

CITY OF HOBART

SCHOOL ACCESS TRAVEL PLAN

NEW TOWN
PRIMARY SCHOOL



JUNE 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

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 New Town 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 physical activity 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 New Town Primary School community.

The process involved three stages:

Stage 1: Review of existing travel behaviours	→ initial consultation between Council and the New Town 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.
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 New Town and the New Town 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 NEW TOWN PRIMARY SCHOOL

2.1 New Town Primary School catchment

The New Town 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.

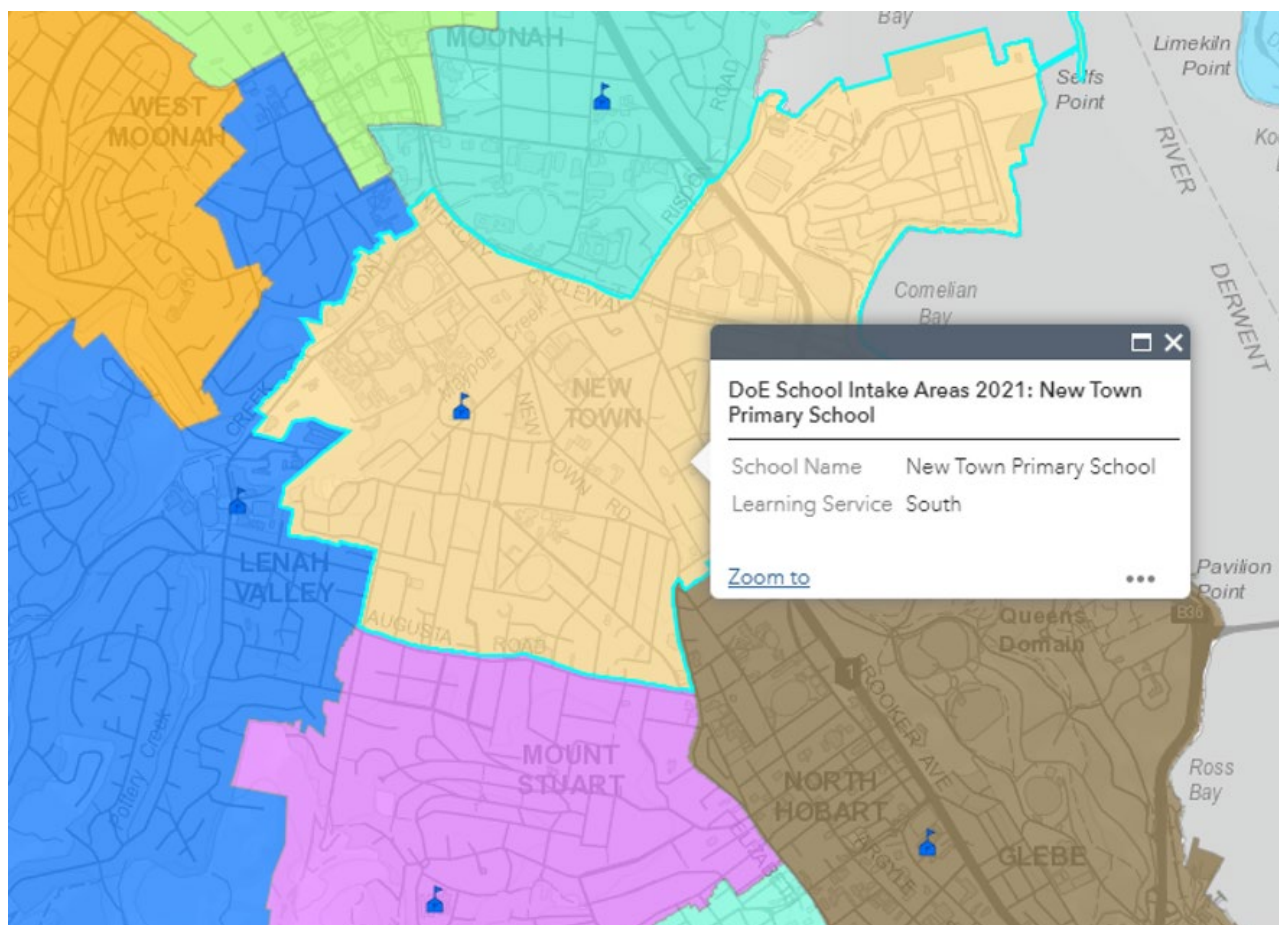


Figure 1: DoE School intake areas <https://arcg.is/u0K1z>

There are a number of schools located within New Town including Hobart City High School (co-educational campuses that amalgamated Ogilvie High School and New Town High School) and the Catholic Sacred Heart College. New Town Primary School is relatively central within the catchment with most houses within a 1 km radius.



The suburb of New Town (postcode 7008) – which has a boundary similar to the school catchment, had an estimated population of 6781 persons in the 2021 ABS Census, having increased by 11% since the 2016 Census. 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
New Town 7008 SAL60451	6,781	1,645	900	13.3%
Catchment Total	6,781	1,645	900	

Table 1: School Catchment (Intake Area) statistics

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

2.2 New Town Primary School locality

New Town Primary School currently has an enrolment of 340 students.⁴

Figure 2 shows the school is located towards the western side of New Town suburb, being positioned on one of the major connector roads (Forster Street) which joins into New Town Road.

- The school is relatively centrally located within the main urban area of New Town and more central to the school catchment area.
- There is an extensive grid of pedestrian paths along the streets connecting with the school, many having pedestrian islands to help facilitate safer crossings.
- There is a designated crossing facility (school crossing guard) for the school on Forster Street with the closest signalised crossing being located 350m to the east at the intersection of Forster Street and New Town Road.
- The Metro bus route includes Forster Street with bus stops located 300m to the west of the school. There are several other Metro bus stops located on New Town Road, which requires students to then access the school via Forster Street or Valentine Street.
- Outside the 800m walking catchment there are suburban areas which are accessible by bicycle and scooter within a reasonable travel time (10-20 minutes).

