

# CITY OF HOBART

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## SCHOOL ACCESS TRAVEL PLAN

GOULBURN STREET  
PRIMARY SCHOOL



JUNE 2024



City of **HOBART**

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Never doubt that a small group of thoughtful, committed citizens can change the world; indeed, it's the only thing that ever has.

MARGARET MEAD

## Acknowledgment of Country

In recognition of the deep history and culture of our city, we acknowledge the Tasmanian Aboriginal People as the Traditional Custodians of this land. We acknowledge the determination and resilience of the Palawa People of Tasmania who have survived invasion and dispossession and continue to maintain their identity, culture, and rights.

We recognise that we have much to learn from Aboriginal People today, who represent the world's oldest continuing culture. We recognise the value of continuing Aboriginal knowledge and cultural practice. We pay our sincere respects to Elders past and present and to all Aboriginal People living in and around Hobart.



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# THE CHALLENGE

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In recent decades, there has been a profound decrease in children walking or cycling to school throughout Australia. Four decades ago, three out of four children walked or cycled to school, compared to only one out of four children today.

Children over five years should be physically active for at least 60 minutes every day to benefit their health, however about four out of five children in Australia do not get the daily 60 minutes of physical activity they need for good health. Informal activity such as commuting to school presents a good opportunity for physical activity. Encouraging children to be physically active every day will help set them up to be active and healthy for their whole lives. The positive health benefits for children include improved cardiovascular health, increased concentration and reduced stress.





## WHAT WE WANT

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The City of Hobart has partnered with the Goulburn Street Primary School to develop a School Access Travel Plan with the aim of supporting children to adopt active travel modes (walking, scootering, bike riding or catching the bus) to and from school.

Active travel contributes to their daily physical activity and provides other benefits for the child and their community including:

- ✓ reduced vehicle greenhouse gas emissions;
- ✓ lower traffic volumes on roads around schools;
- ✓ safer school zones;
- ✓ spatial awareness and incidental learning;
- ✓ learning life-long skills, and
- ✓ creating a more connected community.

The report focuses on active travel improvements surrounding the primary school and explores cost-effective priorities that will encourage more children to independently use active travel to and from school. What we want is practical action that will make a difference for the school community.

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1 P Murray, M Kelly, and L Connell (2018) Urban Design Study – Active Travel to School. Architectus (Sydney). Prepared for the Heart Foundation (2018)

2 Ibid page 4-5

3 [healthdirect.gov.au/benefits-of-physical-activity-for-children](http://healthdirect.gov.au/benefits-of-physical-activity-for-children)

# PART 1

## WHY HAVE SCHOOL ACCESS TRAVEL PLANS?

### 1.1 What are School Access Travel Plans?

A School Access Travel Plan is about making it easier for children to walk, cycle, bus and scoot safely to and from school. The plans look at ways to enable active journeys to and from school, improve the safety of these journeys and therefore help to reduce traffic congestion in and around the schools.

The School Access Travel Plan will:

- identify issues, start conversations, consider plans, programs and projects to improve school access for students and to encourage and promote active travel within the school community;
- assist Council and the school community in identifying and prioritising projects for future funding and works to be managed by the City of Hobart; and
- identify any actions for other agencies to assist in delivery and promotion of active travel.

This pilot project was funded in part through a State Government Community Road Safety Grant (CRSG) to help improve safety for students arriving and leaving school, promote active travel (e.g. walking, bus, bike riding, scootering) within the school community and improve health and wellbeing. This pilot project will assist Council, in partnership with school communities, to support and encourage active travel modes and improve the health and liveability of the community.

Three primary schools were invited to participate in the pilot phase for School Access Travel Plans within the City of Hobart – South Hobart Primary School, Goulburn Street Primary School and New Town Primary School. These plans will provide a model for other School Access Travel Plans to be prepared in the future.

The School Access Travel Plans are strongly aligned with the Hobart: A Community Vision for our island capital. Support for sustainable, active transport will continue to be a priority in the updating of the City's Transport Strategy.



## 1.2 How was this plan prepared?

The plan was assisted by Tasmanian consultants Inspiring Place with the involvement and collaboration of the City of Hobart, the Department of Education and the Goulburn Street Primary School community.

The process involved three stages:

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### Stage 1: Review of existing travel behaviours

- initial consultation between Council and the Goulburn Street Primary School.
- background research into demographics, access routes to school, crash data, observations of drop-off and pick-up periods.
- online survey on the City's Your Say Hobart website during late March to early May 2022 with an information sheet to parents and carers, posters and information in the school's newsletter.

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### Stage 2: Identification and analysis of key barriers

- analysing survey key findings.
- presenting the survey findings back to the school community.
- investigating issues and ideas for new infrastructure or modification to existing infrastructure at a school and in the surrounding street network.

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### Stage 3: Identification of initiatives to address key barriers

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- identifying and prioritising projects, actions and initiatives from the school survey, City of Hobart officer knowledge and other relevant examples from Tasmania and around Australia

## 1.3 What's in the plan?

The Plan is presented in four parts:

**Part 1** (this section) outlines the basis for preparing a School Access Travel Plan

**Part 2** provides a planning context for the suburb of West Hobart and the Goulburn Street Primary School

**Part 3** provides a summary of the key findings from school engagement activities.

**Part 4** sets out the projects and priorities for implementing the School Access Travel Plan in the short, medium and long term.

## PART 2

# ABOUT GOULBURN STREET PRIMARY SCHOOL

## 2.1 Goulburn Street Primary School catchment

The Goulburn Street Primary School catchment (Department of Education Intake area) includes parts of West Hobart and central Hobart.

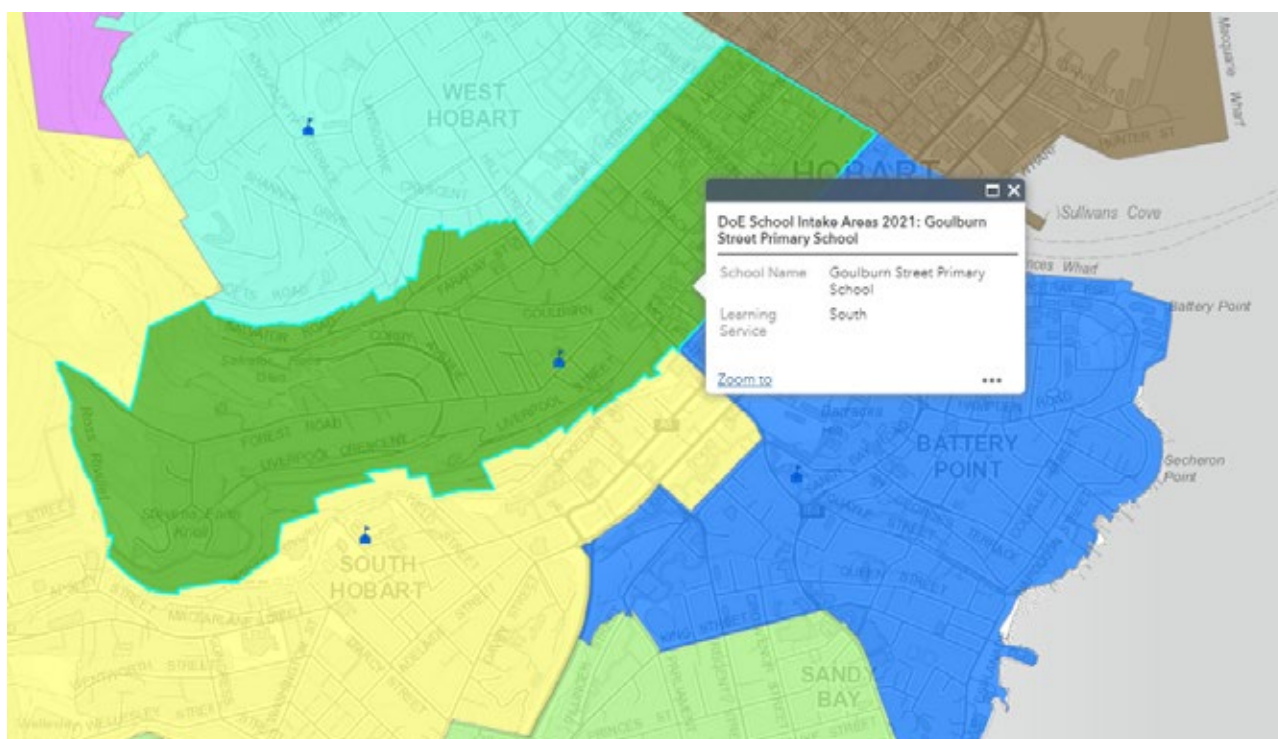


Figure 1: DoE School intake areas

There are a number of schools located within West Hobart including Catholic Guilford Young College, Lansdowne Crescent Primary School and Goulburn Street Primary School. There are several small shopping centres and retail outlets located along Hill Street Road.

It is possible to isolate Australian Bureau of Statistics (ABS) at a level below that of suburban postcode to provide an approximate indication of the population within the Department of Education school catchment.

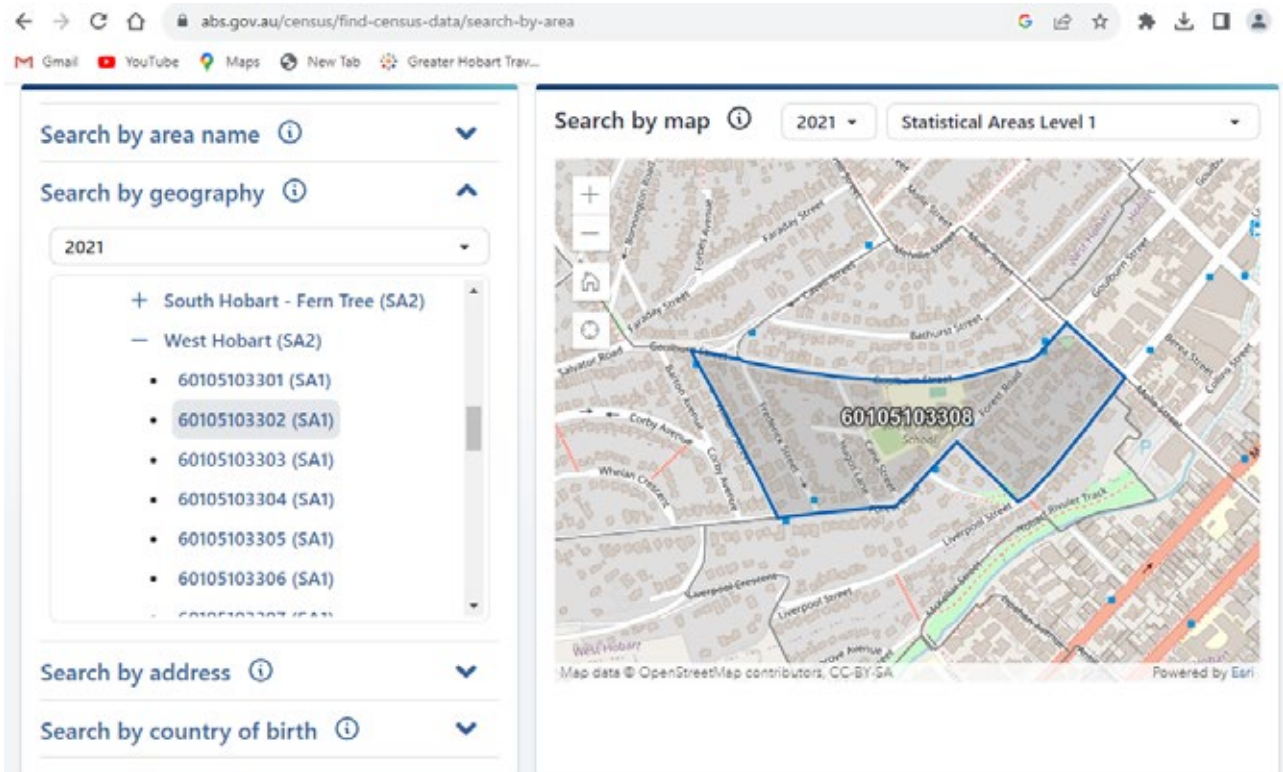


Figure 2: Example of school catchment sub-groups

The catchment is made up of the following Statistical (SA1) areas:

