



School Travel Plan 2014

Mount Barker Primary School

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Executive Summary

Mount Barker Primary School has significant opportunities to increase the number of children who walk, ride or catch a bus to school, which would provide health and environmental benefits. A survey conducted of students and parents during 2013 found large differences between how students currently travel to school and how they would like to travel to school. Walking, cycling, scooting, and bus were preferred options when compared to current modes of transport. This survey also identified key infrastructure and educational needs to ensure students could safely commute to school by these preferred means. These needs were reviewed by representatives from Student Voice (formerly SRC), Governing Council and a Councillor from Mount Barker Council to develop a series of prioritised Actions. These Actions include:

- Increased publicity and support for parents to encourage car sharing
- Road safety education programs for students
- School initiatives such as “Walk to school day” and “Bike to school day”
- Flexibility in School Bus route and zone for picking up students
- Covered and secure storage facilities for bikes
- Shelter at the Kiss and Drop zone to encourage use of this facility
- Improved bike trail access joining the linear trail to the School so that students do not have to walk or ride through the TAFE/Library car park
- Improved footpaths on Dumas Street and Ray Orr Drive in general
- Improved crossing facilities on Apollo Street
- Improved crossing facilities on Flaxley Road (near the high school)
- Improved crossing facilities on Dumas Street

Implementation of these Actions will help to achieve the following five year Targets:

- A 50% increase in students walking to school (limited to within 1km of the school)
 - A 50% increase in students cycling to school (limited to within 5km of the school)
 - A 10% increase in students using the school bus service (limited to those 5km away from the school)
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1. Introduction

Why have a School Travel Plan?

A simple way to reduce congestion and improve the health of children (and parents) is to travel by an active mode of transport such as foot, bicycle, scooter, roller blades or public transport as alternatives to car travel. This provides a number of health and environment benefits including:

- improved health and fitness
- increased independence and self-confidence
- increased social interaction
- increased awareness of the environment
- improved road safety skills
- improved road safety conditions as the number of cars in the school vicinity is reduced
- cost savings on car fuel for parents.
- improved local air quality with less noise, dirt and fumes

However, to change travel behaviour requires an understanding of the current barriers to active transport of students, teachers and parents. The School Travel Plan identifies these barriers, and details a series of actions to improve safety, education and infrastructure in order to facilitate change. This will lead to the positive health, educational and environmental outcomes detailed above.

The local area

MBPS (Mount Barker Primary School) is situated in the township of Mount Barker, South Australia within the Adelaide Hills region. The township is 40kms south east of Adelaide and provides good commuter links to the city via the South Eastern Freeway.

In 2011, the total population of the District Council of Mount Barker was estimated to be 30,400¹ people. It is expected to increase by over 11,400 people to 41,865 by 2021, at an average annual growth rate of 3.25%. This is based on an increase of over 4,700 households during the period.

The Greater Mount Barker area, which is the main catchment for the school, accounts for an estimated 21,753 of the total district population as of 2013. Of those 21,753, there are approximately 2,245 of primary school age children, who attend one of the five primary schools within the township. It is predicted that by 2036 the number of primary aged children will increase to 4,147.

Within the township there are adequate public transport and road links, but walking and cycling infrastructure is poor. In recent years the local authority, Mount Barker District Council, have invested in enhancements to highway infrastructure, including pedestrian facilities. However, this does not appear to have kept pace with the land and sub division development in the locality, producing major constraints and barriers to cycling and walking.

¹ <http://forecast.id.com.au/mount-barker/population-households-dwellings?WebID=10&AgeTypeKey=3>

In addition, the state government is introducing a new 450 spaces Park and Ride facility on Dumas Street directly opposite MBPS.

The State Government and District Council do have policies that drive their priorities and targets and some of these are listed below:

- 30 year Plan for Greater Adelaide (2009, State)
- Development Plan (consolidated in 2013, District)
- Transport Management Master Plan (2010, District)

The school

MBPS is one of two state funded schools within the Greater Mount Barker catchment area, which also includes one state high school and four private schools. As of 2013, MBPS had 400 enrolled students, with a capacity to accommodate 420 students. The school provides for an age range from 5 to 12 across 14 classes. Within the school is also a Disability Unit that has 2 classes and 16 students. The school operates a school bus which is utilised by not only MBPS students but also those travelling to the High School. The bus picks up those that are at least 5km away from the school.

