

**NAME OF ORGANISATION: Steering Groups on Shopping Trolleys in Streams**

**Aim/Purpose/Role:**

To provide an overview and monitor implementation of the Memorandum of Agreement with supermarkets and shopping trolley operators.

**Number of Appointees Required:**

Up to 2 Councillors (and 1 representative of Henderson, New Lynn and Massey Community Boards).

**Meeting Frequency:**

Every six months

**Previous Board's appointment:**

Ray Kernaghan

**Council Support Officer and Phone Number:**

Tony Miguel  
Ph: 836 8000 Ext: 8294

Pim,  
attached is the draft School Travel Plan for Fruitvale School.  
Can you review it and provide me with any feedback by Friday 19<sup>th</sup> November.

My card with address is attached.  
I'll be back in contact when we have a date to launch it.



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Received 16 November 2004.

AUDREY CHAN  
Committee Secretary

## INTRODUCTION

Fruitvale School was approached by the Auckland Regional Council (ARC) in October 2003 and invited to be the second of two pilot schools in Waitakere City Council (WCC) to undertake a School Travel Plan (STP). Whilst STPs had already been piloted in three schools on the North Shore, the ARC wanted to establish pilots in low decile schools. The STP at Fruitvale School was developed as part of the ARC Way to Go! Campaign, a pilot travel behaviour change project in partnership with the Energy Efficiency Conservation Authority (EECA) and WCC.

The aim of the project was to develop a school travel plan to address congestion at the school gate and encourage alternative systems of transport. The project involved extensive consultation with the school and community to identify the key concerns of the safety of the local roads. This included a strong emphasis on community ownership and participation, which was fundamental to the success of the School Travel Plan.

The Fruitvale STP was jointly funded by the ARC and EECA. The facilitators time was funded by the ARC, and an operational budget of \$10,000 was provided by EECA.

## FRUITVALE SCHOOL

Fruitvale School is an average sized public school with around 300 pupil students. It is situated on a block of land bordered by three roads and a WCC park, Northall Reserve. Two of the bordering roads Croyden Rd and Tiriturangi Rd are arterial routes for traffic and carry high volumes of mixed traffic (motor vehicles and trucks).

The ethnicity of the school student community consists of approximately 33% Pakeha, 21% Maori, 8% Samoan and a mix of Chinese, Indian, Cook Island, Filipino, Niuean, Tongan and other. The Principal of the school described the community as transient with a number of families moving more than 2 or 3 times a year.



Final doco will be in colour so the photos are more distinct.

A3

Will also have a cover.

At the start of the School Travel Plan Project, there was no walking school bus operating at the school. The school was involved in the LTSA RoadSense programme and offered Road Safety Education in years 1-6. The school operated a controlled crossing on Croyden Rd immediately adjacent to the main entrance. Children on the school patrol are trained annually by the Youth Education Service of the Police.

The school provides supervision for children walking across Northall Rd in the afternoons. No dedicated crossing facility was in place and the supervision of the children was predominantly provided by the school Principal.



Noeline Goldie, the Principal supervising children crossing Northall Rd

Past attempts had been made by the school to address safety concerns for children travelling to and from school.

The Fruitvale Rd driveway was independently funded by the school in an attempt to create another entrance point for all pupils. Due to the narrowness of the driveway and the number of cars using the facility it quickly became apparent that use of the driveway would need to be limited. As the driveway was adjacent to the special needs unit only vehicles involved in transporting children to and from the unit were designated to use the driveway.

Several years prior to the initiation of the School Travel Plan residents of Northall Rd and the school were involved in lobbying WCC to provide traffic calming on Northall Rd and the installation of a safe crossing facility. As a result of this action a pedestrian refuge was installed on Northall Rd, but not on the natural walk line for children. As a result the pedestrian refuge is not used by the children.

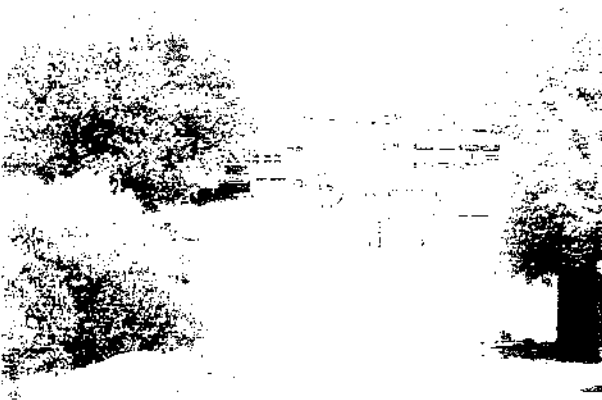
There are four entrances to the school grounds:



