
GETTING TO SCHOOL

Q3. Do you ever use active travel modes to get TO school?

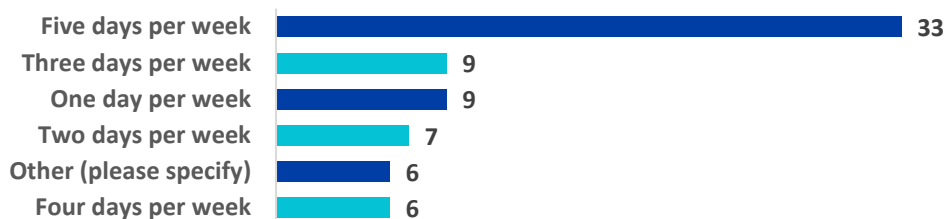


80%

of the survey participants have used active travel modes to get to school.



Q4. If yes, how often, on average, do you use active travel modes to get TO school? For example, if you ride to school one day a week and catch the bus two days a week - then you use active travel three days per week to get to school.



Q5. Which form of active travel do you use the most to get TO school?



77%

Consider **WALK** the most used form of active travel

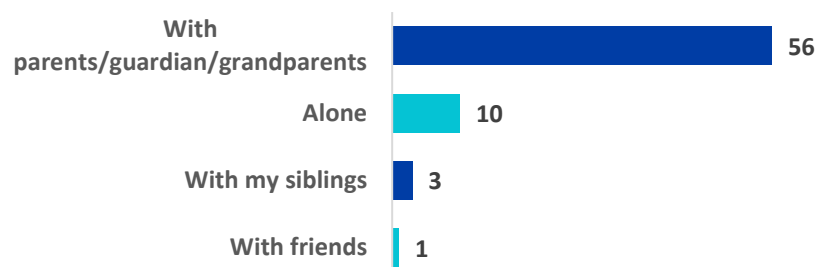


Q16. When using active travel, who do you normally travel with to make your trip TO school?

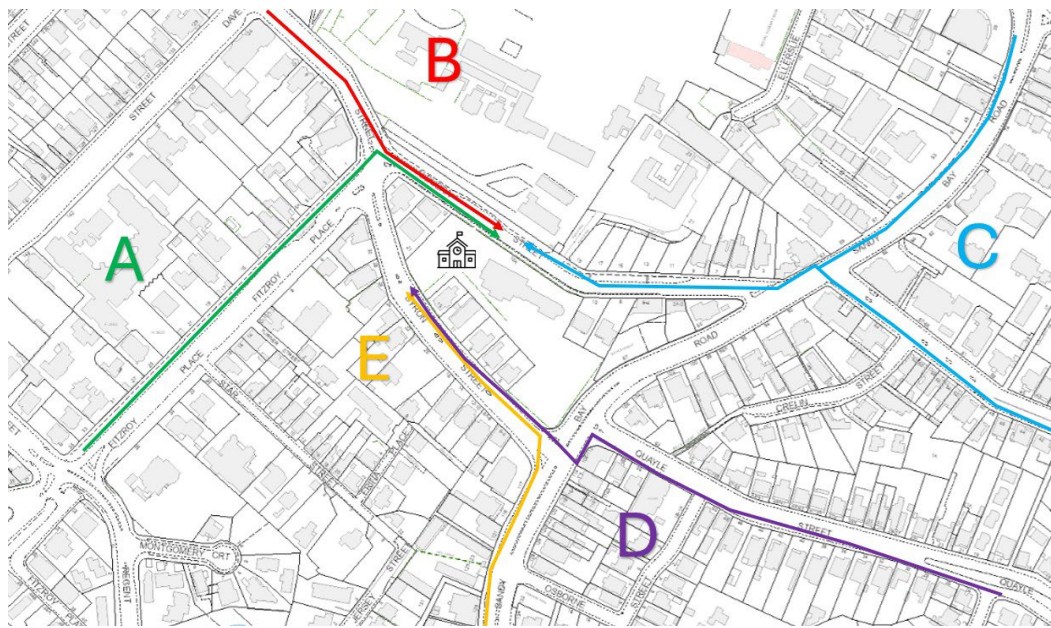


80%

Active Travel TO SCHOOL with a parent / guardian / grandparent



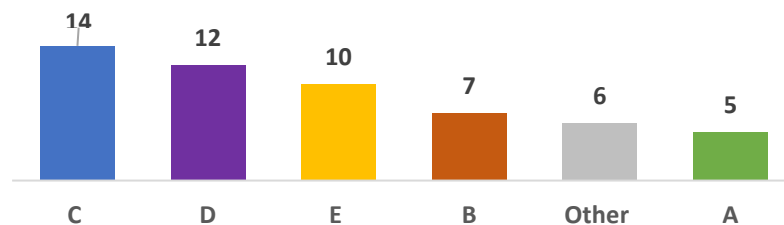
Ways TO School (MAP)



