Flemington Primary School
Green Travel Plan
Healthy, independent, sustainable travel to and from school

July 2012
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**Ride to School Day 2012**
Introduction

The Flemington Primary School Green Travel Plan

Flemington Primary School, with support from Moonee Valley City Council (MVC Council) has prepared this School Travel Plan (the Green Travel Plan) to address issues around how our school community (and others) travel to and from the school.

The Green Travel Plan is designed review the current situation and guide future actions to achieve the stated vision. It is meant to be a “live” document that is regularly reviewed and updated. There is an emphasis on positive, pro-active actions (doing something), rather than negative actions (stopping something or banning something).

The Green Travel Plan followed the preparation of a review of current travel habits (School Travel Survey Report) in Term 1 2012; invitations for input through the school newsletter and at school assembly announcements and consultation sessions at the school fete and during parent/teacher interview sessions in Term 1 a representatives from MVC Council and Bicycle Network Victoria were present.

► Flemington Primary School has ongoing issues with the safety of students coming to and from school and their interaction with motor vehicles. For several years there have been repeated entreaties from the school staff and parents for people to take care using their cars to drop off or pick up students. The Vice Principal has a regular column in the weekly school newsletter warning people to obey the road rules and the rules of the school especially those relating to how they should drop or pick up children in the school laneway and along Flemington Street. The Principal regularly addresses the same issues at school assembly and the school has requested council and police to target offenders. Despite these actions dangerous and sometimes illegal behaviours continue and incidents where students have nearly been seriously injured by cars are reported several times a year.

► There is also a desire amongst the school community to embrace more environmentally and healthier daily habits including those related to travel to and from school. Sustainability, health and personal responsibility are fundamental elements of the school curriculum.

► Healthy, independent and sustainable travel to and from school fits closely with the school values especially those of Care and Compassion (ensuring everyone can safely get to and from school) and Responsibility (taking control of our decisions on how we travel to and from school and the impacts it can have on ourselves and others in the community).

► The school travel survey conducted in Term 1 of 2012 reveals a strong expressed desire amongst students and their parents to bicycle, scooter or walk to and from school rather than drive.

Bikes parked at Ride to School Day 2012 – 88% of students did not arrive by car on the day.
Flemington Primary School

From the school’s website:

Flemington Primary School was established in the current buildings and location 1922, and is situated in the quiet residential area of Travancore in inner Melbourne. The school is set back from Mount Alexander Road behind majestic, heritage cast iron gates and the school oval, and is bounded by the laneway, Flemington Street, Cashmere and Mangalore Streets and the Royal Children’s Hospital Mental Health Unit.

Situated in spacious grounds, the main, three storey red brick building overlooks a pleasant, treed and shaded courtyard flanked by a number of other buildings. The current student enrolment (in 2012) is 433 students with the majority of our students drawn from the immediate localities and the local government area of Moonee Valley.

Our guiding philosophy is based on equity of access and high expectations that all children will learn and achieve their full potential. We anticipate that all children will leave Flemington Primary School with a love of learning, a strong sense of self-worth, confidence, independence, risk-taking skills and self-discipline. High expectations for learning and behaviour are linked to respect for the rights and responsibilities of all members of our community.

Interwoven with this philosophy and aims are the school values of Care & Compassion, Honesty, Respect and Responsibility. Together with our focus on student wellbeing and the “You Can Do It!” principles of Confidence, Organisation, Persistence, Resilience and Getting Along with Others, students learn in a caring, safe and supportive community.

Nearby education facilities
There are several education facilities adjacent or nearby Flemington Primary School and travel to and from these is relevant to the school’s travel plan (see site plans for locations):

• The Flemington Street childcare centre is located adjacent to the school on Flemington St.
• The Royal Children’s Hospital Mental Health Unit is located behind the school with access from Flemington Street and includes the Travancore School providing inpatient school support for children.
• Elite Swimming School is located on Flemington Street in the grounds of the Royal Children’s Hospital Mental Health Unit.
• Mt Alexander Secondary College, a State secondary school, is located opposite the school.
• St Brendans Primary School, a catholic school, is located on Wellington Street.
• The Ascot Vale Special School is located to the north on Tasma Street.
• The Ascot Vale Primary School lies to the northwest on Bank Street.
• The Debney Meadows Primary School is located to the south on Victoria Street.

