

# Our 2030 Neighbourhood

Liz Irvin

Transport planner

Lighter Footprints – 17<sup>th</sup> April 2024

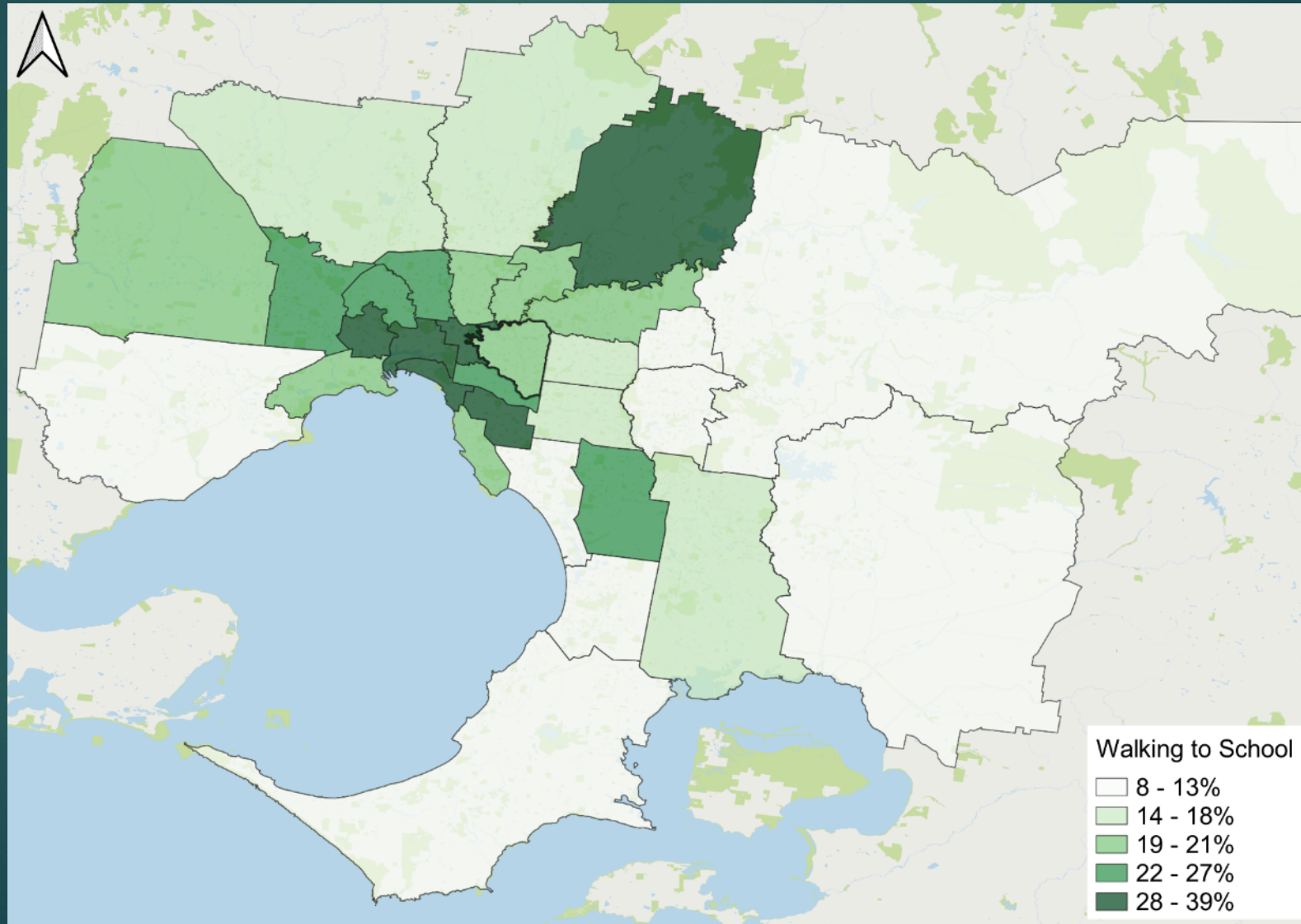


Let's step outside our front door...