- A = along Fitzroy Place onto Albueria Street
 B = along Byron Street, coming from Davey Street side onto Albueria Street
 C = along Sandy Bay Road onto Albueria Street
 D = along Sandy Bay Road from Quayle Street onto Byron Street - Using Byron Street entrance
 E = along Sandy Bay Road - coming from Sandy Bay - Using Byron Street entrance



Q6. When you walk TO school, which way do you normally travel, or which of the routes shown below do you join to arrive at school?

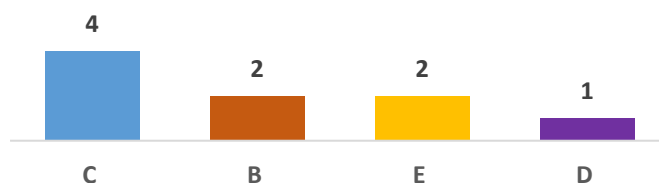


Add summary here

- Majority of the walking trips use Sandy Bay intersections with Byron Street and St Georges Terrace.







Q7. When you ride TO school, which way do you normally travel, or which of the routes shown below do you join to arrive at school?






Add summary here

- Riding trips are more spread out withing the routes.

Q14. When walking TO school, is there any part of your route which you find difficult to use or don't like?

 <p>50% of the respondents identified a difficult walking part in their route TO school.</p>	<p>Yes  27</p> <p>No  25</p> <p>Not applicable  2</p>
<p>INCLUDING:</p>	<ul style="list-style-type: none"> • Crossing Sandy Bay from Saint George Terrace is very dangerous • Difficult to cross Byron Street because some of the cars go really fast • It is difficult to cross Byron St at the Byron St entrance when walking from Fitzroy Place • Crossing Antill Street at end of Digney Street. • Crossing Byron Street from Fitzroy Place to school is extremely busy and dangerous for the children to cross.

Q10. When riding a bicycle TO school, is there any part of your route that you find difficult to use or don't like?

 <p>6 responders found a difficult part in their route TO school.</p>	<p>Yes  6</p> <p>No  3</p>
<p>INCLUDING:</p>	<ul style="list-style-type: none"> • Crossing Sandy Bay Road • Narrow footpath on Sandy Bay Road • No bike lane or wide footpath on Marieville Esplanade • Intersection of Albuera Street and Sandy Bay Road narrow footpaths

Q9 - When you catch a bus TO school, what is the number of the bus stop or the location that you catch the bus from? All Metro bus stops have a number on them, please enter the number below if you know it, or the approximate location of the bus stop. (5 responses)



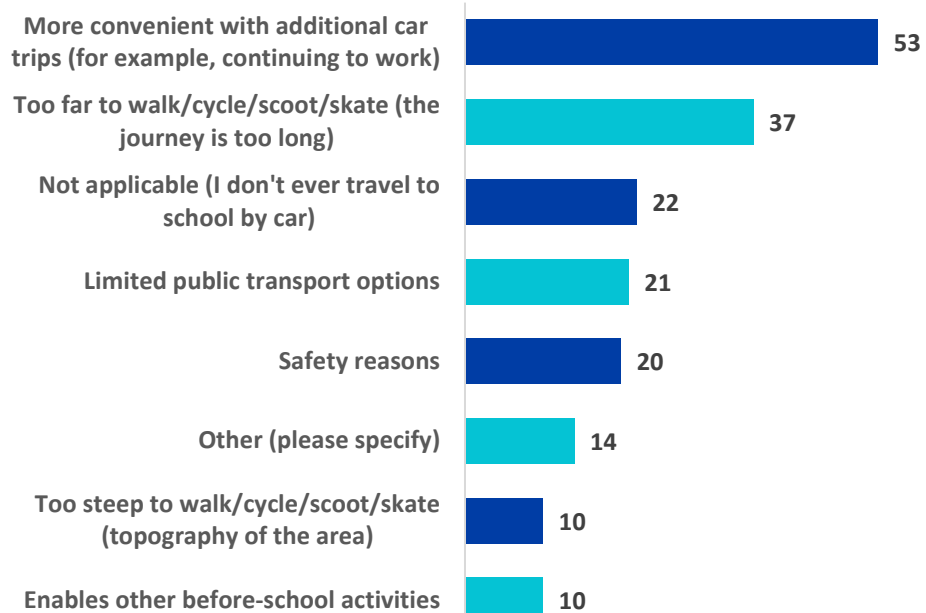
- Stop 13, opposite Hutchins – 2 responses
- Stop 13 (route 401) – 1 response
- Sandy Bay Rd near top of Heathorn Ave steps – 1 response
- Macquire Street – 1 response