Part of West Hobart ABS (SA1) Code	Estimated Population (ABS Census 2021)	No. of families	No. of children between 0 and 14 years old	No. of children between 0 and 14 years old
60105103301	320	81	56	
60105103304	549	145	69	
60105103307	429	121	77	
60105103308	331	81	39	
60105103310	335	97	46	
60105102717 (Part)	466	102	42	
60105102720 (Part)	951	132	60	
60105103311 (Part)	306	61	33	
<b>Catchment Total</b>	<b>3,687</b>	<b>820</b>	<b>422</b>	<b>11.5%</b>

Table 1: School Catchment (Intake Area) statistics <https://abs.gov.au/census/find-census-data/search-by-area>

## 2.2 Goulburn Street Primary School

Figure 3 outlines the Goulburn Street Primary School locality, with the pedestrian network shown. The following can be noted about the Goulburn Street School locality:

- The school is centrally located between the CBD and western slopes with residential areas mainly accessed off Forest Road and Goulburn Street.
- There is an extensive grid of pedestrian paths along the streets connecting with the school.
- There are traffic signal crossings at intersections of Goulburn Street and Molle Street & Forest Road and Molle Street. There are signed school children's crossings provided on Forest Road and Goulburn Street.
- The Metro bus route to and from West Hobart utilises Forest Road with a pair of bus stops near the junction of Forest Road and Goulburn Street (200m from the school) and another bus stop pair on Forest Road adjacent to the school.

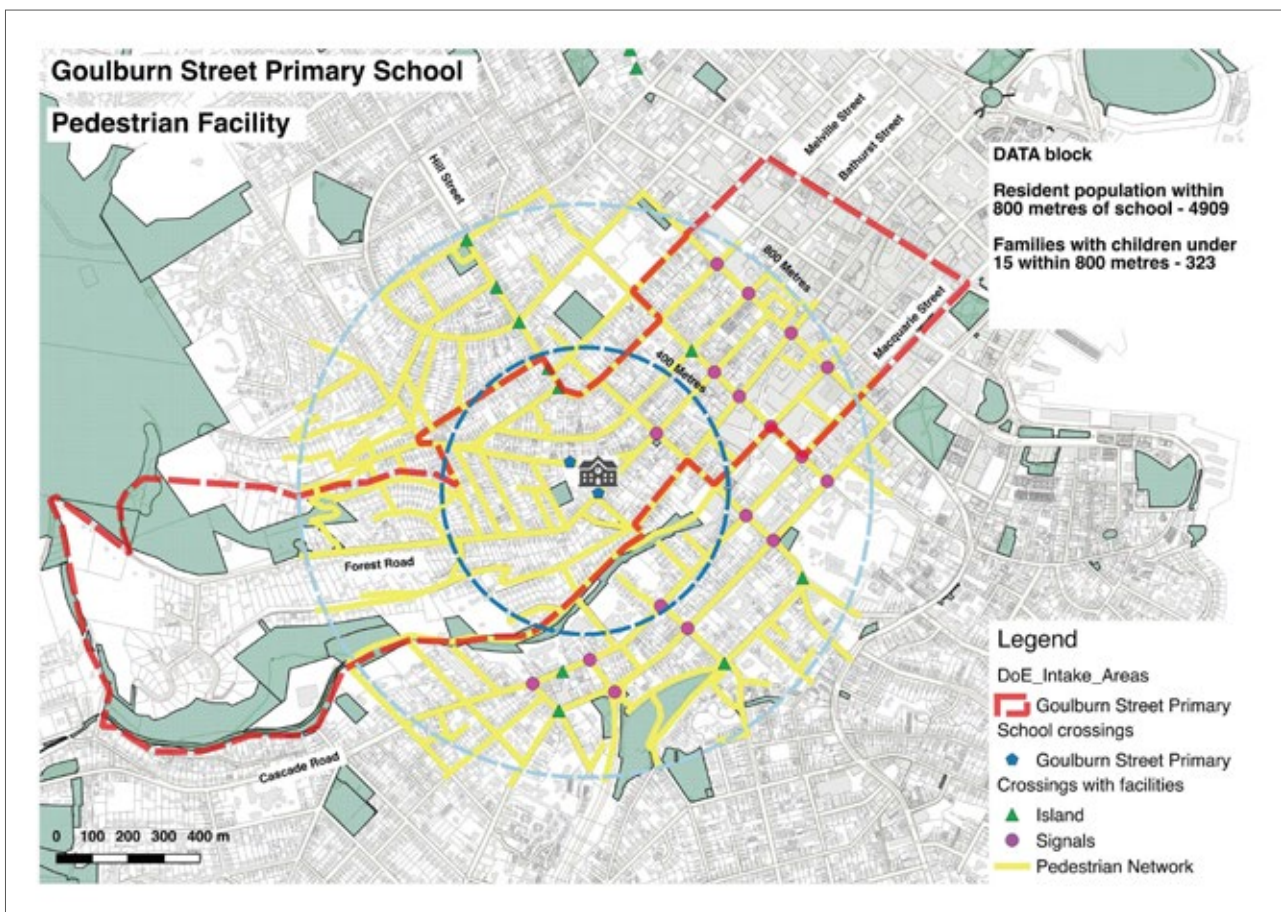


Figure 3: Pedestrian paths and facilities

Outside the 800m walking catchment there are areas which are still accessible by bicycle and scooter within a reasonable travel time although the hilly terrain of West Hobart is noted.

# PART 3

## SCHOOL COMMUNITY ENGAGEMENT

An online survey was undertaken along with meeting with the School Principal. Face-to-face engagement was restricted due to the COVID-19 pandemic and associated controls on 'in-person' meetings and City of Hobart officers being present within the school.

### 3.1 'Your Say' survey

The City of Hobart used its online community engagement tool, "Your Say" to provide background information and request input from the school community on a variety of aspects related to school access. A total of 42 surveys were completed by members of the Goulburn Street Primary School community during a 6 week period in March – May 2022. The respondents represent about 17% of the school students at the school.

#### Where are students traveling from?

About half (52.4%) of the survey respondents lived within 1 km distance of the school. The remaining respondents included students living in West Hobart, South Hobart and other destinations outside of the City of Hobart.

#### How are students traveling to and from school?

Table 2 shows the results of those students using active travel to and from school.

Activity	To School	From School
Used active travel	67%	64%
Used active travel 5 days a week	71%	67%
Walked	86%	93%
Scootering/skating	7%	7%
Rode a bike	4%	-%
Caught a bus	4%	-%

Table 2: Summary of Survey Results

The reasons given for using a car to travel to school are shown in Figure 4 with the most common reasons being that it is more convenient with additional trips, or that it was too far to walk/cycle/scoot/skate or safety reasons.

The most common reasons given for using a car to get home from school were similar to those listed for travel to school but also included that it was too steep/too far to use active travel modes.