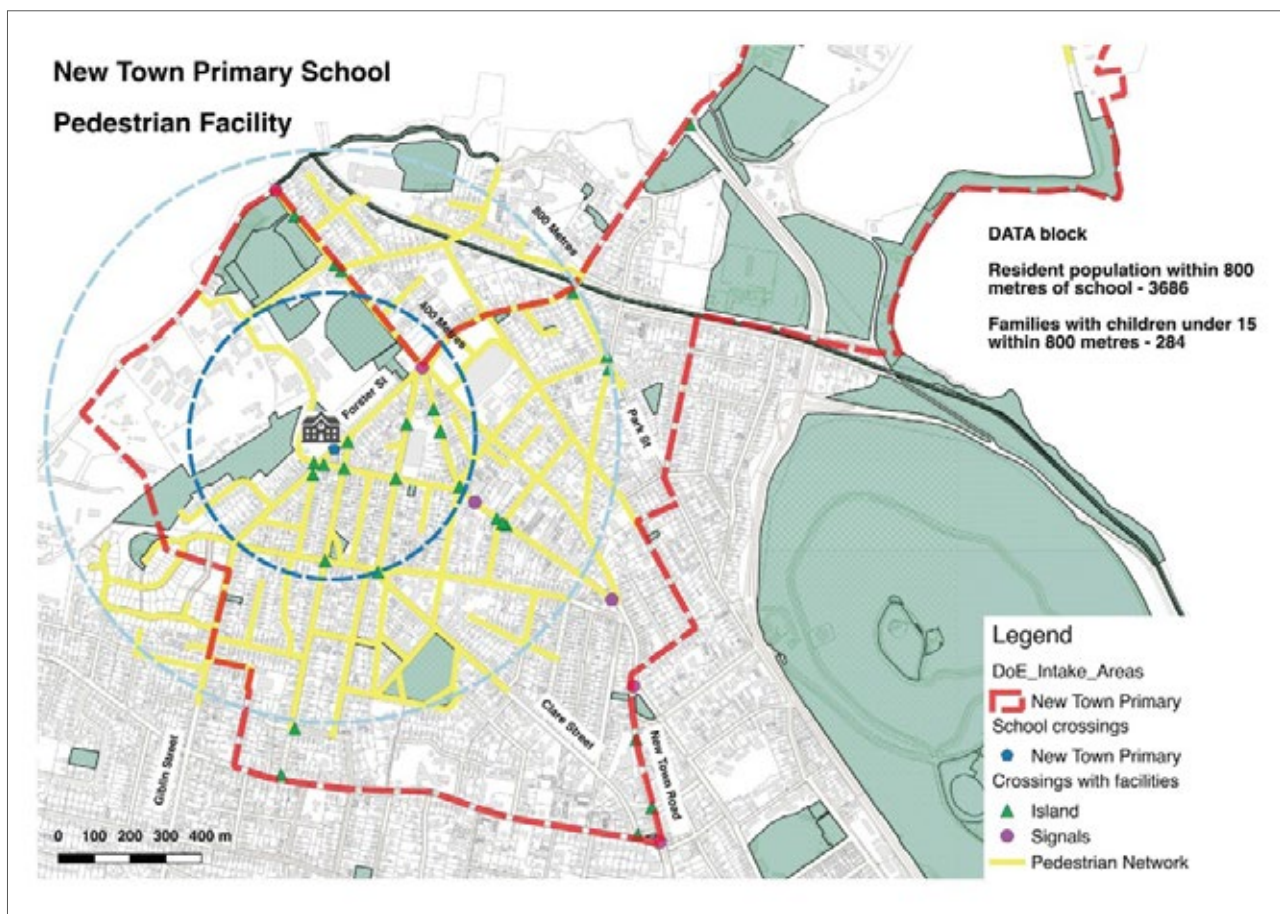


Figure 2: Pedestrian Access and Facilities

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

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 22 surveys were completed by members of the New Town Primary School community during a 6 week period in March – May 2022. The respondents represent about 6.4% of the school students at the school. Care must be taken in analysing the survey findings given the low survey response. Accordingly, the number of survey responses received is shown in brackets.

Where are students traveling from?

35% (8 survey respondents) lived in New Town and within 1km distance of the school. The balance of the survey respondents (14 respondents) mainly lived within suburbs of the neighbouring City of Glenorchy (12 respondents) or elsewhere in the City of Hobart (2 respondents).

How are students traveling to and from school?

Table 1 shows the results of those students using active travel to and from school.

Activity	To School	From School
Used active travel	55% (10 respondents)	32% (7 respondents)
Used active travel 5 days a week	70% (7 respondents)	57% (4 respondents)
Walked	50% (5 respondents)	29% (4 respondents)
Rode a bike	40% (4 respondents)	57% (4 respondents)
Caught a bus	10% (1 respondent)	14% (1 respondent)
Travel with parents/guardians/grandparents	70% (7 respondents)	43% (3 respondents)
Travel with sibling	30% (3 respondents)	43% (3 respondents)
Travel with friends	—	—

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 given were that it is was more convenient with additional trips (14 respondents), too far to walk/cycle/scoot (11 respondents) and limited public transport options (8 respondents).

The most common reasons given for using a car to get home from school were that it is more convenient with additional trips (12 respondents), too far to walk/cycle/scoot (10 respondents) and limited public transport options (7 respondents).