Q27. If you ever travel TO school by car, what are the reasons for travelling this way? (you can select more than one option)



CONVENIENCE

Was consider by the respondents the main reason for travelling TO school by car followed by **DISTANCE** to choose another active transport





TRAVEL FROM SCHOOL

Q17. Do you ever use active travel modes to travel FROM school?



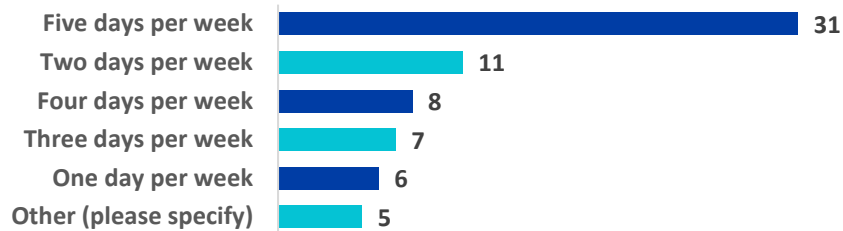
65%

of the survey participants
have used active travel
modes FROM school.



Q18. If yes, how often, on average, do you use active travel modes to travel FROM school?

For example, if you ride to school one day a week and catch the bus two days a week - then you use active travel three days per week to get to school.

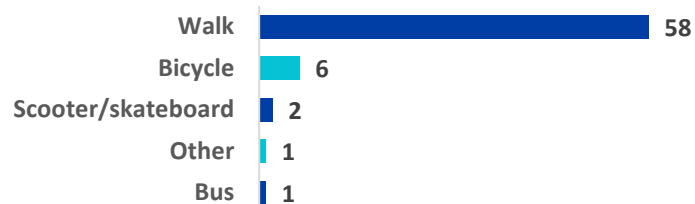


Q19. Which form of active travel do you use the most to travel FROM school?



85%

Consider **WALK** the most
used form of active travel
FROM school

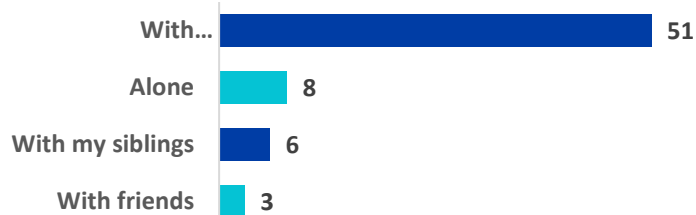


Q26. When using active travel, who do you normally travel with to make your trip FROM school?





75%


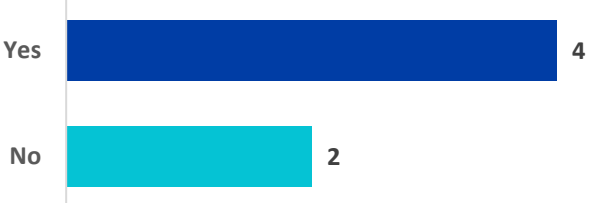
Active Travel FROM
SCHOOL with a parent /
guardian / grandparent



Q20. When walking FROM school, is there any part of your route which you find difficult to use or don't like?

 <p>Most of the responders identified a difficult walking part in their route FROM school.</p>	 <table border="1"> <thead> <tr> <th>Response</th> <th>Count</th> </tr> </thead> <tbody> <tr> <td>Yes</td> <td>31</td> </tr> <tr> <td>No</td> <td>24</td> </tr> <tr> <td>Not applicable</td> <td>2</td> </tr> </tbody> </table>	Response	Count	Yes	31	No	24	Not applicable	2
Response	Count								
Yes	31								
No	24								
Not applicable	2								
<p>INCLUDING:</p>	<ul style="list-style-type: none"> • Crossing Sandy Bay Road • Narrow footpath on Sandy Bay Road • It is difficult to cross Byron St at the Byron St entrance when walking from Fitzroy Place 								

Q22. When riding a bicycle FROM school, is there any part of your route which you find difficult to use or don't like?