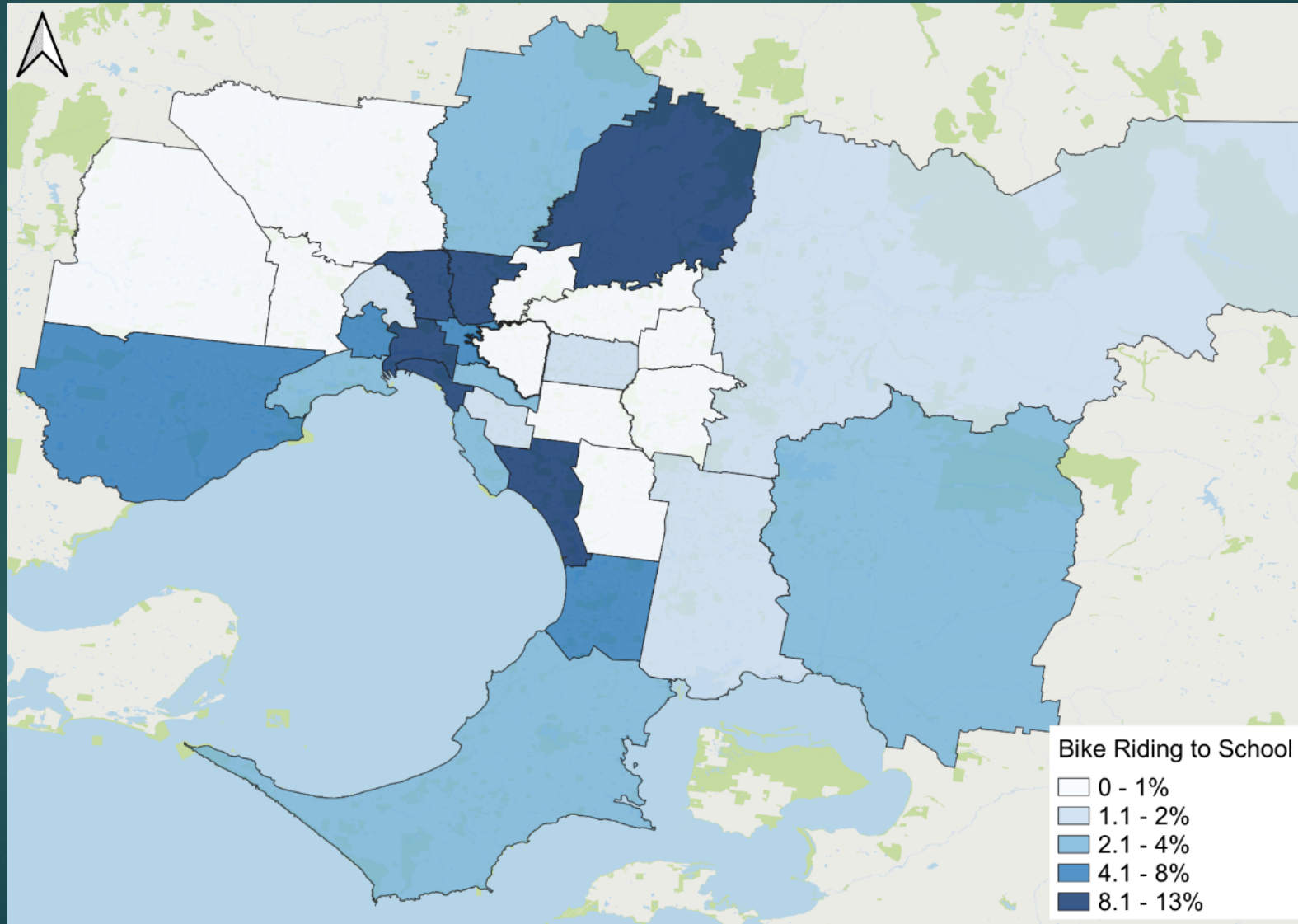
...and  
embark on  
the school  
run

# Travel to School – Walking



VISTA data 2012-2020

# Travel to School – Riding a Bike



Australian children are among the least active in the world – ranking **140th** out of 146 countries for physical activity.

School traffic accounts for **over 20%** of the traffic in the morning peak period.

Children who walk or ride to school perform better on tasks that require concentration.



Children who walk or ride have better spatial awareness.

Children *want* to walk or ride to school. When asked how they preferred to travel to school, 57% of students said by bike, 26% said walking and only 6% wanted to be driven.