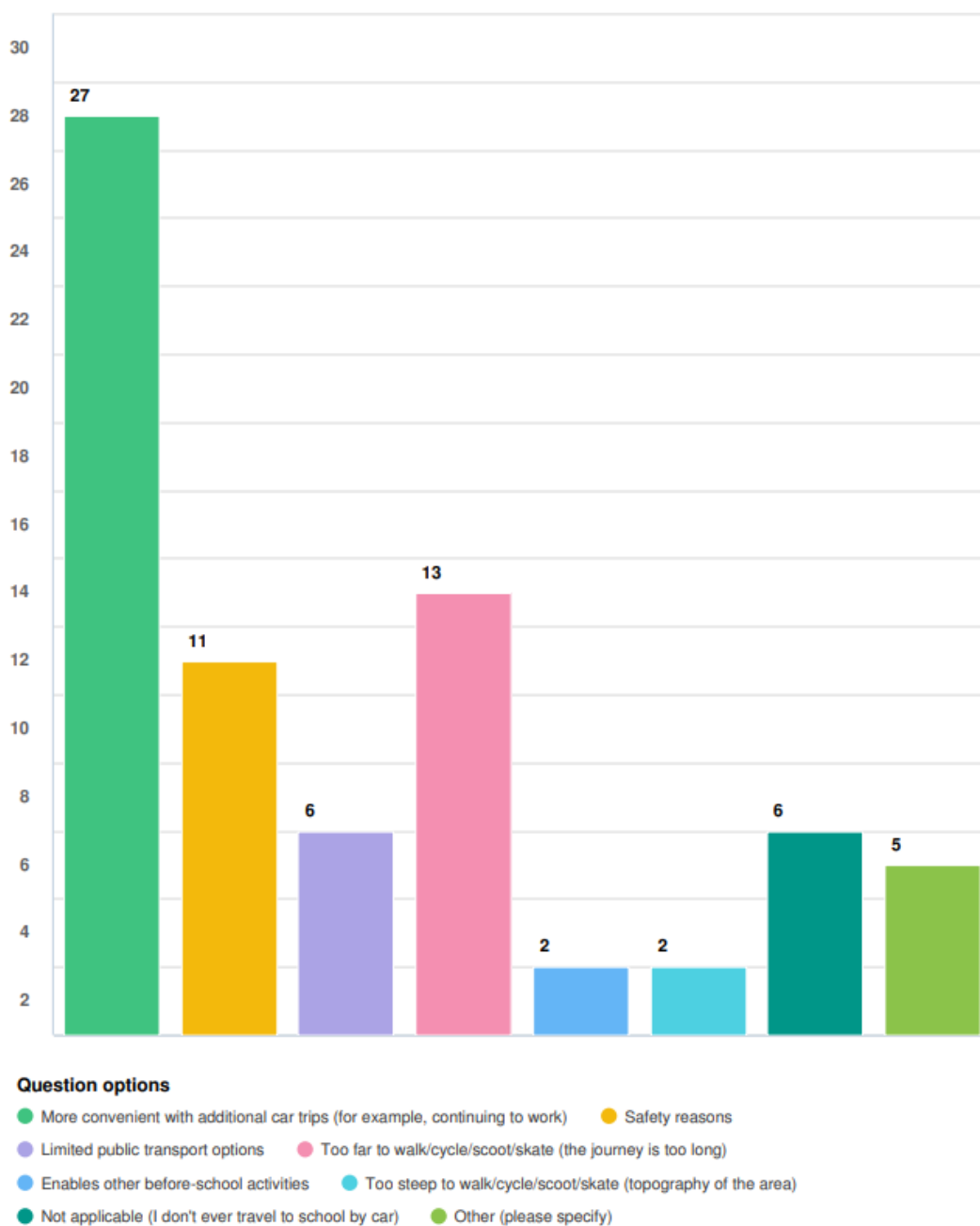


Figure 4: Reasons for using car to travel to School

## What routes do students use to get to and from school by active travel?

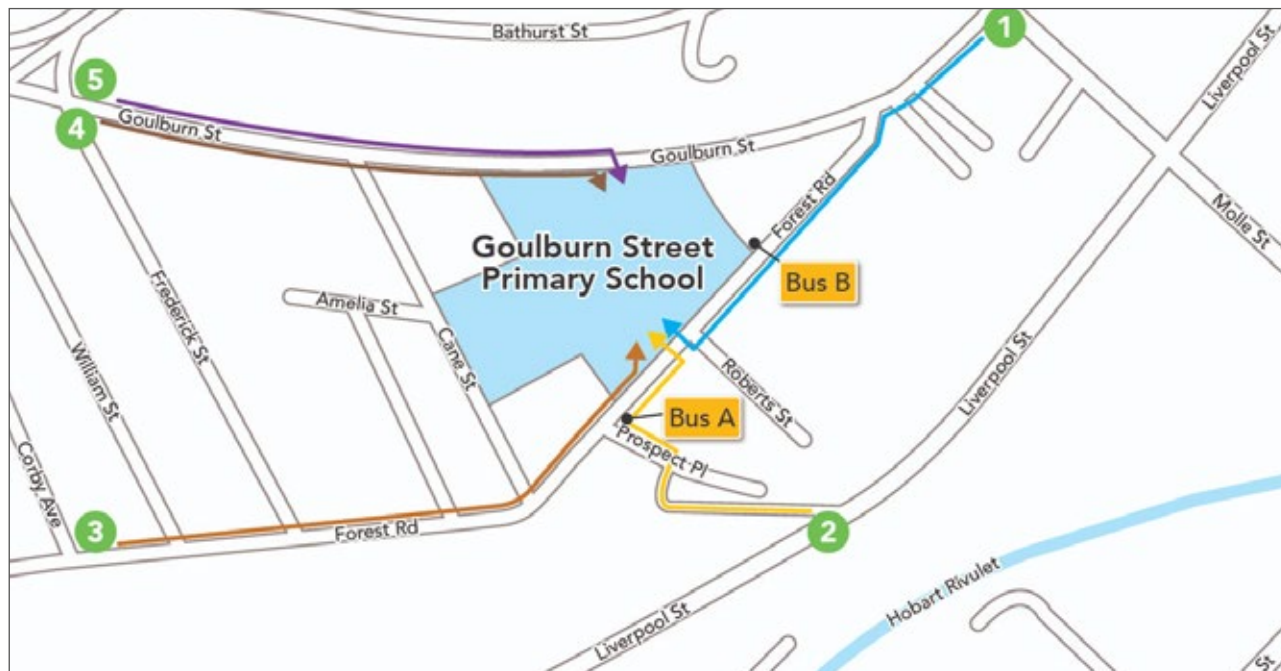


Figure 5: Travel Routes to School

The most popular route for walking to school was Route #3 down Forest Road from Knocklofty. This route was also the most popular for those walking from school. The second most popular route to and from school was along Goulburn Street including from Mollen Street.

## What are the issues/difficulties when using active travel to get to and from school?

The most commonly identified issues or difficulties when using active travel to get to or from school for each transport mode (walking, cycling, bus) are listed below:

- for students walking to and from school it was a range of concerns about Liverpool Crescent, Forest Road, difficulty of crossing Bathurst Street at both Barrack and Mollen Streets, and the difficulty of crossing Mollen Street at both Goulburn and Macquarie Street intersections;
- for students bike riding to and from school there was no issue or difficulty raised;
- for students riding a scooter or skateboard to and from school it was a range of concerns about footpaths, safety and visibility issues, maintenance and difficulty crossing Forest Road; and
- for students catching the bus to and from school there was no issue or difficulty raised.

Key issues that were identified by the school community are listed in Table 3 with the location shown in Figure 6.

Map Location	Issues with location
1 Liverpool Crescent	<ul style="list-style-type: none"> <li>→ No formal footpaths, safe zones or signage along main section of the street</li> <li>→ Need maintenance of vegetation</li> <li>→ Shared use signs/reduced speed signs</li> <li>→ Cars parked on streets can make it harder for pedestrians</li> </ul>
2 Forest Road school crossing, immediately in front of the main school entrance	<ul style="list-style-type: none"> <li>→ Driving down Forest Road towards the main entrance of the school, there is often a dark shadow, from the long house wall opposite the school, obscuring clear view of pedestrians waiting across the road</li> </ul>
3 Crossing Bathurst St at Barrack St	<ul style="list-style-type: none"> <li>→ No kerb ramps / median island blockage in part caused by junction complexity</li> </ul>
4 Liverpool Crescent intersection with Forest Road	<ul style="list-style-type: none"> <li>→ Inadequate sight lines to spot traffic and cars are parked on either side of the road,</li> <li>→ Cars ignore the road rules and park on the corner of Frederick Street</li> </ul>
5 Crossing Goulburn St and Molle St (due to curbs)	<ul style="list-style-type: none"> <li>→ Signalised junction but no kerb ramps</li> </ul>
6 Y intersection of Cavell St, Goulburn St, Frederick St	<ul style="list-style-type: none"> <li>→ Very wide intersection with a lack of formal crossings</li> <li>→ Lack of kerb ramps</li> </ul>

Table 3 : Locations where students identified issues using active travel modes (42 survey respondents)



Figure 6: Location of active travel issues

The 'Your Say' survey also asked for respondents to provide us their ideas on what actions might need to be taken to increase the use of active travel to get to and from school.

### **What needs to change to use or increase active travel to get to or from school?**

The responses were:

- improve the intersection at Goulburn Street perhaps by installing a pedestrian crossing within Frederick Street;
- improved bus services including a dedicated school bus and additional bus routes to West Hobart including from Kingston, Huon Valley, Thelma Drive and Geilston Bay
- moving closer to school;
- improved riding and pedestrian safety through the addition of a footpath on Liverpool Crescent and pedestrian crossings;
- change working hours to allow time for parking and walking;
- crossing guard at the main school entrance on Forest Road in the morning (teachers could assist in this location in the afternoon but not before school);
- waiting until children are old enough to walk or bus alone;
- accompanied journey from set location to the school. i.e. walking bus;
- improved bike storage within school grounds;
- improved lighting on Liverpool Crescent (for winter evenings); and
- better city wide parking to allow more mixed travel options.



# PART 4

## ASSESSMENT OF ISSUES AND PRIORITIES

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### 4.1 Introduction

Everyone has a role to play in supporting and encouraging active travel to school, for the benefit of our future generation:

- **Hobart City Council** – undertaking projects and infrastructure works to improve access and safety on our streets; and
- **School Community** – supporting children and families to explore active travel to school and change their travel behaviour; and
- **Other Agencies** – Council and the School may seek to inform and influence supportive actions by others e.g. State Growth, Metro, Police, other land owners.

### 4.2 Council actions

Council investigated and assessed each of the active travel issues that were identified through the school 'Your Say' survey. The assessment used the following criteria and weighting system to determine overall priority ranking for addressing each issue:

- **Strategic fit** – potential for alignment with relevant government strategies, goals and objectives;
- **Social impact** – capacity to provide comfort and convenience for active travel and supporting wider community access to the school and other destinations;
- **Safety** – the likely risk of a crash involving a pedestrian/cyclist is reduced and a noticeable reduction in vehicular speed;
- **Economic** – potential for cost effective treatment; and
- **Deliverability and maintenance** – potential to be delivered as part of current operational work plan and the ease of maintaining.

The projects were assessed and classified by Council staff, with the following projects for Council action ranked in order of priority.

### **Priority 1**

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Introduce speed and vehicle management measures on Liverpool Crescent including treatments to address the lack of formal footpaths, safe zones and signage. This project should improve the comfort of pedestrian users in this area.

### **Priority 2**

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Provide pedestrian facility improvements at Frederick Street junction with Forest Road. Further investigations are required to improve visibility and safety with assessment of possible treatments including kerb bulbing on Federick Street and control of parking. This project should reduce the distance and improve the comfort of pedestrians crossing the junction.

### **Priority 3**

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Provide pedestrian facility improvements on Forest Road at Liverpool Crescent. Further investigations are required to improve visibility and safety with assessment of possible treatments including a median crossing at junction of Liverpool Crescent and control of parking. This project should reduce the distance and improve the comfort of pedestrians crossing the junction.

### **Priority 4**

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Provide pedestrian facility improvements at Goulburn Street and Molle Street intersection. Possible treatments include kerb ramps and kerb bulbing to make the signalised crossing DDA compliant.

### **Priority 5**

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Investigate upgrade of junction at intersection of Cavell St, Goulburn St, Frederick St to improve pedestrian facilities. Possible treatments may include bulbing and crossing point at Goulburn Street and improvements to the side street pedestrian crossings. Works have potential for meeting a range of Healthy Street and community initiatives.

### **Priority 6**

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Investigate pedestrian improvements on Bathurst Street at Barrack Street. Possible treatments include kerb ramps and upgrade of the median.

There are also other actions that will contribute to an enabling environment for supporting active travel to the school. This could include enhancement of the street environment with planting of street trees, installing wayfinding street art and implementing local traffic management actions.