The school currently has no policies relevant to travel planning, but has implemented several initiatives to try and improve the congestion and safety around the school during drop off and pick up times. One of these has been the introduction of a "Kiss and Drop" zone which is located to the side of the school on Apollo Street. This utilises one of four pedestrian access points around the school. Other actions have included road safety messages in the school newsletters and the daily operation of an Emu crossing, which provides for those that park in the TAFE and Library car park directly opposite the school.

From a health perspective the school promotes both physical and mental health through healthy eating and exercise programs as part of day to day activities and for mental health through the Positive Psychology program. The latter was set up by Professor Martin Seligman and is now a joint initiative with Mount Barker High School and a cluster of other schools across Adelaide. Within the school grounds efforts have been made to provide cycle and scooter parking facilities at convenient locations and a new outside "natural playground" style area has been developed for the early years students.

The student body is represented by the Student Voice (formally the Student Representative Council) which is made up of a group of students from various year levels. These students have been very active in the creation of this School Travel Plan and the survey that preceded it.

At the time of compiling this report several actions were being initiated that would have an effect on the operation and success of this plan:

- Initial contact with the Way2Go program run by the DPTI (Department of Planning, Transport and Infrastructure) is underway. Membership of this program is seen as a positive step towards achieving the targets set out in this plan.
 - The very early stages of major school site improvement plans to renew aging assets within the school and increase its student capacity.
-



- The introduction of a 450 space Park and Ride facility directly opposite the school on Dumas Street by DPTI, which would include the provision of a Koala crossing and a school zone on Dumas Street to replace the existing Emu crossing.

It is the introduction of the new Park and Ride facility that has prompted development of this plan as the Park and Ride will increase bus and vehicle traffic around the school and thus may conflict with school traffic at peak times.