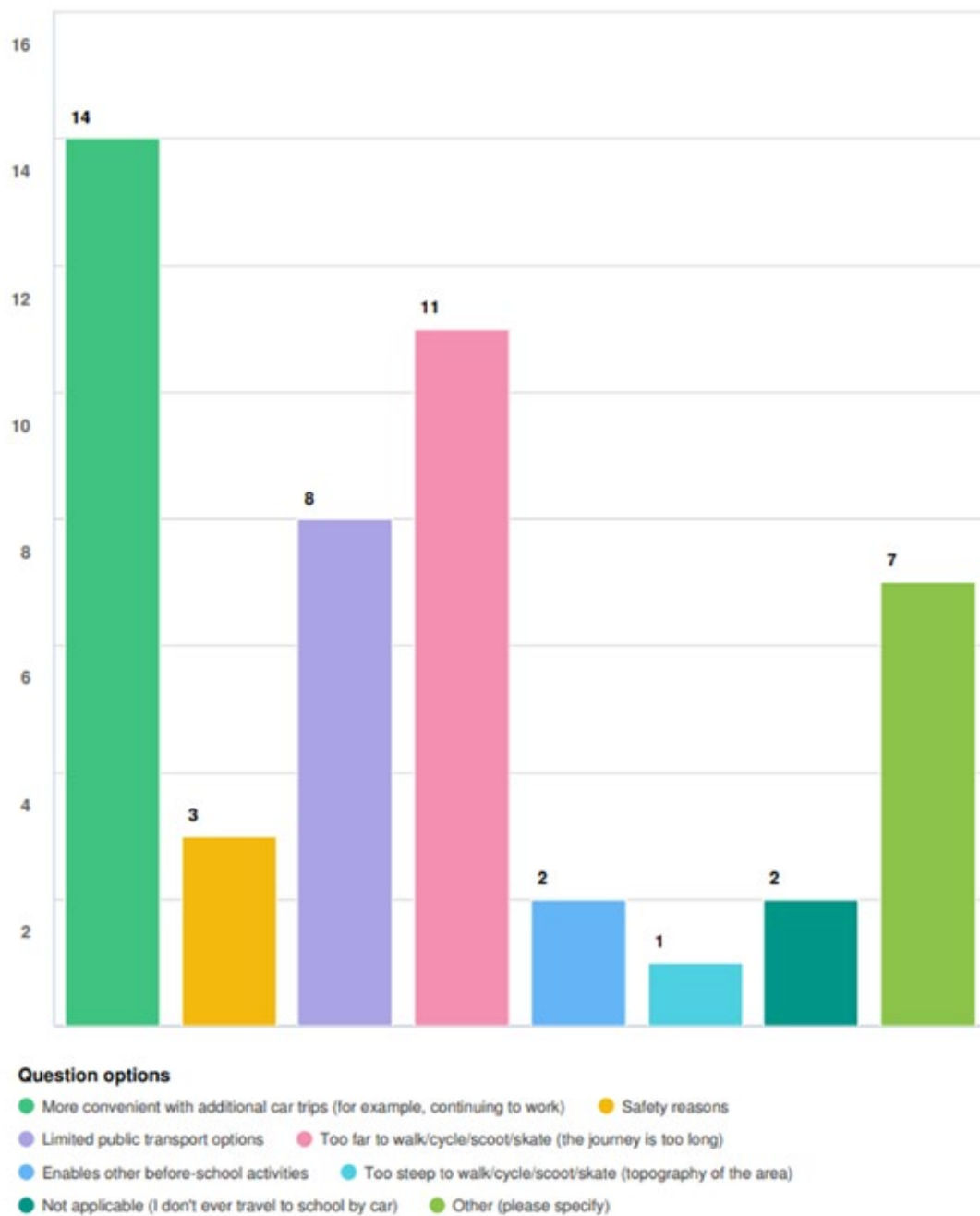


Figure 4 : Reasons for using a car to travel to School

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

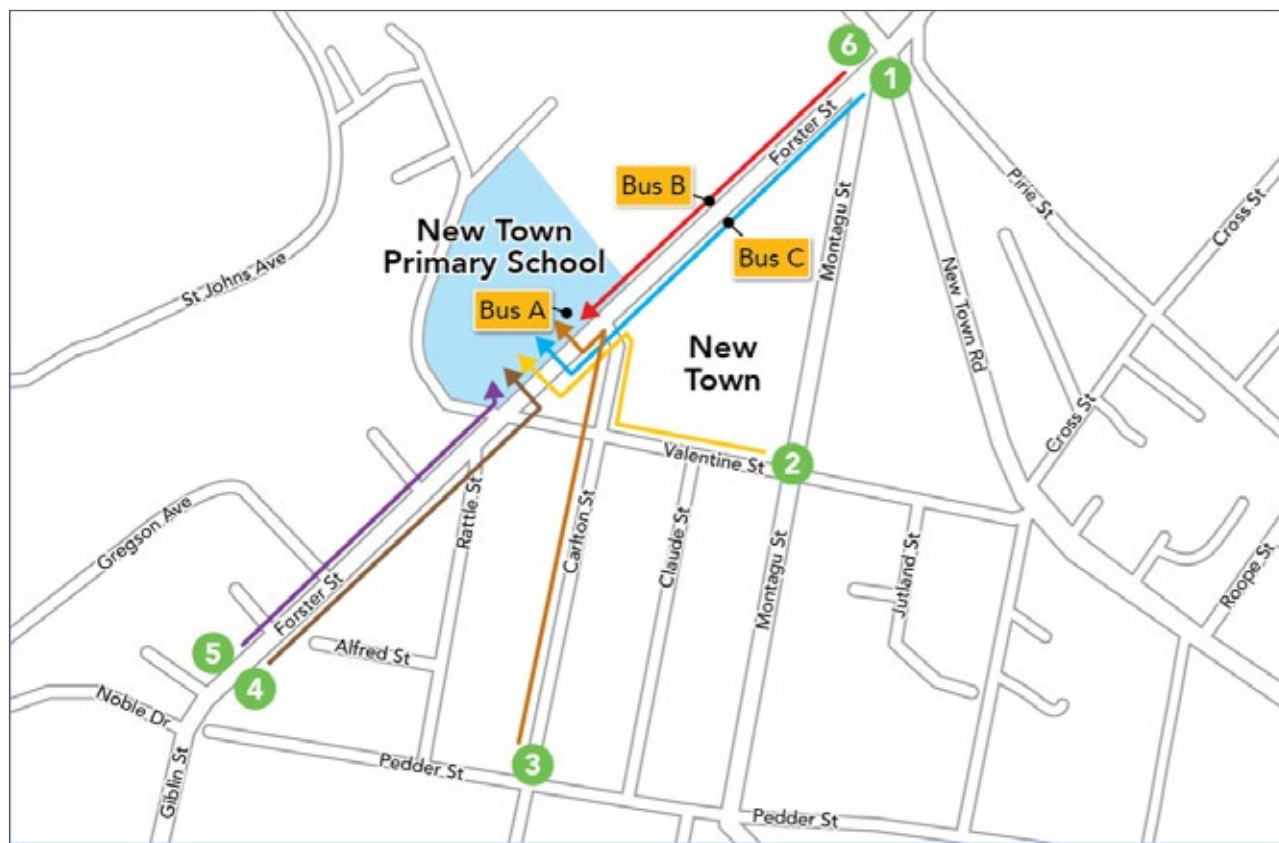


Figure 3 : Travel Routes to School

The most popular active travel routes are shown in Figure 3.

The “Your Say” survey results indicated that the main routes to school were Forster Street, Carlton Street and Valentine Street. These routes also attracted similar use with students travelling home 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 (5 respondents) it was the crossing of Forster Street near Montagu Road and crossing at the roundabout at Clare Street – Montagu Street;
- for students bike riding to and from school (4 respondents) it was crossing New Town Road near the intersection of Cross and Valentine Streets and parental concern about the safety for kids riding to school by themselves;
- for students catching the bus to and from school (1 respondent) it was that in the mornings the bus arrives at school too early before the school grounds are supervised and in the afternoons the bus leaves 45 mins after school finishes.

Key issues that were identified by the school community are listed in Table 2 with the location shown in Figure 5.

Map	Location	Issues with location
1	Corner of New Town Road/ Cross Street and Valentine Street	→ Crossing New Town Road at Cross Street → Crossing Valentine Street at junction
2	Forster Street/Montague Street	→ Wide junction and crossing, no median island in Montague Street
3	Clare Street/Montague Street roundabout	→ Busy school time traffic with adjacent Sacred Heart traffic
Not shown	Bus related	→ Bus timing in relation to school hours, additional bus options/routes etc.

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



Figure 5 : 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:

- improved bus service, including capacity to take bike on the bus, better bus times and free or cheaper fares (9 responses);
- better bike facilities including safety bike tracks and improved bike storage at the school (2 responses);
- having more time including changes to parent’s work hours, and different times for after school activities (3 responses);
- children being older and more road aware (2 responses);
- having a friend to accompany on the journey to school (1 response);
- light rail to northern suburbs (1 response);
- being more motivated (1 response); and
- two respondents also said that nothing would increase their use of active travel.



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

Improve the pedestrian crossing at the corner of Main Road/Cross Street and Valentine Street.

NOTE: This project will be undertaken as part of the *New Town Retail Precinct Upgrade Works Program* during 2023.

Priority 2

Undertake a design project for the further improvement of the Clare Street and Montagu Street roundabout with further investigation of improvements for pedestrian crossings. This would include consideration of "Healthy Streets" treatments and approach. Pedder

Street has been identified for traffic calming treatments in the City of Hobart, *Northern Suburbs Local Area Mobility Plan (LAMP) – Draft Report 2023*. This project will improve the comfort of people crossing at this location.

Priority 3

Undertake options assessment and cost estimate for improvements to the intersection of Forster Street and Montagu Street for pedestrian, bicycle and public transport. This project will improve the comfort of and stage the crossing distance for people crossing at this location.

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

ISSUE 1

Bus timetable compatibility with school opening times.

Action: Contact with the Department of State Growth and Metro Tasmania

ISSUE 2

Traffic signal audio tactile buttons not functioning correctly at Risdon Road and New Town Road intersection.