## 4.3 Collaborative actions with other agencies

Collaboration between the Goulburn Street school community, the City of Hobart and other stakeholders is key to supporting safe active travel to school. Assessment of issues by Council indicated the following actions which require collaboration with other stakeholders:

### ISSUE 1

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#### Signal phasing timings for pedestrians at Molle Street signalised junctions

**Action:** Consultation with the Department of State Growth (DSG).

### ISSUE 2

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#### Desire for additional public transport services to service the school.

**Action:** Consultation with Metro Tasmania and DSG.

### ISSUE 3

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#### Examine and undertake lighting assessment of Forest Road children's school crossing.

**Action:** Consult with CoH road lighting technical officer in respect of street lighting contribution to the identified issue.

### ISSUE 4

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#### Desire for adult presence at the Forest Road children's school crossing.

**Action:** Undertake data gathering at Forest Road crossing to determine if crossing meets the warrants for a crossing guard.

## 4.4 School community actions

In addition to physical improvements prioritised in this Plan, the Goulburn Street school community can support families to explore active travel to school through a range of initiatives. Parents and carers play a critical role in influencing children's positive road behaviour when engaging in active school travel. Even making a change once a week can make a significant difference to school-related congestion and an individual's health and wellbeing. The activities listed below vary in the resources required and who's involved – some are whole of school approaches, and some can be initiated on a class/year level basis.

The assessment of issues identified that the school community could also consider the following opportunities:

- Provide a safe place to store bikes within school grounds.
- Encourage accompanied travel from bus stop / car park / other locations, like the reported currently operating, Parent supported, 'Walking School Bus'.
- Consider school ride share applications such as Karpool ([karpool.com.au](http://karpool.com.au)).

There are also a range of other actions that the school community can facilitate to encourage active travel. For instance, some Councils and schools have introduced and promoted ideas such as:

### Participation in National and State Events (examples)

- Participation in annual Walk Safely to School Day ([walk.com.au/WSTSD](http://walk.com.au/WSTSD))
- Participation in annual Ride to School Day ([bicyclenetwork.com.au/rides-and-events/ride2school/ride2school-day](http://bicyclenetwork.com.au/rides-and-events/ride2school/ride2school-day))
- Continuing Participation in the (Tas) Department of Health 'Move Well Eat Well' program, which includes a 'Stride and Ride' active transport component.

### School-based programs with awards and recognition (examples)

- **Walk or bike to school day** with a stamp children's walking/biking ticket, using pedometers as rewards for use, frequent walker/biking card.
- **Park in the neighbourhood and walk to school** – help ease traffic congestion around the school and provide a walk each day.
- **Walking school bus** where younger children can walk to and from school together with supervision by adults.
- **Walk the dog day** where more parents are encouraged to walk their children to school and exercise the family dog at the same time
- **Walker / bike rider of the week** with a certificate and prizes being allocated to a walker/rider based on regular activity, being new, distance or assisting safety of another student.
- **Providing regular active travel messages** for parents and carers through school newsletters, school websites and other communications.
- **Regular surveys** (each school term) of travel mode to school to start tracking achievements.
- **School/class projects** e.g. mapping of routes, considering benefits of active travel

The Active School Travel Plan can provide the basis for an educational program that empowers children and school communities to get moving safely. The program can fast tracks skills so that students can safely walk, ride or use buses wheel to school while also learning about the environment, health and wellbeing.

## Example

### Caningeraba State School, Queensland

Caningeraba State School enrolled in the Brisbane City Active School Travel (AST) program in 2019 with a commitment to making a significant, long-term cultural and behavioural change towards active travel within the school community.

Their goal was to have 70 per cent of students actively travelling to school four days per week by Semester 1, 2021 and five days per week by Semester 2, 2021. The school is well on its way to achieving its goals, thanks to a dedicated and energised AST committee. This includes the total commitment of the principal and leadership team and strong partnerships with families and the community.

The number of students actively travelling to school increased by 54 per cent in just two years.

AST initiatives undertaken by the school to promote and maintain program momentum included:

1. AST energy and hype was created throughout the school at weekly assemblies by role plays by Student Councillors, created by the AST champion, 30 second songs and dances by AST committee members, Student Councillors and a variety of classes across the school.
2. Posters are displayed in classrooms and A-Frames are positioned around the school to promote active focused travel modes.
3. For families, newsletters are published and emailed by class teachers to all parents and messages are placed on the school's electronic signboard.
4. Teacher aides are placed on duty at 'Kiss and Go' zones, ensuring that visitor cards are always displayed, and the two minute restriction is enforced.
5. Bag tags and other AST incentive items are distributed to active school travellers.
6. On the last Friday of each term, the whole school celebrate with popcorn, to watch Zero the Hero present AST certificates to the students.
7. The Cycle Sense bike education program was conducted with over 300 students and over 100 parents.
8. Police engaged with students about road safety and support around school roads.

## Priority actions and timeframes

Priority Actions	Responsibility	Timeframe
<b>Council Infrastructure Works</b>		
Introduce speed and vehicle management measures on Liverpool Crescent including treatments to address the lack of formal footpaths, safe zones and signage.	City of Hobart	Short term
Provide pedestrian facility improvements at Frederick Street junction with Forest Road. Further investigations are required to improve visibility and safety with assessment of possible treatments including kerb bulbing on Frederick Street and control of parking.	City of Hobart	Medium term
Provide pedestrian facility improvements on Forest Road at Liverpool Crescent. Further investigations are required to improve visibility and safety with assessment of possible treatments including a median crossing at junction of Liverpool Crescent and control of parking.	City of Hobart	Medium term
Provide pedestrian facility improvements at Goulburn Street and Molle Street intersection. Possible treatments include kerb ramps and kerb bulbing to make the signalised crossing DDA compliant.	City of Hobart	Medium term
Investigate upgrade of junction at intersection of Cavell St, Goulburn St, Frederick St to improve pedestrian facilities. Possible treatments may include bulbing and crossing point at Goulburn Street and improvements to the side street pedestrian crossings. Works have potential for meeting a range of Healthy Street and community initiatives.	City of Hobart	Long term
Investigate pedestrian improvements on Bathurst Street at Barrack Street. Possible treatments include kerb ramps and upgrade of the median.	City of Hobart	Long term

<b>Priority Actions</b>	<b>Responsibility</b>	<b>Timeframe</b>
<b>Collaborative Agency Actions</b>		
<b>Discuss the signal phasing for pedestrians at Molle Street and Macquarie Street with the Department of State Growth (DSG).</b>	City of Hobart, Department of State Growth	Short term
<b>Discuss the desire for additional public transport services with Metro Tasmania and DSG.</b>	City of Hobart, DSG and Metro Tasmania	Short term
<b>Examine and undertake a lighting assessment of the Forest Road school crossing.</b>	City of Hobart	Medium term
<b>Undertake data gathering at Forrest Road school crossing to determine if crossing guard warrants are met.</b>	City of Hobart, DSG	Medium term
<b>School Community Actions</b>		
<b>Consider establishing a “School active travel committee” as a sub group of the School Association to guide school community actions.</b>	Goulburn Street Primary School and School Association	Short term
<b>Providing more bike racks at school and safe lockable place for bikes/scooters.</b>	Goulburn Street Primary School, Department of Education	Short term
<b>Consider participation in National and State active transport events – such as Walk to School day.</b>	Goulburn Street Primary School and School Association	Short term
<b>Gather annual “class by class” statistics on travel mode to school.</b>	Goulburn Street Primary School	Ongoing
<b>Consider a range of encouragement and travel behaviour change programs for students and parents/carers.</b>	Goulburn Street Primary School and School Association	Short-Medium term

# REFERENCES AND RESOURCES

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Australian Health Policy Collaboration 2018  
Active Travel – Pathways to a Healthy Future

Heart Foundation (architectus™) – Active Travel  
to School

[https://www.heartfoundation.org.au/getmedia/734cd062-4cd7-4f82-8b33-4c4f06b17694/Active\\_Travel\\_to\\_School.pdf](https://www.heartfoundation.org.au/getmedia/734cd062-4cd7-4f82-8b33-4c4f06b17694/Active_Travel_to_School.pdf)

Hornsby Shire Council School Travel Ideas –  
Alternative, sustainable and safe travel solutions  
for school communities

Smalls Road Public School – Ryde (NSW)  
[https://smallsroad-p.schools.nsw.gov.au/content/dam/doi/sws/schools/s/smallsroad-p/documents/School\\_Transport\\_Plan.pdf](https://smallsroad-p.schools.nsw.gov.au/content/dam/doi/sws/schools/s/smallsroad-p/documents/School_Transport_Plan.pdf)

South Australia Way2Go program  
<https://dit.sa.gov.au/Way2Go/families/home>

Developing your school travel plan – A guide  
for schools  
[https://www.dtei.sa.gov.au/\\_data/assets/pdf\\_file/0017/44621/Developing\\_your\\_School\\_Travel\\_Plan\\_13\\_jan\\_2010.pdf](https://www.dtei.sa.gov.au/_data/assets/pdf_file/0017/44621/Developing_your_School_Travel_Plan_13_jan_2010.pdf)

Queensland –Brisbane City Council Active  
School Travel Program  
<https://www.brisbane.qld.gov.au/traffic-and-transport/public-transport/school-transport/active-school-travel-program>

Brisbane Council – Easy ways to actively travel  
to school

<https://www.brisbane.qld.gov.au/traffic-and-transport/public-transport/school-transport/active-school-travel-program>


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It's the way to go – Remote Learning Activities

Newson, C., Cairns, S. & Davis, A. (2010).  
Making school travel plans work: experience  
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Taylor Thompson Whitting Pty Ltd 2020 Small  
Road Public School – School Transport Plan,  
Ryde NSW



City of **HOBART**



# **Community Engagement Summary Report**

## Goulburn Street Primary School - School Access Travel Plan

Prepared June 2022



[yoursay.hobartcity.com.au](https://yoursay.hobartcity.com.au)

Prepared by



City of **HOBART**

## Executive Summary

The City of Hobart partnered with the Goulburn Street Primary School to develop a School Access Travel Plan to form part of the City's ongoing strategy and planning to support and encourage active travel modes (walking, scootering, cycling or catching the bus) and to improve the health and liveability of Tasmania's capital city.

Plans, programs and projects can be identified in a School Access Travel Plan to improve routes for students arriving at and leaving school and to encourage and promote active travel within the school community. A School Access Travel Plan provides the City of Hobart with the necessary inputs to identify and prioritise projects for resourcing and grant applications.

The City of Hobart is trialling a methodology for the development of the School Access Travel Plans by running a pilot program, supported in part by a Community Road Safety Partnership grant from the Department of State Growth, with schools that have signalled their willingness to participate. Goulburn Street Primary School is one of the participating schools.

