

Parkdale Primary School

School Travel Survey Data Analysis Report

October 2016



Contents

1	Introduction	3
2	Key findings – Summary	3
3	The current situation	5
4	How can we encourage more active travel?	9
5	What currently discourages active travel?	11

Author of report
For Kingston City Council

Tara Watson
Active Connected Communities
tara@tarawatson.net.au

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1 Introduction

Parkdale Primary School is currently working with Kingston City Council to develop a School Travel Plan as part of the Safe Routes to School program.

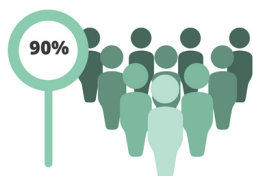
The Safe Routes to School program aims to increase awareness of road safety issues, reduce traffic congestion and increase the number of students travelling to school on foot, bicycle or scooter.

As part of developing a school travel plan the entire school community is encouraged to identify and solve problems associated with school trips. Parkdale Primary School has begun this process with a survey during the week of Monday 29th August to Friday 2nd September 2016. The data from the surveys have been compiled and analysed in this Data Analysis Report.

This information will help to identify key issues and areas of interest for Parkdale Primary School. Summaries of the key parts of the survey data have been included with ideas that can help form the foundation for the Safe Routes to School Travel Plan.

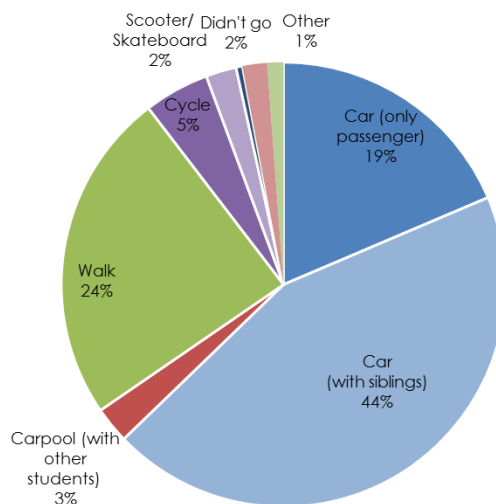


2 Key findings – Summary



The **SURVEY RESPONSE RATE** by the school community was an excellent **90%**. This included 93% of Preps to Grade 2 and 78% of Grades 3-6.

TRAVEL TO school shows a **high** proportion of students are in the **car (65%)**, with **24%** of students **walking** and **5%** **cycling**.



REASONS WHY PARENTS CHOSE THIS WAY OF TRAVEL for their child included **too young to travel alone & drop child on the way to work** – for those who drove. **Health and fitness** and **fastest** were reasons for students who walked.

MORE SUSTAINABLE OPTIONS. **One quarter** would like to see their child(ren) **travelling more actively**: including **18% cycling**. A large group of **41%** were keen to **drive part way** and **walk the rest** to school. Over one third of parents (35%) were happy with their child's current travel and wouldn't like to change (this includes students walking, cycling or driving).



PARENTS WOULD CONSIDER OTHER WAYS OF TRAVEL IF there were **better** and **safer** walking and cycling **routes**, **organised walking groups**, **reduced traffic** and **safer crossings near** the school.

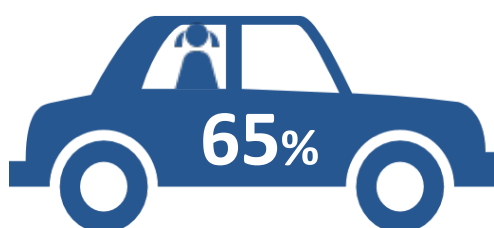


STUDENTS WANT TO TRAVEL by **more sustainable transport** modes. Well **over two thirds** of students selected **active travel (75%)**. **29%** chose to **walk** and **close to one half** selected '**wheels**' (cycling, scooter or skateboard).

REASONS STUDENTS WANTED TO TRAVEL by **sustainable transport** is because it is **healthy** and **kept them fit**, was **fun**, could **travel with friends** and it **was fast**.

69% OF FAMILIES LIVE WITHIN 2KMS and have the potential to **walk or cycle**. Close to one third **30%** of families live **more than 2kms** from the school and could potentially drive part way and walk the rest.

