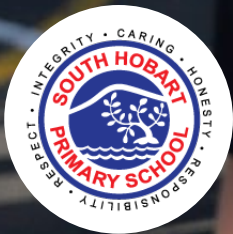


CITY OF HOBART

SCHOOL ACCESS TRAVEL PLAN

SOUTH HOBART
PRIMARY SCHOOL



JULY 2024



City of HOBART

“

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

CHILDREN
CROSSING

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

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.¹

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.² Informal activity such as walking or riding a bike 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.³ The positive health benefits for children include improved cardiovascular health, increased concentration and reduced stress.

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





WHAT WE WANT

The City of Hobart has partnered with the South Hobart 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.

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 South Hobart Primary School community.

The process involved three stages:

Stage 1: Review of existing travel behaviours

- initial consultation between Council and the South Hobart Primary School.
- pilot survey with the school community in Term 4 of 2021 to refine the survey questions.
- 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.
- the school conducting a one-week survey of active travel by students.

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.

Stage 3: Identification of initiatives to address key barriers

- 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 is 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 South Hobart and the South Hobart 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 SOUTH HOBART PRIMARY SCHOOL

2.1 South Hobart Primary School catchment

The South Hobart Primary School catchment (Department of Education Intake area) includes the suburban area of South Hobart, Ferntree and Ridgeway and a portion of the Hobart Inner City area. This catchment area is set by the Department of Education, who balance the capacity of a school and the current and projected future population demographics of the surrounding area.

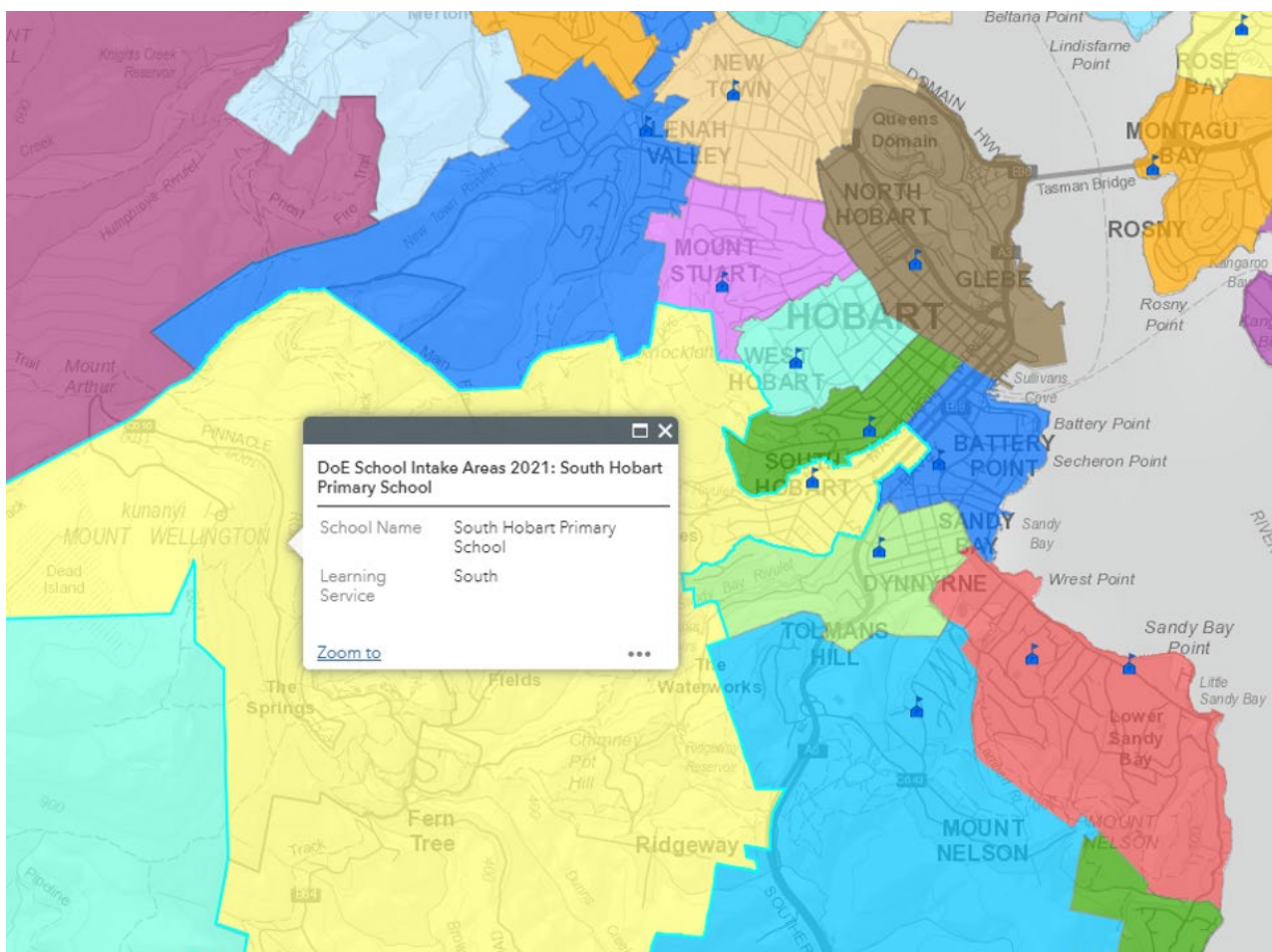


Figure 1: DoE School intake areas <https://arcg.is/u0K1z>

The South Hobart Primary school has a relatively large intake area compared to other DoE primary schools in the City of Hobart local government area. The South Hobart village is a well-served inner-city suburb whereas Ferntree and Ridgeway are Hobart's "mountain" suburbs and are relatively distant (6km +) from the South Hobart Primary school and have limited active transport options.



Some of the relevant statistics for the catchment (intake area) are presented in the table below:
 (Note: Due to ABS data presentation – the age bracket, 0-14 years is used)

Suburb Postcode ABS Code	Estimated Population (ABS Census 2021)	No. of families	No. of children between 0 and 14 years old	Percentage of suburb population comprising children between 0 and 14 years old
South Hobart 7004 SAL60615	5,886	1,447	884	15.0%
Ferntree 7054 SAL60199	763	227	141	18.6%
Ridgeway 7054 SAL60552	222	61	66	28.9%
Catchment Total	6,871	1,735	1,091	

Table 1: School Catchment (Intake Area) statistics

Source: <https://abs.gov.au/census/find-census-data/search-by-area>

2.2 South Hobart Primary School locality

South Hobart Primary School currently has an enrolment of 490 students.⁴

Figure 2 outlines the South Hobart Primary School locality, with the pedestrian network shown. The following can be noted about the South Hobart Primary School locality:

- The school is centrally located within the main urban area of South Hobart but is located much further away from Fern Tree and Ridgeway.
- There is an extensive grid of pedestrian paths along the streets connecting with the school. The Hobart Rivulet linear shared path extends from the CBD to the Cascade Gardens (South Hobart) and connects to the school.
- There are some formalised pedestrian crossing points along Macquarie Street and Cascade Road – these include traffic signal crossing points, a school crossing guard crossing point and pedestrian islands.
- The Metro bus route to and from South Hobart uses Macquarie Street and Cascade Road, with the closest bus stops located within approximately 150m walking distance of the school. Metro bus services link Ferntree to South Hobart, but not directly to Ridgeway.
- Outside the 800m walking catchment there are suburban areas which are accessible by bicycle and scooter within a reasonable travel time (10-20 minutes).