The first stage in the methodology has been to develop an understanding of the individual school and create a *YourSay* engagement page with an associated survey for issue identification from students and parents. Due to the ongoing impacts of the COVID pandemic on schools and the community, the initial engagement activities have all been "on-line". **This report documents this engagement stage.**

Further stages include reporting back to the school community the engagement work, developing and considering plans, programs, projects and actions which could address the identified issues; prioritising these and finally collaboratively adopting the School Access Travel plan for progressive implementation.

## Summary of Findings

- A total of 42 surveys were completed (according the Department of Education, Goulburn Street Primary School has 243 students)
- 67% of survey respondents use active travel to travel TO school
  - o The most popular modes are walking (86%), scootering and skating (7%), riding (4%) and catching the bus (4%)
  - o 71% use active travel 5 days per week to get to school
- 64% of survey respondents use active to travel FROM school
  - o The most popular modes are walking (93%) or scootering/skateboarding (7%)
  - o 67% use active travel 5 days per week to travel from school
- Key issues identified for walkers:
  - o Liverpool Crescent (sections with no formal footpaths) and junction with Forest Road (at various locations)
  - o Forest Road school crossing shadowing from adjacent building
  - o Various road crossings and junctions
- Key issues identified for riders:
  - o Insufficient feedback to be definitive, however there are very minimal bicycle facilities in the school catchment area
- Key issues identified for students catching the bus:
  - o Insufficient feedback to be definitive, however there was some comment on the relative lack of bus services from a range of areas to the school.
- Most common reasons given for using a car to get to school were that it is more convenient with additional trips, other reasons (various), safety, and that it is too steep/too far to use active travel

- The most common reasons given for using a car to get home from school were that it enables other after-school activities, is more convenient with other car trips and that it is too steep/too far to use active travel modes.

### Methodology

As one of the inputs into the development of the School Access Travel Plan, the Goulburn 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 Goulburn 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 available on the City's Your Say Hobart website for a period of 6 weeks from 25 March 2022 to 6 May 2022. Students who travelled from more than one household during the school week were encouraged to provide more than one response to the survey. The findings from the online survey is one input into the development of the School Access Travel Plan for Goulburn Street Primary School.

### Notifications

The project and online survey were promoted to the school community in the following ways (see appendices):

- Email notification to the School Principal
- Information sheet to parents and carers with link to the online survey (that went home with the eldest child)
- School Access Travel Plan posters on site
- Information in school correspondence

### Key Considerations and Limitations

The aim of this report was to identify and summarise the major themes that were raised within the survey. The report does not provide recommendations or next steps. Instead, it forms one input into development of a School Access Travel Plan for Goulburn Street Primary School.

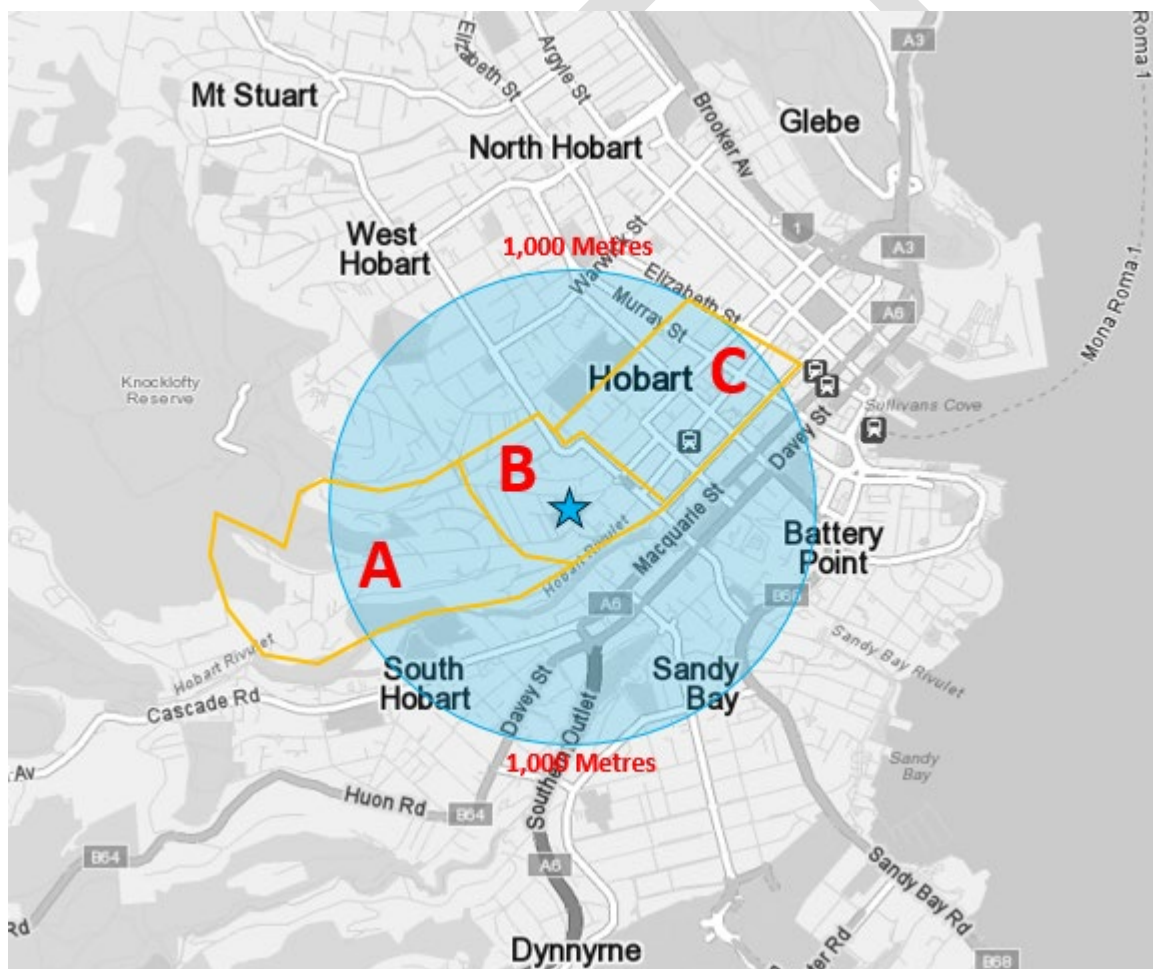
## Findings

A total of 42 surveys were completed representing:

- 4 Kinder students
- 10 Prep students
- 5 Grade 1 students
- 1 Grade 2 students
- 4 Grade 3 students
- 4 Grade 4 students
- 8 Grade 5 students
- 6 Grade 6 students

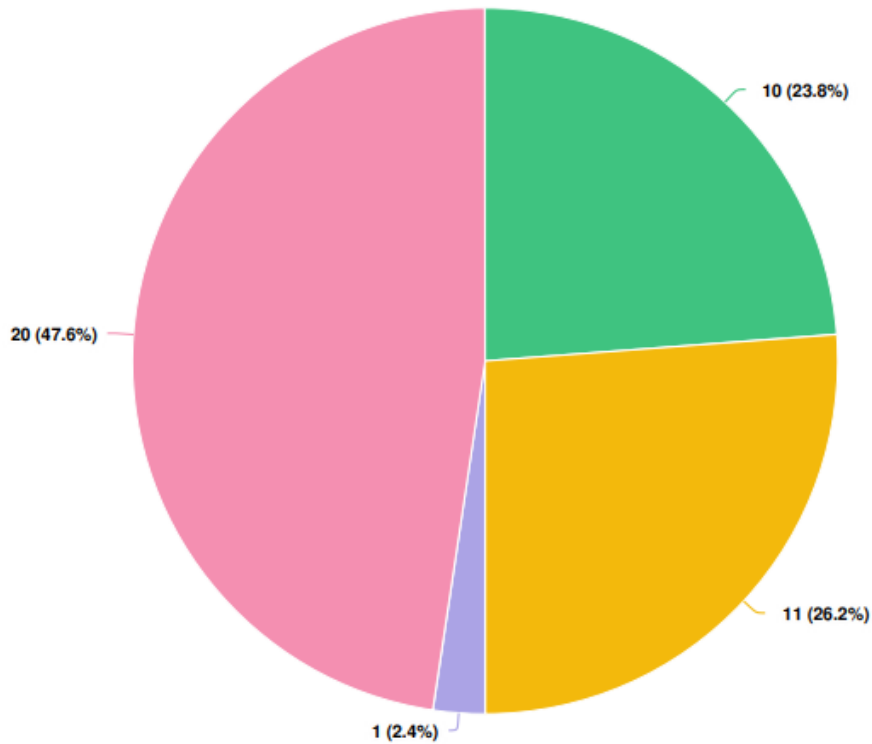
## Key questions and responses summary

Q: Where do you normally live? (please select the area from the map below, or select "Other" if you live outside these areas (mandatory question – 42 responses)



As shown below, 20 respondents selected Other (48%) including West Hobart (3), Kingston (3), Lenah Valley (3), Eastern Shore (2), Derwent Park (2), South Hobart (2), Huon Valley (1), Mountain River (1), Rosetta (1), Leslie Valley and out of area (1). 11 respondents selected immediately around the school (between Barton/Corby Ave and Molle Street) (26%). 10 respondents selected above

Barton and Corby Avenues (24%) and 1 respondent selected Inner Hobart (between Molle and Elizabeth streets) (2%).



