



Active Travel to School Roadmap 2023-2030

Active Travel to School Working Group

Introduction

Vision

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

Context

In 2021, the Department of Transport (DoT) released the paper *The Declining Rate of Walking and Cycling to School in Perth* (the DoT paper) highlighting the low participation in active travel to school and the impact it is having on the transport network, and mental and physical wellbeing of children:

- The national rate of active travel to school has dropped from 75 per cent to 25 percent over the past 40 years, and in Perth the rate is as low as 20 per cent.
- Travel to school comprises approximately 18.4 per cent of morning peak transport trips in the Perth metropolitan area and is estimated to cost the economy over \$186 million per year.
- The impacts of declining active travel to school are immediate and long-term including increased travel time, more traffic congestion, less opportunity for skills development and self-efficacy and associated lower return on investment in cycling infrastructure, childhood obesity and chronic disease, and road infrastructure costs.

Selection of roadmap initiatives

The Active Travel to School Roadmap 2023-2030 (the Roadmap) has been developed by the ATS Working Group to address the key barriers to active travel to school identified in the DoT paper including:

- poor pedestrian and shared path accessibility;
- traffic around schools;
- safety and parent/carer perceptions;
- distance between home and school;
- increased car affordability; and
- parent/carer time constraints.

As well as addressing key barriers highlighted in the DoT paper, the Roadmap supports initiatives that encourage children to switch from private car to public transport trips. Walking or riding the entire journey to and from school may not be feasible for children with special needs, those travelling longer distances, or due to the urban environment. Public transport is an important part of active transport as it typically involves a component of walking or riding.

The ATS Working Group also ranked the initiatives according to multi criteria analysis which included likelihood of implementation, impact and strategic alignment.

Governance and delivery

The Roadmap is endorsed by the ATS Working Group and member agencies: the departments of Transport, Education and Health, Main Roads WA, the Public Transport Authority, Road Safety Commission, Western Australian Local Government Association and Institute of Public Works and Engineering Australasia.

The ATS Working Group will report Roadmap progress to the BRRG on an annual basis and upon completion of key project milestones. Individual initiatives will be governed by lead agencies under their normal business models.

The Roadmap primarily contains existing and new initiatives currently being delivered or proposed for delivery by ATS Working Group representatives and their agencies.

Initiatives that require external lead agency approval and support have been noted in the Roadmap initiative lists and approval for their inclusion will be sought from these agencies.

The schedule for delivery of initiatives will be refined and updated following lead agency approval, business planning, and scheduling.

Reporting and evaluation

Reporting and evaluation of individual initiatives will occur as per each agency's normal business processes, and outcomes will be presented to the ATS Working Group by agency representatives. The ATS Working Group will develop a program logic model (with the socio-ecological model underpinning it) as a basis for evaluating the impact of the coordination and delivery of the roadmap initiatives.

The ATS Working Group will provide an annual report and separate updates to the BRRG when significant projects milestones are achieved. A biennial formal update on the Roadmap initiatives will be sent to the Director General or CEO associated with the BRRG. The report will also be made available to ATS Working Group members for the purpose of reporting back to their respective agencies, Director Generals and Ministers.

Reporting metrics will include:

- Initiative outcomes such as changes in active travel rates, policy changes, and stakeholder feedback;
- Project challenges such as level of support and funding; and
- Recommendations such as guideline development, changes to regulations and business case development.

Roadmap initiatives

The proposed roadmap initiatives are listed below, including initiative description, expected outcome, the problem the initiative will address, lead agency and indicative schedule. The delivery of some initiatives will build upon and inform the delivery of subsequent ones, so this has been accounted for in the scheduling and timing.

The initiatives have been grouped according to the four social-ecological factors of travel behaviour: urban environment, policy and regulation, and individual and social factors (see Figure 1). This model is important for addressing the problem of declining walking and riding to school as it systematically identifies all factors that influence behaviour. The model explores causal, interacting and reinforcing links between these factors and facilitates the identification of appropriate measures that will lead to sustained increases in active travel to school if applied consistently.

Commitment and Funding

Lead agencies have committed to taking responsibility for seeking, securing and allocating necessary funding through appropriate budgetary processes.

Therefore, some of the actions below remain subject to funding and associated timelines are indicative.