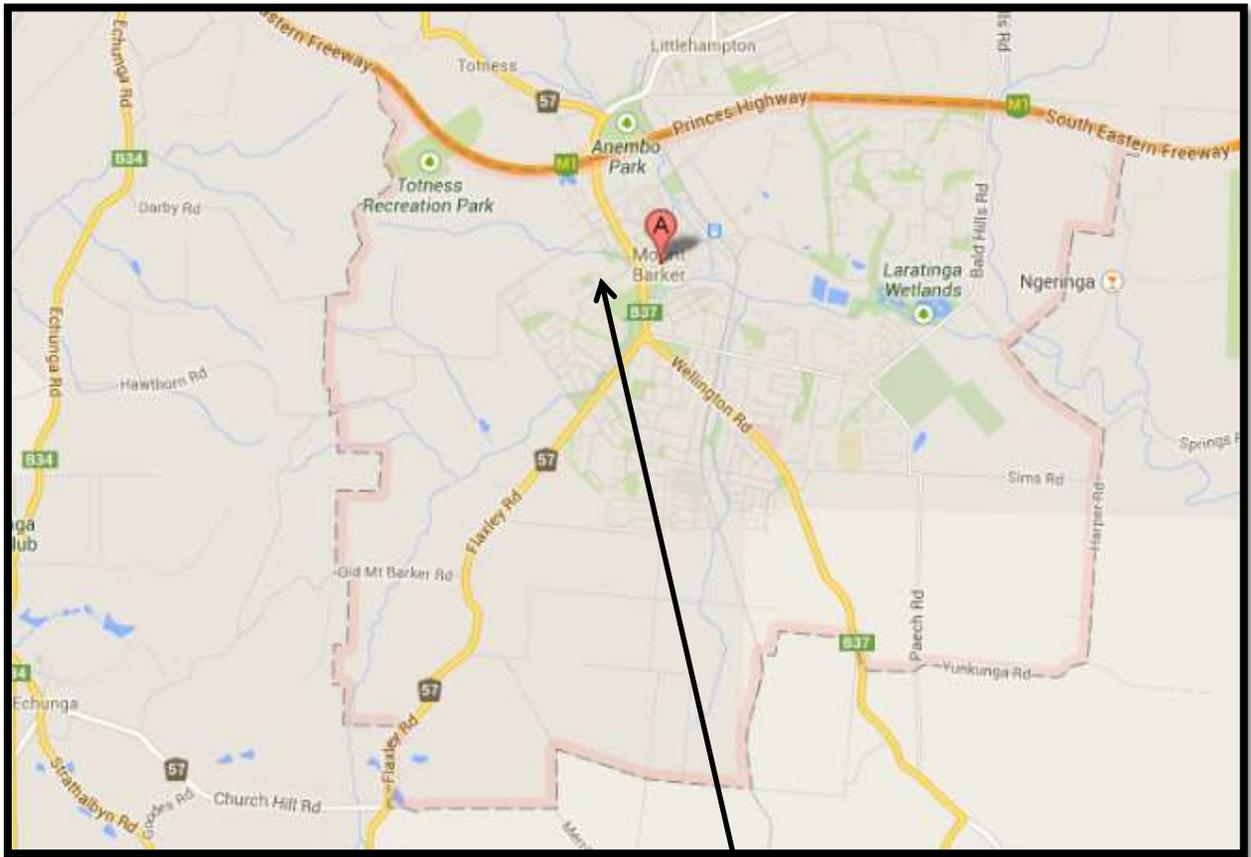


Figure 1 - Map of Greater Mount Barker Area



Figure 2 - Location of MBPS

2. Survey

2013 Baseline Survey

In the preparation of this plan a survey was undertaken on the whole school including parents to set the baseline data needed to fully assess the school's travel habits and the possibility for change.

The survey was prepared with the involvement of the Student Voice and Governing Council (a copy is attached in Appendix A) and was based on those used in the UK where school and company travel planning is widely established and practised. The survey was issued as a hardcopy through the students and newsletters.

The results of the survey are given below and, once collected, were presented back to the Student Voice for consideration and comment. At this stage the school also engaged with the Mount Barker District Council in an effort to start the process for consideration of major infrastructure projects. This presentation to the Council was undertaken by representatives of both the Governing Council and the Student Voice.