**Question options**

- A - above Barton Ave and Corby Ave
- B - immediately around Goulburn St Primary School (between Barton/Corby Ave and Molle St)
- C - inner Hobart (between Molle St and Elizabeth St)
- Other (please specify)

## Getting to school

Q: Do you ever use active travel modes to get TO school? (mandatory question – 42 responses)

- 28 survey respondents (67%) use active travel modes to get to school
- 14 survey respondents (33%) do not use active travel modes to get to school

*If yes, how often, on average, do you use active travel modes to get TO school? (mandatory question – 28 responses))*

Of the 28 survey respondents who use active travel modes to get to school:

- 20 survey respondents (71%) use active travel 5 days per week

- 5 survey respondents (18%) use active travel 4 days per week
- 2 survey respondents (7%) use active travel 3 days per week
- 1 survey respondents (4%) use active travel occasionally

*Which form of active travel do you use the most to get TO school? (mandatory question – 28 responses)*

Of the 28 respondents who use active travel modes to get to school:

- 24 survey respondents (86%) walk to school
- 2 survey respondents (7%) scooter/skate to school
- 1 survey respondents (4%) ride to school
- 1 survey respondents (4%) catch the bus to school



*Q: 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? (Please select from the map below) (mandatory question - 24 responses)*

Of the 24 survey respondents who walk to school, the most popular routes were:

- Route #3 (down Forest Rd from the Knocklofty end - either side of the road) – 13 responses
- Other including up Goulburn St to the Goulburn St gate (3), Bathurst St via Mollie St to Goulburn St (2) and down Hugo's Lane – 7 responses
- Route #2 ((from Liverpool St, up Prospect Place to Forest Rd) – 2 responses
- Route #4 (down Goulburn St on the southern side of the road) – 1 response
- Route #5 (down Goulburn St, on the northern side of the road to the school crossing) – 1 response

Q: For the question “When walking to school, is there any part of your route which you find difficult to use or don’t like?” 15 of 24 respondents answered Yes. The key themes from this question are summarised below:

- There was significant concerns raised around Liverpool Crescent including:
  - o Lack of footpaths between Liverpool Crescent and Liverpool Street causing pedestrians to share the road with cars.
  - o Difficulty walking/cycling on the section of Liverpool Crescent (from 12 Liverpool Crescent to 84 Forest Road) due to its narrowness, poor visibility of oncoming traffic and lack of footpath
  - o Poor visibility for cars to spot pedestrians walking on street and lack of signage to indicate it’s a shared zone.
  - o The number of cars parked on both sides of the street make it difficult for pedestrians to move off the road when cars are coming.
  - o Crossing from Liverpool Crescent to Liverpool Street – nowhere for pedestrians to stand while waiting to cross.
- There was a number of concerns raised around Forest Road including:
  - o Difficulty crossing Forest between Liverpool Crescent and Goulburn Street Primary School due to width of road, reluctance of drivers to stop or slow for pedestrians and amount of oncoming traffic from side streets such as Frederick Street.
  - o Lack of zebra crossing of pedestrian refuges on Forest Road
  - o Poor driver visibility on Forest Road around the main school entrance due to contrast between bright sun and dark shadows cast from surrounding houses.
- Difficulty crossing Bathurst Street at both Barrack and Molle streets
- Difficulty crossing Molle Street at both Goulburn and Macquarie street intersections

Q: 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? (mandatory question – 1 response)

Of the 1 survey respondent who rides TO school, the most popular route was:

- Route #3 (down Forest Rd from the Knocklofty end - either side of the road)

Q: For the question “When riding a bicycle to school, is there any part of your route that you find difficult to use or don’t like?” 1 of 1 respondents answered No.

Q: When you ride a scooter or skateboard TO school, which way do you normally travel or which of the routes shown below do you join to arrive at school? (mandatory question – 2 response)

Of the 2 survey respondents who ride a scooter or skateboard, the most popular route was:

- Route #3 (down Forest Rd from the Knocklofty end - either side of the road) – 2 responses

For the question “When riding a scooter or skateboard to school, is there any part of your route that you find difficult to use or don’t like?” 2 of 2 respondents answered Yes. The key themes from this question are summarised below (from 2 responses):

- A number of issues were raised around Liverpool Crescent including:
  - o Lack of formal footpaths along the main section of Liverpool Crescent
  - o Cars parked on the street push kids onto the road between Forest Road and Number 25.

- Lack of safe zones, line marking or signage to communicate to drivers around children on the road, speed reduction and shared use.
- There are lots of visibility and both cars and pedestrians.
- Some simple maintenance and clearing of weeds along the sides of the road would provide more space.
- Inability to cross Forest Road further up the road.

Q: When you catch a bus TO school, which bus stop do you normally get off at? (mandatory question – 1 response)

Of the 1 survey respondent who catch a bus to school, their bus stop was located in Leslie Vale.

For the question “When catching a bus to school, is there any part of your route that you find difficult to use or don’t like?” 1 of 1 respondents answered No.

Q: When using active travel, who do you normally travel with to make your trip TO school? (mandatory question – 28 responses)

- 14 survey respondents (50%) travel with parents/guardians/grandparents
- 6 survey respondents (21.5%) travel with siblings
- 6 survey respondents (21.5%) travel alone
- 2 survey respondents (7%) travel with friends.

## Going home

Q: Do you ever use active travel modes to travel FROM school? (mandatory question - 42 responses)

- 27 survey respondents (64%) use active travel modes to get from school
- 15 survey respondents (36%) do not use active travel modes to get from school

Q: If yes, how often, on average, do you use active travel modes to travel FROM school? (mandatory question – 27 responses)

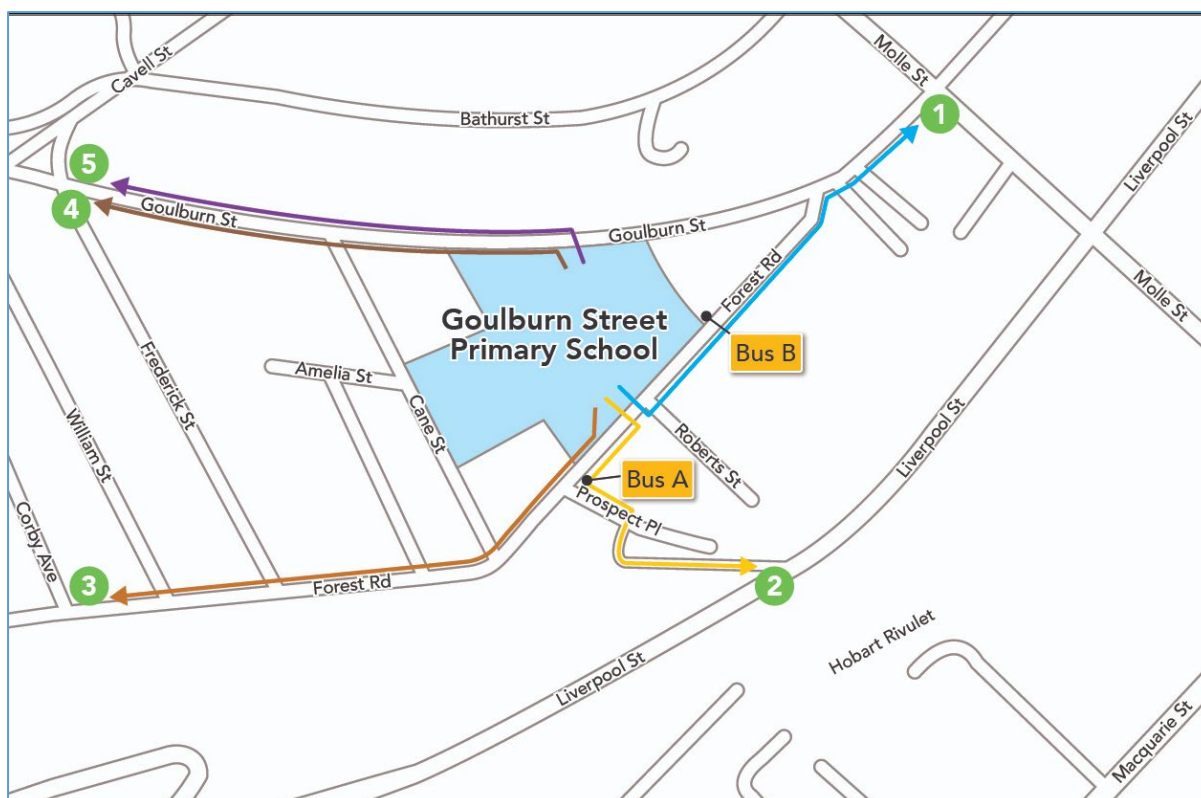
Of the 27 survey respondents who use active travel modes to travel from school:

- 18 survey respondents (67%) use active travel modes 5 days per week
- 3 survey respondents (11%) use active travel modes 4 days per week
- 3 survey respondents (11%) use active travel 3 days per week
- 2 survey respondents (7%) use active travel 1 day per week
- 1 survey respondent (4%) use active travel modes 2 days per week

Q: Which form of active travel do you use the most to travel FROM school? (mandatory question – 27 responses):

Of the 27 survey respondents who use active travel to travel from school:

- 25 survey respondents (93%) walk from school
- 2 survey respondents (7%) ride from school



Q: When you walk FROM school, which way do you normally travel? (Please select from the map below) (mandatory question – 25 responses)

Of the 25 survey respondents who walk from school, the most popular routes were:

- Route #3 (from the school up Forest Rd - either side of the road)– 13 responses
- Other including via Hugo’s Lane (1) and along Goulburn via Molle St to Bathurst St (5) - 6 responses
- Route #2 (from the school down Prospect Place to Liverpool St) – 2 responses
- Route #4 (from the school, up Goulburn St on the southern side of the road) - 2 responses
- Route #1 (from the school down Forest Rd) 1 response
- Route #5 (from the school, across Goulburn St and up the northern side of the road) - 1 response

Q: For the question “When walking from school, is there any part of your route which you find difficult to use or don’t like?” 10 of 25 respondents answered Yes. The key themes were the same as those raised in the walking to school questions. Summarised below (10 responses).

- There was significant concerns raised around Liverpool Crescent including:
  - o Lack of footpaths between Liverpool Crescent and Liverpool Street causing pedestrians to share the road with cars.
  - o Difficulty walking/cycling on the section of Liverpool Crescent (from 12 Liverpool Crescent to 84 Forest Road) due to its narrowness, poor visibility of oncoming traffic and lack of footpath
  - o Poor visibility for cars to spot pedestrians walking on street and lack of signage to indicate it’s a shared zone.
  - o The number of cars parked on both sides of the street make it difficult for pedestrians to move off the road when cars are coming.

- Crossing from Liverpool Crescent to Liverpool Street – nowhere for pedestrians to stand while waiting to cross.
- There was a number of concerns raised around Forest Road including:
  - Difficulty crossing Forest between Liverpool Crescent and Goulburn Street Primary School due to width of road, reluctance of drivers to stop or slow for pedestrians and amount of oncoming traffic from side streets such as Frederick Street.
  - Lack of zebra crossing of pedestrian refuges on Forest Road
  - Poor driver visibility on Forest Road around the main school entrance due to contrast between bright sun and dark shadows cast from surrounding houses.
- Difficulty crossing Bathurst Street at both Barrack and Molle streets
- Difficulty crossing Molle Street at both Goulburn and Macquarie street intersections

Q: When you use a scooter or skateboard FROM school, which way do you normally travel?  
(mandatory question – 2 responses)

Of the 2 survey respondents who use a scooter or skateboard to travel from school both selected route #3 - (from the school up Forest Rd - either side of the road).

Q: For the question “When using a scooter/skateboard FROM school, is there any part of your route which you find difficult to use or don't like? 2 of 2 respondents answered Yes. The key themes were the same as those answered for travelling to school and are summarised below (2 responses).

