



Active Travel to School Roadmap

Progress Report

Active Travel to School Working Group – Vision

The Active Travel to School Working Group (ATS Working Group) has been established by the Bicycle Riding Reference Group to identify and plan a way forward to reduce actual and institutional barriers inhibiting active travel to school in Western Australia over the next 10 years.

Executive summary

It was a successful year for the Active Travel to School Roadmap (Roadmap) officially launched in March 2023, with progress made on 15 of 24 initiatives. The ATS Working Group continues to be a strong example of inter-departmental collaboration, with a growing network of partner agencies and stakeholders involved in information sharing and problem solving across multiple business areas.

Along with strong results from business-as-usual initiatives across the ATS Working Group organisations, research projects completed over the past 12 months will have a positive flow-on effect. In particular, the report from transport planning consultancy PJA on school transport planning gaps, and completion of the TREK2School study, provide important context and insight to support the completion of additional Roadmap initiatives going forward.

The ongoing efforts of the ATS Working Group to make active travel to school a safer, easier option for Western Australian families was further supported with the Minister for Transport's announcement in April 2024 of \$10 million to improve safety at warden-controlled crossings across the State.



Participating members

Fourteen organisations are now represented on the ATS Working Group. Notable new additions include the WA Police Children’s Crossings Unit, engagement of the parent voice through the inclusion of WA Council of State School Organisations, and WestCycle, the peak body for cycling in WA.

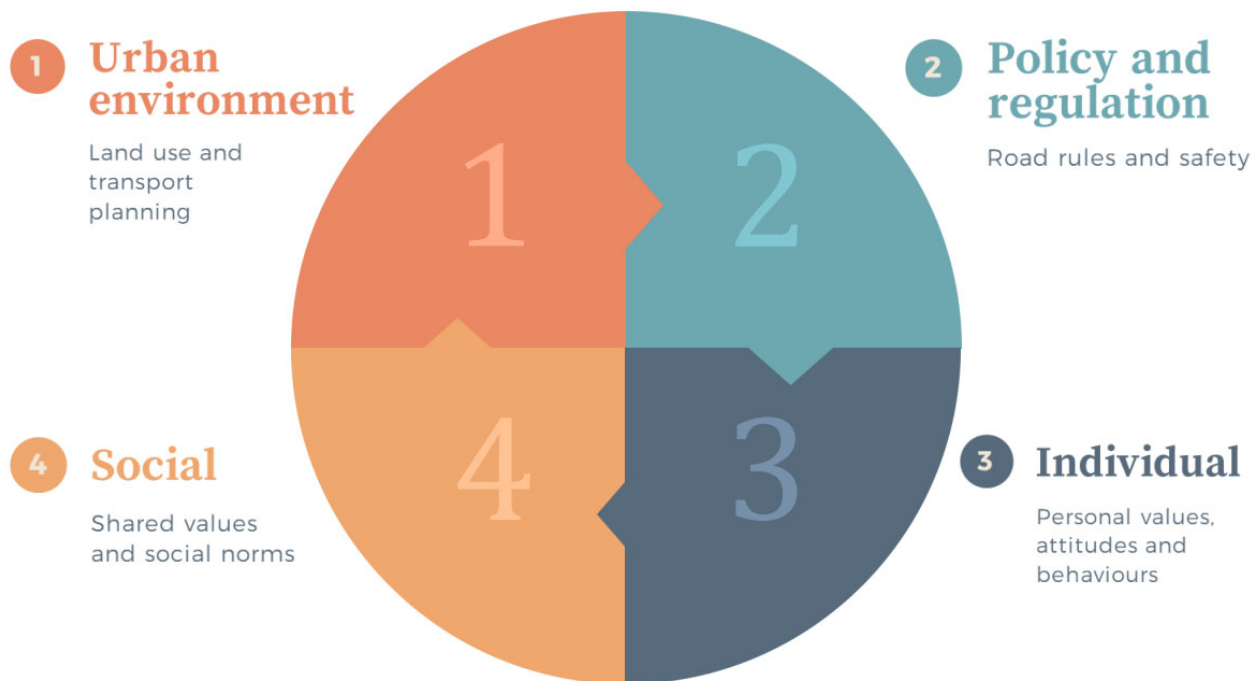
Member list:

- Department of Transport (DoT)
- Public Transport Authority (PTA)
- Department of Health
- Road Safety Commission (RSC)
- Department of Local Government, Sport and Cultural Industries
- WA Council of State School Organisations
- WA Local Government Association (WALGA)
- Main Roads WA (MRWA)
- Department of Education (DoE)
- Department of Finance
- WA Police
- Institute of Public Works Engineering Australasia
- Catholic Education WA
- WestCycle.