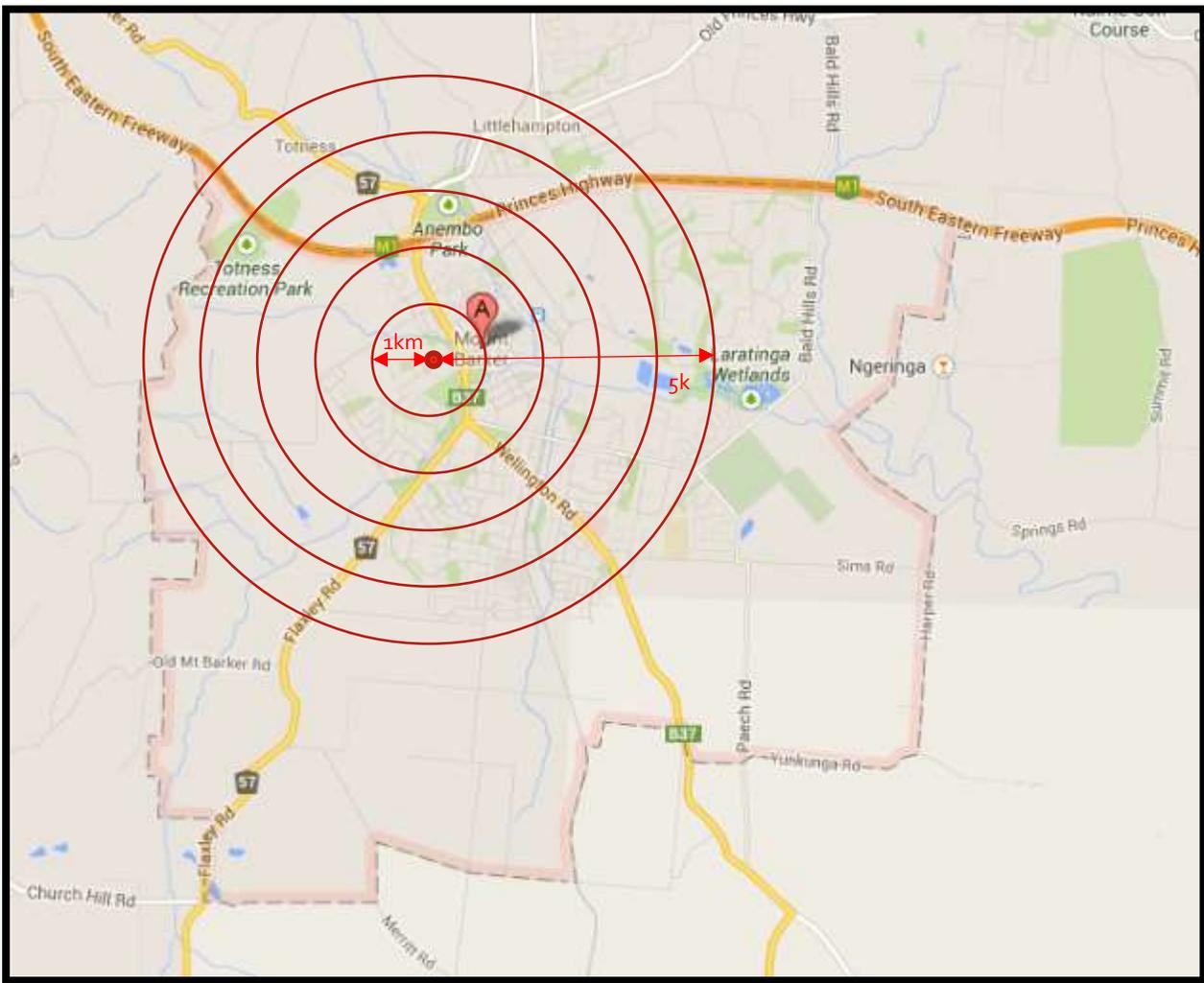


Figure 3 - Location of school and distance from school

Overall response to the survey

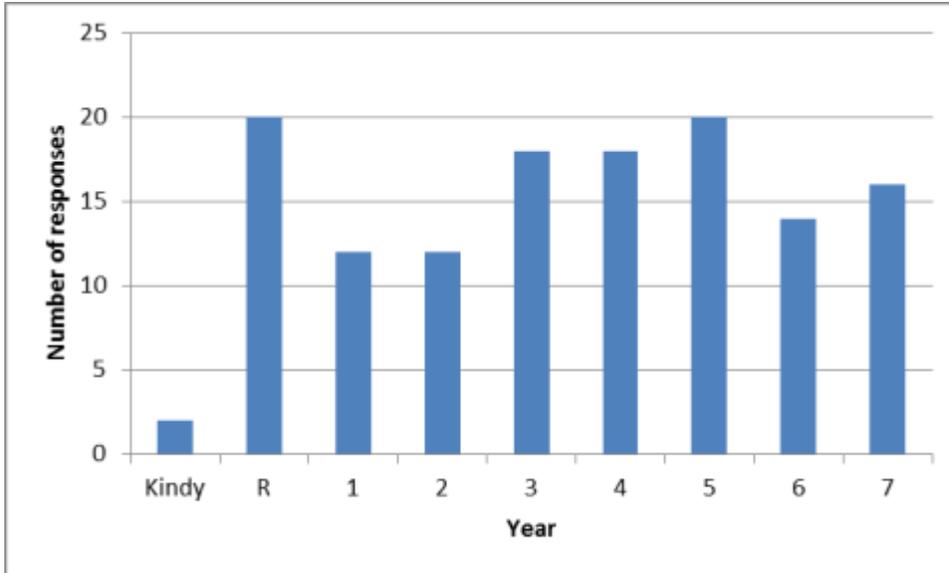


Figure 4- Number of respondents by year to the Park and Ride Survey

There were a total of 132 responses to the survey from the total of 380 students at MBPS as of August 2013, or 35%. This is a tremendous response to a voluntary survey, and demonstrates the seriousness of this issue for the MBPS community. All year levels had 12 or more respondents (Figure 1). There were even 2 responses from Kindergarten Children.

How do students currently get to School?

