

6 Implementing and Monitoring the Plan

Sunnynook Primary School, Auckland Regional Transport Authority, and North Shore City Council will jointly implement this plan.

The plan will be monitored on an annual basis, where the monitoring committee will meet to discuss the aims, objectives and targets. Where required, new targets will be set.

Criteria for success include:

- Implementation of the TravelWise School Travel Plan
- To reduce the number of children traveling to and from school by car.
- Increase in the number of children walking and or cycling to school.
- Improved environment for walking to and from schools as perceived by school, parents and students.
- To increase the numbers and safety of children walking, car-pooling and cycling to and from school.
- To increase awareness and road safety knowledge among students and parents.
- To increase awareness and knowledge of the impact of travel modes on the environment.

7 Conclusions

The Sunnynook Primary School Travel Plan has been developed over a period of approximately 10 months. It has included a range of consultation techniques with the school to identify the concerns of the local community regarding traffic safety and promoting alternative modes of transport.

The success of this project will be attributed to work undertaken by staff, pupils, families and Board of Trustees in partnership with North Shore City Council, Community and Auckland Regional Transport Authority. This is a living document which will require ongoing monitoring, review, and implementation.

8 Agreement on the Plan

Name: Date:	For School Staff Signature:
Name: Date:	For Board of Trustees Signature:
Name: Date:	For Parents Signature:
Name: Date:	For Students Signature:
Name: Date:	For North Shore City Council Signature:
Name: Date:	For Auckland Regional Transport Authority Signature:

9 Appendices

Appendix A: Summary of Data

Appendix B: GIS map of travel modes

Appendix C: GIS Modal Maps - morning and afternoon.

9.1 Appendix A: Summary of Data

9.1.1 Student Survey

- The majority of students live in the school zone, with about two-thirds living within the 1km buffer of the school.
- Many of children living within 1km of the school walk to school and about one-third travel by car.
- The predominant modes of student travel TO school are by car (45%), and walking (51%).
- The predominant modes of student travel FROM school are by car (47%) and walking (48%).
- Most car travel is in the family car. Low proportions of students travel in a friend's car.
- If they could choose, fewer students would travel by car, 30% said they would rather cycle or scooter.

9.1.2 Parent Survey

- In the morning, 37% of car trips to school are made by parents who go straight home afterwards. The majority go on to work or other activities.
- In the afternoon 43% of car trips are by parents coming straight from home. A total of 67% of car trips in the afternoon go straight home afterwards.
- 46% of parents believe it is too far to walk or cycle to school. 37% drive their children to school out of convenience while 32% believed the roads were too dangerous to let their children walk or cycle.

9.1.2.1 Carpooling

- Few families carpool at present (8%).
- Most (59%) parents are not interested in carpooling, 8% would be interested if someone else organised it and 33% would if they knew or had met the driver.

9.1.2.2 Walking

- On average, 48% of students walk to and from school.
- More children walk to school in the morning than walk home in the afternoon.
- The top two factors that may influence parent's decision to allow children to walk to school more often are if they lived closer and there were safer crossings.
- 55% of parents said they would use a Walking School Bus and 20% said they would be interested in helping to 'Drive' a Walking School Bus.

9.1.2.3 Cycling

- Very few students bike to school – only 2%. However, 30% would prefer to cycle or scooter to school.
- The three factors that would encourage parents to allow children to cycle are if their child did cycle safety training at school, there were safer places for them to cross and if they could cycle in a group with an adult.