Report structure

The Roadmap initiatives were developed according to the four social-ecological factors of travel behaviour: urban environment; policy and regulation; social; and individual (Figure 1). The subsequent pages provide context on each initiative followed by a summary of reportable outcomes for each factor.

Figure 1: Social-ecology of school travel



Reportable outcomes

Urban Environment – Land use and transport planning

Initiative: School transport planning review

Lead agencies: WALGA, DoT, PTA (consulted)

Year: 2023

Expected outcome:

- Improved planning outcomes through alignment and improvement of existing planning guidelines and development of new guidelines.

Problems to address:

- Poor school site location
- Lack of safe path connectivity between school and local residential areas
- High parking demand
- Low efficacy of road safety guidelines
- Insufficient road and facility design to suit school active travel
- Inconsistent access to public transport options.

Reportable outcomes:

- PJA was contracted to complete the review of transport planning guidelines and case studies of their application at school sites in the Perth metropolitan area.
- Shared with the ATS Working Group, the completed report suggests:
 - transport planning advice around schools is varied and open to too much interpretation;
 - advice often neglects the active transport environment;
 - the active travel needs of students, parents and staff need to be considered earlier in the development process; and
 - road networks, subdivisions and structure plans are often completed without the impact of school travel being considered.
- Findings will be discussed with local governments throughout Stage 2 of the study which commenced in May 2024.

Initiative: School end of trip facilities

Lead agency: DoE

Year: Ongoing

Expected outcome:

- Improved convenience and security for students who want to ride to school.

Problems to address:

- Barriers to pedestrian and rider accessibility
- High parking demand.

Reportable outcomes:

- DoE delivered five end of trip facilities at new school sites in 2023.
- DoE also delivered three new end of trip facilities at existing secondary schools through capital works projects in 2023.
- DoE committed funding towards end of trip facilities for schools in the Armadale Line catchment area to support families during the rail line disruption.

Initiative: Connecting Schools Grant

Lead agencies: DoT, DoE

Year: Ongoing

Expected outcome:

- Improved convenience and security, accessibility, and student confidence and independence.

Problems to address:

- Barriers to pedestrian and rider accessibility
- High parking demand
- Low rate of riding proficiency.

Reportable outcomes:

- DoT and DoE jointly provided approximately \$225,000 in funding to 44 schools in the 2023-24 grant round.
- Grant funding was used to pay for upgrades to bike and scooter parking and shelter infrastructure, bike education, bike safety checks and road safety education.
- Key statistics - bike education:
 - An average of 513 participants completed an evaluated 4-week bike education program.

- Students deemed ‘competent’ increased from 30% (pre-program) to 76% (post program)
- Students reporting ‘low confidence’ decreased from 37% in week 1, to 9% post-program

- Key statistics - end of trip facilities:
 - The following infrastructure was delivered at 22 schools in 2023, across two separate grant rounds (2022-23 and 2023-24):
 - 4-bike racks: 41
 - 6-bike racks: 2
 - 12-scooter racks: 16
 - Shelters and shade sails: 9
 - Bike repair/pump stations: 5
- Your Move schools achieving an accreditation level of Silver or higher, making them eligible to apply for a Connecting School Grant, achieved higher behaviour change results on average than schools that did not.

Initiative: Complete Transport Environment and Kids (TREK) – 15 Years On study

Lead agency: DoT (through the Planning and Transport Research Centre)

Year: 2021 to 2024

Expected outcome:

- Walkability data for all metropolitan schools to assist planning.

Problems to address:

- Poor school site location and accessibility
- Lack of pedestrian and shared path connectivity between school and local residential areas
- High parking demand (on road).

Reportable outcomes:

- The TREK2School Study is nearing completion. It includes walkability analysis of all metropolitan schools (n652) and supplementary survey data collection with parents, students and principals from 32 schools.
- Data analysis and the final report are due for completion in 2024.
- Key findings from an interim report shared with the steering committee in March 2024 include:

- A large proportion of Perth schools are surrounded by street networks that are disconnected and contain high levels of traffic exposure, reducing the potential for more children to walk or ride to school.
- Nearly one third of schools had connectivity ratios just below the WA Planning Commission’s target ratio, showing that even minor connectivity improvements could benefit school neighbourhoods.
- Neighbourhoods surrounding higher socio-economic-status (SES) schools were significantly more walkable than low or medium SES schools.
- Student survey data supports latent demand for walking and riding to school.
- Parent survey data suggests high confidence in students’ capacity to walk and ride independently is offset by concerns around incidents and high amounts of traffic.

Initiative: Develop shared and separated path guidelines

Lead agency: DoT

Year: 2023

Expected outcome:

- Improved connections in the pedestrian and shared pathway network to and from schools.