Current school facilities/arrangements
There are three access gates to the school for people walking, cycling or scootering. They are:

• The main entrance from Mt Alexander Rd through the gates – this has a crossing supervisor (lolly pop person) before and after school. The crossing of Mt Alexander Rd is signalised and takes in Wellington St and the laneway alongside the northern side of the school. The crossing and is a complicated intersection – the signals have a “barnes dance” crossing sequence which allows diagonal crossing and perpendicular crossing across the intersection simultaneously from all four corners.
• The entrance from Flemington St via a ramp up from the street.
• The “rear” entrance from Cashmere St which also connects to a steep path down to Mooltan St and, via a laneway to the Moonee Ponds Creek and the shared path that runs alongside. This is also a supervised crossing before and after school.

Drop off areas
There are two recognised drop off areas for students. One is in the laneway beside the hall. A parent of teacher supervises off-loading of children in the mornings. It operates as a “kiss and go” drop off area. The other is on Flemington St at the ramp between the school and the childcare centre. This is on a public street and problematic when children try to cross the street from the opposite side especially when cars are double parked in the morning.

Car Parking
Staff parking is provided in the angled parking bays alongside the school laneway. With the construction of the hall the parking area in this section of the laneway was narrowed but now allows enough room for cars to park behind angled parked cars and still leave room for others to use the laneway to get past. This leads to some cars double parking. On weekends when there is community use of the hall and grounds people are sometimes parked in by double parked vehicles. During school drop off times parents sometimes double park to let out their children which can be dangerous if cars and moving past along the laneway.

Another, informal, drop off area is on Flemington St where parents let their children out to access the school via the ramp off Flemington St. Here, again, there is often double parking of cars in the mornings and evenings and staff supervise this location to try to prevent children running in front of moving vehicles or crossing dangerously.

Many of the surrounding streets have time limited parking (15mins to 2 hours) or permit parking (for those residents with permits only). There are few stretches of street that allow all day parking, notably the west side of Cashmere St.

Bicycle/scooter parking
There are currently two areas for people to leave their bikes. One is near the rear Cashmere St entrance. The other is alongside the temporary classroom buildings. Both areas are open spaces with wheel slot parking rails. The racks are not designed for scooters which often fall over in the racks. In warmer seasons the bike racks are often overflowing with bikes and scooter which are left in adjacent areas.

Location
Flemington Primary School is located in Travancore, to the east of Mt Alexander Rd and the defined suburb of Flemington. Mt Alexander Rd is a main thoroughfare for motor vehicles into and out of the city and also carries the Route 59 Tram from the CBD to Airport West. To the south is the suburb of Flemington and, at the end of Wellington St, the shopping centre of Newmarket along Racecourse Rd and Pin Oak Crescent. The Newmarket Train Station on Pin Oak Crescent/ Racecourse Rd is about 800m walk from the school and lies on the Craigeburn/Broadmeadows Line. The Route 57 Tram runs along Racecourse Rd. Also to the south, east of Newmarket, are the Debney Meadow highrise apartment buildings which house public housing. These are at the base of the hill that rises to Wellington St and up Mt Alexander Rd to the school and beyond. Across from Debney Meadows and its park is the Flemington Bridge Train station which is again about 800m walk from the school and lies on the Upfield Line. To the east is Moonee Ponds Creek and its shared path and the CityLink freeway. To the west lies the remainder of Flemington and, to the northwest, Ascot Vale. To the north lies the suburb of Travancore which is bounded by Maribyrnong Rd to the north.
Site maps

Site map of the school.

Wider location plan showing surround areas.
Distribution of Students and Staff

The School Travel Survey Report mapped the location of students by postcode. The map is provided below. Detailed locations of student and staff trip origin points (addresses rather than postcodes) have not been mapped.

As a state primary school, Flemington Primary School draws the majority of its students from the surrounding neighbourhoods.

Despite more than 58 per cent of surveyed students reporting living in the immediate surrounding suburb of Flemington, just 27.4 per cent of these local students walked to school.

Location of students in surround areas, (from Flemington Primary School Travel Survey Report (UrbanTrans 2012))
The Current Situation

The School Travel Survey report by UrbanTrans (Appendix 1) details the current travel habits of people who responded to the travel survey conducted in the first term of 2012.