# What would make it easier for you and your children to walk, scoot or ride their bike to school more often?

1. Knowledge that my child has arrived safely if travelling independently/with friends
2. Less car traffic around the school gates
3. Programs to teach my child about road safety & independent travel
4. Safe cycling education for children
5. Knowledge of safe walking/riding routes to school

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3. Clearly signed bicycle paths/footpaths to the school
4. Less traffic/congestion around the school
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1. Less traffic/congestion around school gates
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4. Supervised walking/riding groups
5. Better footpaths/bike paths/crossings near school

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# Open Streets



# Open Streets - results

- ▶ **63%** average rate of students walking, riding or scooting to school (2023) – a 19% increase.
- ▶ **90%** of parents and local residents say they would like to see Open Streets held regularly in the future (53% say daily!).
- ▶ In some cases, car traffic on neighbouring streets decreased by up to 74%.
- ▶ The program has now been rolled out to 11 schools across Merri-bek, with more to come in 2024.

**90%** of parents and local residents want to see Open Streets continue at their school



*"It's a great initiative. As a nearby resident, I fully support it and love seeing the kids making their way into school without the congestion and near misses that car traffic brings."*

Can we do this *permanently*?

# Modal filters



Bollards  
Sacred Heart School  
Yarra



Kerb extensions  
North Melbourne Primary  
Melbourne



Pocket park  
St Augustine's Catholic Primary  
Maribyrnong



# Benefits of modal filters - more trees



Clifton Hill Primary



Abbotsford Primary



North Melbourne Primary

# Benefits of modal filters - more space



Essendon Primary School

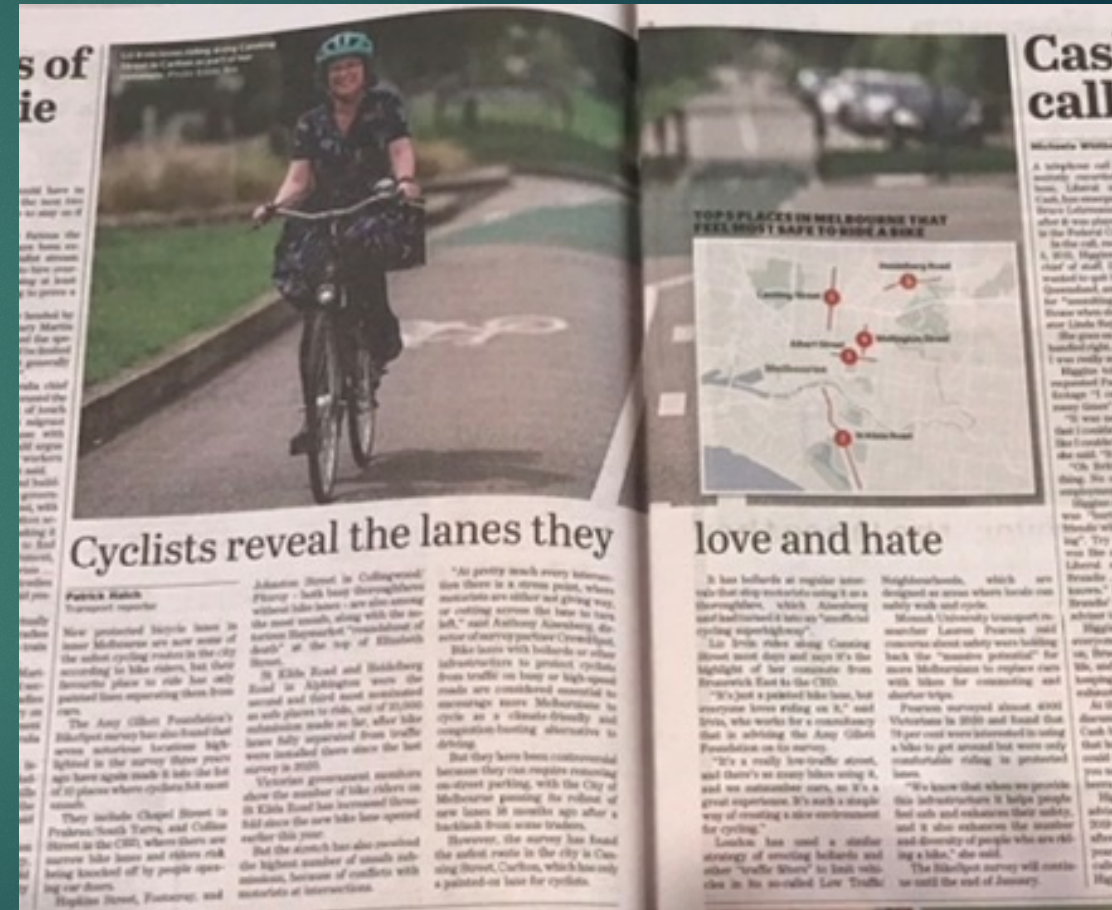


Albert Park Primary

# Benefits of modal filters - better streets



Carlton North Primary School



The Age article on Canning Street

# Benefiting the wider community



Canning Street median – quiet, attractive, safe public space

How can this be done in  
Boroondara?

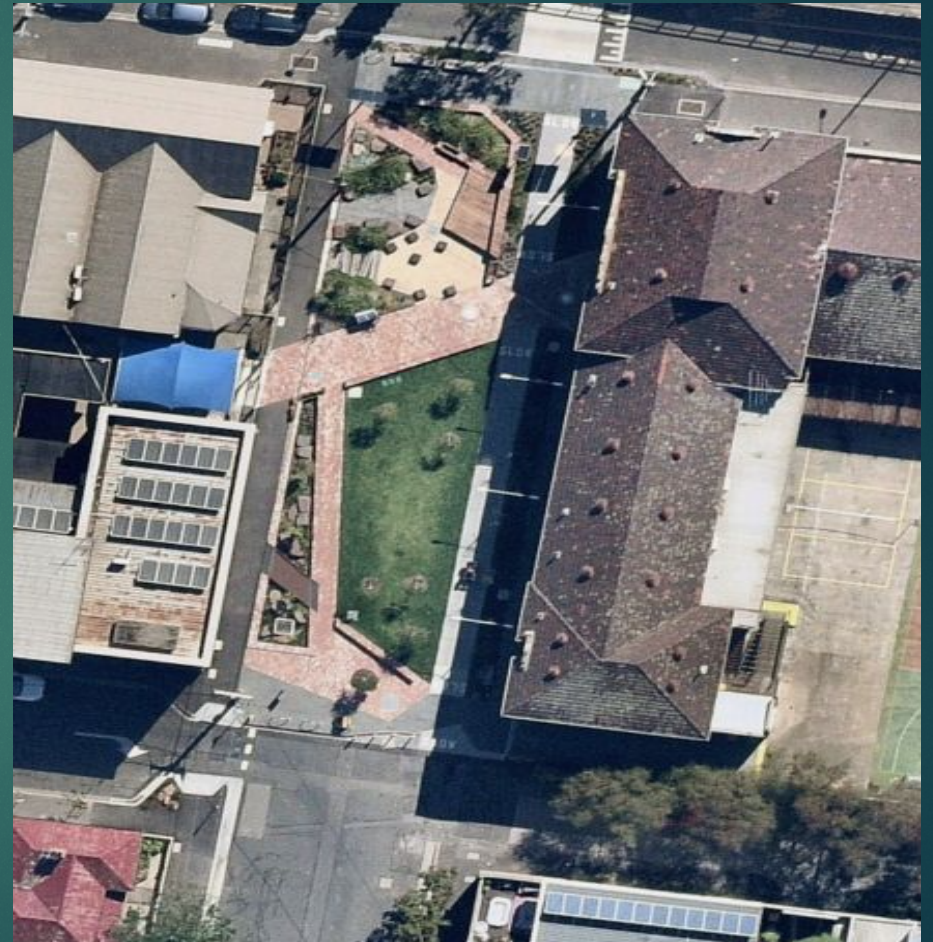
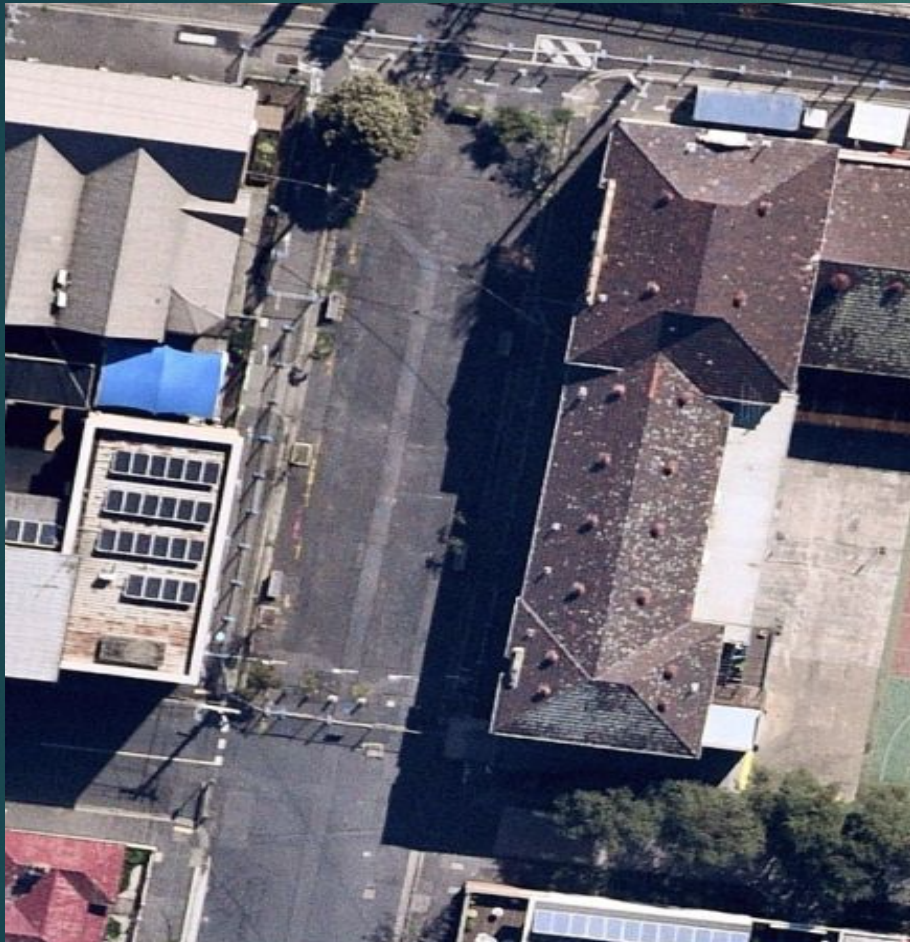
# How to install a modal filter