9.1.3 Safety of Route to School

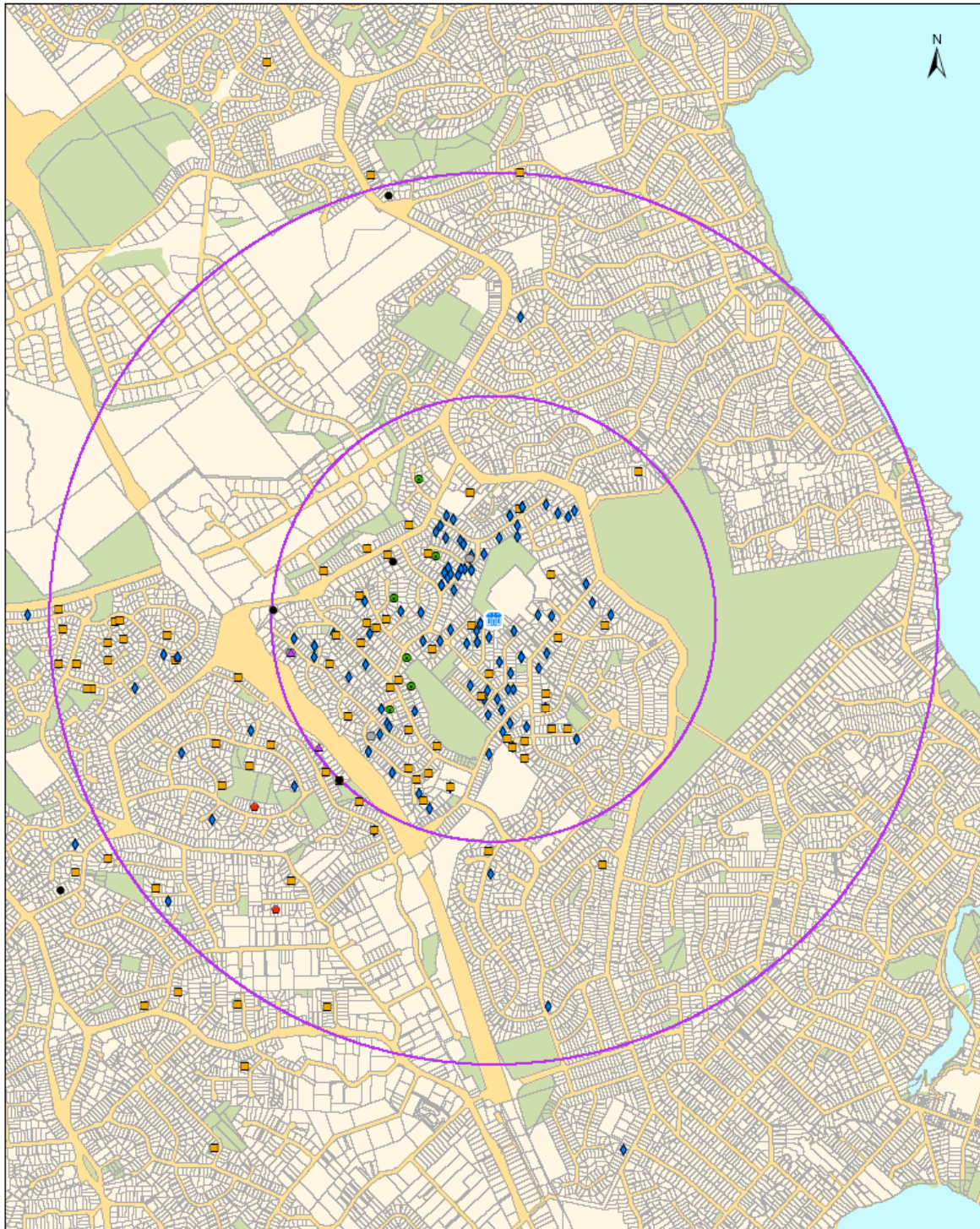
- Half of all parents perceive that their child's journey to Sunnynook Primary is very safe or safe.
- The safety concerns of parents are predominantly to do with road safety rather than personal safety concerns – more footpaths, more safe places to cross, slower traffic.
- The main areas of concern were:

Erica Walkway	Stranger danger Steep slippery path
Juniper Road	Speed/volume of traffic No safe place to cross Hard to see oncoming cars
Lavery Place	Speed of cars No safe place to cross
Lyford Cres	Speed of cars Narrow footpath – unsafe to walk alongside traffic Cars blocking drop zone and school entrance
Sunnynook Road	Speed and volume of traffic Unsafe to cross
Tonkin Drive	Area gets congested Big ditch in road Speed of traffic No safe places to cross Boy Racers

Appendix B: GIS map of School roll and 1km and 2km buffer zones.