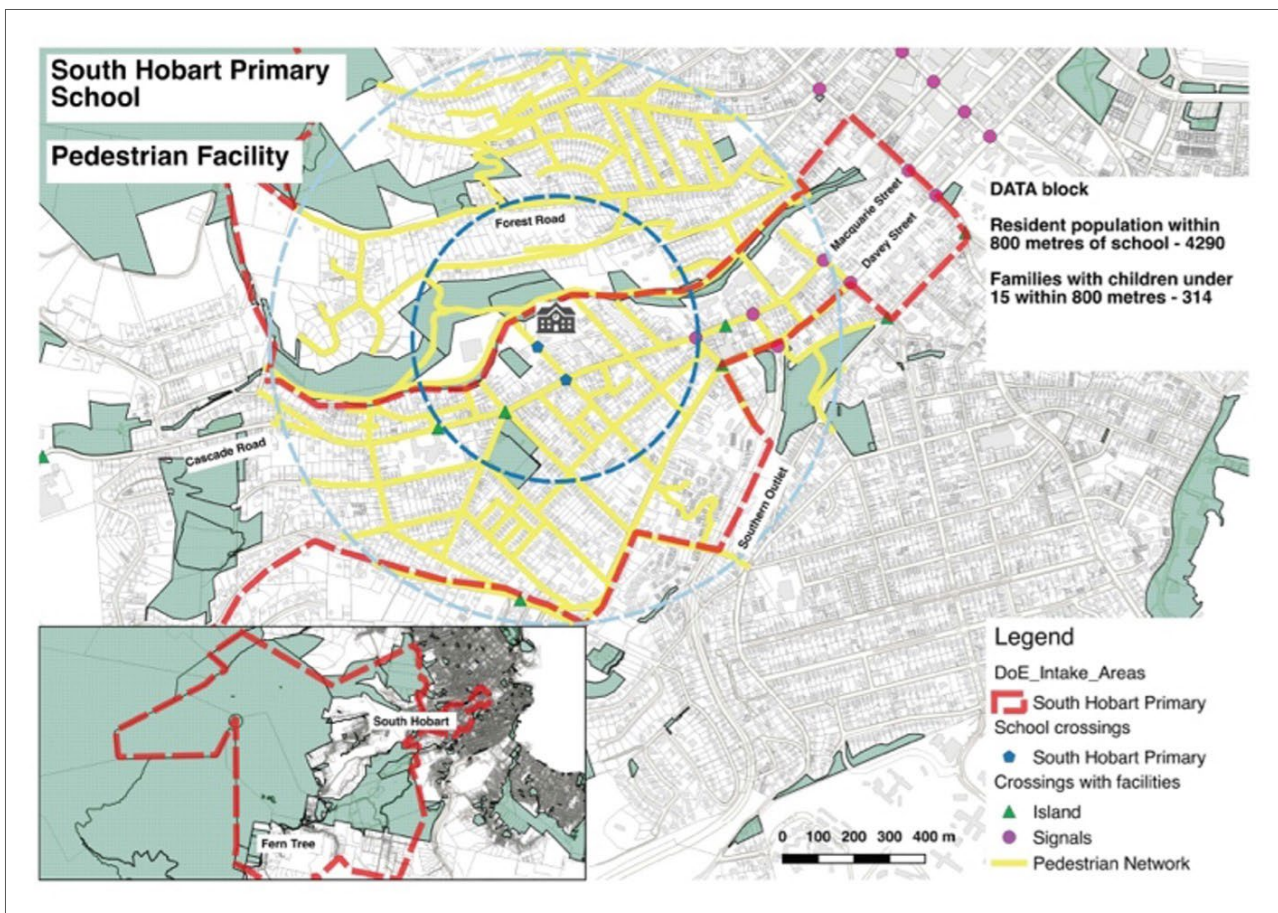


Figure 2: South Hobart Primary School Pedestrian Network

⁴ <https://southhobartprimary.education.tas.edu.au>

PART 3

SCHOOL COMMUNITY ENGAGEMENT

There were two (2) informing surveys undertaken (One by the City of Hobart and one by the South Hobart Primary School) along with meetings between the South Hobart Primary School association and 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" and school classroom 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 112 surveys were completed by members of the South Hobart Primary School community during a 6-week period between March – May 2022. The "Your Say" respondents represent about 23% of the students at the school. Key findings of the engagement are presented below, and a detailed report on the school Community "Your Say" engagement is provided as Appendix A.

The "Your Say" survey respondents roughly mirror the school intake catchment proportion statistics presented in Table 1 and identified 35% of the survey respondents living in 'central' South Hobart, 34% living in the upper areas of South Hobart (Strickland Ave, Marlyn Road and Upper Huon Road), 11% living in Ridgeway and 15% living in Fern Tree, Neika and Summerleas Road areas.

How are students traveling to and from school – School survey and "Your Say" responses

The South Hobart Primary School conducted a class survey during a week in October 2022 to identify how many students were using active transport to get to and from school. All classes were surveyed, and this survey presents a good picture of travel behaviour. The results are shown in Figure 3.

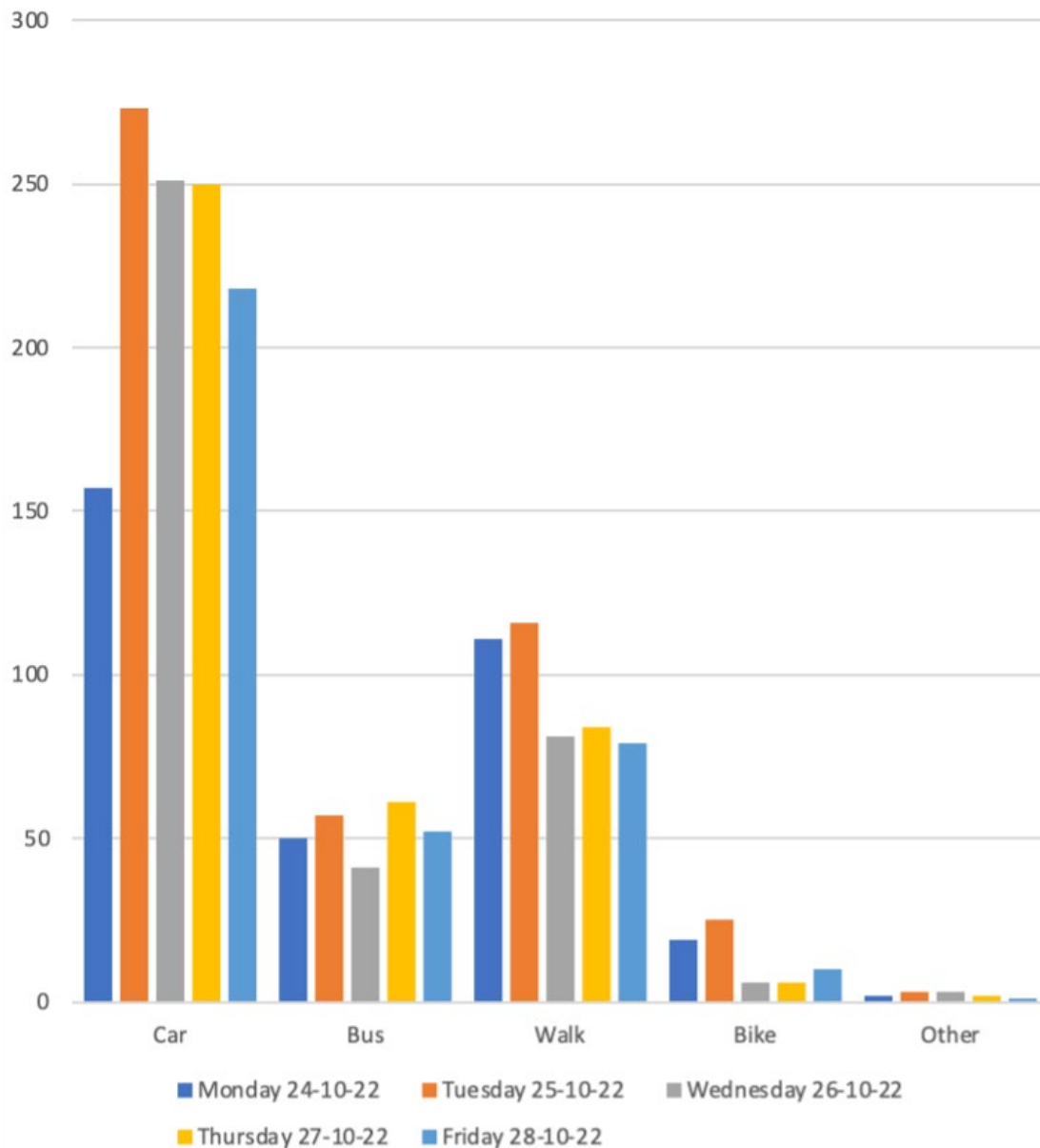


Figure 3 Class Survey – Mode of Travel to School

Note: Monday 24-10-22 had 3 classes with no data – producing a drop in the no. of students by car and other modes

The school class survey indicated:

- 59% of students came to school in cars, 24% walked, 13% used buses, 3.5% used bikes and 0.5% used other (taxi, skateboard) during that week
- use of cars was generally higher for younger students (kinder, prep, classes 1-3) with increasing numbers of students walking, using buses and bike riding in classes 4-6
- active transport options continued despite moderate rainfalls (15-30mm) on Wed and Fri and heavy rain (46mm) on Thursday



The findings from the “Your Say” school survey, (n=112), Mode of Travel to School, are presented below.

Activity	To School	From School
Used active travel	92%	84%
Used active travel 5 days a week	43%	36%
Walked	36%	40%
Rode a bike	34%	17%
Caught a bus	29%	42%
Travel with parents/guardians/grandparents	48%	35%
Travel with sibling	27%	34%
Travel with friends	14%	17%

Table 2: Summary of “Your Say” Mode of Travel to school, Survey Results

It is noted that the “Your Say” survey respondents represent a large portion of the active mode of travel to school students. As such students using car as a primary mode of travel to/from school are perhaps underrepresented in the “Your Say” survey results.

The reasons given for using a car to travel to school are shown in Figure 4 with the most common reasons given that it is more convenient with additional trips, other reasons (various), safety, and that it is too steep or too far to use active travel. Other reasons included weather, taking heavy gear to school (e.g. musical instruments) and a challenging and complex route.