- ▶ Any council has the power to implement a modal filter to conduct a “genuine traffic diversion experiment” (a trial).
- ▶ This requires engagement with the community before and during the trial.
- ▶ Trials can start off simply with bollards or planters to stop traffic.
- ▶ If the trial objectives are achieved and there is community support, the modal filter can be made permanent

# St Augustine's, Yarraville

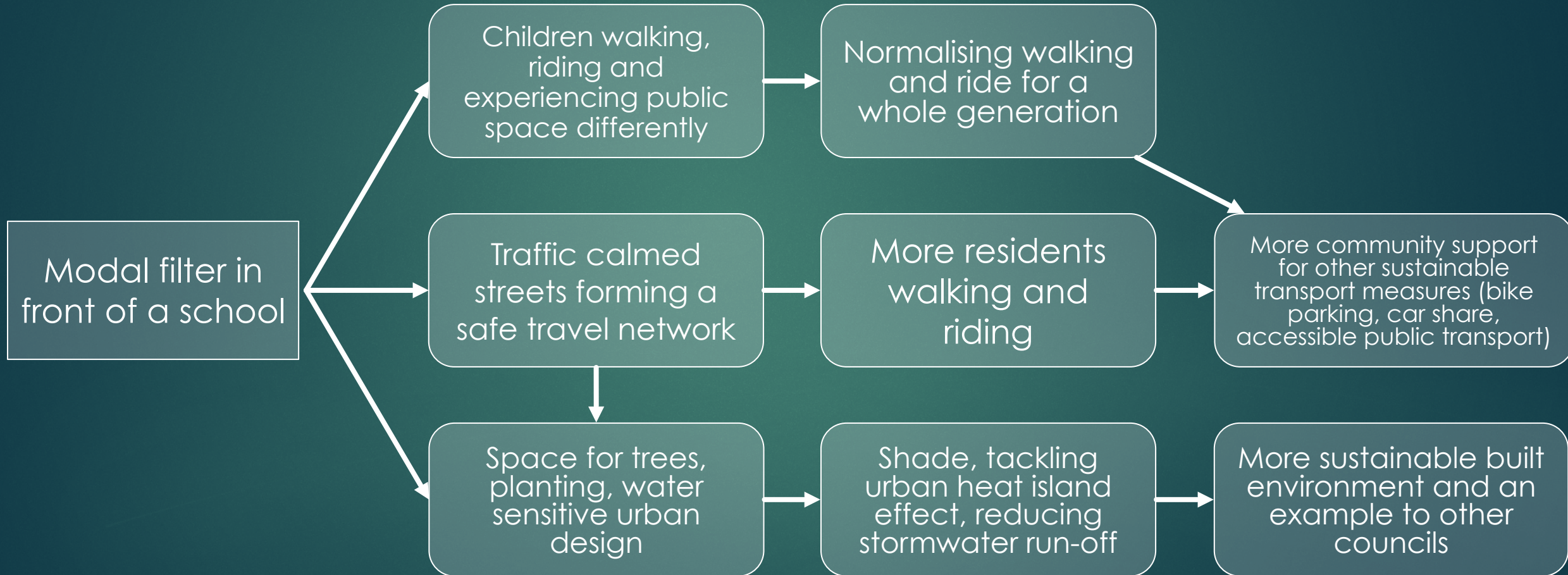


# St Augustine's, Yarraville





# The impact of modal filters



What will your school street look  
like in 2030?