Problems to address:

- Lack of pedestrian and shared path connectivity between school and local residential areas.

Reportable outcomes:

- ‘Planning and Designing for Bike Riding in Western Australia: Shared and Separated Paths’ is complete and has been published on the DoT website forming part of a suite of guidelines prepared by DoT to better inform planning and design for bike riding and walking in WA.

Initiative: Provide WA Bicycle Network (WABN) Plan grants to connect long-term cycling network to schools

Lead agency: DoT

Year: 2023-25

Expected outcome:

- Improved metropolitan sub-regional network connectivity to schools.

Problems to address:

- Lack of pedestrian and shared path connectivity between school and local residential areas.

Reportable outcomes:

- A total of 12 WABN grant projects resulted in improved school connections.
- Nine Regional Bike Network grants improved connections to 11 schools.
- Three Perth Bicycle Network grants improved connections to seven schools.

Initiative: Your Move Schools Development Application Condition

Lead agency: DoT, DoE

Year: Ongoing

Expected outcome:

- Improved convenience and security for students who want to ride to school.

Problems to address:

- Barriers to pedestrian and rider accessibility
- High parking demand.

Reportable outcomes:

- 14 schools had the condition to join and participate in the Your Move Schools program applied to development applications in 2023.

- A total of 80 schools currently have the condition applied. From these 80 schools:
 - 56 are registered with Your Move and 32 were active throughout 2023, sharing a total of 382 stories and completing 528 activities
 - 12 accessed Connecting Schools Grants worth \$67,000
 - 7 program planning sessions were delivered by Your Move officers.

“Participation in the active travel to school working group has been invaluable...Working groups such as this get us out of our silos and provides opportunities to hear and learn from a broad range of stakeholders...The group affords the opportunity for others to understand your business and for you to understand others...Everyone in the working group is striving towards a common goal and each member is able to contribute their part towards the greater collective outcome.” – *Paul Besant, Manager Children’s Crossings Unit, WA Police*



Policy and Regulation – Road rules and safety

Initiative: Investigate appropriateness of current speed zones for school precincts

Lead agencies: MRWA

Year: 2024

Expected outcome:

- Improved road safety around schools and more walkable and rideable environments.

Problems to address:

- Child pedestrian and riding injuries and fatalities
- Barriers to safe active travel.

Reportable outcomes:

- MRWA coordinated a stakeholder workshop in May 2024 to address road safety around schools and create more walkable and rideable catchments.

- Options carried forward for further investigation:
 - Reduce school zone speed to 30 km/h
 - Introduce school zone precincts
 - School zones to 24/7 rather than variable
 - Increased self-enforcement through signage
 - Increase number of pedestrian (non-traffic warden controlled) crossings surrounding schools
 - Investigate ways to make signage more child-friendly.

Initiative: Set school mode share targets – Stage 1: Data source and analysis; Stage 2: Consultative mode share target setting

Lead agencies: DoT, DoE, MRWA, PTA

Year: Ongoing

Expected outcome:

- Coordinated initiatives and outcomes.

Problems to address:

- Lack of policy coordination
- Lack of detailed data on school travel to effectively coordinate outcomes
- Lack of school transport objectives.

Reportable outcomes:

- Preliminary project plan is under development to deliver a staged approach to setting school mode share targets for the Perth Metropolitan area.
- Stage 1 will include identifying national and international examples of mode share target setting to inform feasibility studies for the Perth context.
- Pending Stage 1 outcomes, Stage 2 will include consultation with the ATS Working Group and other stakeholders to identify appropriate targets for Perth schools.

“Participating in the group has yielded significant benefits aligned with WALGA strategic goals and objectives. My involvement has allowed me to contribute to the development of new planning guidelines aimed at supporting and increasing active transport options. Furthermore, collaboration with other agencies has been instrumental in achieving these goals.” – *Negar Nili, Policy Officer Transport and Roads, WALGA*

Individual – Personal values, attitudes, and behaviours

Initiative: Expand delivery of the Your Move Schools program

Lead agency: DoT

Year: Ongoing

Expected outcome:

- Stronger school community culture of active travel
- Increased participation in public transport, walking and riding.

Problems to address:

- Barriers to pedestrian and rider accessibility
- High parking demand.

Reportable outcomes:

- Demand for the Your Move Schools program continued to increase, with record-setting program engagement continuing in 2023:
 - Registered schools increased by 48, to 243 total
 - A record 121 participating schools achieved program accreditation, an increase of 32

- Registered schools set records for stories posted (18% increase) and activities completed (13% increase)
- 94 schools completed both start and end of year evaluation surveys.
- The Armadale Line Active Travel project engaged 14 schools (12 of which are new to Your Move) in a bespoke Your Move program, providing active transport support and solutions to schools affected by the shutdown of the Armadale train line. Participating schools have received:
 - intensive program support from an assigned School Active Travel Officer;
 - support from RAC to implement bike library initiatives;
 - access to bike education, bike safety checks and bike repair programs; and
 - school access guides outlining safe routes to schools.