The travel survey polled 302 students and 48 parents during the week beginning 13th February 2012. The Report gave the following results (statistics, quotations and figures are direct extracts from the report):

Current travel methods

- more than 58 per cent of students reported living in the immediate suburbs of Flemington but just 27 per cent of them walked to school
- 43 per cent of all students were driven to school in a car
- 28 per cent walked
- 5.6 per cent bicycled
- 55 per cent of Grades Prep to 2 children were driven to school while another 32 per cent walk
- 52 per cent of Grade 3 – 6 students were driven to school in the morning while 49 per cent were driven home
- 6.5 per cent of children used a scooter to travel to school
- 5.5 per cent used public transport, 4.7 per cent caught the tram

At Ride to School Day in 2012, 88% of children reported that they had arrived at school other than by car.

How we’d like to get to school

“When asked how they would like to get to school, Grade 3-6 children opted for sustainable transport modes such as walking (41 per cent), riding a bicycle (44 per cent) and skateboarding and scooting (30 per cent).

“In particular, school children demonstrated a significant disparity between current and desired behaviour for cycling with the number wanting to ride a bike eight times higher than those currently doing so.

“Of those parents who drove their children (just under half of all children) 27.1 per cent said their children were too young to travel independently.

“70 per cent of parents said they would consider allowing their child to walk to school while another 58 per cent said they’d consider allowing them to ride a bicycle.”
What stops us

“Children identified the need for less traffic around the school (37.6 per cent) as a key factor to encourage them to travel either by themselves or with friends more often. 20.1 per cent of students thought that marked safer walking and cycling routes would help while almost a quarter (21.1 per cent) noted that safer road and rail crossings would encourage them.”

![Bar chart showing various reasons for choosing travel methods.]

“Parents stated they might be more inclined to allow their children to use forms of transport other than car if there was a safe place to lock their bikes at school (34.9 per cent) and better bicycle paths to the school (32.6 per cent).”

Why We Travel the Way We Do

“How parents and children decide to get to school is influenced by a range of factors. “They include personal factors, including convenience and perceptions of the child’s ability. Almost a quarter of parents who drive their children to school (22.9 per cent) said they considered traffic danger between home and school to be a factor in why they drive children to school, and 20.8 per cent cited the fact that is was quicker to travel by car as a factor.”

![Bar chart showing various reasons for choosing travel methods.]

“Parents might be more inclined to allow their children to use forms of transport other than car if there was a safe place to lock their bikes at school (34.9 per cent) and better bicycle paths to the school (32.6 per cent).”

“Why We Travel the Way We Do”

“How parents and children decide to get to school is influenced by a range of factors. “They include personal factors, including convenience and perceptions of the child’s ability. Almost a quarter of parents who drive their children to school (22.9 per cent) said they considered traffic danger between home and school to be a factor in why they drive children to school, and 20.8 per cent cited the fact that it was quicker to travel by car as a factor.”
Sustainability of the Travel Plan

Objective 1: Build a school culture that supports active travel by motivating, encouraging and educating students and their families. Details actions to support the sustainability of the Green Travel Plan. In particular items 1-1: Establish a Green Travel Plan Working and Review Group and Item 1-7: Establish monitoring and review mechanisms.

Photos of Ride To School Day 2012 from school newsletter.
Proposed Strategies

After identifying key issues around the site, surveying current and desired travel habits and consulting with the school community the following vision, objectives, targets and actions are proposed.

Vision

- A school culture that supports active travel to and from school
- A healthy, safe environment around the school with minimal motor vehicle traffic and congestion such that students and their families feel comfortable and safe walking, scootering, riding and catching public transport to and from school.
- Students have the skills and confidence to travel safely to and from school
- Upper primary school students (Gr 4-6) regularly (every day or the majority of the time) travelling, if possible, independently to and from school
- Parents with a positive attitude to active travel, who feel at ease letting their children walk, scooter and ride to and from school.