Additional slides

# Travel to school - Melbourne

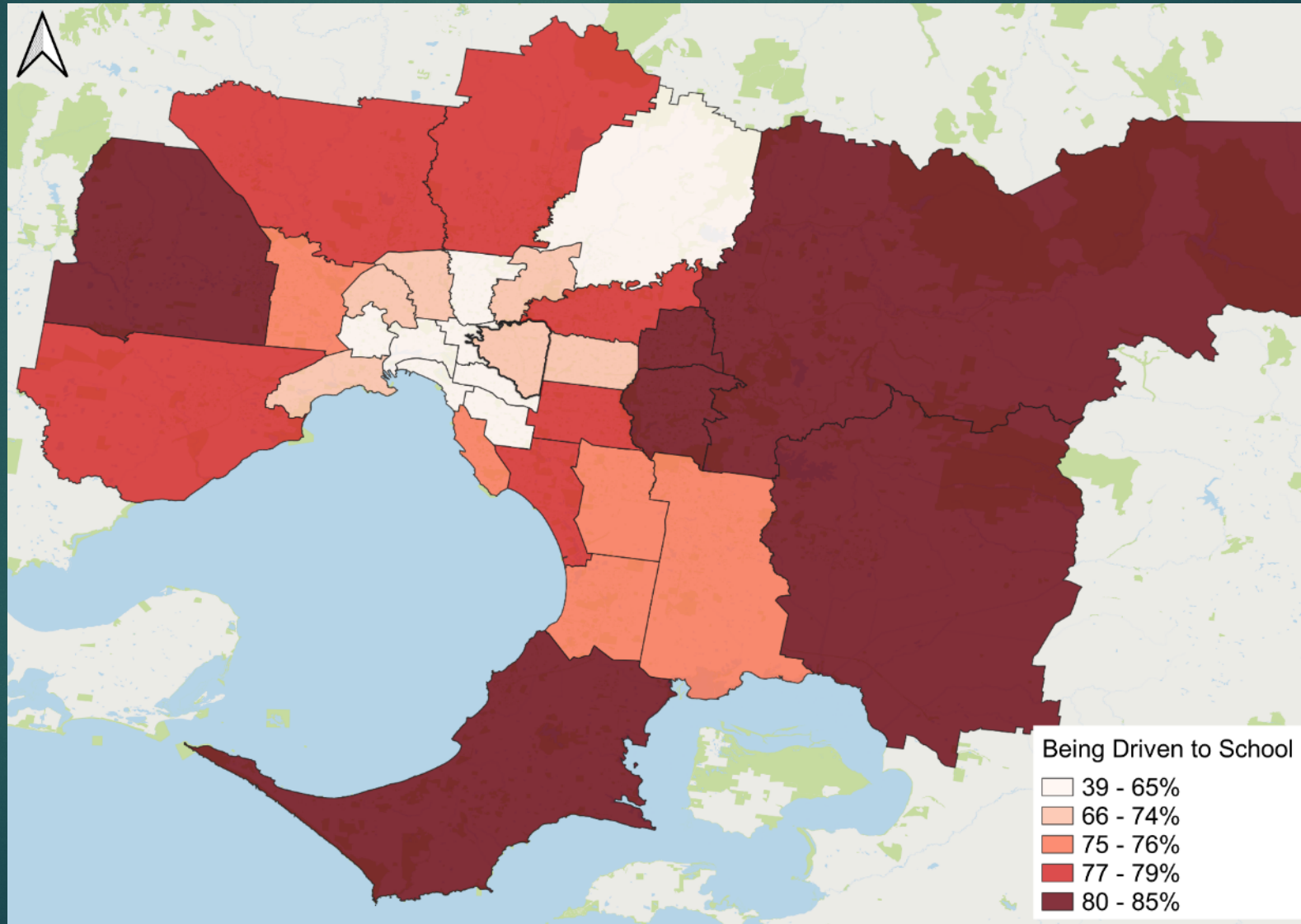
## Best performing schools

| Council           | Walking (%) | Riding (%) | Car (%) |
|-------------------|-------------|------------|---------|
| 1. Melbourne      | 39%         | 13%        | 39%     |
| 2. Port Phillip   | 38%         | 9%         | 42%     |
| 3. Yarra          | 34%         | 8%         | 45%     |
| 4. Nillumbik      | 30%         | 10%        | 53%     |
| 5. Maribyrnong    | 30%         | 8%         | 58%     |
| 6. Merri-bek      | 22%         | 10%        | 67%     |
| 7. Stonnington    | 27%         | 4%         | 55%     |
| 8. Glen Eira      | 29%         | 2%         | 65%     |
| 9. Darebin        | 21%         | 9%         | 65%     |
| 10. Moonee Valley | 24%         | 2%         | 67%     |