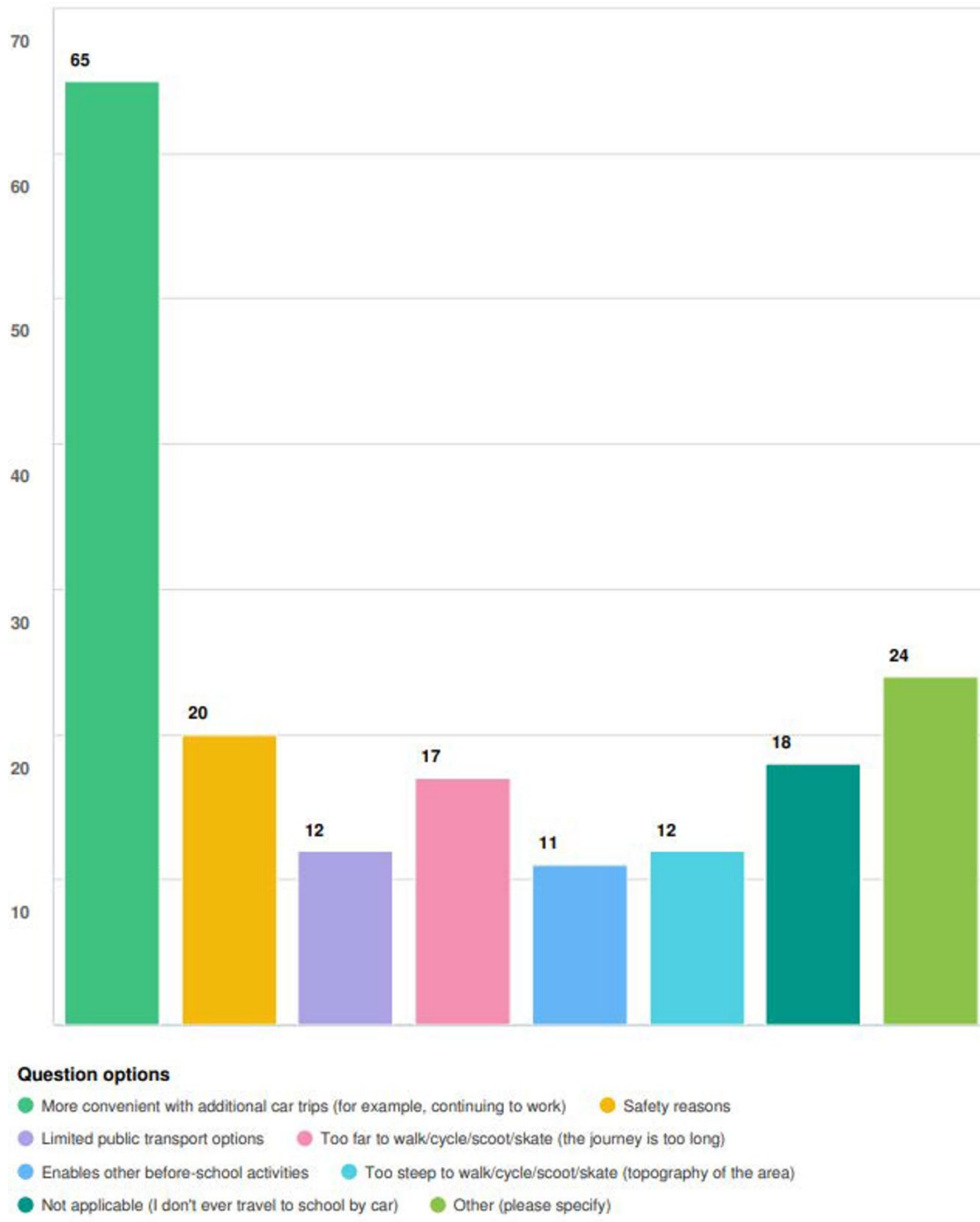


Figure 4: Reasons for using a car to travel to School

Figure 5 indicates the most common reasons given for using a car to get home from school were similar but respondents gave more emphasis to it enabling other after-school activities, being more convenient with other car trips and that it is considered too steep or too far to use active travel modes.

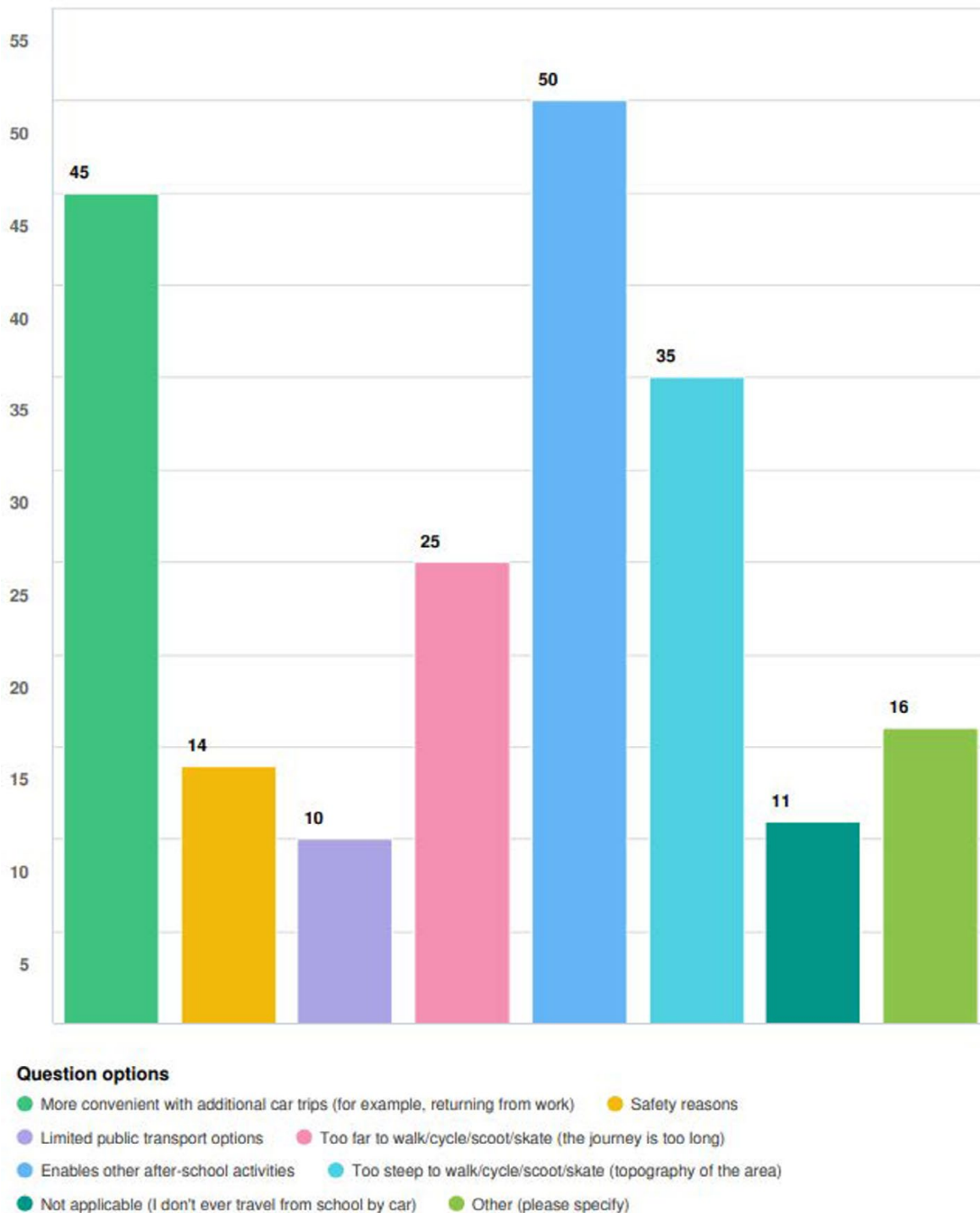


Figure 5 : Reasons for using a car to travel from School

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

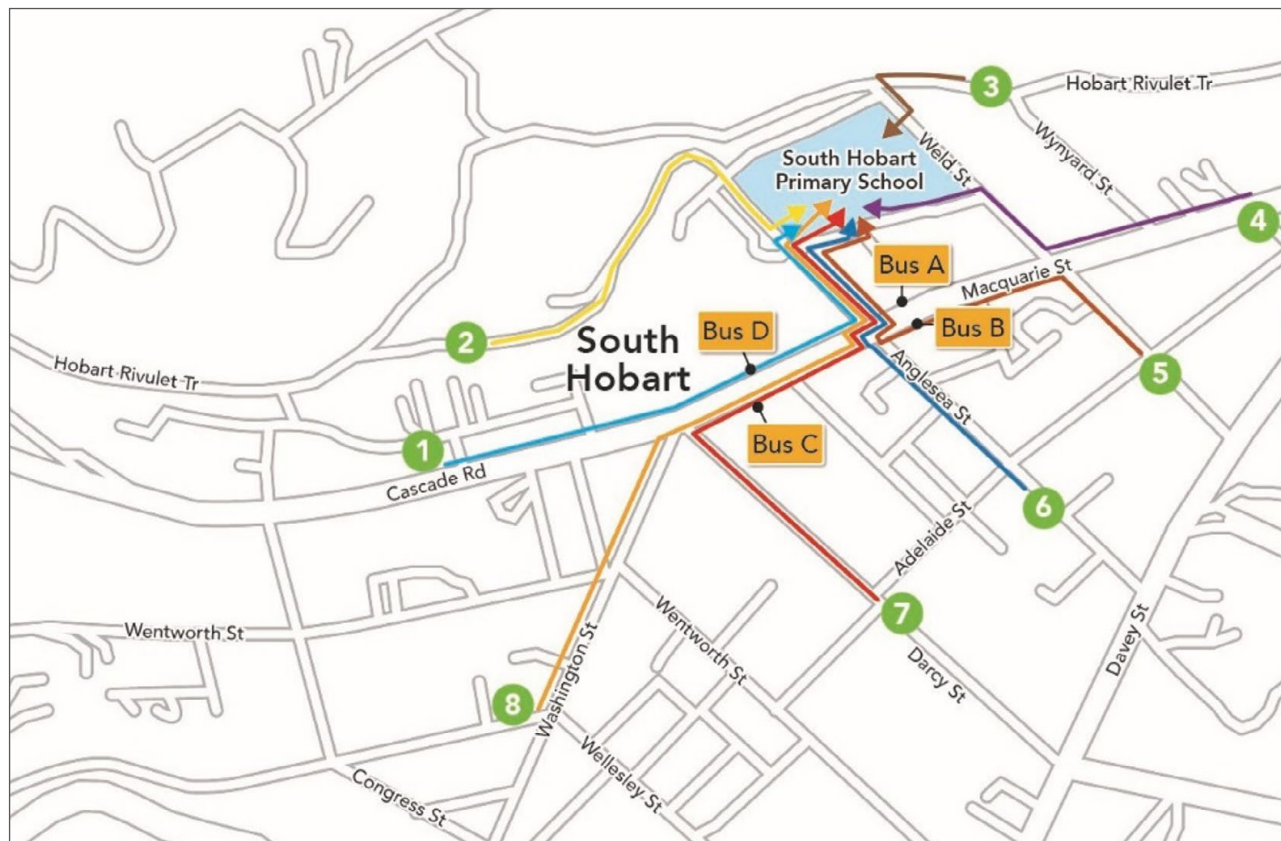


Figure 6 : Access Travel Routes to School

The “Your Say” survey results indicated that Washington Street to Cascade Road (route 8) and Darcey Street to Cascade Road (route 7) attracted higher use to school. These routes also attracted slightly higher use with students travelling from school. The Hobart Rivulet shared trail (route 2) attracted slightly more use to school than from school.