Objectives

The Green Travel Plan aims to increase the number of students choosing active travel (that is walking, scootering, public transport and cycling) to and from school through the following objectives:

1. Build a school culture that supports active travel by motivating, encouraging and educating students and their families
2. Create a safe and healthy environment around the school during pick up and drop off times by reducing the number of motor vehicles and encouraging safe driver behaviour
3. Improve walking and bicycle facilities and infrastructure in and around the school

Target

By end of 2013

- 70% of school community regularly travelling to and from school other than by car (up from 57% in 2012)
- Prep to Year 3 – 50% of children get to school other than by car
- Year 3 to 6 – 80% of children get to school other than by car
## Implementation Plan

### Objective 1: Build a school culture that supports active travel by motivating, encouraging and educating students and their families

<table>
<thead>
<tr>
<th>Item No.</th>
<th>Proposed Actions</th>
<th>By Whom</th>
<th>By When</th>
<th>Anticipated costs</th>
</tr>
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<tbody>
<tr>
<td>1-1</td>
<td>Establish Green Travel Plan Working Group (GTPWG)</td>
<td>Staff, School council, SRC</td>
<td>Term 3 2012</td>
<td>None</td>
</tr>
<tr>
<td>1-2</td>
<td>Establish calendar of regular active travel events (ride to school day, walk to school day, monthly walk/ride days, Walking Wednesdays)</td>
<td>Staff, GTPWG, SRC</td>
<td>Ongoing – introduce monthly events</td>
<td>None or minimal</td>
</tr>
<tr>
<td>1-3</td>
<td>Regular communication via newsletter</td>
<td>Staff, GTPWG</td>
<td>Ongoing. Vice Principal piece and Green Travel Piece</td>
<td>None</td>
</tr>
<tr>
<td>1-4</td>
<td>Establish Walking School Buses – Kent St, Wellington St</td>
<td>Parents, MVC Council</td>
<td>Term 4 2012</td>
<td>None</td>
</tr>
<tr>
<td>1-5</td>
<td>Establish Cycle Training</td>
<td>Staff, GTPWG</td>
<td>Ongoing. Formalise</td>
<td>Cost of training. $1000</td>
</tr>
<tr>
<td>1-6</td>
<td>Run classroom and curriculum activities to promote active and safe travel. Establish calendar and curriculum plan.</td>
<td>Staff, School council</td>
<td>Ongoing.</td>
<td>None</td>
</tr>
<tr>
<td>1-7</td>
<td>Establish monitoring and review mechanism – hands up surveys, six-monthly travel survey</td>
<td>GTPWG, MVC council, school council</td>
<td>Term 3 2012</td>
<td>None</td>
</tr>
<tr>
<td>1-8</td>
<td>Explore bike donation and exchange program to allow all students access to a working bike</td>
<td>GTPWG, MVC council, school council</td>
<td>Term 4 2012</td>
<td>None or minimal</td>
</tr>
<tr>
<td>1-9</td>
<td>Explore barriers for active travel from Debney Meadows – establish walking route up Hill St. or along Mooltan/ Flemington St?</td>
<td>Parents, School council, GTPWG</td>
<td>Term 4 2012</td>
<td>None</td>
</tr>
<tr>
<td>1-10</td>
<td>Consult and work with neighbouring schools to coordinate actions – Mt Alexander College, St Brendans, Flemington St Child Care Centre</td>
<td>GTPWG</td>
<td>Term 3 2012 and ongoing</td>
<td>None</td>
</tr>
</tbody>
</table>

From 26 June 2012 consultation session:
"Lets start as Walking School Bus along Wellington St – could start from Pin Oak Crescent station corner (Pepper's Café) for those of us on the other side of the railway tracks"
"Mooltan St walking school bus should be considered"
"Walking bus along Mrynong Cr (Mooltan St) starting at Brisbane St"
Objective 2: Create a safe and healthy environment around the school during pick up and drop off times by reducing the number of motor vehicles and encouraging safe driver behaviour