Action: Contact with the Department of State Growth (Traffic Signals Branch)

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.

The assessment of issues identified that the school community should consider providing more bike racks at school and safe lockable place for bikes within the school grounds.

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 – <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** 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.

4.5 Action Plan

Table 3 sets out the Action Plan for improving access travel to the New Town 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
Infrastructure Works		
Improve the pedestrian crossing at the corner of Main Road/ Cross Street and Valentine Street	City of Hobart	Short term
Undertake a design project for the re-development of the Clare Street and Montague Street roundabout with further investigation of improvements for pedestrian crossings	City of Hobart	Medium term
Undertake options assessment and cost estimate for improvements to the intersection of Forster Street and Montagu Street for pedestrian, bicycle and public transport	City of Hobart	Medium term
Non Infrastructure		
Contact Department of State Growth and Metro Tasmania regarding bus timetable compatibility with school opening times.	City of Hobart, Department of State Growth and Metro Tasmania	Short term
Contact Department of State Growth to renew traffic signals audio tactile buttons at Risdon Road and New Town Road intersection.	City of Hobart and Department of State Growth	Short term
School Community		
Consider establishing a "School active travel committee" as a sub group of the School Association to guide school community actions.	New Town Primary School and School Association	Short term
Providing more bike racks at school and safe lockable place for bikes.	New Town Primary School, Department of Education	Short term
Consider participation in National and State active transport events – such as Walk to School day.	New Town Primary School and School Association	Short term
Gather annual "class by class" statistics on travel mode to school.	New Town Primary School	Ongoing
Consider a range of encouragement and travel behaviour change programs for students and parents/carers.	New Town Primary School and School Association	Short–Medium term

REFERENCES AND RESOURCES

Australian Health Policy Collaboration 2018

Active Travel – Pathways to a Healthy Future

City of Hobart Hobart LAMPs 2023: Northern Suburbs Final Report

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/doe/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

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

MAHATMA GANDHI





City of **HOBART**



Community Engagement Summary Report

New Town 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 New Town 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. New Town 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 22 surveys were completed (according the Department of Education, New Town Primary School has 340 students)
- 45.5% of survey respondents use active travel to travel TO school
 - o The most popular modes are walking (50%), riding (40%) and catching the bus (10%)
 - o 70% use active travel 5 days per week to get to school
- 32% of survey respondents use active to travel FROM school
 - o The most popular modes are riding (57%), walking (29%) or catching the bus(14%)
 - o 57% use active travel 5 days per week to travel from school
- Key issues identified for walkers: Crossing the Main Road / Cross Street / Valentine Street, Crossing Foster Street / Montague Street and Clare Street / Montague Street
- Key issues identified for riders: Need better bike tracks as well as better bike racks and safe lockable place for bikes
- Key issues identified for students catching the bus: Bus timetable has arrival to early and departure to late in comparison to school times, need for additional bus routes
- Most common reasons given for using a car to get to and from school were that it is more convenient with additional trips, that it is too far to use active travel and that there are limited public transport options.

Methodology

As one of the inputs into the development of the School Access Travel Plan, the New Town 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 New Town 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 New Town 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

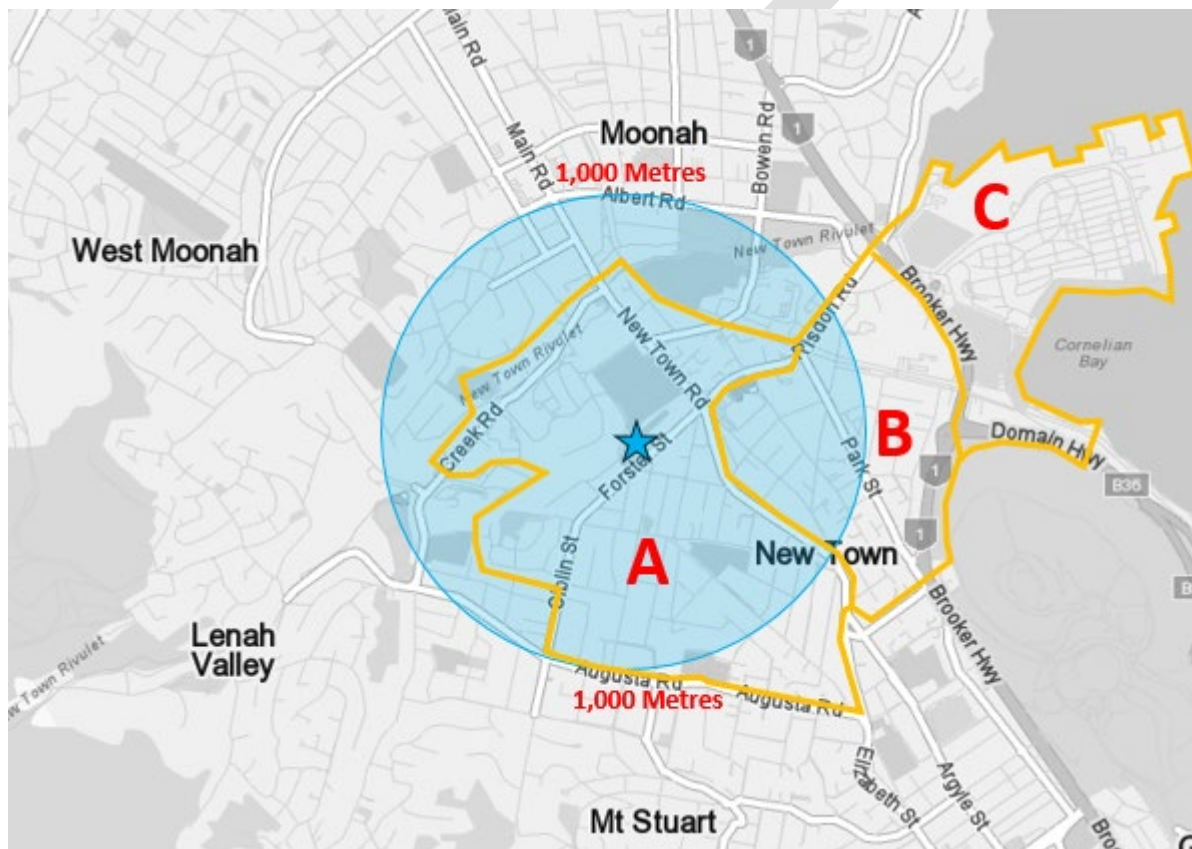
The aim of this report was to identify and summarise the major themes that were raised within the survey. The report does not provide recommendations or next steps. Instead, it forms one input into development of a School Access Travel Plan for New Town Primary School

Findings

A total of 22 surveys were completed representing:

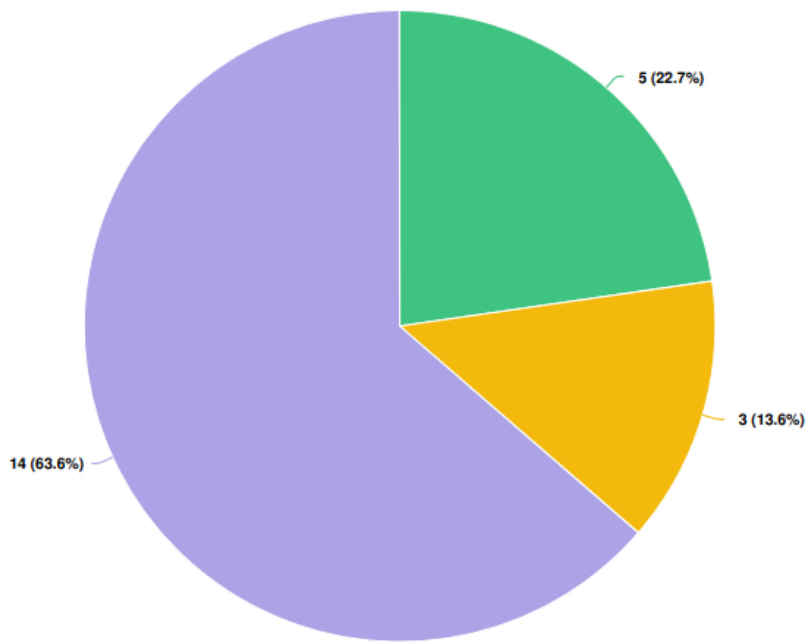
- 3 Prep students
- 2 Grade 1 students
- 4 Grade 2 students
- 5 Grade 3 students
- 1 Grade 4 students
- 3 Grade 5 students
- 4 Grade 6 students

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 – 22 responses)

As shown below, 14 respondents selected Other (64%) with other suburbs including Glenorchy (4), Moonah (3), West Moonah (2), Granton (2), Rosetta (1), West Hobart (1) and Lutana (1), Five respondents selected New Town west of New Town Road (23%) and 3 respondents (14%) selected New Town – east of New Town Road to Brooker Highway.



Question options

- A (New Town - west of New Town Road)
- B (New Town - east of New Town Road to the Brooker Highway)
- Other (please specify suburb)

Getting to school

Q: Do you ever use active travel modes to get TO school? (mandatory question – 22 responses)

- 10 survey respondents (54.5%) use active travel modes to get to school
- 12 survey respondents (45.5%) 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 – 10 responses))

Of the 10 survey respondents who use active travel modes to get to school:

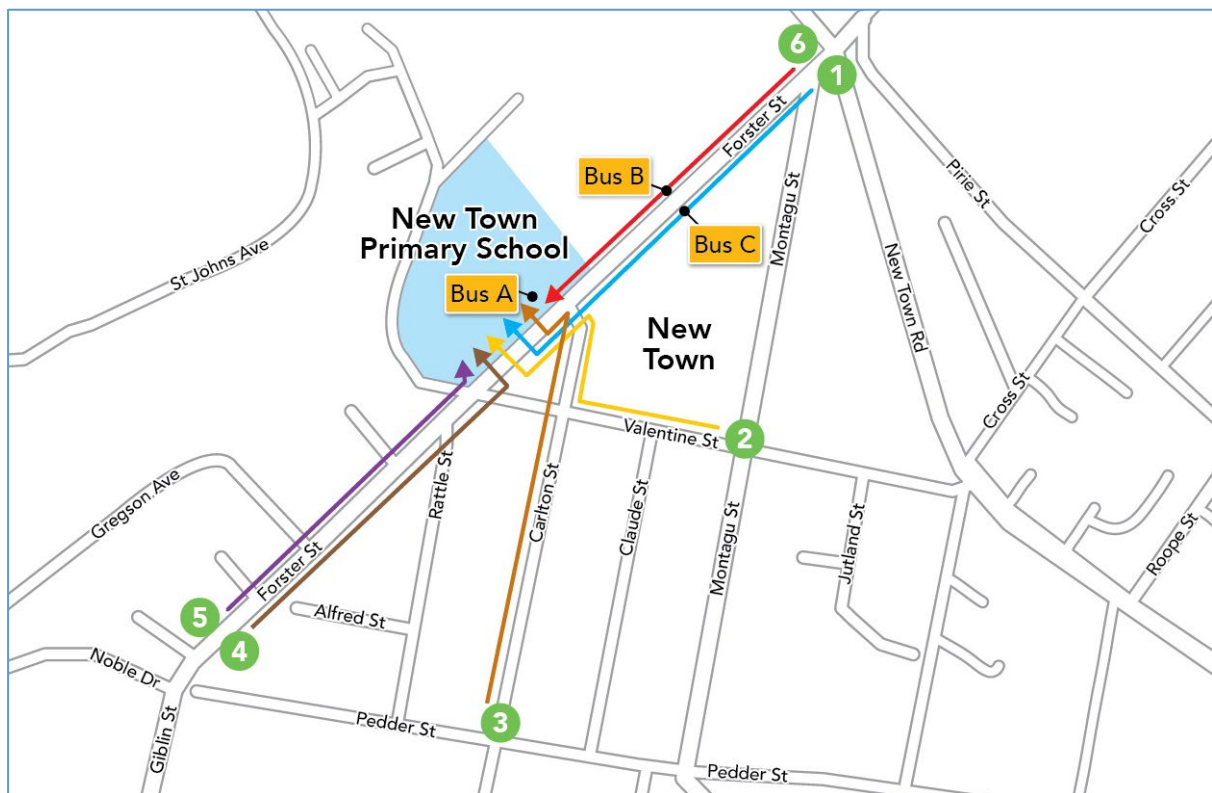
- 7 survey respondents (70%) use active travel 5 days per week
- 2 survey respondents (20%) use active travel 3 days per week
- 1 survey respondent (10%) use active travel 2 days per week

Which form of active travel do you use the most to get TO school? (mandatory question – 10 responses)

Of the 10 respondents who use active travel modes to get to school:

- 5 survey respondents (50%) walk to school

- 4 survey respondents (40%) ride to school
- 1 survey respondent (10%) 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 - 5 responses)

Of the 5 survey respondents who walk to school, the most popular routes were:

- Route #3 (along Carlton St, onto Forster St) – 3 responses
- Route #6 (along northern side of Forster St from New Town end) – 2 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?” 2 of 5 respondents answered Yes. The key themes from this question are summarised below:

- The crossing from Maypole Hotel to Pizza Hut no longer makes the beeping sound for the hearing impaired and I have missed the cross signal several times (all other crossings make this sound). It is also hard to cross the Forster Street-Montagu Street intersection if I am on that side of the road.
- Clare St / Montague St roundabout, very busy with Sacred Heart drop-offs

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 – 4 responses)

Of the 4 survey respondents who ride TO school, the most popular routes were:

- Route #4 (along southern side of Forster St, from Lenah Valley end)– 2 responses
- Other – (via Cross St to Valentine St to Forster St) - 2 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?” 2 of 4 respondents answered Yes. The key themes from this question are summarised below (from 2 responses):

- Crossing New Town Road near the intersection of Cross and Valentine Street is difficult.
- Not comfortable letting kids ride by themselves yet.

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, the most popular bus stop was:

- Bus Stop B (northern side of Forster St) – 1 response

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 Yes. The key themes from this question are summarised below (from 1 responses):

- The bus arrives at school too early (arriving at 8.17am) when the school grounds are not supervised until 8.30am.