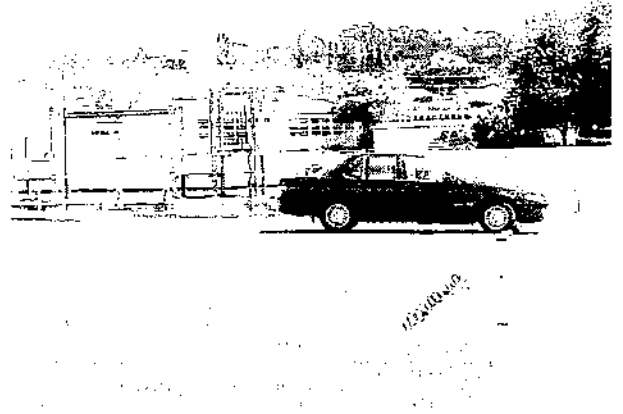
⇒ the main entrance on Croyden Rd



⇒ a walkway from Titirangi Rd into Northall Reserve



⇒ a dedicated driveway off Fruitvale Rd for the special needs unit



⇒ access across Northall Reserve from the Reserve car park

Concern for pupils travelling across Titirangi Rd, lead to the installation and upgrading of the pedestrian crossing at the corner of Croyden Rd and Titirangi Rd. However, many parents reported that due to the volume of traffic and speed of traffic they would not allow their children to use the crossing without adult supervision.



Titirangi Rd crossing

Prior concern from local residents regarding speed on Fruitvale Rd lead to the installation on speed bumps as a means of traffic calming.



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Existing traffic calming on Fruitvale Rd

## **CONSULTATION**

The consultation involved a series of steps, which are described below.

### **Step one: Defining current transport patterns**

- ◆ Completion of a questionnaire by the children to find out how they travel to and from school and how they would prefer to travel.
- ◆ Parent questionnaire to find out how children travel to and from school and if alternative systems of transport would be considered.
- ◆ Resident questionnaire for those residents living in the four streets adjacent to the school.

### **Step two: Developing a draft School Travel Plan**

A working group consisting of staff, Board of Trustees, representatives, representative from the New Lynn Community Board, representatives from Auckland Regional Council, staff from Waitakere City Council and EECA developed a set of draft School Travel Plan initiatives based on the findings from the surveys.

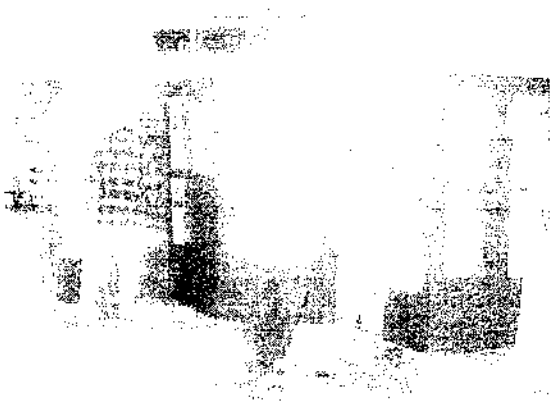
### **Step three: Consulting the parent community on the draft School Travel Plan**

The parent teacher interviews held by the school were used as a mechanism to undertake consultation with the parent community on the draft strategies for the School Travel Plan.

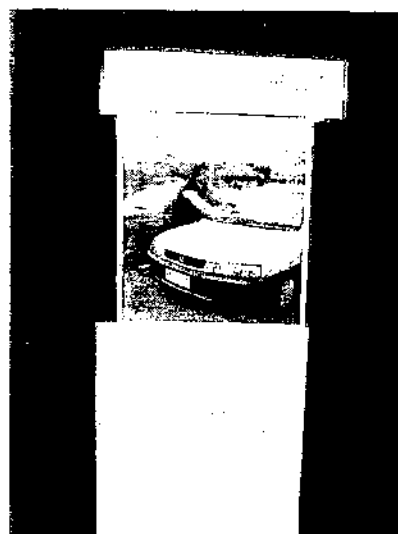
The parent teacher interviews were held over 2 afternoons and evenings in May 2004. Parents and caregivers were encouraged to visit the school hall and provide feedback on their support for the School Travel Plan strategies.

A display was put together which included a photo of each proposed strategy. Each strategy was accompanied by a simplified voting sheet and parents were asked to indicate their support for individual strategy by placing either a green (supportive) or red sticker (un-supportive) on the corresponding voting sheet.

Incentives were provided to encourage maximum participation.



Parents providing feedback



A voting sheet accompanied each proposed strategy

One of the proposed strategies was to implement a Walking School Bus. The Road Safety Co-ordinator from WCC provided an interactive display on the Walking School Bus concept and encouraged children to be involved in a Walking School Bus game, that involved finding a series of Walking School Bus stops situated within the school grounds.



Over the two afternoons and evenings over a 1/3<sup>rd</sup> of the parent community provided feedback on the draft School Travel Plan strategies.

AB

## TRAVEL SURVEY RESULTS

Responses from the parents survey came from 172 households on behalf of 235 children, which represented about 71% of the total roll.

The first part of the survey looked at how children come to and from school, information about the journey to and from school, and reasons for car journeys. The parents that completed the survey told us that well over half of pupils (59%) were driven to school and 37% walked to school (either alone, with friends, or with an adult). Very few students came by bus, bike, car pool or scooter.