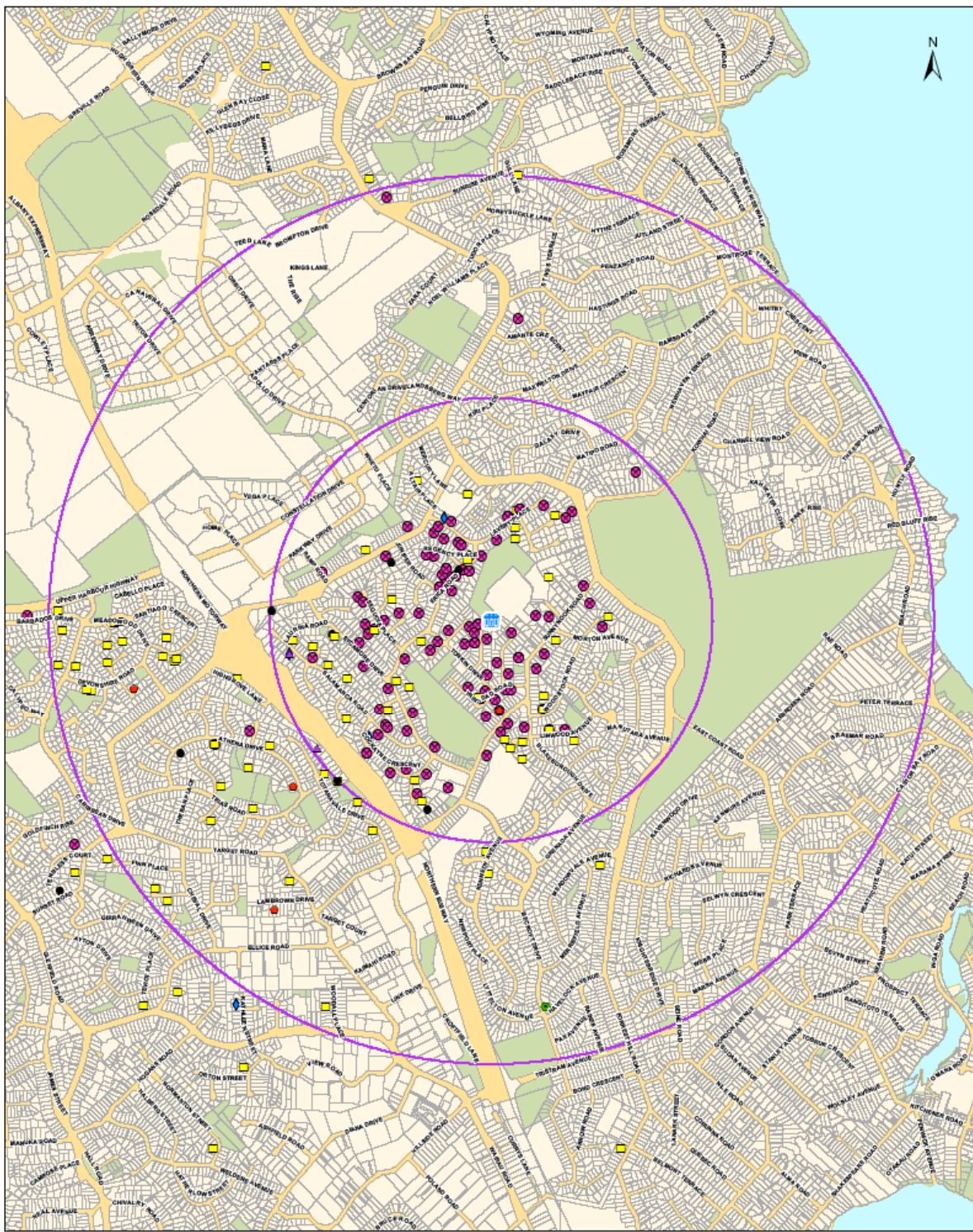
9.3 Appendix C: GIS Modal Map - morning



Legend		<p>Sunnook School</p> <p>School Buffer (1 - 2km)</p> <p>Travel Mode (Wednesday AM)</p>		<p>Family car (106)</p> <p>Friends car (3)</p> <p>Other (3)</p> <p>WSB (7)</p> <p>Walk (123)</p>	
<p>Sunnook School</p> <p>School Buffer (1 - 2km)</p> <p>No Value (8)</p> <p>Cycle (2)</p>	<p>Family car (106)</p> <p>Friends car (3)</p> <p>Other (3)</p> <p>WSB (7)</p> <p>Walk (123)</p>			<p>Sunnook School</p> <p>School Mode Map</p> <p>Morning</p>	

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9.3 Appendix C: GIS Modal Map – Afternoon



Legend		<h2>Sunnynook School</h2> <h3>School Mode Map</h3> <h4>Afternoon</h4>	Map Produced by GIS Information Services Auckland Regional Council	
Sunnynook School School Buffer (1 - 2km) Travel Mode (Wednesday PM) No Value (10) Cycle (2)	Family car (112) Friends car (5) Other (5) WSB (2) Walk (116)			

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