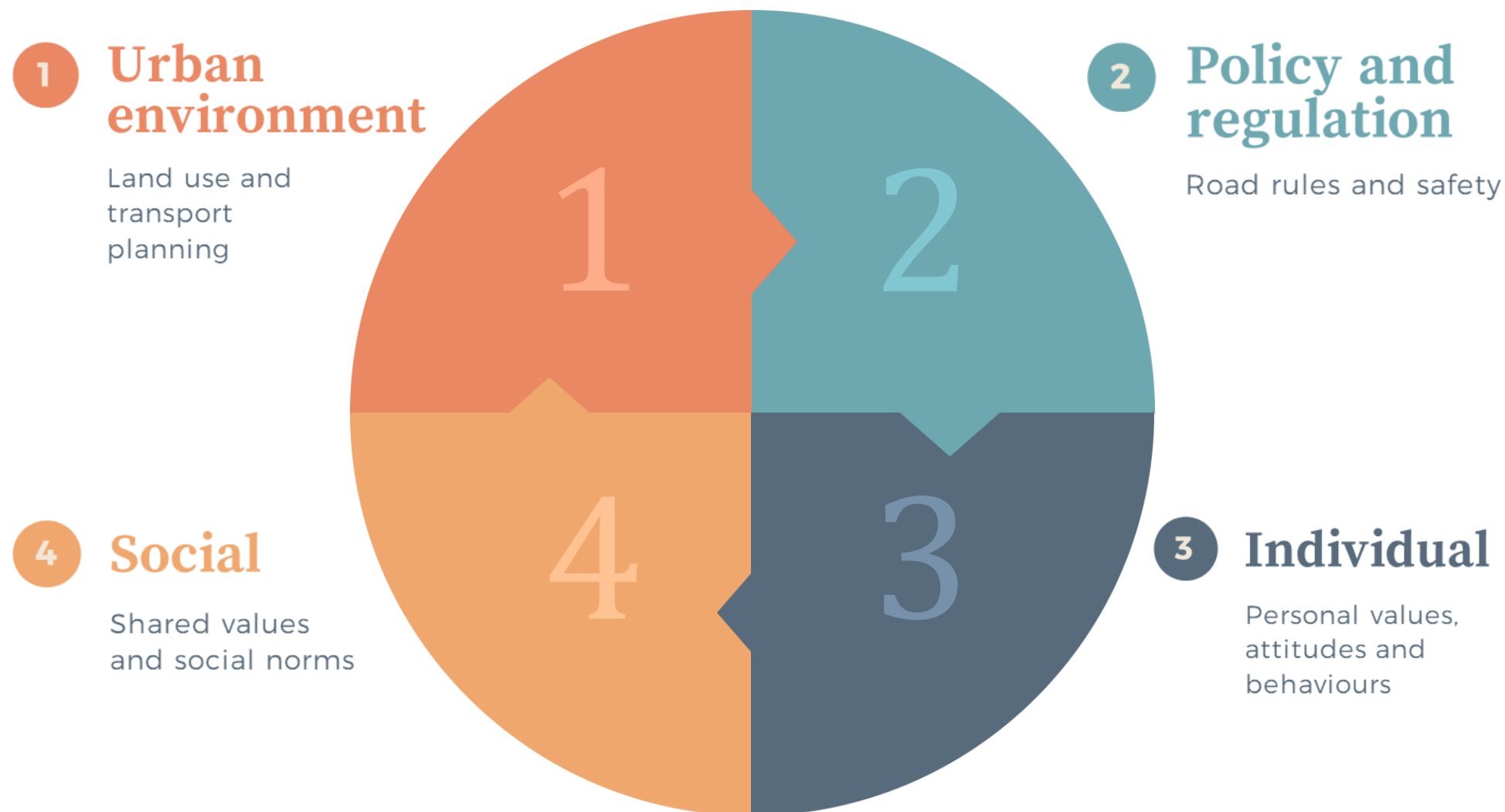


Figure 1: social-ecology of school travel¹

¹ Figure 1 is based on the Social-Ecological Model used in health-related disciplines and behavioural sciences as a framework for identifying factors influencing individual behaviour (Kilanowski, J. 2017. 'Breadth of the Socio-Ecological Model', *Journal of Agromedicine*, 22:4, 295-297).

Urban environment

#	Initiative	Expected outcome	Problem	Lead agency	Year
1	Consult local governments to identify sub-regional school transport challenges and amend existing planning guidelines and develop new guidelines where gaps exist.	Improved planning outcomes through alignment and improvement of existing planning guidelines and development of new guidelines.	Poor school site location and accessibility; Lack of pedestrian and shared path connectivity between school and local residential areas; High parking demand; Low efficacy of road safety guidelines. Suitable road design including facilities for buses to set down/ pick up near the school and pedestrian access to train stations/ bus stops in catchment areas where required.	WALGA and DoT (and PTA consulted)	2023
2	Build end of trip facilities at new schools.	Improved convenience and security for students who want to ride to school.	Barriers to pedestrian and rider accessibility; High parking demand.	DoE	Ongoing
3	Provide Connecting Schools Grants for wayfinding, riding education and end of trip facilities.	Improved convenience and security, accessibility, and student confidence and independence.	Barriers to pedestrian and rider accessibility; High parking demand; Low rate of riding proficiency.	DoT and DoE	Ongoing