Q: When using active travel, who do you normally travel with to make your trip TO school? (mandatory question – 10 responses)

- 7 survey respondents (70%) travel with parents/guardians/grandparents
- 3 survey respondents (30%) travel with siblings

Going home

Q: Do you ever use active travel modes to travel FROM school? (mandatory question - 22 responses)

- 7 survey respondents (32%) use active travel modes to get from school
- 15 survey respondents (68%) 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 – 7 responses)

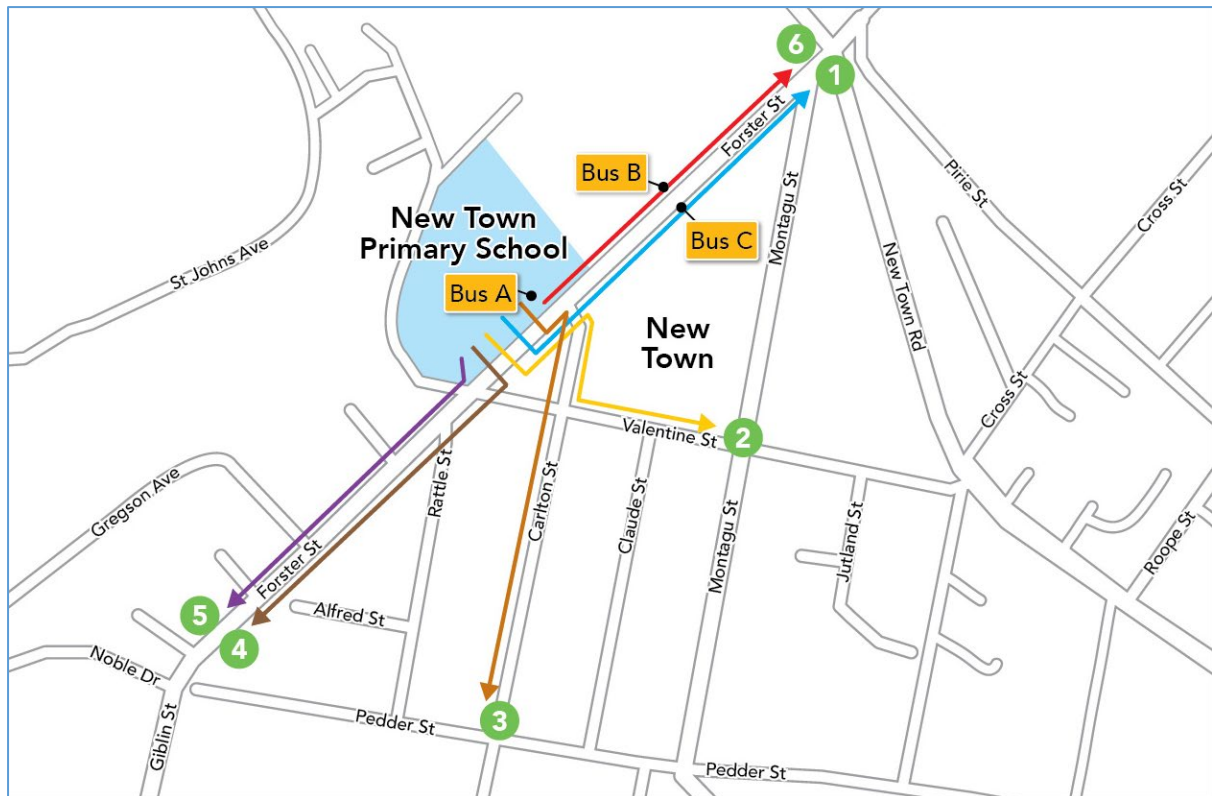
Of the 7 survey respondents who use active travel modes to travel from school:

- 4 survey respondents (57%) use active travel modes 5 days per week
- 2 survey respondents (29%) use active travel 2 days per week
- 1 survey respondents (14%) use active travel 3 days per week

Q: Which form of active travel do you use the most to travel FROM school? (mandatory question – 7 responses):

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

- 4 survey respondents (57%) ride from school
- 2 survey respondents (29%) walk from school
- 1 survey respondents (14%) catch the bus from school



Q: When you walk FROM school, which way do you normally travel? (Please select from the map below) (mandatory question – 2 responses)

Of the 2 survey respondents who walk from school, the most popular routes were:

- Route #3 (from the school across Forster St, along Carlton St) – 1 response
- Route #5 (from the school across Forster St, and along the northern side of Forster St towards Lenah Valley) – 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?” 1 of 2 respondents answered Yes. The key themes from this question are summarised below (1 response).

- Difficulty at the roundabout near Clare and Montague streets

Q: When you ride FROM school, which way do you normally travel? (Please select from the map below) (mandatory question – 4 responses)

Of the 4 survey respondents who ride from school, the most popular routes were:

- Route 4 (from the school, across Forster St, and along the southern side of Forster St towards Lenah Valley) – 2 responses
- Other (across Forster Street then up Valentine to Cross Street)– 2 responses

For the question “When riding from school, is there any part of your route which you find difficult to use or don’t like?” 2 of 4 respondents answered Yes. The key themes from this question are summarised below (2 responses).

- Both respondents cited difficulty at the intersection of Valentine and Cross streets and New Town Road.

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 – 1 response)

Of the 1 survey respondent who catch the bus from school, the most popular bus stops were:

- Other (outside Ogilvie campus on Main Road) – 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?” 1 of 1 respondent answered Yes. The key themes from this question are summarised below (1 responses).

- The bus comes quite late in the afternoon (3:30pm) while school finishes at 2:45pm, so there the waiting time is long.

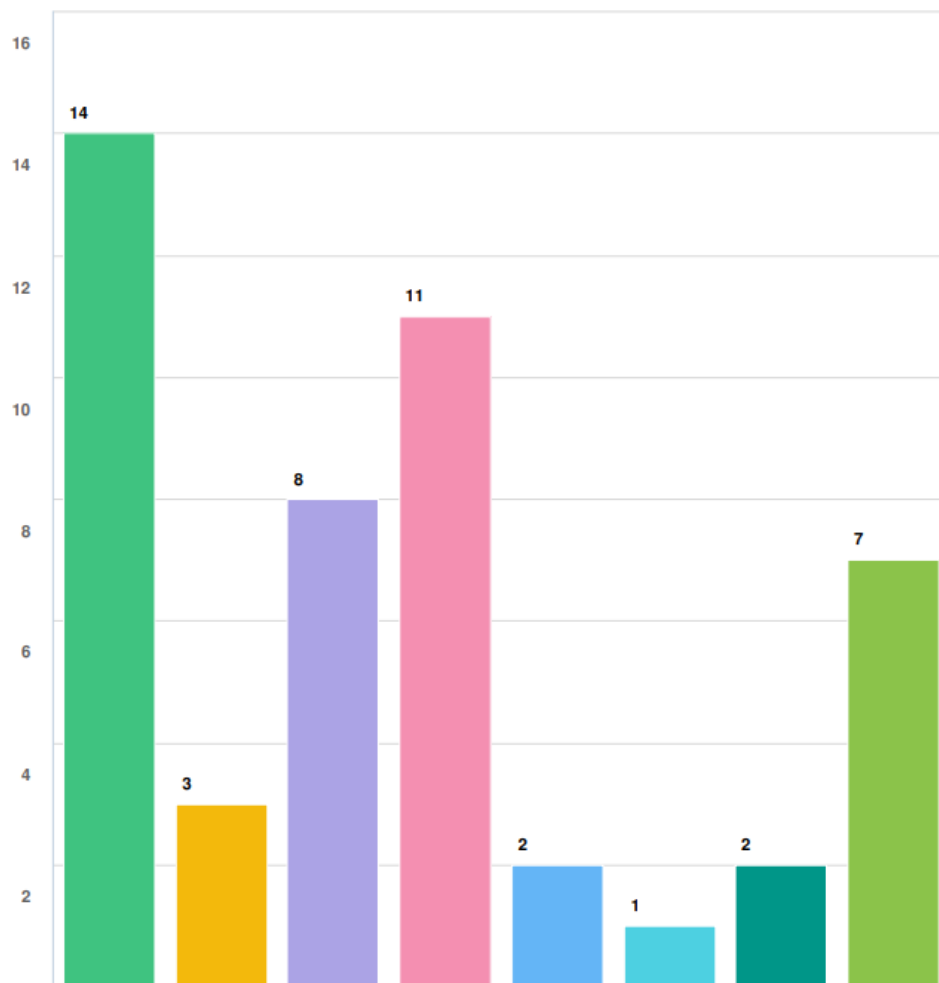
Q: When using active travel, who do you normally travel with to make your trip FROM school? (mandatory question – 7 responses)