 <p>Some of the responders identified a difficult cycling part in their route FROM school.</p>	 <table border="1"> <thead> <tr> <th>Response</th> <th>Count</th> </tr> </thead> <tbody> <tr> <td>Yes</td> <td>4</td> </tr> <tr> <td>No</td> <td>2</td> </tr> </tbody> </table>	Response	Count	Yes	4	No	2
Response	Count						
Yes	4						
No	2						
<p>INCLUDING:</p>	<ul style="list-style-type: none"> • Sandy Bay road intersection, St. George's terrace. • I find it tricky to cross the side streets and traffic lights on my bike • Traffic in Sandy Bay road, without cycle path feels dangerous. • Coming out of Albura St, often buses and cars comes out very fast and there's no priority and way for bikes to join the road safely. 						

Q24. When using a scooter/skateboard FROM school, is there any part of your route which you find difficult to use or don't like?



Some of the responders identified a difficult using scooter/skateboard on their route FROM school.



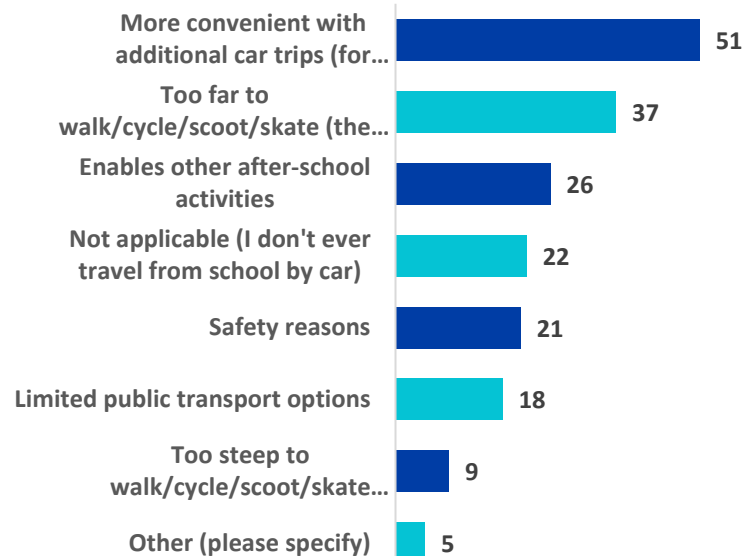
INCLUDING:

- Crossing Sandy Bay Road
- Albuera Street footpath

Q28. If you ever travel FROM school by car, what are the reasons for travelling this way? (you can select more than one option)



CONVENIENCE
Was consider by the respondents the main reason for travelling TO school by car fallowed by **DISTANCE** to choose another active transport



5. Key Findings

A significant majority of students (over 65%) that responded the survey utilise active travel to get to and from school, with walking being the most popular mode. However, a large portion of these students (80%) are accompanied by parents or guardians, indicating a heavy reliance on adult supervision for their commute. The primary reasons for not using active travel are convenience, especially when combined with other car trips, and the perception that the journey is too long or steep.

Safety is the most significant concern for parents and students. Many respondents highlighted dangerous road crossings, particularly at intersections like Sandy Bay Road/St George's Terrace and near Byron Street. Specific issues include narrow footpaths, short pedestrian signal times, high vehicle speeds, and a lack of safe, dedicated cycling infrastructure. These safety concerns are the main barrier to increasing the number of students who travel independently.

6. Conclusion

The survey results strongly suggest that while there is a willingness to use active travel, significant safety issues are preventing its wider adoption, particularly for independent student travel. The reliance on car travel is largely a matter of convenience and perceived safety, rather than a lack of interest in active alternatives. The feedback provides a clear desire for improving pedestrian and cyclist safety around the school.

To encourage more students to walk or cycle to school independently, the survey indicates a need for immediate and targeted infrastructure improvements. The most critical suggestions from the community include increase safety at key crossings, creating dedicated and protected bike lanes, widening footpaths, and implementing traffic calming measures to reduce vehicle speeds. Addressing these safety concerns would not only make active travel safer but also more appealing to parents and students, ultimately reducing traffic congestion around the school. To encourage more active travel, a multi-faceted strategy is essential. This is what the School Access Travel Plan will try to address.