- Lack of formal footpaths along the main section of Liverpool Crescent
- Cars parked on the street push kids onto the road between Forest Road and Number 25.
- Lack of safe zones, line marking or signage to communicate to drivers around children on the road, speed reduction and shared use.
- There are lots of visibility and both cars and pedestrians.
- Some simple maintenance and clearing of weeds along the sides of the road would provide more space.
- Inability to cross Forest Road further up the road.

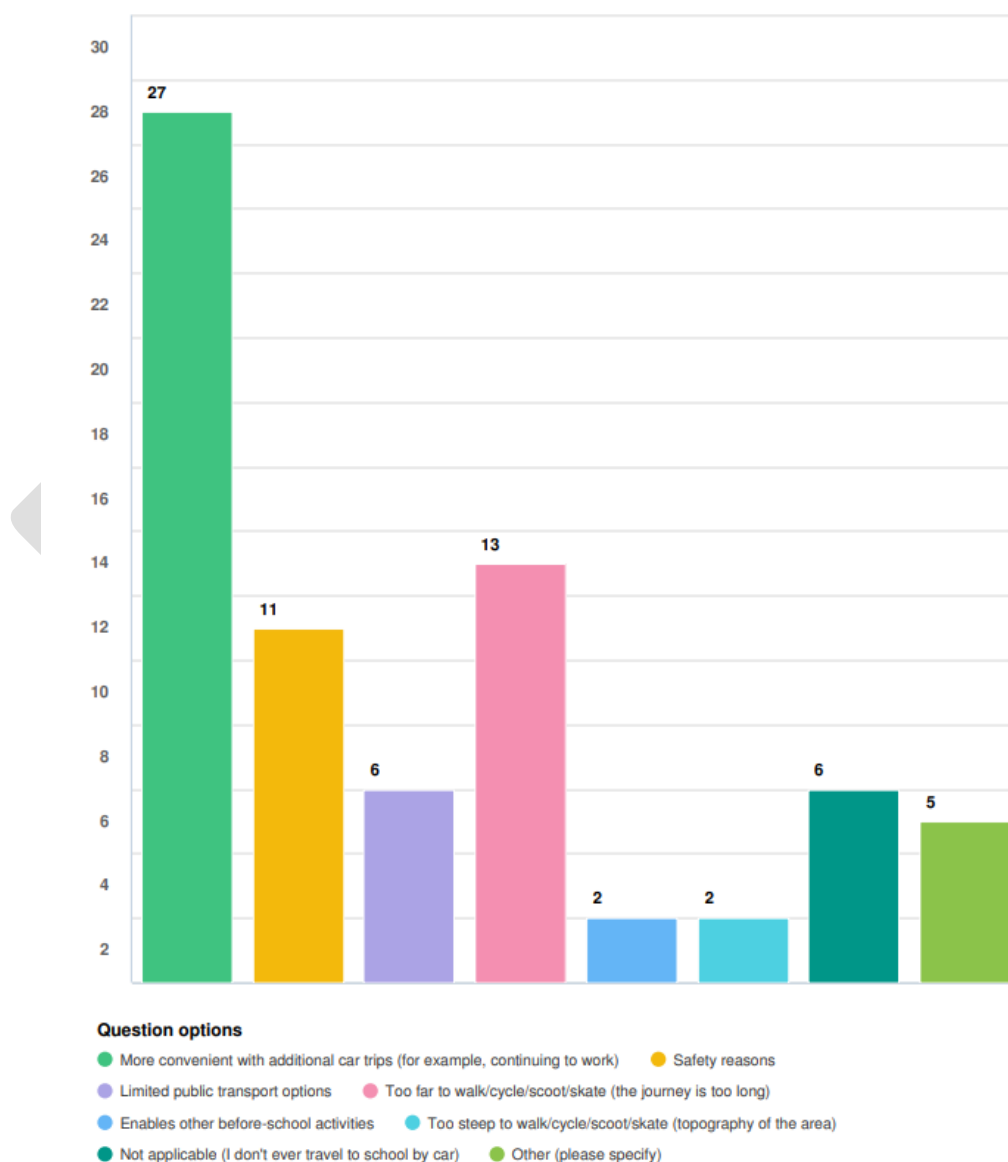
Q: When using active travel, who do you normally travel with to make your trip FROM school?  
(mandatory question – 27 responses)

- 16 survey respondents (59%) travel with parents/guardians/grandparents
- 6 survey respondents (22%) travel with their siblings
- 3 survey respondents (11%) travel alone
- 2 survey respondents (7%) travel with friends.

## Questions to answer with your parent or carer

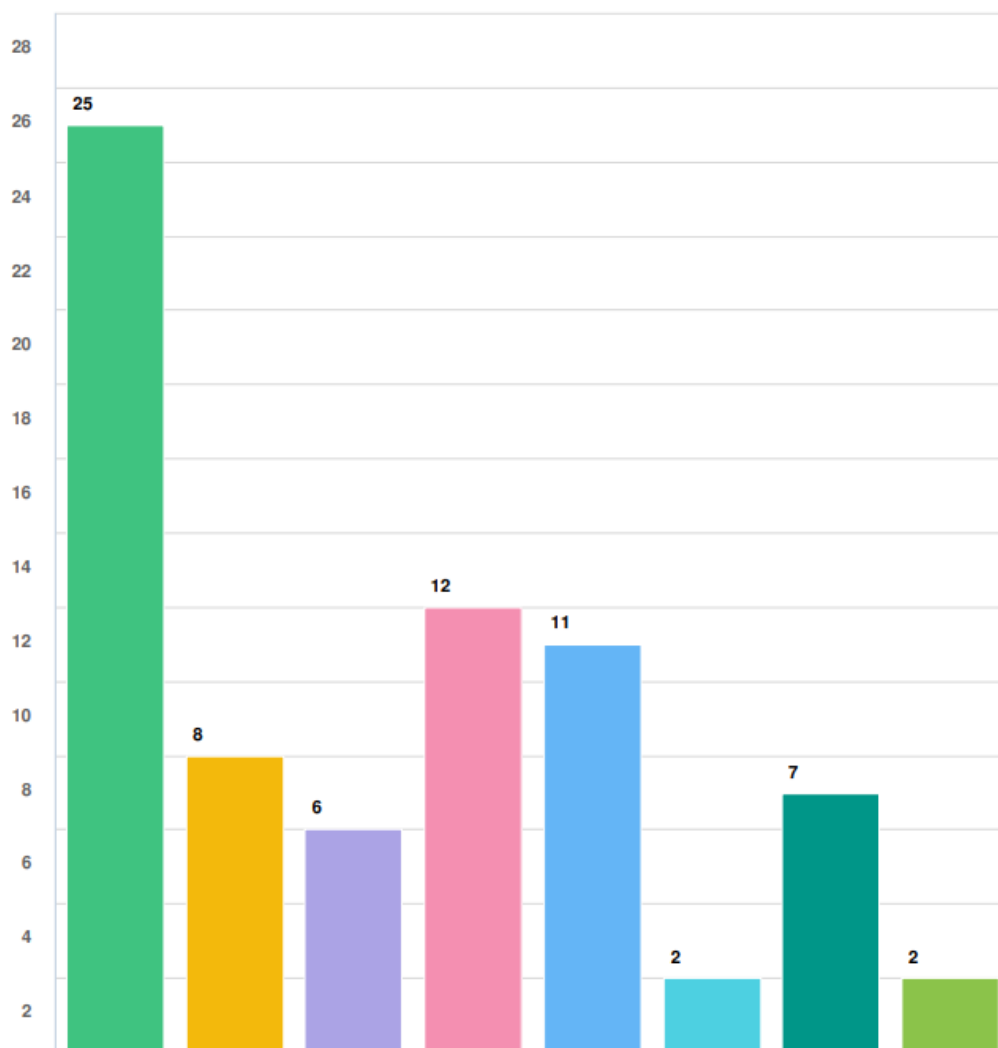
Q: If you ever travel TO school by car, what are the reasons for travelling this way? (you can select more than one option) (mandatory question – 42 responses)

- 27 respondents selected the convenience of additional car trips as a reason for travelling by car to school.
- 13 respondents said it was too far to walk/cycle/scoot/skate
- 11 respondents selected safety reasons
- 6 respondents said there was limited public transport options
- 6 respondents selected “Not applicable (I don’t ever travel to school by car)”
- 5 respondents selected Other. These reasons included that school just happened to be on the way to another place (i.e. the car trip was not specifically to school), poor weather, bus times are impractical and cost prohibitive and the distance was too far for active travel alone.
- 2 respondents selected it enabled before school activities
- 2 respondents selected that it was too steep to walk/cycle/scoot/skate



Q: If you ever travel FROM school by car, what are the reasons for travelling this way? (you can select more than one option) (mandatory question – 42 responses)

- 25 survey respondents selected that the convenience of additional car trips as a reason for travelling from school by car
- 12 respondents said it was too far to walk/cycle/scoot/skate
- 11 respondents selected that their use of the car enables other after-school activities
- 8 respondents selected safety reasons
- 7 respondents selected Not Applicable (I don't ever travel from school by car)
- 6 respondents said there were limited public transport options
- 2 survey respondents selected that it is steep to walk/cycle/scoot/skate
- 2 respondents selected other reasons including poor weather and that the distance was too far for the child to navigate alone.