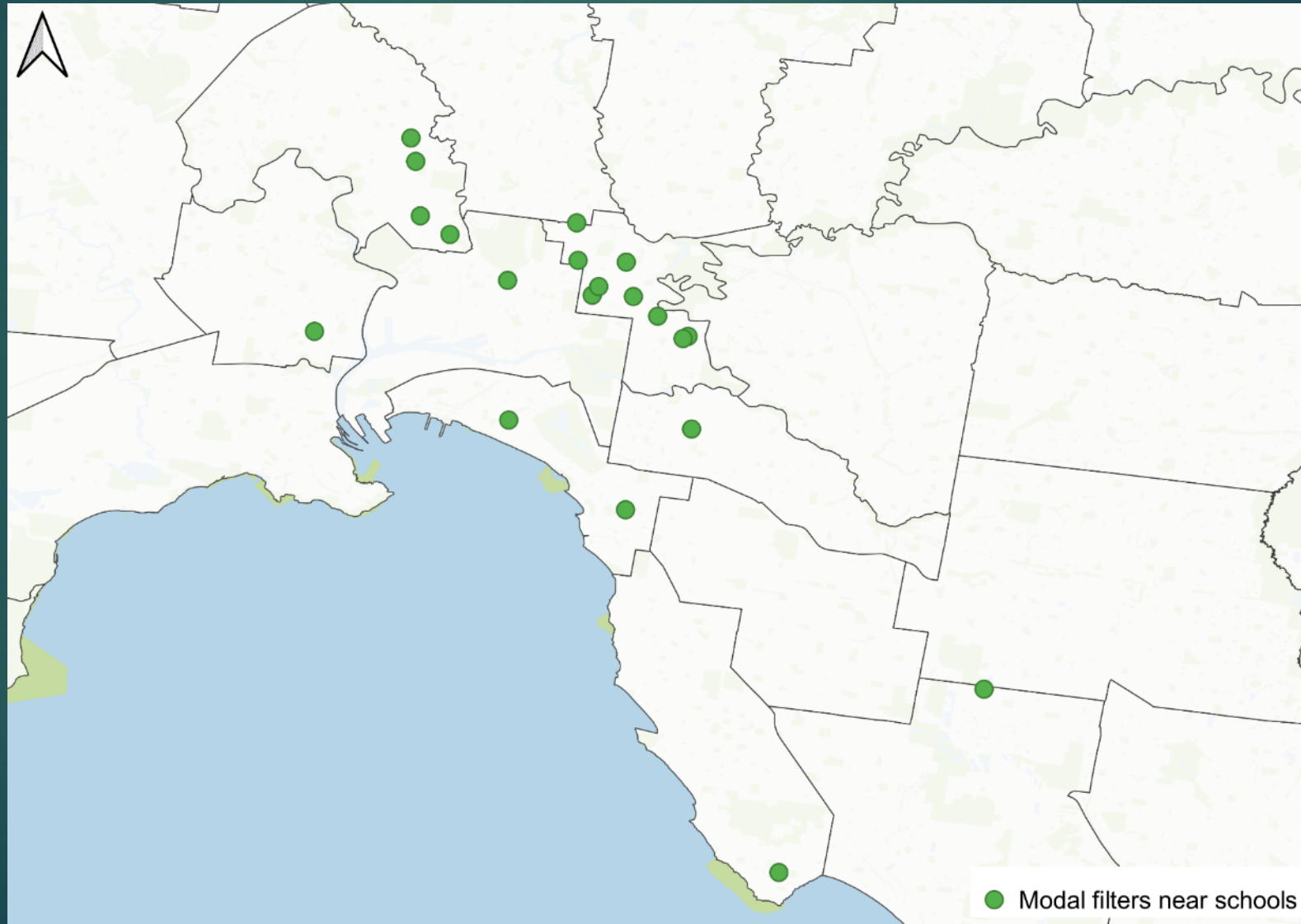
## Below average schools

| Council                  | Walking (%) | Riding (%) | Car (%)    |
|--------------------------|-------------|------------|------------|
| Average                  | 19%         | 3%         | 73%        |
| <b>15. Boroondara</b>    | <b>20%</b>  | <b>1%</b>  | <b>74%</b> |
| 25. Kingston             | 8%          | 9%         | 78%        |
| 26. Hume                 | 15%         | 0%         | 79%        |
| 27. Knox                 | 13%         | 0%         | 85%        |