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

The “Your Say” survey’s most 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 crossing the D’Arcy St intersection and crossing Macquarie St (at various locations);
- for students bike riding to and from school it was crossing McRobies Rd near the Cascade Gardens car park, the Anglesea St turning circle/bridge/end of Rivulet Track near the school, difficulties in riding on Strickland Ave, Huon Rd, Degraes St and the bumpy track at the bottom of Marlyn Rd (which connects to Cascade Road at Cascade brewery); and
- for students catching the bus to and from school it was the bus stop and pedestrian infrastructure (footpaths etc.) in the catchment area, lack of bus service to Ridgeway, safety concerns once students have disembarked the bus (getting safely to school or home).

Key issues identified by the school community are listed in Table 3 with the location shown in Figure 7.

Map Location	Issues with location
1 Anglesea Street turning circle, bridge and end of Rivulet Track	<ul style="list-style-type: none"> → Confusing as there is no clear way to cross Anglesea St to get to school side. → No pedestrian crossing on the east side of the bridge. → Cars exiting Collegiate car park and cars/buses doing u-turns add more danger.
2 McRobies Road near Cascade Gardens entrance	<ul style="list-style-type: none"> → Issues with trucks driving through. → Inadequate sight lines.
3 D’Arcy Street intersection	<ul style="list-style-type: none"> → Confusing intersection. → Difficult to look in every direction before crossing. → Sight line issues for children crossing the road.
4 Crossing Macquarie St/Cascade Road at various locations (e.g. near the Badminton Centre)	<ul style="list-style-type: none"> → Difficult to get across Macquarie St/Cascade Rd to school side and to access the Rivulet Track.
5 Degraes St (near childcare centre)	<ul style="list-style-type: none"> → Many car movements outside childcare centre. → Car doors opening pose danger to cyclists.
6 “Bumpy” track between Marlyn Rd and Old Farm Road	<ul style="list-style-type: none"> → Rough conditions for children to ride on
7 Crossing Macquarie St at Weld St	<ul style="list-style-type: none"> → Very busy intersection
8 Strickland Ave – no safe space for cyclists	<ul style="list-style-type: none"> → Cars overtake bikes dangerously → Not safe for younger riders → Not safe to ride uphill either
9 Crossing Anglesea St at Macquarie St (near Lost Sock Laundromat)	<ul style="list-style-type: none"> → Very busy intersection with 2 bus stops opposite each other, a doctors surgery and a laundromat → Cars reverse out onto footpath in front of laundromat

Table 3: Locations where students identified issues using active travel modes (112 survey respondents)

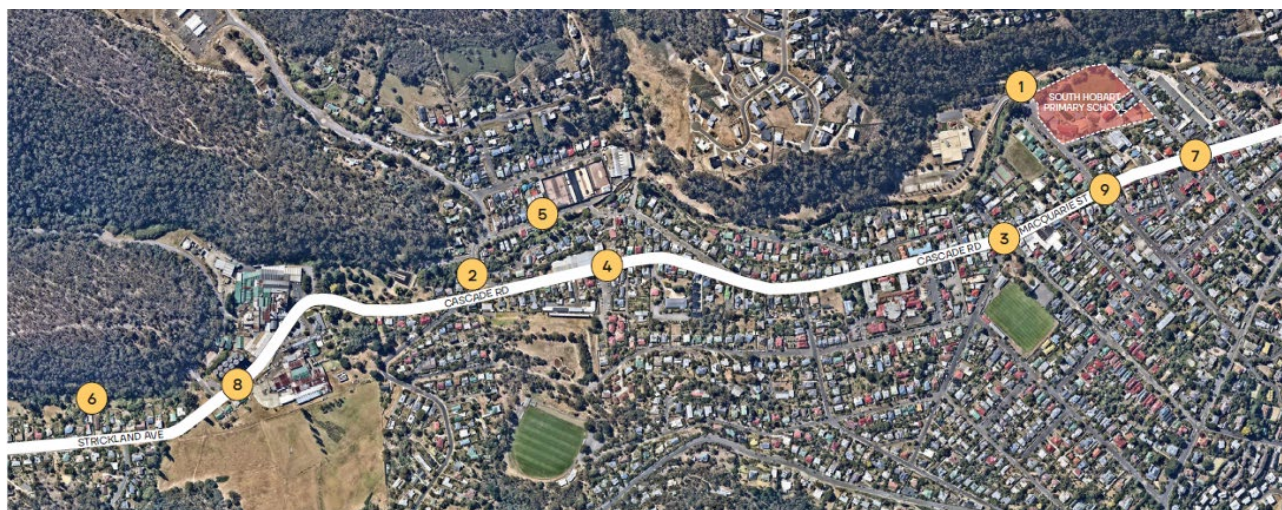


Figure 7: Location of active travel issues

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:

- safer biking routes.
- ability to take bikes on buses (specially to bus home).
- improved bus service.
- having more time.
- Anglesea Street improvements; and
- McCrobies Road crossing improvements.



PART 4

ASSESSMENT OF ISSUES AND PRIORITIES

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

Apply to the Transport Commission for a 40km/h speed zone on McRobies Road. This project will further slow vehicle speeds at the Cascade Gardens Road crossing for pedestrians and cyclists.

Priority 2

Consider additional road markings and engagement with businesses on Degraeves Street (Child care centre and Cascades Female Factory Historic Site) to highlight the presence of vulnerable road users. This project should raise awareness of the interactions occurring on Degraeves Street and the need for all road users to be considerate towards others.

Priority 3

Install street furniture (e.g., planter box, seat or bollards) to deter parking on the footpath outside the laundromat at the corner of Anglesea Street at Macquarie Street. This project should remove the risk of vehicles reversing across the footpath.

Priority 4

Short term, install pavement markings to encourage use of the single lane, traffic island crossing points on Darcy Street and Washington Street. This project will direct students to the appropriate crossing points.

Longer term, consider installation of raised threshold treatment (like that now installed at other Macquarie Street side road junctions, and adjacent to the South Hobart Primary School staff car park entrance) at the Washington and

D'Arcy Street intersection to improve safety for pedestrians crossing D'Arcy Street. This project to be reviewed as part of a future Local Retail Precinct Plan for South Hobart.

Priority 5

Investigate and implement centre median pedestrian crossing island treatment at Weld Street intersection with Macquarie Street (North side). This project will improve the comfort of people crossing at this location.

Priority 6

Provide clear delineation of pedestrian path, parking, and circle head through signage and markings at the Anglesea Street turning circle and bridge. Possible treatments also include review of the crossing point, adding road user information and engagement with parents/ students. This project will direct students to appropriate crossing points.

Priority 7

Investigate pedestrian crossing island treatments at Cascade Road near the Southern Tasmania Badminton Centre and Congress Street junction with Cascade Road. This project will improve the comfort of people crossing at this location.

Priority 8

Undertake consultation and feasibility of where footpath improvements can be made and parking controlled/managed along Strickland Avenue. This project will start the process of looking for opportunities to improve pedestrian amenity.

There are also other physical works 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 and other vegetation, installing wayfinding street art and improving kerb ramps and crossing points within the suburban area.

4.3 Collaborative actions with other agencies

Collaboration between the South Hobart school community, the City of Hobart and other stakeholders is key to supporting safe active travel to school in South Hobart. Assessment by Council of issues raised in the “Your Say” feedback indicated the following actions which require collaboration with other stakeholders:

ISSUE 1

Surface condition of the “bumpy track” between Marlyn Road and the Cascade Brewery ‘silos’ carpark.

Action: Consultation with the Cascade Brewery over public access and longer-term intentions.

ISSUE 2

Reports of overcrowded buses going home and buses running late.

Action: Consultation with Department of State Growth and Metro Tasmania regarding issues raised.

ISSUE 3

Bus schedule and routing for buses stopping at Saunders Crescent and not continuing all the way to Marlyn Road.

Action: Discussion with Department of State Growth and Metro Tasmania about bus routing.

ISSUE 4

Conditions at more “rural” bus stops on Huon Road, including road shoulders, pedestrian facilities and shelter.

Action: Continue to investigate and plan for future staged improvements on Huon Road.



4.4 School community actions

In addition to physical improvements prioritised in this Plan, the South Hobart 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.

For instance, some Councils and schools⁵ have introduced and promoted ideas such as:

Participation in National and State Events (Examples)

- Participation in annual Walk Safely to School Day – <https://www.walk.com.au/WSTSD/>
- Participation in annual Ride to School Day – <https://bicyclenetwork.com.au/rides-and-events/ride2school/ride2school-day/>
- 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** mapping of routes, considering benefits of active travel.

⁵ A good example is the Hornsby Shire Council School Travel Ideas – Alternative, sustainable and safe travel solutions for school communities. The report sets out the aim, methods and advice for many school travel ideas.

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.