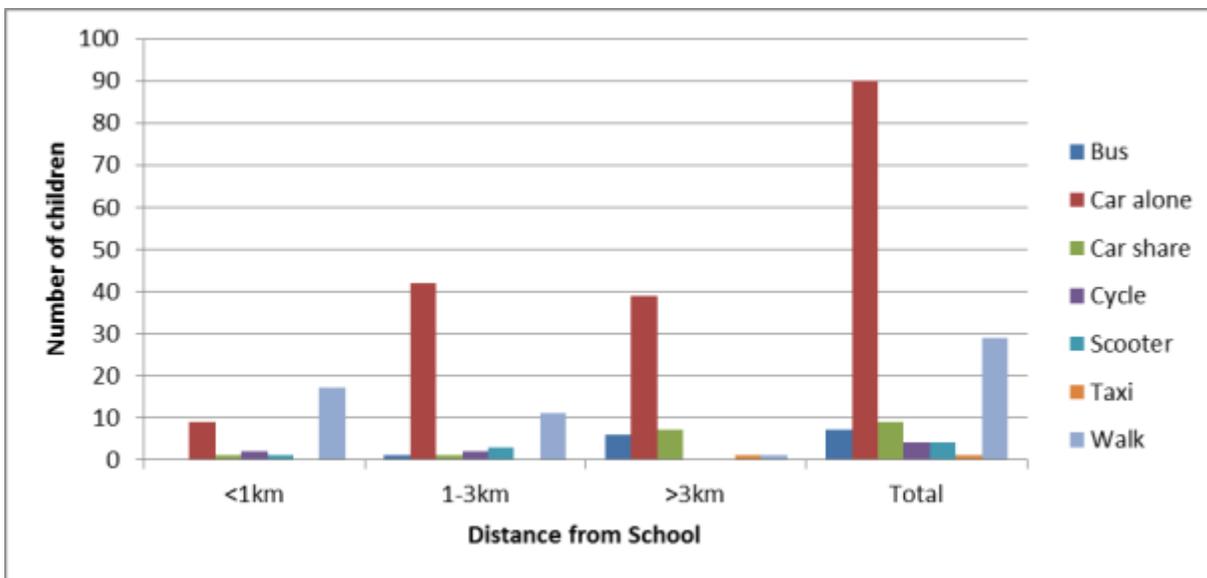


Figure 5- Different types of transport used by MBPS Students against distance travelled

The great majority of MBPS students get to school regularly in a car – with only 9 of 99 who travel by car using a car share arrangement (Figure 5). Most students who live within 1km of the school walk (17 of 30 or 57%), but at distances over 1km only 12 of 114 students walk (11%). Eight students in total used a bicycle or scooter, with the greater proportion of these students (5 of 8) living 1-3km from the school, indicating that using a scooter or bike may be a more suitable mode of transport than walking for those living within 1-3km of the school. Seven students used the bus, with 6 of 7 living more than 3km from the school. This data indicates there are two key opportunities where improvements could be made to minimise the number of vehicles transporting children to school :

- car pooling
- use of bicycles and scooters for those living 1-3 km from the school.

Why do students travel to school that way?

Students’ current mode of transport to school appears to be mostly influenced by what is easiest for them or their parents (Figure 6). Distance from school and personal safety were also key factors for many respondents.

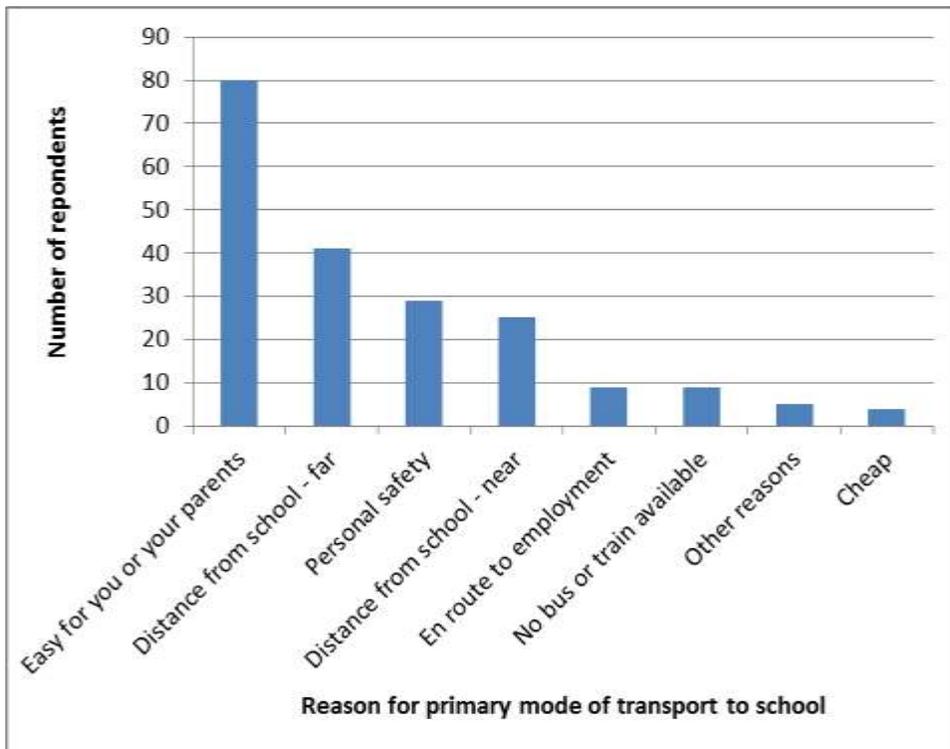


Figure 6 - Reasons for students’ current mode of transport

How would students like to travel to school?