60% of parents/carers walked to primary school as a child and 22% went in the car with their family. This is **in reverse** to the way their **children** are travelling **today**.



of primary school children are **DRIVEN** to school today



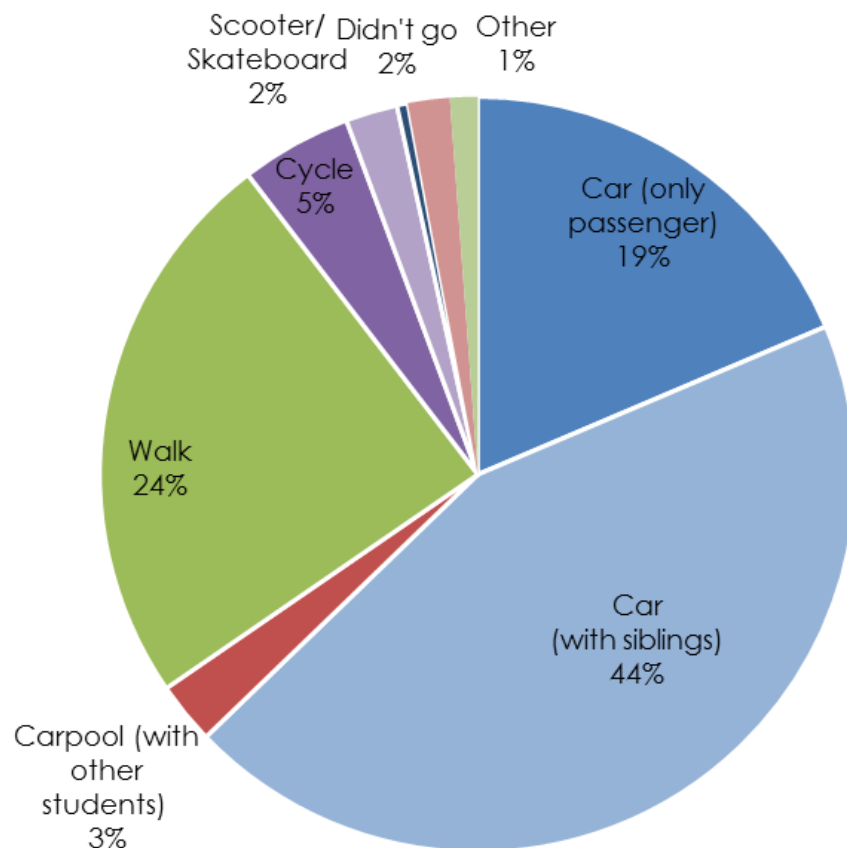
of parents **WALKED** to school as a child

3 The current situation

3.1 Travelling TO and FROM school

Over a period of a week the most frequent way that children of Parkdale Primary School travelled **TO** school was in the **car (65%)**. This includes car with family (with siblings) and 3% who carpoolled. Travel by car is **higher** than the Victorian average of 54% (VicHealth 2014). **24%** of students **walked** (Victorian average of 19%) and **5% cycled** (average 5%).

The journey **FROM school** to home shows small changes: Walking increased to 27% and driving decreased to 62%.



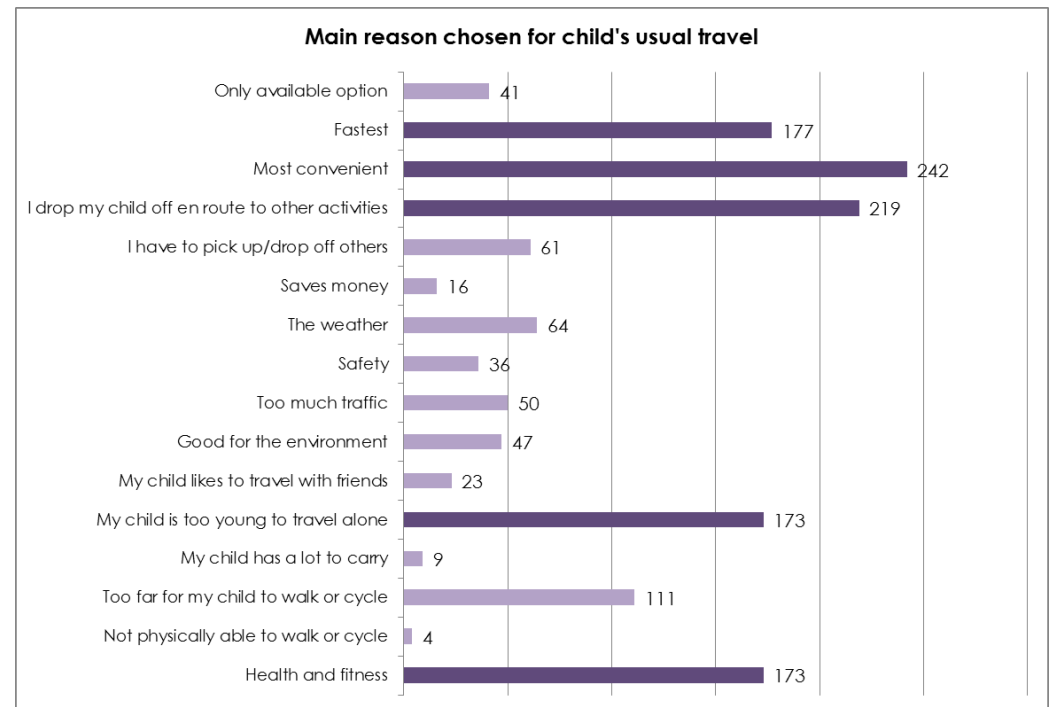
3.2 Why did parents select this way for students to travel?