4.5 Action Plan

Table 3 sets out the Action Plan for improving access travel to the South Hobart Primary School. The timeframe refers to:

Short term – commence and complete within next year

Medium term – commence and complete within 2-3 years

Long Term–commence and complete within next 5 years +

Priority Actions	Responsibility	Timeframe
Council Infrastructure Works		
Apply to the Transport Commission for a 40km/h speed zone on McRobies Road. This project will further slow vehicle speeds at the Cascade Gardens Road crossing for pedestrians and cyclists.	City of Hobart	Short term
Consider additional road markings and engagement with businesses on Degraes Street (Child day-care and Cascades Female Factory Historic Site) to highlight the presence of vulnerable road users. This project should raise awareness of the interactions occurring on Degraes Street and the need for all road users to be considerate towards others.	City of Hobart	Short term
Install street furniture (e.g., planter box, seat or bollards) to deter parking on the footpath outside the laundromat at the corner of Anglesea Street at Macquarie Street. This project should remove the risk of vehicles reversing across the footpath.	City of Hobart	Short term
Short term, install pavement markings to encourage use of the single lane, traffic island crossing points on Darcy Street and Washington Street. This project will direct students to the appropriate crossing points. Longer term, consider installation of raised threshold treatment (like that now installed at other Macquarie Street side road junctions, and adjacent to the South Hobart Primary School staff car park entrance) at the Washington and D’Arcy Street intersection to improve safety for pedestrians crossing D’Arcy Street. This project to be reviewed as part of a future Local Retail Precinct Plan for South Hobart.	City of Hobart	Short / Long term
Investigate and implement centre median pedestrian crossing island treatment at Weld Street intersection with Macquarie Street (North side). This project will improve the comfort of people crossing at this location.	City of Hobart	Medium term

Priority Actions	Responsibility	Timeframe
Provide clear delineation of pedestrian path, parking, and circle head through signage and markings at the Anglesea Street turning circle and bridge. Possible treatments also include review of crossing point, adding road user information and engagement with parents/students. This project will direct students to appropriate crossing points.	City of Hobart	Medium term
Investigate pedestrian crossing island treatments at Cascade Road near the Southern Tasmania Badminton Centre and Congress Street junction with Cascade Road. This project will improve the comfort of people crossing at this location.	City of Hobart	Medium – long term
Undertake consultation and feasibility of where footpath improvements can be made, and parking controlled/ managed along Strickland Avenue. This project will start the process of looking for upgrading possibilities to improve pedestrian amenity.	City of Hobart	Medium – long term
Collaborative Agency Actions		
Consult with the Cascade Brewery over public access and longer-term intention for the "bumpy track" between Marlyn Road and the Cascade Brewery carpark	City of Hobart, Cascade Brewery	Short term
Contact Department of State Growth and Metro Tasmania regarding overcrowded buses going home and running late servicing South Hobart primary school	City of Hobart, Department of State Growth and Metro Tasmania	Short term
Document conditions of "rural" bus stops on Huon Road and consider improvements as part of future staged improvements on this road. Liaison required with DSG and Metro on future bus stop locations on this corridor.	City of Hobart, Department of State Growth and Metro Tasmania	Medium term
School Community Actions		
Consider establishing a "School active travel committee" as a sub group of the School Association to guide school community actions	South Hobart Primary School Association	Short term
Consider participation in National and State active transport events – such as Walk to School day.	South Hobart Primary School,	Short term
Gather annual "class by class" statistics on travel mode to school.	South Hobart Primary School,	Ongoing
Consider participation in the Department of Health's "Move well Eat well" program.	South Hobart Primary School,	Short term
Consider a range of encouragement and travel behaviour change programs for students and parents/carers	South Hobart Primary School Association	Short – Medium term

REFERENCES AND RESOURCES

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

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

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

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>

Gold Coast Council

Active School Travel 2022: It's the way to go – Remote Learning Activities

Newson, C., Cairns, S. & Davis, A. (2010).

Making school travel plans work: experience from English case studies. Transport for Quality of Life.

Taylor Thompson Whitting Pty Ltd 2020

Small Road Public School – School Transport Plan, Ryde NSW

“

You must be the change
you wish to see in the world.

MAHATMA GANDHI





City of **HOBART**

Community Engagement Summary Report

South Hobart Primary School - School Access Travel Plan

Prepared June 2022



yoursay.hobartcity.com.au

Prepared by



City of **HOBART**

Executive Summary

The City of Hobart partnered with the South Hobart 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. South Hobart 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 undertaken on-line. **This report documents the results of this online engagement.**

Further stages include reporting back to the school community on the results of the engagement, 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 112 surveys were completed (according the Department of Education, South Hobart Primary School has 468 students)
- 92% of survey respondents use active travel to travel TO school
 - o The most popular modes are walking (36%), riding (34%) and catching the bus (29%)
 - o 43% use active travel 5 days per week to get to school
- 84% of survey respondents use active to travel FROM school
 - o The most popular modes are catching the bus (42%), walking (40%) or riding (17%)
 - o 36% use active travel 5 days per week to travel from school
- Key issues identified for walkers: Crossing the D'Arcy St intersection and crossing Macquarie St (at various locations)
- Key issues identified for riders: Crossing McRobies Rd near the Cascade Gardens car park, the Anglesea St turning circle/bridge/end of Rivulet Track near the school, difficulties in riding on Strickland Ave, Huon Rd, Degraives St and the bumpy track at the bottom of Marlyn Rd.
- Key issues identified for students catching the bus: Bus stop and pedestrian infrastructure (footpaths etc.) in the catchment area, lack of bus service to Ridgeway, safety concerns once students have disembarked the bus (getting safely to school or home).
- 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 South Hobart 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 South Hobart 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 South Hobart 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 e-newsletter

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 South Hobart Primary School.

Findings

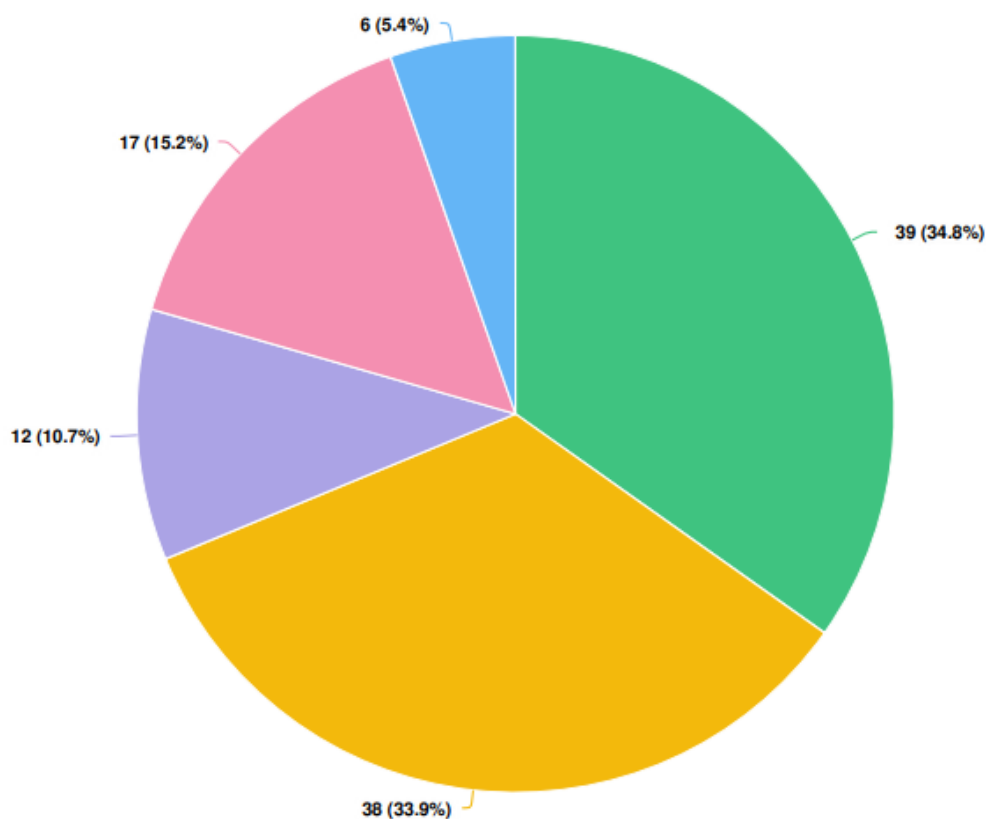
A total of 112 surveys were completed representing:

- 8 Kinder students
- 13 Prep students
- 15 Grade 1 students
- 21 Grade 2 students
- 11 Grade 3 students
- 14 Grade 4 students
- 17 Grade 5 students
- 12 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 – 112 responses)

As shown below, 39 respondents selected South Hobart village (35%) and 38 respondents selected Strickland Ave, Marlyn Rd, upper Huon Rd (34%). 12 respondents (11%) selected Ridgeway and 17 respondents (15%) selected Fern Tree, Neika and Summerleas Rd.



Question options

- A (South Hobart village)
- B (Strickland Ave, Marlyn Road, upper Huon Rd)
- C (Ridgeway)
- D (Fern Tree, Neika, Summerleas Rd)
- Other (please specify)

Getting to school

Q: Do you ever use active travel modes to get TO school? (mandatory question – 112 responses)

- 103 survey respondents (92%) use active travel modes to get to school
- 9 survey respondents (8%) 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 – 103 responses)

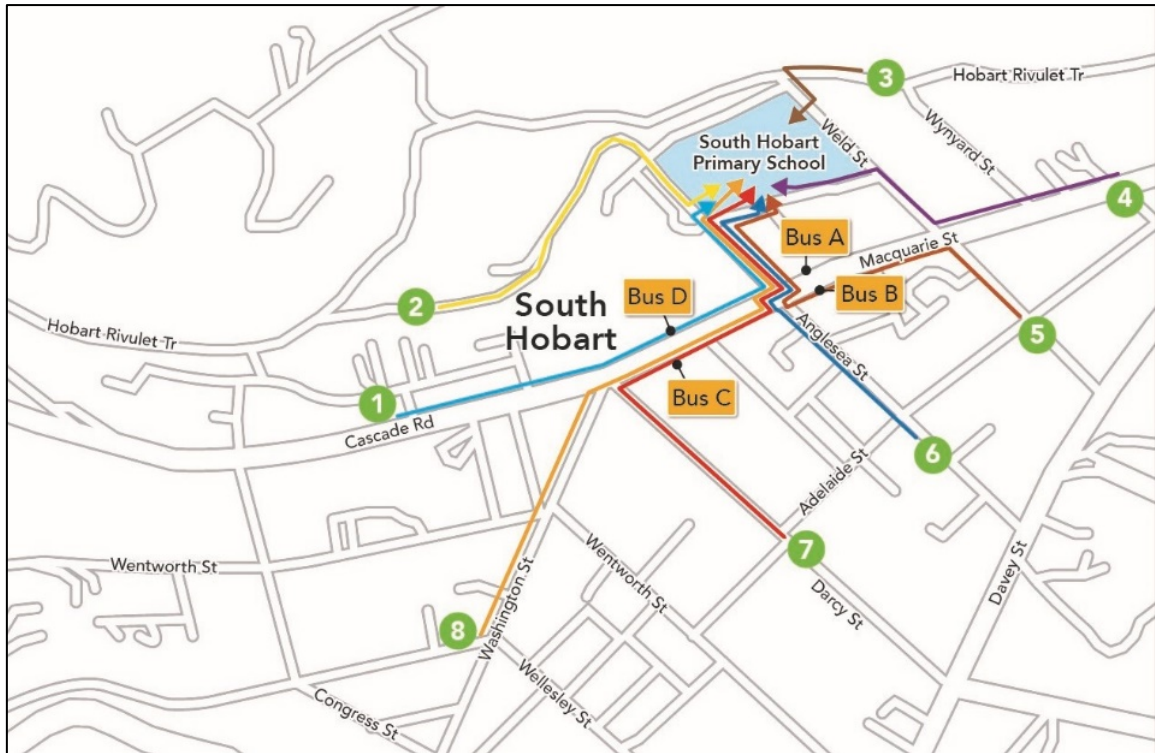
Of the 103 survey respondents who use active travel modes to get to school:

- 45 survey respondents (43%) use active travel 5 days per week
- 22 survey respondents (21%) use active travel 3 days per week
- 17 survey respondents (17%) use active travel 4 days per week

Which form of active travel do you use the most to get TO school? (mandatory question – 103 responses)

Of the 103 respondents who use active travel modes to get to school:

- 37 survey respondents (36%) walk to school
- 35 survey respondents (34%) ride to school
- 30 survey respondents (29%) 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 - 37 responses)

Of the 37 survey respondents who walk to school, the most popular routes were:

- Route #8 (down Washington St, onto Cascade Rd) – 9 responses
- Route #7 (down D’Arcy St, onto Macquarie St) – 7 responses
- Route #6 (down upper Anglesea St, onto Macquarie St) – 6 responses
- Route #2 (along the Hobart Rivulet track, past the C3 church) – 5 responses

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?” 32 of 37 respondents answered Yes. The key themes from this question are summarised below:

- Crossing the roundabout intersection at the bottom of d’Arcy St. Difficulty in checking for cars from multiple directions, sight line concerns (15 comments)
- Crossing Macquarie St near Weld St is uncontrolled and dangerous (4 comments)
- Crossing Macquarie St/Cascade Road at multiple locations to get to the Rivulet Track and to school, including near the Badminton Centre, near Anglesea St – cars reversing from Lost Sock laundromat out onto Anglesea St is dangerous (3 comments)

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 – 35 responses)

Of the 35 survey respondents who ride TO school, the most popular routes were:

- Route #2 (along the Hobart Rivulet track, past the C3 church) – 28 responses
- Route #7 (down D’Arcy St, onto Macquarie St) – 7 responses

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?” 33 of 35 respondents answered Yes. The key themes from this question are summarised below (from 33 responses):

- Safety concerns around crossing McRobies Rd at the entrance to Cascade Gardens car park, the presence of trucks and vehicles travelling at perceived high speeds (17 comments)
- Difficulty coming off the Hobart Rivulet track in between C3 Church and South Hobart Primary School – can be confusing as there is not clear way to cross Anglesea St to get to the school side of the road. Cars using the turning circle near the Anglesea St bridge add to this confusion and danger (15 comments)
- Riding down Degraives St seems dangerous with cars opening doors and a lot of car movements entering/exiting the parking spaces outside the child care centre. (8 comments)
- Riding down Strickland Ave feels dangerous for riders due to fast cars (6 comments)
- Anglesea St footpath near the school is in terrible condition and there is no ramp to enter/exit this footpath with a bike (4 comments)
- “Bumpy” track, between the bottom of Marlyn Rd and Old Farm Rd, is too rough for all riders but keeps bikes off Strickland Ave (4 comments)
- Huon Road is too dangerous for cyclists (3 comments)

Q: When you catch a bus TO school, which bus stop do you normally get off at? (mandatory question – 30 responses)

Of the 30 survey respondents who catch a bus to school, the most popular bus stops were:

- Bus Stop A (corner of Macquarie and Anglesea Streets) – 23 responses
- Bus stop D (Macquarie St – opposite Ginger Brown) – 4 responses
- Bus Stop B (Macquarie St – in front of Mountain Retreat Medical Centre) – 3 responses

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?” 16 of 30 respondents answered Yes. The key themes from this question are summarised below (from 16 responses):

- Bus stopping on Macquarie St – issues getting from the bus stop to school (including crossing the staff carpark), some respondents requested bus stop on Anglesea St outside school
- Huon Rd bus not turning from Davey St onto Anglesea St
- Issues with bus stops on Huon Road :
 - o no footpaths or narrow footpaths to safely walk to the bus stop
 - o not enough space for everyone at the bus stop and/or no bus shelter
 - o poor visibility for cars and pedestrians
 - o no safe crossing to get to bus stops
 - o large puddles near bus stops
- Poor changeover of buses in Hobart CBD to get to South Hobart
- Getting to bus stop at Halls Saddle is difficult (from Ridgeway)
- It’s a long walk to Ridgeway from the bus stop on Huon Rd
- No options to store bikes at bus stop

Q: When using active travel, who do you normally travel with to make your trip TO school? (mandatory question – 103 responses)

- 49 survey respondents (48%) travel with parents/guardians/grandparents
- 28 survey respondents (27%) travel with siblings
- 14 survey respondents (14%) travel with friends.

Going home

Q: Do you ever use active travel modes to travel FROM school? (mandatory question - 112 responses)

- 94 survey respondents (84%) use active travel modes to get from school
- 18 survey respondents (16%) 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 – 94 responses)

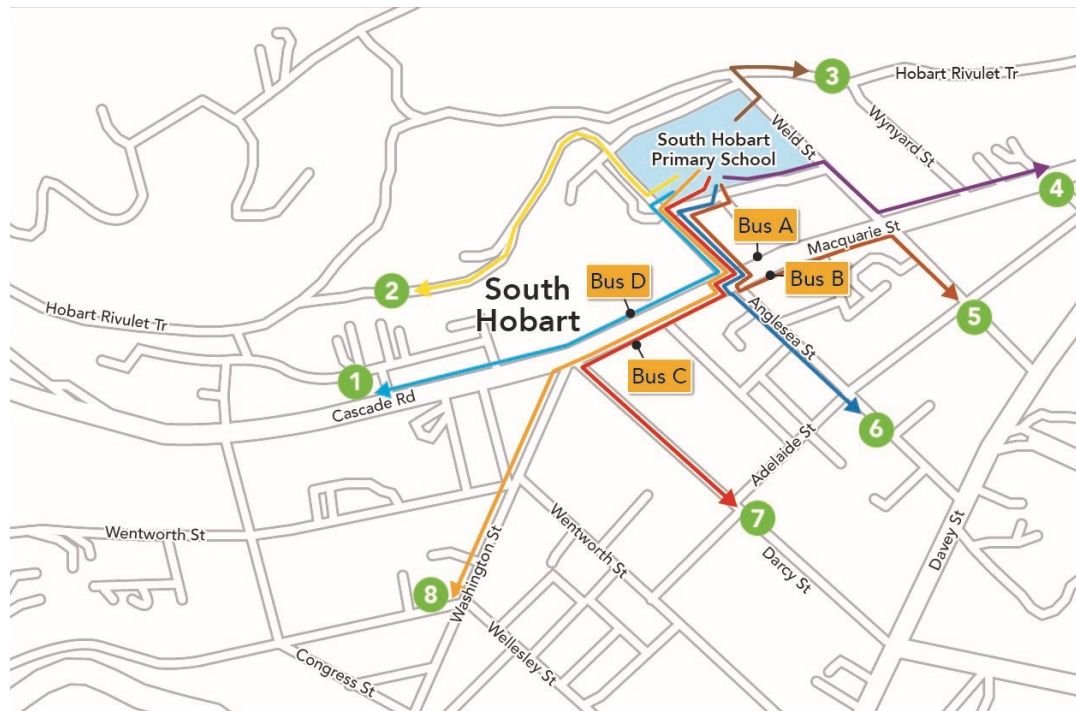
Of the 94 survey respondents who use active travel modes to travel from school:

- 34 survey respondents (36%) use active travel modes 5 days per week
- 19 survey respondents (20%) use active travel 2 days per week
- 16 survey respondents (17%) use active travel 3 days per week

Q: Which form of active travel do you use the most to travel FROM school? (mandatory question – 94 responses):

Of the 94 survey respondents who use active travel to travel from school:

- 40 survey respondents (42%) catch the bus from school
- 38 survey respondents (40%) walk from school
- 16 survey respondents (17%) ride from school



Q: When you walk FROM school, which way do you normally travel? (Please select from the map below) (mandatory question – 38 responses)

Of the 38 survey respondents who walk from school, the most popular routes were:

- Route #8 (from the school along Cascade Road and onto Washington St) – 10 responses
- Route #7 (from the school along Cascade Road and onto D’Arcy St) – 8 responses
- Route #6 (from the school across Macquarie St and up upper Anglesea St) – 6 responses
- Route #5 (from the school along Macquarie St and up Weld St) – 4 responses

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?” 26 of 37 respondents answered Yes. The key themes from this question are summarised below (26 responses).

- Crossing the roundabout intersection at the bottom of d’Arcy St. Difficulty in checking for cars from multiple directions, sight line concerns (12 comments)
- Crossing Macquarie St/Cascade Rd at various locations (4 comments)
- Crossing Macquarie St at Weld St is uncontrolled and dangerous (3 comments)
- Crossing Anglesea St and Macquarie St (2 comments)

Q: When you ride FROM school, which way do you normally travel? (Please select from the map below) (mandatory question – 16 responses)

Of the 16 survey respondents who ride from school, all of them ride on Route #2 (from the school along the Rivulet track [in the direction of the C3 church])

For the question “When riding from school, is there any part of your route which you find difficult to use or don’t like?” 15 of 16 respondents answered Yes. The key themes from this question are summarised below (15 responses).