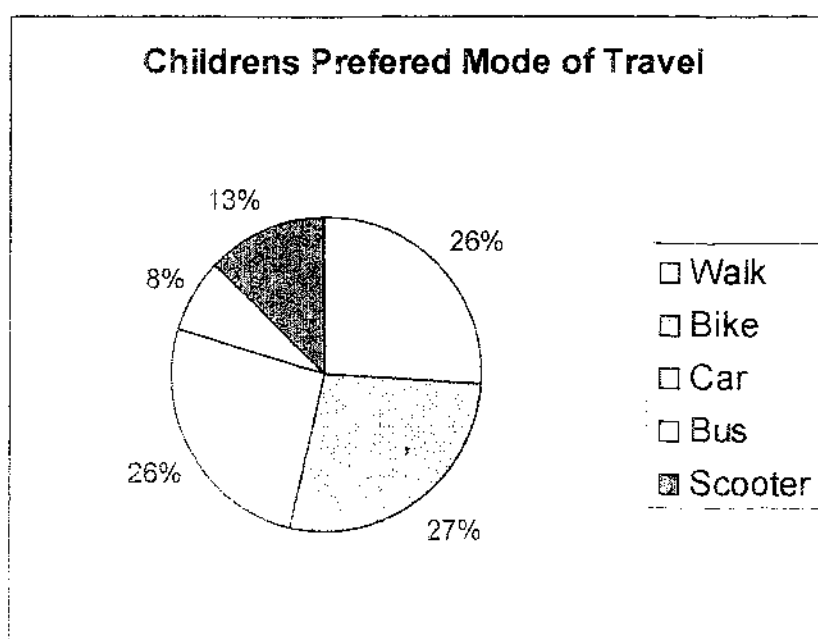
Reasons given for driving to school included:

- Quicker and more convenient
- Too far for children to walk
- Can make sure child is safely at school (concerns about traffic and strangers)
- Child is too young to walk
- Its on the way to other stops (55% on to work, 16% to other activities)

When asked if they would consider alternative modes of transport:

- 29% of parents would consider car pooling with other families to drive their children to and from school
- 36% said that their children would use a walking school bus
- 10% said that they would be willing to volunteer to drive the bus
- 5% said that if a school bus service was available then they would use it
- 92% would not allow their children to ride their bicycle to school by themselves

When children of Fruitvale School were asked how they would like to travel to and from school, they gave the following responses:



## Communtiy Concerns

Consultation identified that there were six main roads with problems (Titirangi Rd, Fruitvale Rd, Northall Rd, Tahi Terrace, Croyden Rd, and Rua Rd),

the main issues being:

- ❑ Speed and volume of traffic
- ❑ No safe or designed crossing points
- ❑ Railway tracks
- ❑ Lack of footpath (Rua Rd)
- ❑ Congestion and parking

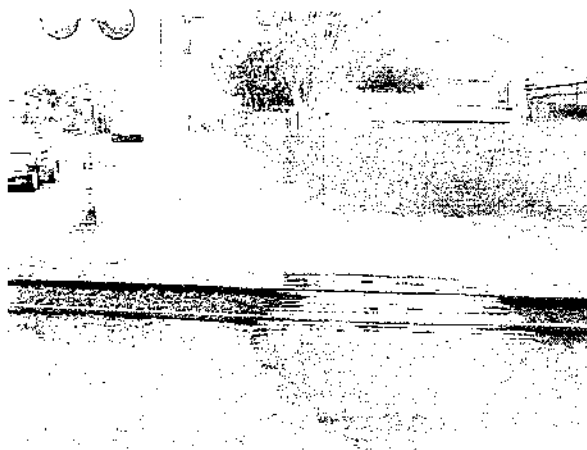
The walkway from Titirangi Rd that leads on to Northall Reserve was also identified as an area of concern because of poor drainage, graffiti and excess neighbourhood rubbish.



The pedestrian crossing on Titirangi Rd was perceived to be too dangerous for children to cross when not accompanied by an adult, due to the speed and volume of traffic.

There was concern that despite extensive traffic calming that was already in place along Fruitvale Rd there was not a designated place for children to cross in the vicinity of the schools Fruitvale Rd entrance.

The main western rail line intersects Fruitvale Rd, and has no automated barriers for vehicles. The pedestrian access is sub standard and perceived by the community as being too dangerous to allow children to use unsupervised.



Concern over speed of vehicles on Tahiri Terrace and along Northall Rd was significant, and local residents felt this was exacerbated since the traffic calming on Fruitvale Rd. Local drivers now avoided Fruitvale Rd and instead travelled at speed down Tahiri Terrace and into Northall Rd.

Congestion and parking issues on Croyden Rd at school drop off and pick up times was another area of community concern.

Rua Rd had no footpath for .3 km which the community felt was particularly unsatisfactory.

Signage to alert drivers to the vicinity of the school and the need for drivers to slow down was identified.