There are large differences between how students currently travel to school and how they would like to travel to school. Walking, cycling, scooting, and bus are preferred options when compared to current modes of transport. This indicates there is significant goodwill in the student body to increase non-vehicular forms of transport to and from school.

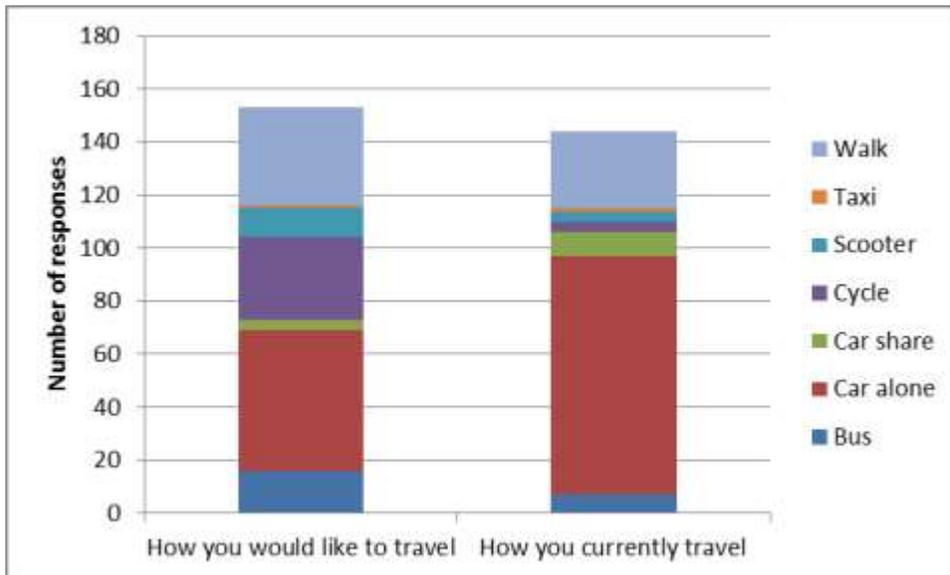


Figure 7 - Differences between how students would like to travel, and how they currently travel

Increasing safety and ease of walking or cycling to school

Students were asked "If you do already walk or cycle, or wish to start, is there anything that would make your journey easier or safer?"

Whilst this was an open response, the following are the key messages grouped by theme:

Type of response	Number of responses
Wider / better footpaths	23
Improved crossing facilities	13
Cycle storage	8
Less traffic	8
Cycle training	6

Table 1- What would enable you to walk or cycle?

Specific comments:

- A crossing or island on Flaxley Rd near Hurling Drive so I could cross the busy road safely (3 responses similar to this).
- Safe passage from end of linear path near library to school - not having to ride bike through a car park (3 responses similar to this).
- Better access to the linear trail from the school and Martindale Estate.
- Put another crossing at Apollo Street (2 responses similar to this).
- No turning left onto Apollo Street from Dumas Street during peak drop off and pick up times.

- A light controlled crossing near the school rather than a Koala crossing.
- Have a bus able to take bikes, and a bus shelter outside the school.
- Footpath on Thiele Avenue to Ray Orr Drive, or cycle path through paddock.

Students involvement in accident or near misses (anecdotal)

Five of 131 (3.8%) of those who responded to the question "Have you been involved in an accident in the last year" replied Yes. If these are true figures, then there is a 27% chance that a child at Mount Barker Primary will be involved in an accident or near miss across their school life.

Car sharing opportunities

Of the 131 responses to a question about car sharing, there were 30 students (23%) who expressed an interest, whereas 77% said they would not be interested.