Initiative: Provide bike education at Western Australian schools

Lead agency: DoT

Year: Ongoing

Expected outcome:

- Increased student skills in riding and maintenance, and independent mobility.

Problems to address:

- Low riding proficiency.

Reportable outcomes:

- Over the past two years, DoT has trialled and evaluated bike education delivery to over 1,000 students from schools participating in the Your Move Schools program with outstanding success:

- 98% of participants were able to ride a bike at completion of bike education
- 96% of participants reported either 'high' or 'medium' confidence in their ability
- Access to bike education has been a key driver for growth in the Your Move Schools program.

Initiative: Deliver the Transperth Get on Board program

Lead agency: PTA

Year: Ongoing

Expected outcome:

- Improved public transport awareness, and skills for students transitioning from primary to secondary school.

Problems to address:

- Distance between home and school
- Parent/carer time restraints.

Reportable outcomes:

- Demand for community education programs continued to increase from 300 participating schools in 2022 to 362 in 2023, an increase of 20.5%.
- Unique school engagements and initiatives increased from 705 in 2022 to 1,006 in 2023, an increase of 42.5%.

Initiative: Deliver Transperth school marketing campaigns

Lead agency: PTA

Year: Ongoing

Expected outcome:

- Increased knowledge of public transport options for school travel.

Problems to address:

- Distance between home and school.

Reportable outcomes:

- Transperth has continued their commitment to communicating with schools where necessary. Marketing efforts included communications for transitioning to high school (Term 4 2023) and new year encouragement for students and parents to plan their journey (including use of school bus services) before school starts.
- Individual school brochures are also produced for a number of complex high schools to simplify transport information and deliver it in a concise and easy to understand way.

Initiative: Deliver road safety education programs

Lead agency: DoE

Year: 2023 to 2025

Expected outcome:

- Improved road safety awareness and skills.

Problems to address:

- Low awareness of vulnerable road users
- Parent/carer safety concerns.

Reportable outcomes:

- DoE, with funding from the RSC through the Road Trauma Trust Account, supports public, catholic and independent schools to deliver age-appropriate road safety education programs for early childhood, primary and secondary students.
- In 2023, DoE delivered 87 professional learning workshops to support the delivery of road safety education across all phases of learning across Western Australia.
- DoE's road safety programs are designed to help children develop knowledge, behaviour and attitudes that will support them to stay safe while travelling as passengers, pedestrians and users of bikes and other wheeled devices.
- For older students, the Keys4Life pre-driver education program aims to increase student awareness to strengthen their:
 - ability to safely and respectfully share the road with other road users; and
 - knowledge of the road rules.

“The benefits of participating in the active travel to school working group are a developed understanding of the activities of other agencies that can affect change beyond the school site that supports active, safe travel to school for students, staff and parents. This informs the work that we do in providing facilities within the school boundary. Through our shared thinking we have the ability to affect change that is of benefit to the wider community.” – *Sally Mizen, Manager Infrastructure Delivery, Department of Education*

Social – Shared values and social norms

Initiative: Research parent safety perceptions

Lead agency: RSC

Year: Complete

Expected outcome:

- Improved understanding of safety concerns to inform project planning and messaging.

Problems to address:

- Parent/carer safety concerns
- Road safety guidelines.

Reportable outcomes:

- RSC commissioned Kantar Public to explore current parent/carer perceptions around active travel to school and identify barriers and enablers to engaging in the behaviour. Children aged 11 – 17 years were also surveyed.
- For parents/carers, key findings include:
 - Active travel was a new concept for many but was quickly understood once explained
 - Supportive of active travel to school, with many comfortable with their children cycling (87%), walking (77%), or scooting (71%) to school; 85% would like their children to regularly participate in the behaviour.

- Identified increased physical and mental health, and community and neighbourhood awareness as the key benefits of active travel to school. It was also perceived to help develop children’s confidence, independence and responsibility.
- Safety is the key barrier, in particular busy roads and traffic, unsafe active travel infrastructure, ‘stranger danger’, and lack of awareness of road safety rules and active travel protocols. Additionally, inflexible work arrangements, school schedule and time pressures, and poor organisation were raised.
- Parents/carers understood that they were ultimately responsible for encouraging their children to engage in active travel. It is recognised as a collective effort, requiring facilities and encouragement from schools, and safe roads and infrastructure from local governments.
- Child and community education campaigns were also proposed as potential enablers to improve active travel to school.