Parents/carers are the main decision makers for how their children travel to and from primary school. These are the top 5 reasons that influenced how parents travelled with their child(ren):

- **drop child off on way to work/other activities**
- **child too young to travel alone**
- **health and fitness**
- **most convenient**
- **fastest**

I go straight to work after drop off

Most convenient and the fastest were reasons selected for **both** the students who **walked, cycled** or were **driven**. This highlights how an individual's *perception* can differ when making travel decisions.



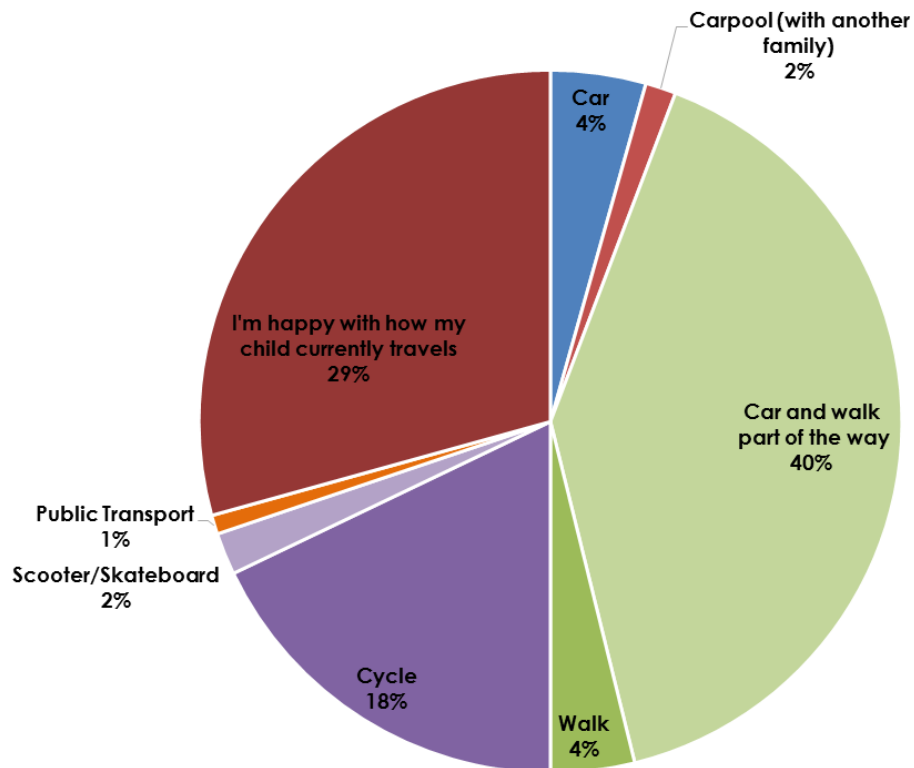
3.3 How parents would prefer their child to travel

One quarter of respondents would **prefer** their child travelled **actively**: including **18% cycling** (more than the current level) and **4% walking**.

A large group, 41%, were keen to drive and then **walk part** of the way.

This shows that a significant number of families at Parkdale Primary School support active travel for children to and from school.