Key ideas from parents

Parents were asked to provide comments regarding their child's response to the questionnaire. There were a significant number of responses that expressed concern regarding current and future safety, parking and environmental issues. The executive of the Student Voice worked through these comments to find those that provided suggestions that may help with developing solutions to traffic management issues. These are listed below:

- A footpath on Thiele Avenue and another on Ray Orr Drive from Thiele Avenue to Wade Street.
 - A safer crossing point on Flaxley Road to allow those living in Bluestone to access the linear trail and the school.
 - Cycle / traffic safety training would be great for all kids.
 - School bus route to include Hurling Drive to pick up students from the Bluestone estate.
 - More dedicated bicycle lanes to enable children to commute to school - like in metro-area of Adelaide.
 - More staff out on duty before and after school.
 - Newsletter section at beginning of year or term for those who need or can offer car- pooling.
 - Safe crossings for pedestrians in Aldrin Street and Apollo Street at their Dumas St intersections at peak traffic time - especially at the kiss & drop zone intersection.
 - Parking bay and shelter at kiss and drop.
 - Parking out the front of the school should have a time limit.
 - The area needs to be policed more. Front office bushes should be cut back so you can have a clear view of the school yard. Bigger gates and traffic lights should be added.
-

3. Targets for 2014 and beyond

There was a very high level of response to the survey initiated by Student Voice. Currently coming by car (not car share) is the principal mode of transport used by students. There are clear opportunities to increase the level of alternative modes of transport, such as cycling, as many students live within 3km of the school, and have indicated that they would like to use these alternative modes. Key blockages include safety concerns, lack of adequate bike trails, lack of adequate crossings, lack of bike storage and lack of cycle training for children.

Targets

Over the next 5 years the school would like to see the following changes in school travel habits, which would be supported by educational, community and infrastructure actions, as detailed below. These actions would be shared between the school, the community and government agencies.

Outcome	Target	Monitoring	Actions
More students walking to school (limited to within 1km of the school)	50% increase by 2019 10% increase per year	Annually reviewed through school travel survey	Educational, community and infrastructure
More students cycling to school (limited to within 5km of the school)	50% increase by 2019 10% increase per year	Annually reviewed through school travel survey	Educational, community and infrastructure
More students using the school bus service (limited to those 5km away from the school)	10% increase by 2015	Annually reviewed through school travel survey	Educational

Table 2 - Targets for the next 5 years

Stakeholders

To achieve these targets there will need to be support and cooperation between the following organisations and groups, which may require the provision of resources in both time and money. Consultation with these organisations and groups will be critical.

- Mount Barker Primary School – Education and infrastructure limited to within the school site.
- Department of Education and Child Development - Education and infrastructure limited to within the school site.
- Mount Barker District Council – Infrastructure beyond the school site, but limited to Council owned and managed assets.
- Department of Planning, Transport and Infrastructure – Education (Way2Go) and infrastructure beyond the school site, but limited to DPTI owned and managed assets.
- SA Police – Education and community based activities.

- School community (Student Voice and Governing Council)
- Local community

Actions

Examination of all student and parent responses reveal a number of potential improvements that could be made. These include:

- Improved crossing facilities, especially on Flaxley Road (near the high school), Dumas Street and Apollo Street.
- Improved bike trail access to the School, notably joining the linear trail to the School so that students do not have to walk or ride through the TAFE/Library car park.
- Improved footpaths on Dumas Street and Ray Orr Drive in general.
- Flexibility in School Bus route and zone for picking up students.
- Covered and secure storage facilities for bikes.
- Shelter at the Kiss and Drop zone to encourage use of this facility.
- Increased publicity and support for parents to encourage car-pooling.
- Road safety education programs for students.

The above ideas were assessed and prioritised by the Student Voice, Governing Council and a representative of Mount Barker District Council (Councillor Susan Hamilton) as follows:

Improvement	Feasibility	Cost	Priority	Responsibilities	Deadline
Increased publicity and support for parents to encourage car sharing	High	\$	1	School	Mid 2014 school term, ongoing
Road safety education programs for students	High	\$	1	School, DPTI	Mid 2014 school term, ongoing
School initiatives such as "Walk to school day" and "Bike to school day"	High	\$	1	School	Mid 2014 school term
Road Crossing Training	High	\$	1	School, SAPOL	Completed annually
Flexibility in School Bus route and zone for picking up students	Medium	\$	2	School, DECD	Start of 2015 school term
Covered and secure storage facilities for bikes	High	\$\$	2	School, DPTI	End of 2014 school term
Shelter at the Kiss and Drop zone to encourage use of this facility	High	\$\$	2	District Council, School	Start of 2015 school term