#	Initiative	Expected outcome	Problem	Lead agency	Year
4	Complete the Transport Environment and Kids (TREK) 15 Years On study.	Walkability data for all metropolitan schools to assist planning.	Poor school site location and accessibility; Lack of pedestrian and shared path connectivity between school and local residential areas; High parking demand (on road);	DoT (through the Planning and Transport Research Centre)	2021-24
5	Deliver School Connectivity Improvement Projects.	Local pedestrian and shared pathway infrastructure improvements at existing schools and increased riding and walking using designated safe routes to school.	Poor school site location and accessibility; Lack of pedestrian and shared path connectivity between school and local residential areas; High parking demand; Parent/carer safety concerns.	DoT	Ongoing
6	Develop and distribute the <i>Shared and Separated Paths Guidelines</i> to LGA.	Improved connections in the pedestrian and shared pathway network to and from schools.	Lack of pedestrian and shared path connectivity between school and local residential areas.	DoT	Complete
7	Review <i>Primary School Brief for Traffic Management</i> and <i>Secondary School Planning Guide</i> .	Improved travel demand and parking management measures and bus service facilities in government primary and secondary school planning.	High parking demand; Growth in school student numbers; Poor school site location and accessibility; Lack of pedestrian and shared path connectivity	DoT and DoE	2024

#	Initiative	Expected outcome	Problem	Lead agency	Year
			between school and local residential areas. Suitable road design including facilities for buses to set down/ pick up near the school and pedestrian access to train stations/ bus stops in catchment area where required.		
8	Explore feasibility of IPWEA developing and delivering cycling design training courses.	Improved and more consistent cycling design across local governments.	Low accessibility and connectivity to school via pedestrian and shared paths.	IPWEA	TBC
9	Provide WA Bicycle Network Plan grants to connect Long Term Cycling Network to schools.	Improved metropolitan sub-regional network connectivity to schools.	Lack of pedestrian and shared path connectivity between school and local residential areas.	DoT	2023-25 (forward estimates budget period)
10	Provide schools with support to actively participate in the Your Move Schools program to meet Development Application Conditions (requiring program participation).	Improved parking and traffic management.	High parking demand; Traffic congestion around schools.	DoT/DoE	Ongoing

Policy and regulation

#	Initiative	Expected outcome	Problem	Lead agency	Year
1	Investigate appropriateness of current speed zones for school precincts.	Improved road safety around schools and more walkable and rideable environments.	Child pedestrian and riding injuries and fatalities; Barriers to safe active travel and public transport use.	MRWA	2024
2	Set School travel mode share targets:	Coordinated initiatives and outcomes.	Lack of policy coordination;	DoT, DoE, MRWA, and PTA	2023-24
	1. Stage one: data source and analysis (including Perth Area Travel and Household Survey and TREK 15-Years On study);		Lack of detailed data on school travel to effectively coordinate outcomes;		
	2. Stage two: consultative mode share target setting.		Lack of school transport objectives.		
3	Research and develop new initiative trials including exclusion zones, park and walk/ride, and staggered school start and finish times.	Improved understanding of efficacy of various interventions.	Poor access and traffic exposure around schools; Distance between home and school; Parent/carer time constraints. Suitable road design including facilities for buses to set down/ pick up near the school and pedestrian access to train stations/ bus stops in catchment area where required.	DoT and TBC	2024-25

Individual

#	Initiative	Expected outcome	Problem	Lead agency	Year
1	Align Road Safety and Drug Education, Health and Physical Education Curriculum Support, and Your Move Schools programs.	Strategic alignment of program objectives and outcomes.	High parking demand; Student riding proficiency; Parent/carer safety concerns; Childhood obesity and overweight.	DoE/DoT	Complete
2	Expand delivery of the Your Move Schools program.	Stronger school community culture of active travel. Increased participation in public transport, walking, and riding.	High parking demand; Student riding proficiency; Parent/carer safety concerns; Childhood obesity and overweight.	DoT and PTA consulted.	2023-30
3	Provide Bike education at WA Schools.	Increased student skills in riding and maintenance, and independent mobility.	Low riding proficiency.	DoT	Ongoing
4	Deliver the Transperth <i>Get On Board</i> program	Improved public transport awareness and skills for students transitioning from primary to secondary school.	Distance between home and school; Parent/carer time constraints.	PTA	2023-30
5	Deliver Transperth school marketing campaigns	Increased knowledge of public transport options for school travel.	Distance between home and school.	PTA	2023-30