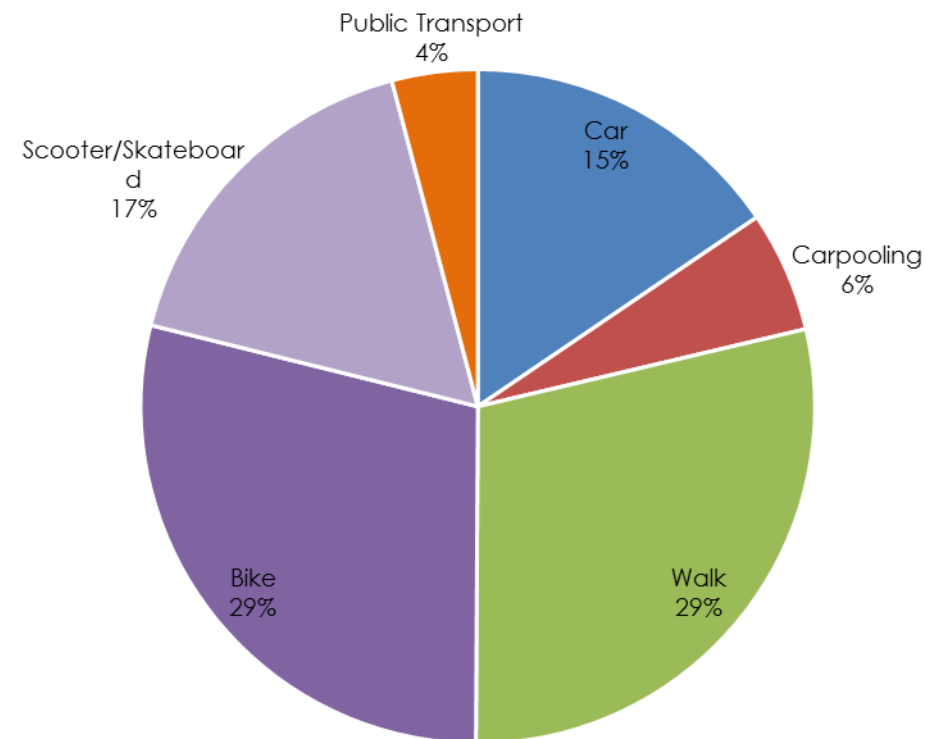
One third of parents/carers **were happy** with their child's current travel and wouldn't like to change. This **includes** students **who walk & cycle and** are **driven**.



3.4 How students would prefer to travel

Students of all grade levels were asked the question of how they would like to get to school. The **majority** of students would like to travel to and from school by **more active and sustainable modes**.

Well **over two thirds** of the students selected **active travel (75%)**. **29% chose** to **walk** and **close to one half** selected '**wheels**' (cycling, scooter or skateboard). 15% chose the car and 6% wanted to carpool. A small group wanted to catch public transport (4%).

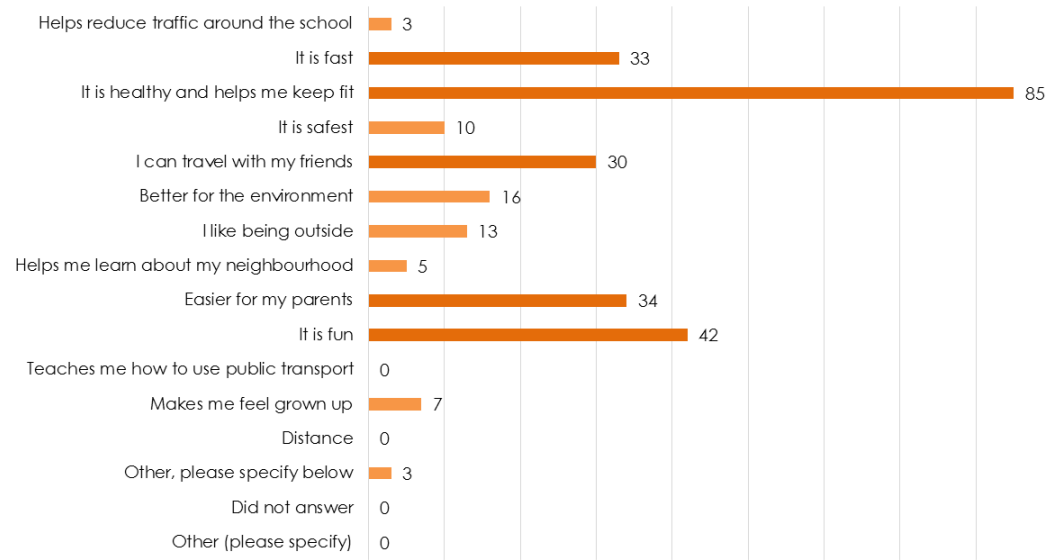


3.5 Why students would prefer to travel this way

Students from Grades 3 to 6 were asked why they selected their preferred way to get to school. For students who chose sustainable transport their top reasons included: it is **healthy** and **kept them fit**, it was **fun**, **could travel with friends** and **it was fast**.

For those who selected **car** their top reason was because it was **easier for their parents** and **fast**.