| 28. Maroondah            | 12%         | 0%         | 81%        |
| 29. Mornington Peninsula | 8%          | 4%         | 81%        |
| 30. Cardinia             | 9%          | 3%         | 83%        |
| 31. Yarra Ranges         | 8%          | 2%         | 85%        |

# Travel to School – Being Driven



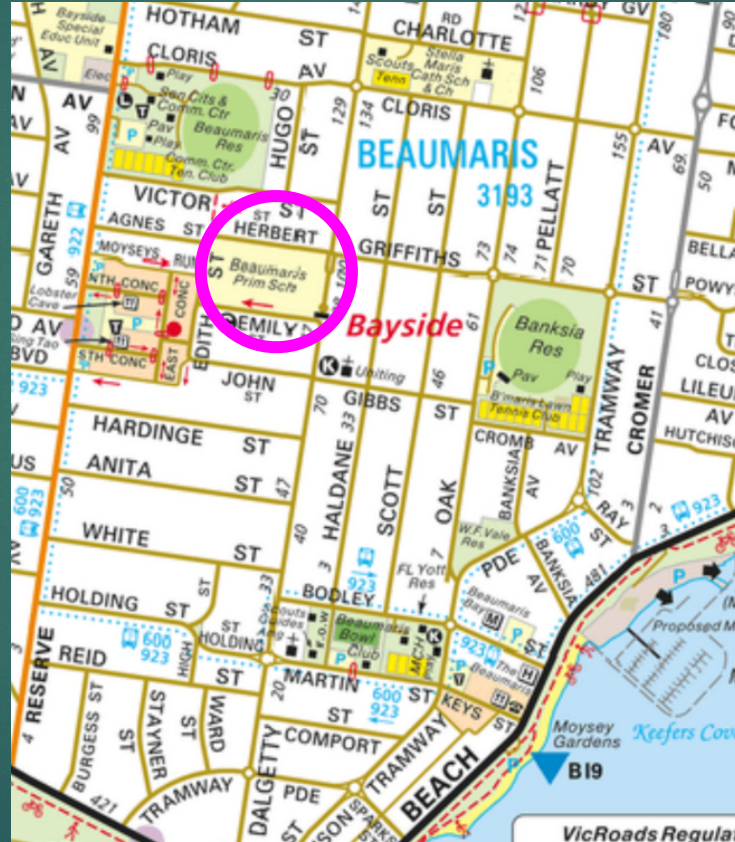
# Schools with modal filters



# Implementation over time



Dalgetty Road in Beaumaris was a connector road in 1966



Sometime before 1976 a barrier was put in, which was eventually developed into a full road closure