- 3 survey respondents (43%) travel with parents/guardians/grandparents
- 3 survey respondents (43%) travel with their siblings
- 1 survey respondent (14%) travels alone.

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 – 22 responses)

- 14 respondents selected the convenience of additional car trips as a reason for travelling by car to school.
- 11 respondents selected that it was too far to walk/cycle/scoot/skate (journey too long).
- 8 respondents selected the limited public transport options
- 7 respondents selected Other. These reasons included, poor weather and not qualifying for free bus pass.
- 3 respondents selected safety reasons
- 2 respondents selected “Not applicable (I don’t ever travel to school by car)
- 2 respondents selected it enables other before school activities
- 1 respondent selected it is too steep to walk/cycle/scoot/skate (topography of the area).

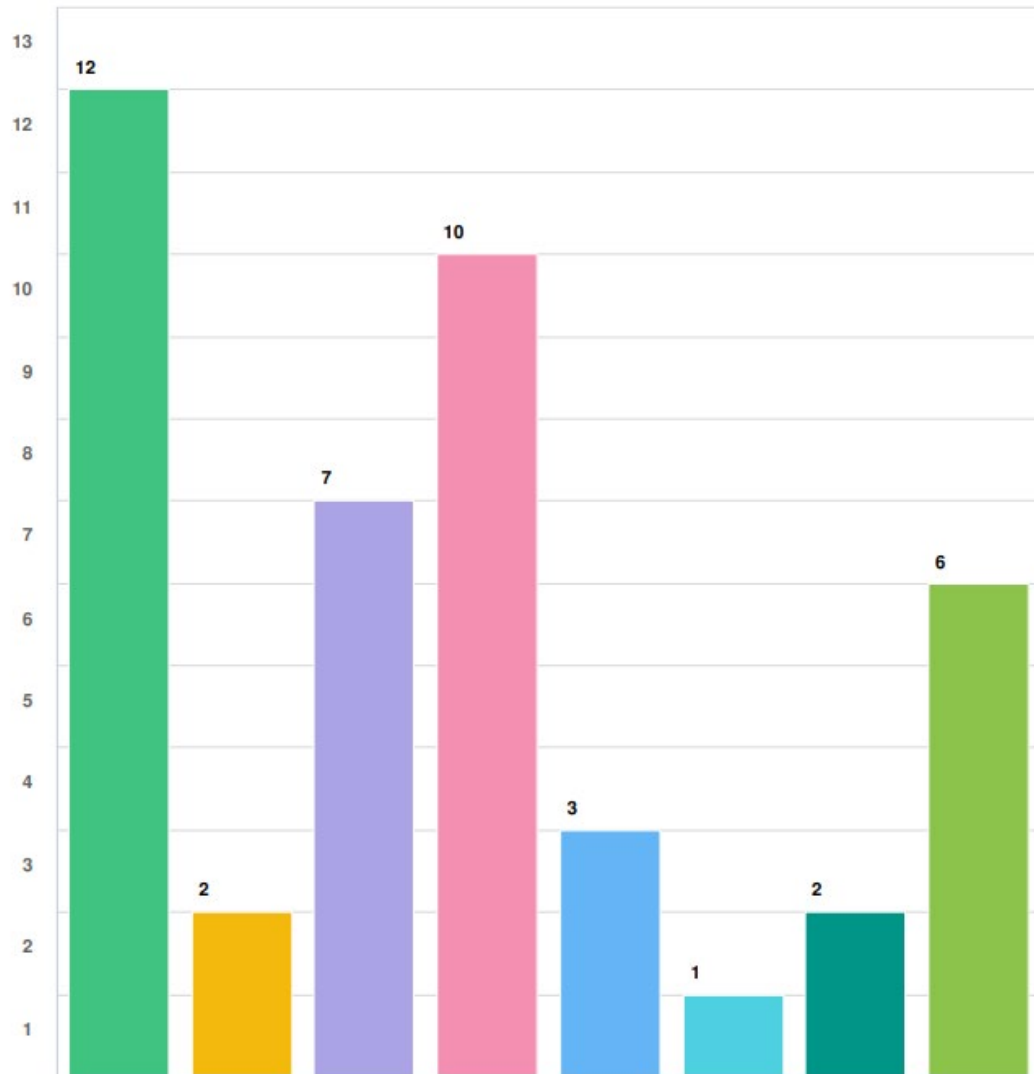


Question options

- 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 – 22 responses)

- 22 survey respondents selected that the convenience of additional car trips as a reason for travelling from school by car
- 10 survey respondents selected it was too far to walk/cycle/scoot/skate (journey is too long)
- 7 survey respondents selected the limited public transport options
- 6 survey respondents selected other with reasons including weather, not qualifying for a free bus pass, time constraints to attend after school activities and the child being too tired after school to walk.
- 3 survey respondents selected that it is steep to walk/cycle/scoot/skate (topography of the area)
- 2 survey respondents selected safety reasons
- 2 survey respondents selected N/A (I don't ever travel from school by car)
- 1 survey respondent selected that their use of the car enables other after-school activities



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? (17 responses)

- Improved bus service, including capacity to take bike on the bus, better bus times and free or cheaper fares (9 responses)
- Better bike facilities including safety bike tracks and improved bike storage at the school (2 response)
- Having more time including changes to parent's work hours, and different times for after school activities (3 responses)
- Children being older and more road aware (2 responses)
- Having a friend to accompany on the journey to school (1 response)
- Light rail to northern suburbs (1 response)
- Being more motivated (1 response)
- Two respondents also said that nothing would increase their use of active travel.