Why students would prefer to travel this way (Grades 3-6)



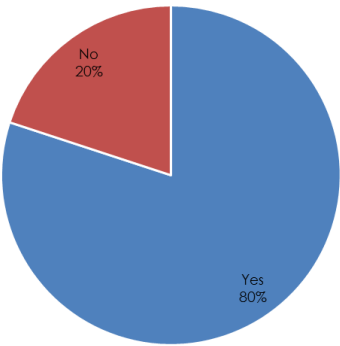
3.6 How often students are riding a bike

Students from Grades 3 to 6 were asked how often they ride a bike.

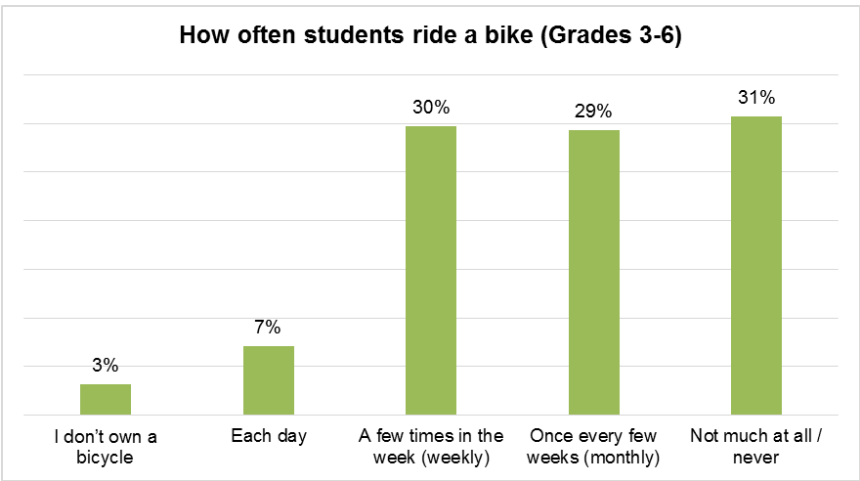
Only 7% rode their bike each day and 30% ride their bike a few times in the week. Close to one third didn't ride their bike at all (or not much) and 3% didn't own a bike. 80% would ride to school if they had a bike.

These results show that **nearly all** students at Parkdale Primary School **do have** a bike and 29% would prefer to travel to school by bike. Furthermore, around 18% of parents would also like to see children riding their bike to school.

If you had a bike would you like to ride it to school?

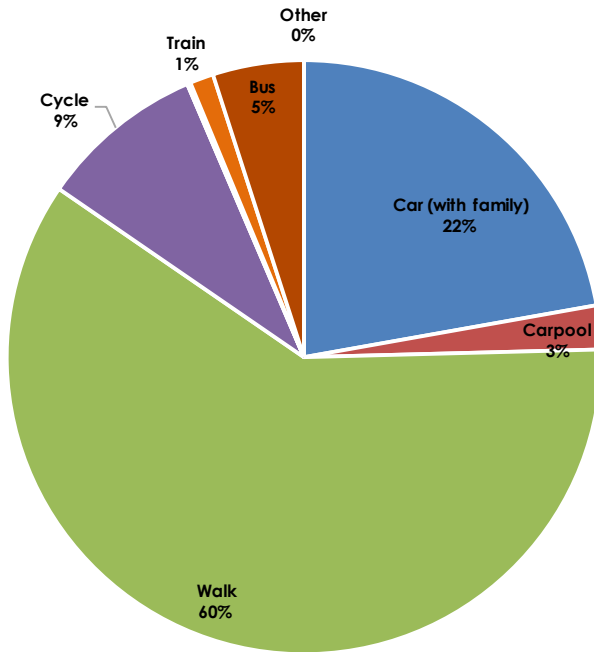


How often students ride a bike (Grades 3-6)



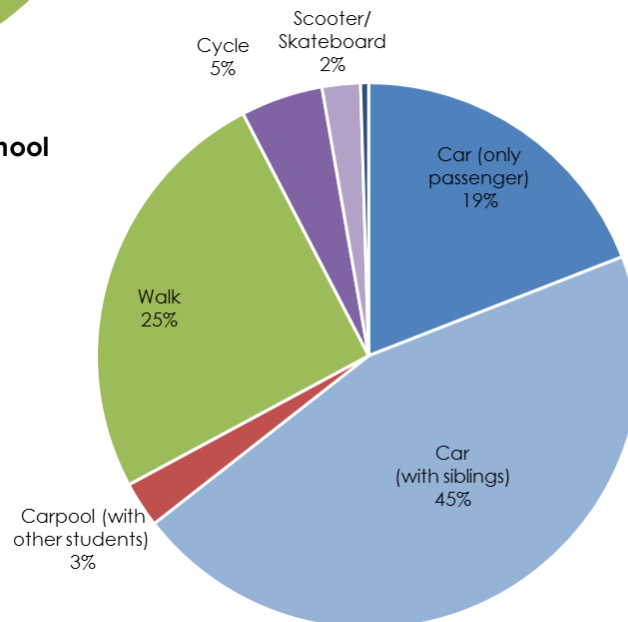
3.7 How parents travelled to primary school as a child

Parents were asked how they travelled to primary school as a child. It is compelling to see that the way adults travelled to school is in reverse to the way their children are travelling today.