#	Initiative	Expected outcome	Problem	Lead agency	Year
6	Deliver Transperth bus safety campaigns	Reduced accidents involving or around buses.	Bus or vehicle, pedestrian and cyclist conflict; Unsafe behaviours around buses.	PTA	2023-30
7	Deliver road safety education programs.	Improved road safety awareness and skills.	Low awareness of vulnerable road users; Parent/carer safety concerns.	DoE	2023-25

Social

#	Initiative	Expected outcome	Problem	Lead agency	Year
1	Research parent safety perceptions.	Improved understanding of safety concerns to inform project planning and messaging.	Parent/carer safety concerns; Road safety guidelines.	RSC	Complete
2	Develop positive attitudes and behaviours towards walking, riding and public transport.	Increased awareness of the benefits of walking, riding and public transport.	Parent/carer safety concerns. Increased private vehicle usage impacting congestion, health & safety.	DoT and PTA consulted	2023-30
3	Scope, develop and test key messaging on flexible work practices and active travel to school.	Increased awareness of active travel to school amongst parents and carers who work from home.	High labour force participation; Parent/carer time constraints.	DoT	2024

4	Develop and deliver social change project to increase importance of and participation in active travel to school.	Increased cultural importance of healthy active travel to school.	High rate of car ownership; Parent/carer safety concerns and perceptions.	DoT	2024-26 (following completion of initiative # 1&3)
---	---	---	---	-----	--

Glossary

Active travel/transport	Any form of transport that requires physical exercise such as walking, bike riding or scooting. Public transport is an important part of active transport as it typically involves a component of walking or riding.
Bicycle Riding Reference Group (BRRG)	<p>The BRRG incorporates Executive or Director level representation from across government and industry to facilitate strategic discussion to progress initiatives that support and encourage bike riding in WA.</p> <p>It provides strategic advice for the identification, implementation, monitoring, evaluation and review of strategies and initiatives related to bike riding in WA.</p>
Connecting Schools Grants	<p>WA State Government grants program to fund active transport infrastructure and education including bike and scooter parking, bike repair stations, bike skills and road safety education.</p> <p>https://www.yourmove.org.au/resources/connecting-schools-grant/#:~:text=Connecting%20Schools%20is%20a%20grant,the%20Your%20Move%20Schools%20program.</p>
Get On Board	<p>Transperth program helping students understand and independently use public transport.</p> <p>https://getonboard.transperth.wa.gov.au/</p>
Perth Area Travel and Household Survey	<p>The objective of the Perth Area Travel and Household Survey (PATHS) is to collect information about the way in which Western Australians use the transport network across the Perth metropolitan and Peel regions. The survey began in May 2018 and will continue until 2022. Information collected will help to inform planning and development of infrastructure.</p> <p>https://www.mainroads.wa.gov.au/globalassets/projects-initiatives/transport-surveys/paths-information-sheet.pdf</p>
Shared and Separated Paths Guidelines	<p>This document provides practitioners with guidance surrounding the planning and design of shared and separated paths in Western Australia to enable the safe and efficient movement of bicycle riders of all ages and abilities. It is intended to be a convenient and practical reference guide aimed at practitioners with varying levels of experience.</p> <p>https://www.transport.wa.gov.au/mediaFiles/active-transport/AT_CYC_P_Shared_and_separated_paths.pdf</p>
Transport Environment and Kids 15 Years On (TREK)	<p>This project aims to update and expand the TRavel, Environment and Kids study (TREK) conducted in Perth in 2005. It will investigate school walkability, parent- and student-reported individual, social and environmental factors influencing school transport modes, and latent demand for walking and cycling to school.</p> <p>https://patrec.org/2021/12/02/new-project-the-travel-environment-and-kids-trek-study-15-years-on/</p>
Western Australian Bicycle Network Grants	<p>The WABN Grants program is one of the key actions detailed in the Western Australian Bicycle Network Plan 2014-2031 which sets out a framework for the provision of a safe and sustainable cycling network</p>

across WA. For more information visit the WA Bicycle Network Plan project page.

Funding is available to local government authorities in WA, for up to 50% of the total project cost, for the planning, design and implementation of bicycle network infrastructure and programs in accordance with State Government priorities set out in the WABN Plan.

<https://www.transport.wa.gov.au/activetransport/wa-bicycle-network-and-grants.asp>

**Your Move
Schools**

DoT program helping students get active by increasing walking, scooting and riding to school.

<https://www.yourmove.org.au/schools/>