- Safety concerns around exiting the school at Anglesea St (7 responses)
- Safety concerns crossing McRobies Rd into Cascade Gardens (5 responses)
- The “bumpy” track at the bottom of Marlyn Rd is too difficult to ride home (2 responses)

Q: When you catch a bus FROM school, which bus stop do you normally use? (Please select bus stop from the map below) (mandatory question – 40 responses)

Of the 40 survey respondents who catch the bus from school, the most popular bus stops were:

- Bus stop E (school buses) – 36 responses
- Bus stop C (outside Ginger Brown) – 2 responses
- Bus Stop A (corner of Anglesea and Macquarie St – towards the city) – 1 response

Q: For the question “When catching a bus from school. Is there any part of your route which you find difficult to use or don’t like?” 26 of 40 respondents answered Yes. The key themes from this question are summarised below (26 responses).

- Issues with bus service, including overcrowding, timeliness, no consistent bus driver, unsafe bus stops where students disembark bus (8 comments)
- Difficult to cross Huon Rd once students have disembarked bus stop (4 comments)
- Lack of footpaths where students disembark bus meaning it is difficult and unsafe to get home from there (3 comments)

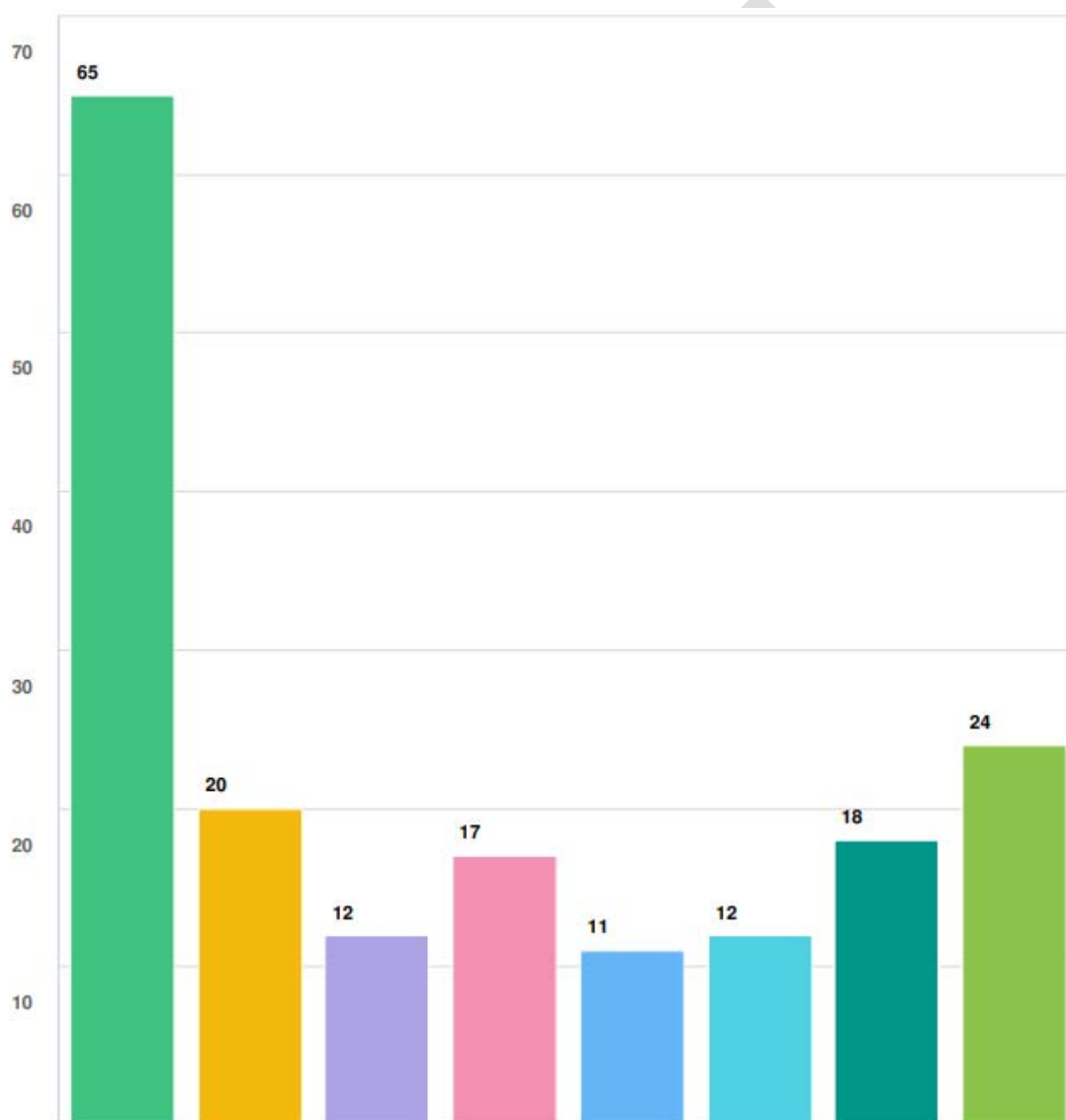
Q: When using active travel, who do you normally travel with to make your trip FROM school? (mandatory question – 94 responses)

- 33 survey respondents (35%) travel with parents/guardians/grandparents
- 32 survey respondents (34%) travel with their siblings
- 17 survey respondents (18%) 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 – 112 responses)

- 65 of 112 respondents selected the convenience of additional car trips as a reason for travelling by car to school.
- 24 respondents selected Other. These reasons included, weather, more convenient with additional car trips, taking heavy gear to school (eg musical instruments), shared or solo parenting, time/missing the bus, challenging and complex route for active travel
- 20 respondents selected safety reasons
- 18 respondents selected safety reasons
- 18 respondents selected "Not applicable (I don't ever travel to school by car)"

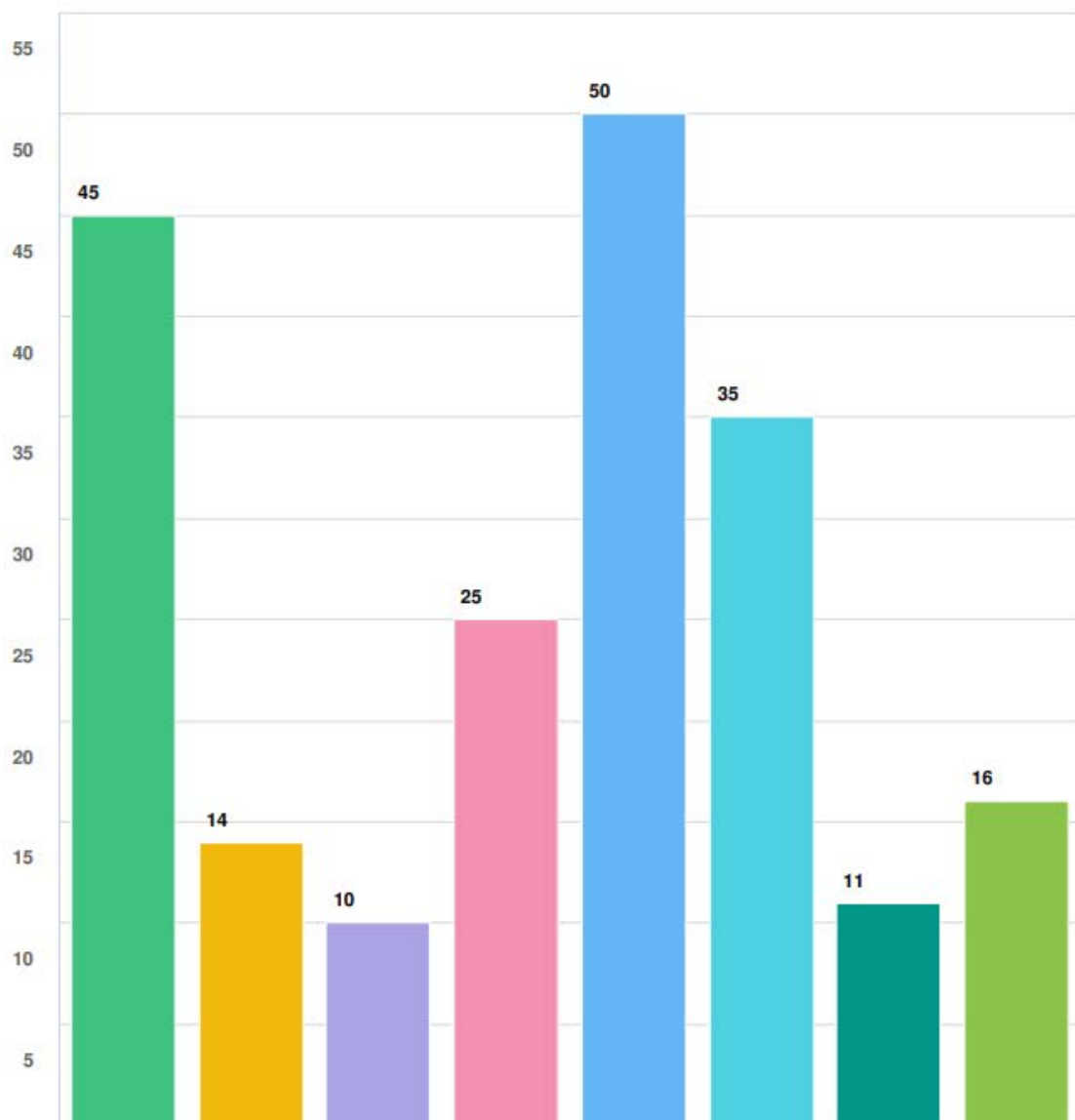


Question options

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

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 – 112 responses)

- 50 of 112 survey respondents selected that their use of the car enables other after-school activities
- 45 survey respondents selected that the convenience of additional car trips as a reason for travelling from school by car
- 35 survey respondents selected that it is steep to walk/cycle/scoot/skate



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? (93 responses)