How parents travelled to primary school

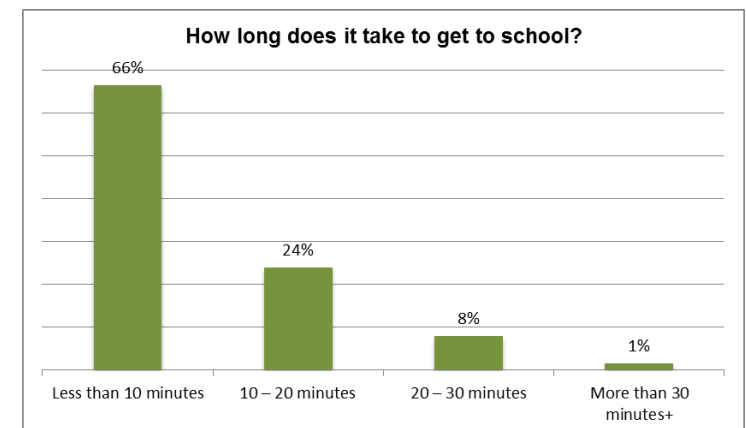
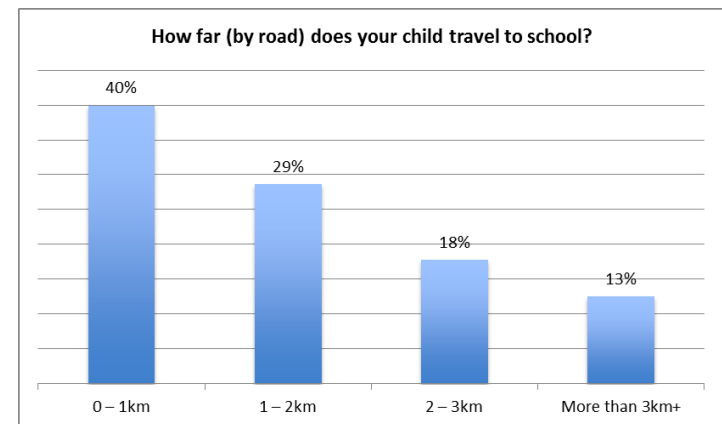
How children travel now



3.9 How far are children travelling?

Parents were asked how far, by road, does their child travel to school.

69% of survey respondents live within 2kms, a distance that can be walked and cycled by families. Currently 65% of students are driven to school on an average weekly basis. Close to one third (30%) travel more than 2kms and could potentially drive part way and walk the rest.



4 How can we encourage more active travel?

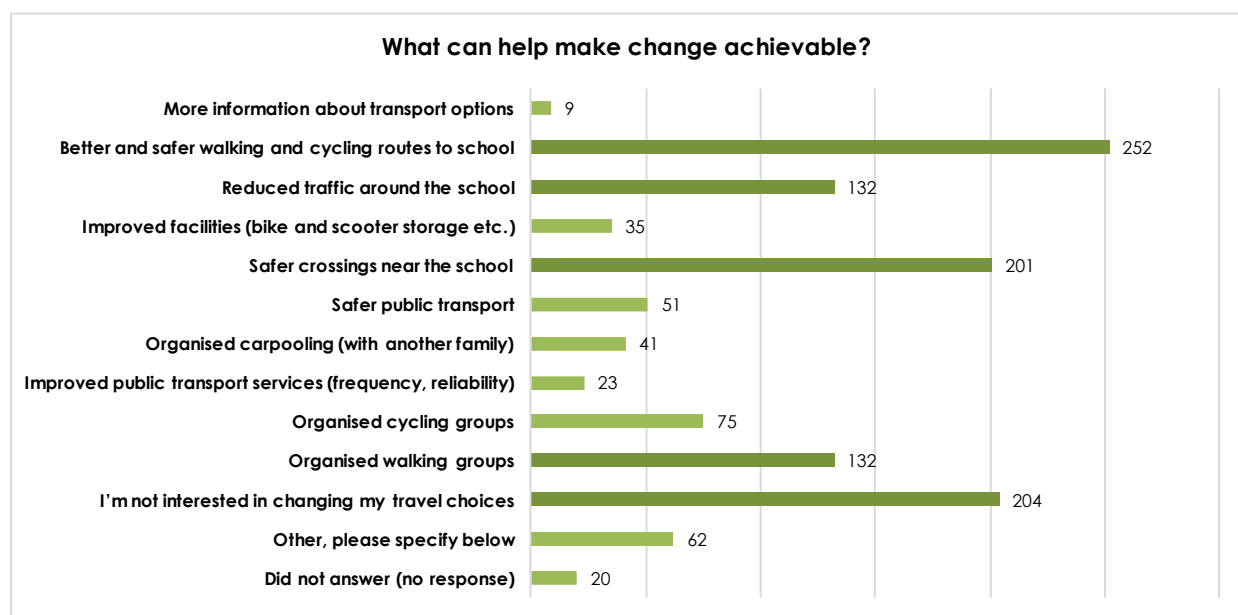
The survey results show that parents and students are in support of active travel at Parkdale Primary School. **One quarter** of the **parent** respondents would like to see their child **travelling more actively** to school and **two thirds** of the **students** want to walk, cycle, scoot and skate.