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<tbody>
<tr>
<td>2-1</td>
<td>Publicise good parking and drop off locations</td>
<td>GTPWG, staff, School council</td>
<td>Term 3 2012</td>
<td>None</td>
</tr>
<tr>
<td>2-2</td>
<td>Review parking restrictions around the school</td>
<td>GTPWG, School council, MV council, SRC</td>
<td>Term 4 2012</td>
<td>None</td>
</tr>
<tr>
<td>2-3</td>
<td>Review Flemington St drop off area and plan for improvement and operation</td>
<td>GTPWG, School council, MV council, SRC</td>
<td>End 2012</td>
<td>None</td>
</tr>
<tr>
<td>2-4</td>
<td>Review laneway drop off and pick up and establish plan incl. continued supervision</td>
<td>GTPWG, School council, staff</td>
<td>Term 3 2012</td>
<td>None</td>
</tr>
</tbody>
</table>

From 26 June 2012 consultation session:
“Advocate for more enforcement of speed limits and red light cameras”
“The left turn into Kent St from Mt Alexander Road is dangerous especially with drivers coming around the corner very fast”
“Having a parent to assist children to cross Kent St on a roster basis would help at the unsafe point”

Ride to School Day 2012
Objective 3: Improve walking and bicycle facilities and infrastructure in and around the school

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<th>Anticipated costs</th>
</tr>
</thead>
<tbody>
<tr>
<td>3-1</td>
<td>Plan, design and build school bike parking</td>
<td>GTPWG, School council, SRC, parents</td>
<td>Term 3 2012</td>
<td>$1-5,000 depending on design</td>
</tr>
<tr>
<td>3-2</td>
<td>Audit recommended walking and cycling routes (Kent St, Wellington St, Cashmere St, laneway from Mooltan St and Moonee Ponds Creek)</td>
<td>GTPWG, School council, MVC council, SRC</td>
<td>Term 3 2012</td>
<td>None</td>
</tr>
<tr>
<td>3-3</td>
<td>Investigate improvements to Kent St – plan and implement improvements for walking and cycling including crossing points</td>
<td>GTPWG, MVC council, school council</td>
<td>Term 2 2013</td>
<td>Cost subject to investigation and budget MVC council</td>
</tr>
<tr>
<td>3-4</td>
<td>Investigate improvements to Wellington St plan and implement improvements for walking and cycling including crossing points at Farnham St roundabout and Mt Alex Rd</td>
<td>GTPWG, MVC council, school council</td>
<td>Term 2 2013</td>
<td>Cost subject to investigation and budget MVC council</td>
</tr>
<tr>
<td>3-5</td>
<td>Investigate improvements to Cashmere/Mangalore Sts. – plan and implement improvements for walking and cycling including crossing points</td>
<td>GTPWG, MVC council, school council</td>
<td>Term 2 2013</td>
<td>Cost subject to investigation and budget MVC council</td>
</tr>
<tr>
<td>3-6</td>
<td>Continue supervised crossings at Mt Alexander Rd and Cashmere St</td>
<td>MVC council, school council</td>
<td>Ongoing</td>
<td>No additional</td>
</tr>
<tr>
<td>3-7</td>
<td>Explore improvements inside school grounds to allow safer access for walking and cycling e.g. alongside hallway, laneway side</td>
<td>GTPWG, School council, staff</td>
<td>Term 3 2012</td>
<td>None Potential future cost - $5,000</td>
</tr>
</tbody>
</table>

From 26 June 2012 consultation session:
“Speed of vehicles over Kent St railbridge is a problem especially with blind crest on east side”
“Kent St/ Mt Alexander Road intersection is hazardous”
“Kent St/ Mt Alexander Road intersection is dangerous”
“Wellington Street/ Mt Alexander Road intersection could be solved with an overpass and this was advocated many years ago in the Argus”
“Pedestrian crossings at end of Brixton, Marwick and Tunbridge Streets where they meet Kent St are needed to slow rat running vehicles and make them give way to pedestrians”
“Crossing Kent Street at Mt Alexander Road is hazardous because cars fly around the corner into Kent St”
“Speed signs and enforcement needed to keep vehicles below 40km/h on local roads”
“Speed humps needed on Baroda St to slow rat running vehicles”
“Improvements to Kent St supported”
“Roundabouts on Wellington St an issue especially Farnham St”
“Farnham St at Wellington is hazardous for walkers”

“Wellington St to Racecourse Road and beyond to Kensington – personal safety for children along Racecourse Rd is a concern due to drunks and others. Can we have a crossing supervisor at school times for a crossing of Racecourse Rd?”

“Need a scooter rack as well as a bike rack”
“Need covered bike storage area”