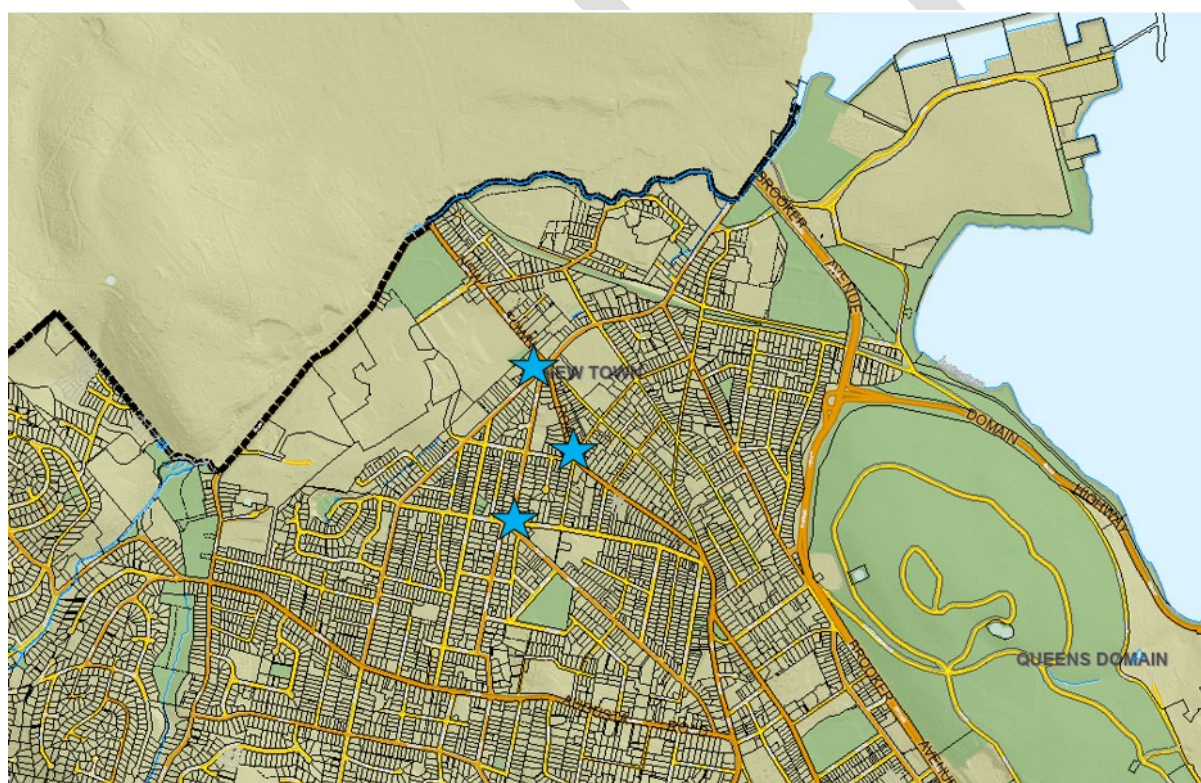
Q: If you have provided information about one form of active travel above and would like to provide information about another form of active travel that you use, please enter below (optional question – 3 responses)

- 1 comments mentioned that lower speed limits on the roads so they are safer for bike riding/walking
- 2 comments mentioned that their mode of active travel and the route taken can often vary depending on the respondents' mood or the weather.

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
Corner of New Town Rd/Cross St and Valentine St	- Crossing New Town Road at Cross Street - Crossing Valentine Street at junction	2
Foster Street / Montague Street	- Wide junction and crossing, no median island in Montague Street -	1
Clare St/Montagu St roundabout	- Busy school time traffic with adjacent Sacred heart traffic	1
Bus related	- Bus timing in relation school hours, additional bus options/ routes etc.	1+4



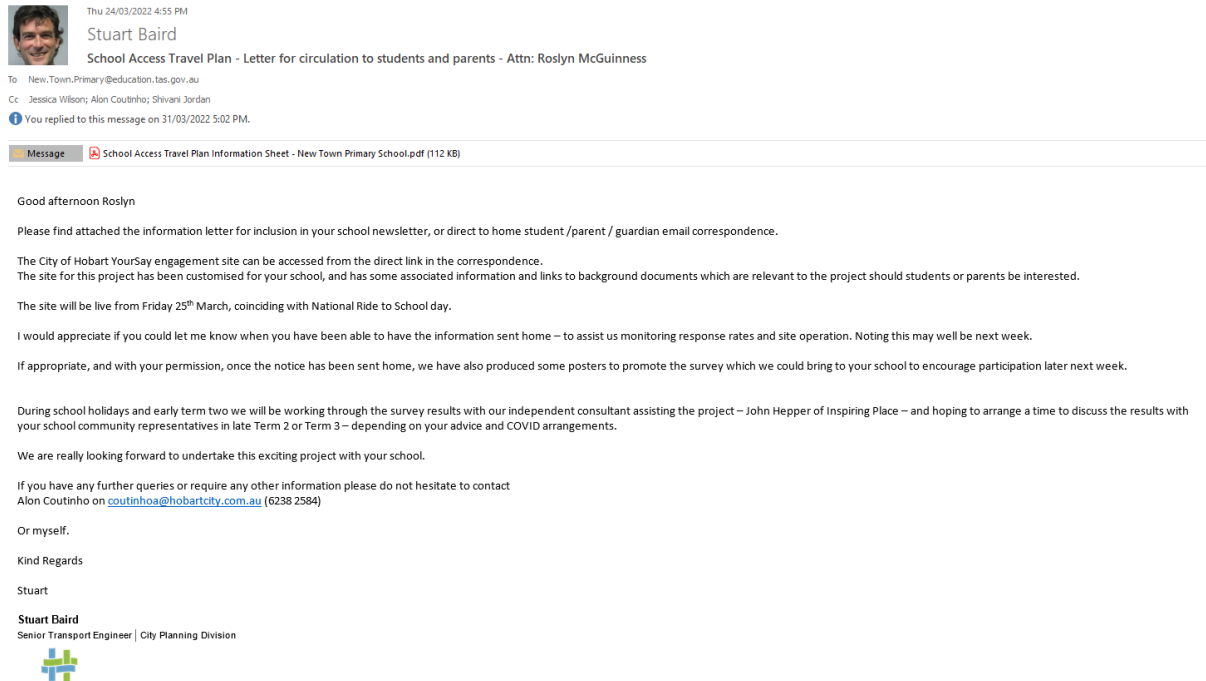
A range of other issues or sites were mentioned in feedback (1 or more mentions)

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

Need more bike racks at school, safe lockable place for bikes etc
Additional bus options
Safer bike routes
Buses that allow bikes/scooters
Light rail
Lower speed limits on the roads
Cheaper bus fare
More time during the day (hard to fit in around work)

Appendices

Appendix A – Email notification to school principal



School Access Travel Plan - Information Sheet

Dear parents and carers:

New Town 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/new-town-travel

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

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

The feedback form will close on Friday 6 May.

SURVEY

CLOSED: This survey has concluded.

New Town 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, 09:24 AM



[REGISTER](#) to get involved!

Key Dates

School Active Travel Plan - New Town 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?](#)

Whos Listening

Appendix C – School Access Travel Plan poster at school entrance

Image not available

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