The top five ways to help the community travel actively are:

- 'better and safer walking and cycling routes to school'
- safer crossings near the school
- organised walking groups
- traffic was reduced around the school

"If there was a walking group I would love my children to join it."

A large number of parents indicated that they would not be interested in changing their travel choice. This includes students who already **walk or cycle** or are **driven**.



Several **comments and suggestions** from parents/carers in the survey showed that there is much **potential** for more families to travel by **more sustainable travel modes** such as walking and cycling groups.

"Encouraging rewarding students for walking. .. would make it easier."

"A walking group would help parents of younger children who are both working encourage their children to walk to school."

"Automatic pedestrian gates at Elm St. train crossing".

"Would like walking group when she's older."

"I am always encouraging people to walk and let their children walk independently. If more children walked it would be safer on many levels "safety in numbers!"

"Group to travel with on public transport bus 708 i.e. with an older student."

WALKING GROUPS

- *I drive my child to his friend in the morning which takes about 5 mins. He stays at his friend's house for about 45 mins and then they walk to school which takes about 15mins.*
- *I usually drop my child off en route to work, but if he had a group of friends to walk or ride with, I'd very much open to this when he's older.*
- *I would like my child to be able to walk to school but he has a younger sibling who is too young to walk without an adult. Perhaps if there were walking groups available and crossings along the way I would feel more comfortable*
- *if there was a trusted walking group, I would love my children to join it as we only live a short distance from school and would love to give them a feeling of independence. In the 1980s I walked to school alone from the age of eight*
- *if there was a walking group I would love my children to join it*
- *while walking to school would be ideal for children. Most women are working part-time or full-time and often drop children on the way. For younger children organised walking groups would be ideal.*

RIDING

- *My son rode his bike in gr 4 this was allowed due to his age (1) as this is when a child's mind can judge distance from an oncoming car better. For safety reasons he buddied up in the first year to gain experience also for safety in numbers. In gr 5 he was allowed to travel on his own after gaining confidence and experience*

CYCLING GROUPS

- *organised cycling walking groups would be great. Thank You*
- *My child cycles to school with older brother, thus safety in numbers. It teaches children independence and self-reliance and responsibility in getting self to school in the defence of helicopter parenting. He enjoys cycling to school and is better with time management*

5 What currently discourages active travel?

What are the barriers?

At present there is a considerable amount of students who are being driven to school. However there are also a large number of parents who are interested in opportunities for their child to walk and cycle where possible.

There are a range of factors that discourage more sustainable travel and act as barriers. The biggest concerns to emerge from the many comments by parents in the survey are as follows:

Significant traffic concerns with nearby roads, **safe crossing points** – with particular reference to the train crossing, and the need for **safer routes** to travel to school.

Selected survey comments are below to provide more information on the biggest concerns. (Sorted in alphabetical order based on theme).