- Safer bike routes fixing issues raised in previous answers (including bike lanes on key routes, improvements to “bumpy” track between Marlyn Rd and Old Farm Rd, installing bike racks at Chimney Pot Hill Rd intersection with Huon Rd) (14 responses)
- The ability to take bikes on buses so students can ride to school but bus home (12 responses)
- Improved bus service, including dedicated school bus, increased capacity, bus with bike capacity, driver training around safety of small children (11 responses)
- Having more time (8 responses)
- Anglesea St improvements (6 responses)
- McRobies Rd crossing (5 responses)
- Children being older (4 responses)
- Cheaper bus fares (4 responses)
- Weld St crossing (4 responses)
- Improved crossings on the way to school (4 responses)
- Improved safety (4 responses)

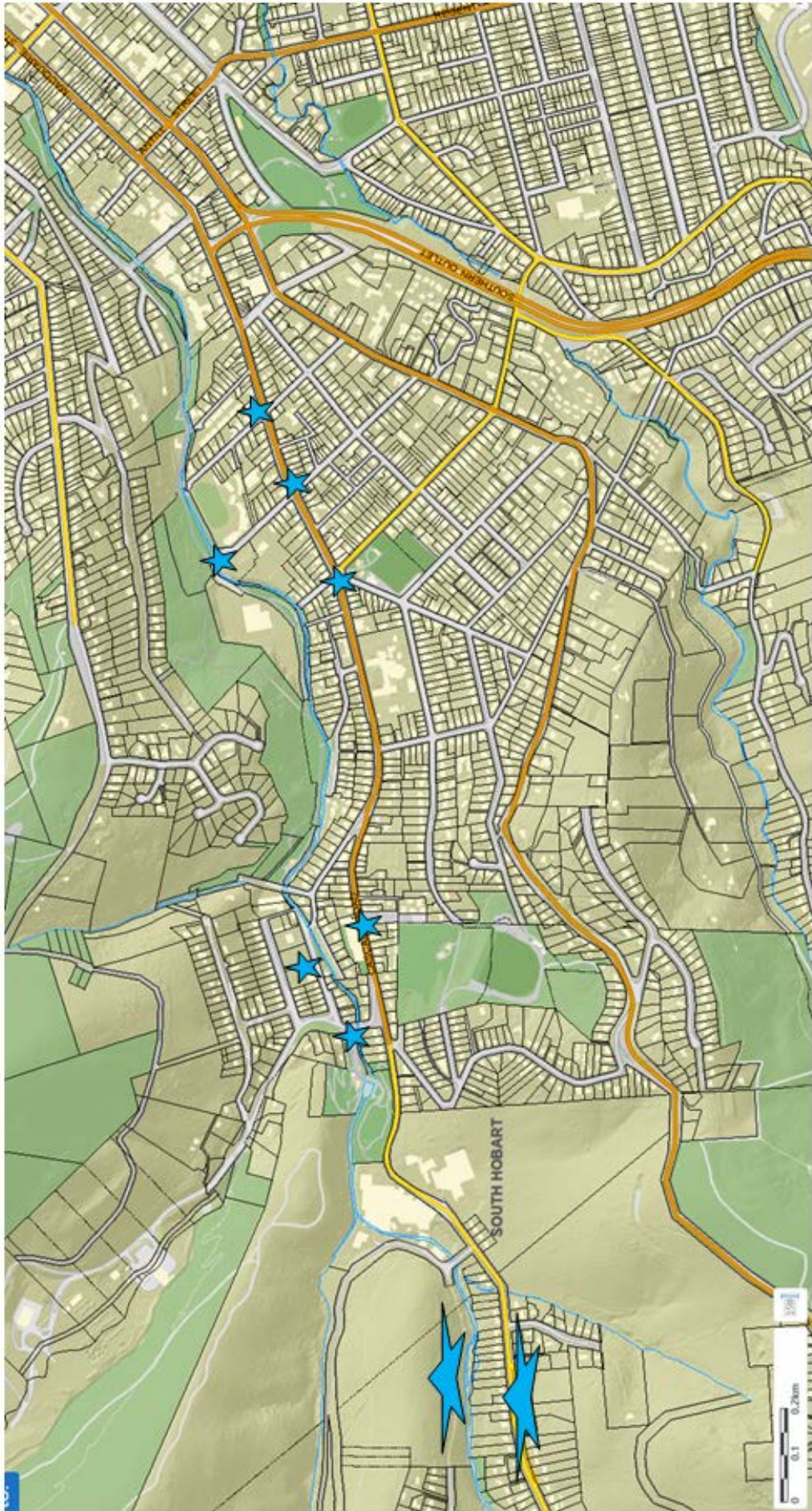
Q: If you have provided information about one form of active travel above and would like to provide information about another form of active travel that you use, please enter below (optional question – 39 responses)

- 21 responses were about travelling to and from school by bike. Of these comments:
 - o 6 comments mentioned safer bike routes
 - o 3 comments mentioned safety issues at the McRobies Rd intersection with Cascade Gardens
 - o 3 comments mentioned bikes on buses
 - o 2 comments mentioned safety concerns on Huon Rd
 - o 1 comment mentioned improved bike facilities at school
 - 8 comments were about travelling to and from school by bus. of these comments:
 - o 4 comments mentioned issues with bus service including there being no dedicated bus service, need to have more frequent buses, safety concerns at bus stops
 - o 2 comments mentioned cheaper bus fares
 - 7 comments were about walking to and from school. Of these comments:
 - o 3 comments mentioned safety concerns at the d’Arcy St intersection
- 2 comments were about travelling to and from school by car

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)

Location	Issues with location (response open text)	Number of mentions in comments
Anglesea Street turning circle, bridge and end of Rivulet Track	<ul style="list-style-type: none"> - Confusing as there is no clear way to cross Anglesea St to get to school side - No pedestrian crossing on the east side of the bridge - Cars exiting Collegiate car park and cars/buses doing u-turns add more danger 	32
McRobies Road near Cascade Gardens entrance	<ul style="list-style-type: none"> - Issues with trucks driving through - Inadequate sight lines 	28
D'Arcy Street intersection	<ul style="list-style-type: none"> - Confusing intersection - Difficult to look in every direction before crossing - Sight line issues for children crossing the road 	20
Crossing Macquarie St/Cascade Road at various locations (eg near the Badminton Centre)	<ul style="list-style-type: none"> - Difficult to get across Macquarie St/Cascade Rd to school side and to access the Rivulet Track. 	16
Degraves St (near child care centre)	<ul style="list-style-type: none"> - Many car movements outside child care centre - Car doors opening pose danger to cyclists 	12
"Bumpy" track between Marlyn Rd and Old Farm Road	<ul style="list-style-type: none"> - Rough conditions for children to ride on 	12
Crossing Macquarie St at Weld St	<ul style="list-style-type: none"> - Very busy intersection 	12
Strickland Ave – no safe space for cyclists	<ul style="list-style-type: none"> - Cars overtake bikes dangerously - Not safe for younger riders - Not safe to ride uphill either 	9
Crossing Anglesea St at Macquarie St (near Lost Sock Laundromat)	<ul style="list-style-type: none"> - Very busy intersection with 2 bus stops opposite each other, a doctors surgery and a laundromat - Cars reverse out onto footpath in front of laundromat 	4



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.

Lack of footpath on bottom of Grays Rd
Fern Tree bus stop (near toilets)
Fern Tree crossing near tavern
Bus Stop 31 (outside 832 Huon Rd - both sides of the road)
Waterworks Road (length - issues for riders)
Carparking at end of bumpy tack (Old Farm Rd)
Condition of asphalt surface in Cascade Gardens footpath
Cascade Rd passing the brewery and car park/gardens entrance (brewery end)
Bus stop on Macquarie St (near Anglesea St on school side)
Staff car park on Anglesea St
Bus stop on Grays Rd near Huon Rd
Romilly St (footpaths)
Romilly St/Huon Rd intersection
Huon Rd big bend
Rivulet track - muddy
C3 boardwalk near school (condition)
Crossing at pedestrian traffic lights at Elboden/Macquarie Streets
Crossing Huon Road at Hillborough Rd intersection
No footpath on Strickland Ave (particularly near Wellington Gallery corner bus stop)
Cross Huon Rd from bus stop 19
Bus stop on corner of Huon Road and Pillinger Drive
Access to school through gates
Crossing Davey St near Anglesea St
Bus stop at Chimney Pot Hill/Huon Road intersection

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: Suzanne Oates - South Hobart

To: suzanne.oates@education.tas.gov.au

Cc: Jessica Wilton; Alan Coutinho; Shivers Jordan

You replied to this message on 31/03/2022 5:05 PM.



School Access Travel Plan Information Sheet - South Hobart Primary Schoo...pdf (112 KB)

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 25th 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 Alan Coutinho on coutinhoa@hobartcity.com.au (6238 2584)

Or myself.

Kind Regards

Stuart

Stuart Baird

Senior Transport Engineer | City Planning Division



City of **HOBART**

16 Elizabeth Street, Hobart, Tasmania, Australia, 7000 | hobartcity.com.au
Telephone (03) 6238 2955 | Mobile 0439 570 469

DRAFT



School Access Travel Plan - Information Sheet

Dear parents and carers:

South Hobart 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/south-hobart-travel

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



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

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

The feedback form will close on Friday 6 May 2022.

SURVEY

CLOSED: This survey has concluded.

South Hobart 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](#)

Page last updated: 08 May 2022, 09:21 AM



[REGISTER](#) to get involved!

Key Dates

School Active Travel Plan - South Hobart Primary feedback closes
06 May 2022

Lifecycle



Open

This engagement is open for community feedback.

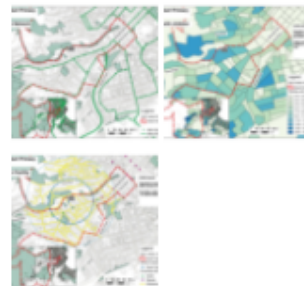


Community engagement under review

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?](#)

Who's Listening

Appendix C – School Access Travel Plan poster at school entrance