**Question options**

- More convenient with additional car trips (for example, returning from work)
- Safety reasons
- Limited public transport options
- Too far to walk/cycle/scoot/skate (the journey is too long)
- Enables other after-school activities
- Too steep to walk/cycle/scoot/skate (topography of the area)
- Not applicable (I don't ever travel from school by car)
- Other (please specify)

Q: What would need to change for you to use or increase your use of active travel options to get TO and FROM school? (28 responses)

- Improve the intersection at Goulburn Street perhaps by installing a pedestrian crossing within Frederick Street
- Improved bus services including:
  - o A dedicated school bus
  - o Additional bus routes to West Hobart including from Kingston, Huon Valley, Thelma Drive and Geilston Bay
- Move closer to school
- Improved riding and pedestrian safety through the addition of a footpath on Liverpool Crescent and pedestrian crossings
- Change working hours to allow time for parking and walking
- Crossing guard at the main school entrance on Forest Road in the morning. Teachers assist in this location in the afternoon but not before school.
- Wait until children are old enough to walk or bus alone
- Accompanied journey from set location to the school. i.e. walking bus
- Improved bike storage within school grounds
- Improved lighting on Liverpool Crescent (for winter evenings)
- Better city wide parking to allow more mixed travel options

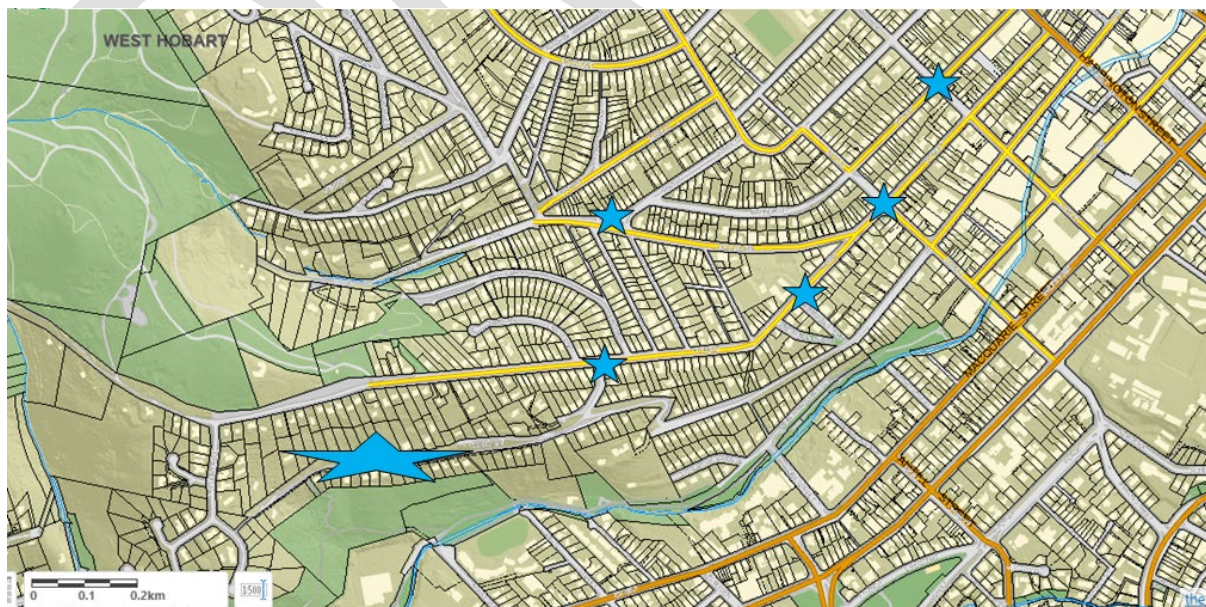
Q: If you have provided information about one form of active travel above and would like to provide information about another form of active travel that you use, please enter below (optional question – 11 responses)

- A number of respondents that riding and scootering will be a good option for when the children are a bit older. At present they need supervision for this form of active travel
- One respondent mentioned their mixed mode of travel – driving from Mountain River and parking in Salvatore St prior to walking to school and work from there.
- One respondent mentioned that a few families along Liverpool Crescent and Forest Road have set up a 'Walking School Bus' for kids going to school. This is managed through a WhatsApp group and always has at least one parent supervising.

### Locations of key issues raised

Data from the open text questions in the survey are used to summary summarised in the table below. This gives an indication of where students have the most difficulty using active travel (across all active travel modes).

<b>Location</b>	<b>Issues with location (response open text)</b>	<b>Number of mentions in comments</b>
Liverpool Crescent	<ul style="list-style-type: none"> <li>- No formal footpaths, safe zones or signage along main section of the street</li> <li>- Need maintenance of vegetation</li> <li>- Shared use signs/reduced speed signs</li> <li>- Cars parked on streets can make it harder for pedestrians</li> </ul>	9
Forest Road school crossing, immediately in front of the main school entrance	<ul style="list-style-type: none"> <li>- Driving down Forest Road towards the main entrance of the school, there is often a dark shadow, from the long house wall opposite the school, obscuring clear view of pedestrians waiting across the road</li> </ul>	4
Crossing Bathurst St at Barrack St	<ul style="list-style-type: none"> <li>- No kerb ramps / median island blockage in part caused by junction complexity</li> </ul>	3+2
Liverpool Crescent intersection with Forest Road	<ul style="list-style-type: none"> <li>- Inadequate sight lines to spot traffic and cars are parked on either side of the road,</li> <li>- Cars ignore the road rules and park on the corner of Frederick Street</li> </ul>	2
Crossing Goulburn St and Molle St (due to curbs)	<ul style="list-style-type: none"> <li>- Signalised junction but no kerb ramps</li> </ul>	1
Y intersection of Cavell St, Goulburn St, Frederick St	<ul style="list-style-type: none"> <li>- Very wide intersection with a lack of formal crossings</li> <li>- Lack of kerb ramps</li> </ul>	1




A range of other issues or sites were mentioned in feedback (1 or more mentions)

Not all issues were described to provide a full understanding of the problem or concern.

General lack of footpaths and crossings
Cars not obeying road rules
Molle St and Macquarie St
Safe place to store bikes within school grounds
Accompanied travel from bus stop/car park to school
Additional public transport services
Getting to school - a crossing guard at the main school entrance on Forest Road
Dedicated school bus
Pedestrian crossing 50m up Frederick St
Bus service extending to Thelma Dr (new houses)

## Appendices


### Appendix A – Email notification to school principal



Thu 24/03/2022 4:55 PM  
**Stuart Baird**  
School Access Travel Plan - Letter for circulation to students and parents - Attn. Michael Park

To: michael.park@education.tas.gov.au  
Cc: Jessica Wilson; Alon Coutinho; Shivani Jordan  
You replied to this message on 31/03/2022 4:56 PM.

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**Message**  School Access Travel Plan information Sheet - Goulburn Street Primary Sc...pdf (112 KB)

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Good afternoon Michael

Please find attached the information letter for inclusion in your school newsletter, or direct to home student /parent / guardian email correspondence.

The City of Hobart YourSay engagement site can be accessed from the direct link in the correspondence.  
The site for this project has been customised for your school, and has some associated information and links to background documents which are relevant to the project should students or parents be interested.

The site will be live from Friday 25<sup>th</sup> March, coinciding with National Ride to School day.

I would appreciate if you could let me know when you have been able to have the information sent home – to assist us monitoring response rates and site operation. Noting this may well be next week.

If appropriate, and with your permission, once the notice has been sent home, we have also produced some posters to promote the survey which we could bring to your school to encourage participation later next week.

During school holidays and early term two we will be working through the survey results with our independent consultant assisting the project – John Hepper of Inspiring Place – and hoping to arrange a time to discuss the results with your school community representatives in late Term 2 or Term 3 – depending on your advice and COVID arrangements.

We are really looking forward to undertake this exciting project with your school.


If you have any further queries or require any other information please do not hesitate to contact Alon Coutinho on [coutinhoa@hobartcity.com.au](mailto:coutinhoa@hobartcity.com.au) (6238 2584)

Or myself.

Kind Regards

Stuart

**Stuart Baird**  
Senior Transport Engineer | City Planning Division



DRAFT

## School Access Travel Plan - Information Sheet

Dear parents and carers:

Goulburn Street Primary School is partnering with the City of Hobart to learn more about how children and families travel to and from school each day, with an emphasis on supporting and improving active travel to support the health and wellbeing of students and our communities.

All students, parents and carers are encouraged to participate in a short survey. Please complete one survey for each student. Students who travel from more than one household during the school week are encouraged to provide more than one response to the survey.

Your participation will assist the City of Hobart to work with the school to prepare School Access Travel Plans. School Access Travel Plans are helpful for long-term planning and prioritising improvements on routes for active travel modes. The plans can help the City of Hobart apply for funding for improvements from State and Australian government grant programs.

To complete the survey, visit: [yoursay.hobartcity.com.au/goulburn-street-travel](https://yoursay.hobartcity.com.au/goulburn-street-travel)

The survey is open until **14 April 2022**.



**NOTE** – Further information sent to advise survey open until 6 May

# Goulburn Street Primary School Access Travel Plan

Feedback on this project has now closed. Thank you to everyone who participated in the engagement process.

## Project Overview:

The City of Hobart is developing School Access Travel Plans, in partnership with school communities, to form part of the City's ongoing strategy and planning to support and encourage active travel modes (walking, scootering, cycling or catching the bus) and improve the health and liveability of Tasmania's capital city.

Plans, programs and projects can be identified in a School Access Travel Plan to improve routes for students arriving at and leaving school and to encourage and promote active travel within the school community. A School Access Travel Plan provides the City of Hobart with the necessary inputs to identify and prioritise projects for resourcing and grant applications.

The City of Hobart is trialling a methodology for the development of the School Access Travel Plans by running a pilot program, supported in part by a Community Road Safety partnership Grant from the Department of State Growth, with schools that have signalled their willingness to participate. For the pilot program, School Access Travel Plans will be completed for Goulburn Street Primary School, as well as South Hobart Primary School and New Town Primary School.

## Developing School Access Travel Plans:

The City of Hobart will be gathering data and information to inform the development of School Access Travel Plans.

We want to hear from Goulburn Street Primary School students and their parents/carers about active travel use in their area.

In particular, we want to know:

- Current active travel use to and from Goulburn 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.

Once we have collated this information we will be coming back to school communities to discuss the results and next steps.

## Get Involved and Have Your Say:

If your child attends Goulburn Street Primary School, we encourage you to join the conversation and make your voice heard by completing the [School Active Travel Plan feedback form for Goulburn Street Primary School](#).

The feedback form will be open until Friday 6 May.

## SURVEY

CLOSED: This survey has concluded.

## Goulburn Street Primary School Feedback Form

The City of Hobart is developing School Access Travel Plans as part of our ongoing strategy and planning to support and encourage [active travel](#) modes (walking, scootering/skating, cycling or catching the bus), and to improve the health and liveability of Tasmania's capital city.

These plans, focussed on improving access to schools, will form part of our wider planning efforts over the next few years to develop Local Area Mobility Plans for Hobart's suburbs.

Please complete one (1) survey for each student. Students who may travel from more than one household during the school week are encouraged to respond to the survey based on the home that they live in most of the time. Students who live 50/50 across two households can complete two surveys.

Thank you for taking part in this survey. Please note that all information collected is anonymous and will only be used for the purposes of the School Active Travel Plan project. There is a section at the end of the survey where students can complete information with their parents/guardians about the potential barriers to active travel.

[Complete Feedback Form](#)



[REGISTER](#) to get involved!

## Key Dates

School Active Travel Plan - Goulburn Street Primary feedback closes  
06 May 2022

## Important Links

- [Hobart: A community vision for our Island capital](#)
- [City of Hobart Transport Strategy Themes](#)
- [State Government - Tasmania Statement](#)
- [State Government Healthy Tasmania Strategic Plan](#)

## Documents



## FAQs

- [What is a School Access Travel Plan?](#)
- [Why is the City of Hobart encouraging schools to have an Access Travel Plan?](#)
- [How will the Plan be developed?](#)
- [What will be the outcome of this process?](#)

## Lifecycle

- Open**  
This engagement is open for community feedback.
- Community engagement under review**

Appendix C – School Access Travel Plan poster at school entrance

No photo available

DRAFT