AGE CONCERNS

- *I have 2 children attending the school Prep and G5 Just feel that its unsafe for my youngest to walk and cross roads driveways etc.*
- *I would like my child to walk or cycle when she is older but for the moment she is too young. She mostly travels by car as it is most convenient.*
- *we would love for Josh to ride his bike or walk to school however at this time its not practical. Josh is too young to ride to school on his own.*
- *When my children are older I would like them to walk or ride to school by themselves, however I am very wary of the train crossing (pedestrian crossing) near our house as it does not have a gate or barrier that closes or comes down when trains are coming.*

BEFORE AND AFTER CARE/ACTIVITIES

- *Both parents work and require before after school care for student. This requires them to be signed in out unfortunately. At their age the logistics and timing means our kids go to school in a car.*

CROSSINGS

- *A path on Chandler Rd from Imes St to Victoria St on the Tennis Club side of the road would be crucial for many families and a lot safer than trying to cross on the sharp bend currently at Victoria St.*
- *a safe way to cross white St near Manikato Ave would be essential for me to allow my children to travel to school by themselves when older. There is too much traffic for a pelican island crossing to be sufficient especially with bikes.*
- *an extra pedestrian school crossing on Warren Rd near community centre. Negotiating cars turning in out of Brisbane Tce is difficult or move existing school crossing up to that area*
- *There are no safe crossing points near the train station also crossing Keith St is very dangerous as car come flying off Nepean hwy into Keith St needs a safer crossing option it is a very busy at school times*
- *feel that the route from our house to school is dangerous the pedestrian crossing for the train tracks does not have a gate or barrier that closes when trains are coming*
- *our school is on a main road, Nepean Hwy, and it is frustrating that there are no safe*

crossings over Keith street as the cars/congestion/pedestrians are just an accident waiting to happen.

CROSSINGS - RAILWAY

- the train crossing is a primary route used by many Parkdale kids it needs gates. Pedestrian crossing at elm grove and McIndo st.
- Train crossing gates for pedestrian crossing at Elm st. Main crossing for kids but gates weren't added to this crossing for some reason
- We need to cross the railway line to travel to school The level pedestrian crossing at the end of Elm Grove has no gates no bells no warnings at all Very dangerous for children
- would be great to see train crossing gates at Elm st crossing main crossing but only gates put down at end of Como Parade East which is quiet difficult to cross with cars coming around the corner

DISTANCE

- We live 1.9km from school. At present its too far to walk each day for 6 year old in the future I would like him to be able to walk ride and hope there will be some additional safe crossing places on white St and warren Rd near chute/Manikato and near white St
- We live a little too far to walk.
- We live in Aspendale so our options are limited and other than car pool in I can't see how this could change.

PARKING

- I would like to see a safer area at back of school back of oval. It is hard for kids to cross the road with cars parked both sides of road.
- Parking is extremely difficult near Keith St and Morgan St. It should be made one way during school start and finish times to make it safer for children and siblings at this time.

SPEED

- 60km is too fast for Parkers Rd it is narrow and busy. Also crossing Keith St is very dangerous as cars come flying off Nepean Hwy onto Keith St. There needs to be a safer crossing option it is a very busy at school times.
- Reduced speed along Nepean Hwy specifically at intersection Parkers Rd and Nepean Hwy i.e. 40-50.
- Reduced speed limits around school.
- The bend opposite kinder and the park is a huge safety concern. Cars speed around the corner oblivious to the amount of small kids around.
- I also feel strongly that there should be 40km traffic restrictions around the school traffic in Keith St at times is excessively fast.

ROAD & TRAFFIC CONCERNS

- *Traffic in Keith St at the Nepean Hwy and service road is chaotic in morning and afternoon pick up and drop offs.*
- *Access into Keith St from Nepean highway is dangerous at pick up and drop off time for vehicles and pedestrians . Vehicles parked on both sides of Keith St particularly in the vicinity of Morgan St, results in significant congestion and problems for those using Keith St*
- *Huge issue for traffic congestion and children's safety, is the misuse of the drop/off zone. Parents constantly park and get out, disrupting flow of traffic, also causes back up of traffic in front of school*
- *I would love my child to be able to ride and walk to school however the traffic conditions at major intersections near the school are busy and dangerous*
- *Parkdale Primary is right on the Nepean Highway a very busy road and the service road next to the School is crazy at school times. The bike bridge does help but an adult supervisor at the traffic lights would add a great deal more confidence for young children crossing.*
- *I drive down Keith St from the highway and it is a nightmare at school times. Perhaps the no standing could be extended a bit farther along the side to help with traffic flow*
- *Roads around schools are congested esp Keith St. It would be advisable if Keith and other surrounding streets were made one way during school pick up and drop of times*
- *The intersection of Keith St and Nepean Hwy, including the serve lane is of particular concern to locals during peak time. There are 3 points of entry to Keith St 1. service lane turning left 2. Nepean Hwy approach 3. Nepean Hwy north approach. This means parents have 3 different entry points and one exit point Leaving Keith St turning on to Nepean Hwy that they need to watch when crossing Keith st]. A peak assessment of this intersection is warranted.*