Improvement	Feasibility	Cost	Priority	Responsibilities	Deadline
Improved bike trail access joining the linear trail to the School so that students do not have to walk or ride through the TAFE/Library car park	High	\$\$	2	District Council (DPTI through new Park and Ride)	Start of 2015 school term
Improved footpaths on Dumas Street and Ray Orr Drive in general	High	\$\$	2	Council	End of 2016 school term
Improved crossing facilities on Apollo Street	Medium	\$\$	3	District Council	End of 2016 school term
Improved crossing facilities on Flaxley Road (near the high school)	Medium	\$\$\$	4	District Council, DPTI	End of 2016 school term
Improved crossing facilities on Dumas Street	High	\$\$\$	5	District Council (DPTI through new Park and Ride)	Mid 2014 school term

Table 3 Improvement plan 2014 to 2019

Monitoring and Review

The School Travel Plan will be overseen by the School's Governing Council. The Plan will be a standing Agenda item for Council, with the Actions detailed above in forming the basis for reporting each meeting. Progress towards meeting Targets will be evaluated annually by Governing Council.

Appendix A: Copy of 2013 Baseline Survey



School Travel Survey for Students and Parents / Carers

Please fill out this form and then take it home for your parents / guardians to sign.

Name of School: Mt Barker primary school
 Name: [REDACTED]
 Home Postcode: 5254
 What year are you in? (please put a number) 7

1. How do you come to school on most days? (please circle only one).

- | | |
|--|--|
| <ul style="list-style-type: none"> • Walk • Cycle • Bus* *Timetabled or School • Taxi • Scooter | <ul style="list-style-type: none"> • <u>Car (alone)</u> • Car Share* <p><small>*Travelling with others to and from school but who do not live in the same house</small></p> • Other _____ |
|--|--|

2. Why do you come to school that way? (please circle)

- | | |
|---|--|
| <ul style="list-style-type: none"> • <u>Easy for you or your parents</u> • Distance from school - near • Distance from school - far • No bus or train available • Other reasons (please state below) | <ul style="list-style-type: none"> • Cheap • Lack of walking/cycle routes • Personal Safety • On route to employment |
|---|--|

3. How do you go home from school each day? (Please circle those used)

- Walk
- Cycle
- Bus* *Timetabled or School
- Taxi
- Scooter
- Car (alone)
- Car Share*
- * Travelling with others to and from school but who do not live in the same house
- Other _____

4. Why do you go home that way? (please circle)

- Easy for you or your parents
- Distance from school - near
- Distance from school - far
- No bus or train available
- Other reasons (please state below)
- Cheap
- Lack of walking/cycle routes
- Personal Safety
- On route to employment

5. How would you like to travel to and from school? (please circle only one)

- Walk
- Cycle
- Bus* *Timetabled or School
- Taxi
- Scooter
- Car (alone)
- Car Share*
- * Travelling with others to and from school but who do not live in the same house
- Other _____

Why? I would like to walk to school because I like to walk to school and I like going for walks

6. How far is your journey? (Please circle)

- Under 1 km 1 - 3 kms 3 kms and up

7. If you do already walk or cycle, or wish to start, is there anything that would make your journey easier or safer? For example, cycle storage, improved footpaths, crossing facilities or cycle training.

If I was going to walk to school
the thing that ~~best~~ would make it
safer would be to have paths everywhere.

8. Is there anything you dislike about your journey to and from school?
If so, please give details below.

9. Have you been involved in an accident on your way to or from school
in the last year? (please circle)

Yes No

Please give details if possible

10. Do you own a bicycle? (Please circle)

Yes No

11. Do you have a bus pass? (Please circle)

Yes No

12. Do you wear any reflective or fluorescent clothes when you walk or
cycle? (Please circle)

Yes No

Would you like to? (Please circle)

Yes No

13. Would you be interested in car sharing?

(Please circle)

Yes No

14. Are there any other comments you would like to make about the
things that influence the way you travel to and from school?

No



Parents / Carers Section:

1. Do you agree with your child's comments on this form? (Please circle)

Yes No

If not, please state why not

2. Do you have any additional comments you would like to make about your child's journey to and from school?

No

Please return this survey to the front office

Thank You,
Kids Executive
On behalf of Mt Barker Primary School Kids Voice
June 2013