



NZTA research project:
Improving school travel

Hamish Mackie

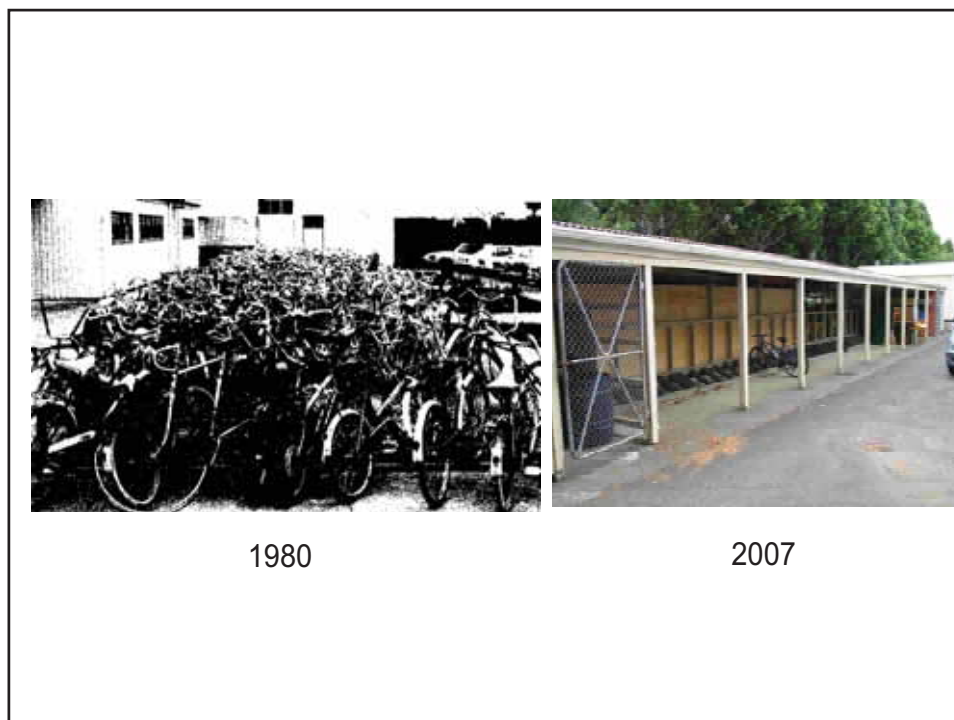


The purpose of this project was to:

1. Investigate evidence for prioritising school transport initiatives
2. develop an evidence-based toolkit for the design of school transport systems, to supplement existing school transport initiatives

The purpose of this project was NOT to:

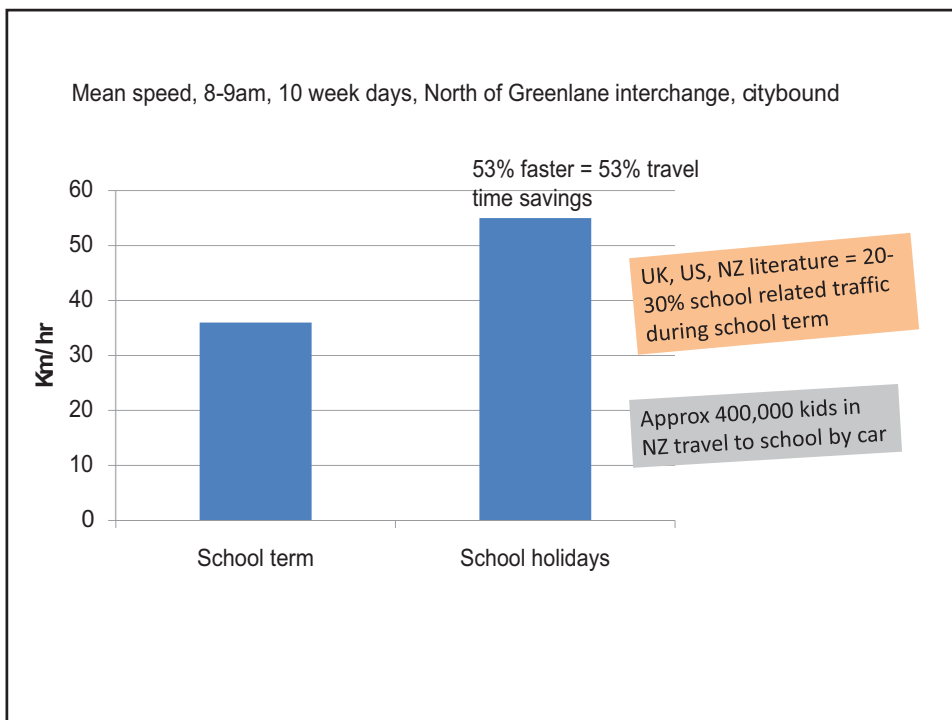
1. Tell government and school travel personnel how to do their job...this is just information and advice
2. Place undue pressure on already stretched school travel personnel.



Proportion of school students driven to school

	1989/90	1997/98	2003/07
Primary School	31%	→	55%
Secondary School	20%	→ 32%	-

MOT 2008



Road safety: NZ comparatively poor record, esp for children. Actual and perceived danger

Sustainable transport: Walking and cycling 'safe' need to just get out there and do it

On-going issues



- Rural schools
- School bus safety
- Cycling to school
- Routes to school/ roads around schools
- Road safety education and training through life
- *Quiz!: Please tell me which central govt document in NZ outlines what we want for school travel and why...*

School travel



Whats the vision?

How can you get somewhere if you don't know where you are going?

If we had a vision, what would we do to achieve it and by when?

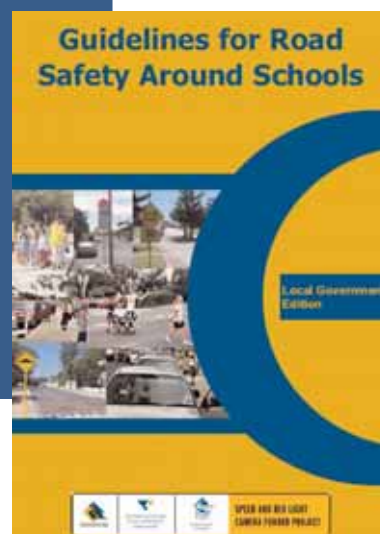
How about....?

"All school students can easily get to and from school by active or public modes with zero fatalities"

What you told me...



- More coordination is needed between MOT, MOE, MOH –
- School travel poor strategic significance → inadequate budgets
- Rural schools need more attention (speed, buses, lack of options)
- Car free school gates
- STPs need to be simple with an obvious benefit to participants





TravelWise 2010

Preliminary evidence: STPs associated with less cars on road during peak and may have improved safety (ARTA,NZTA)



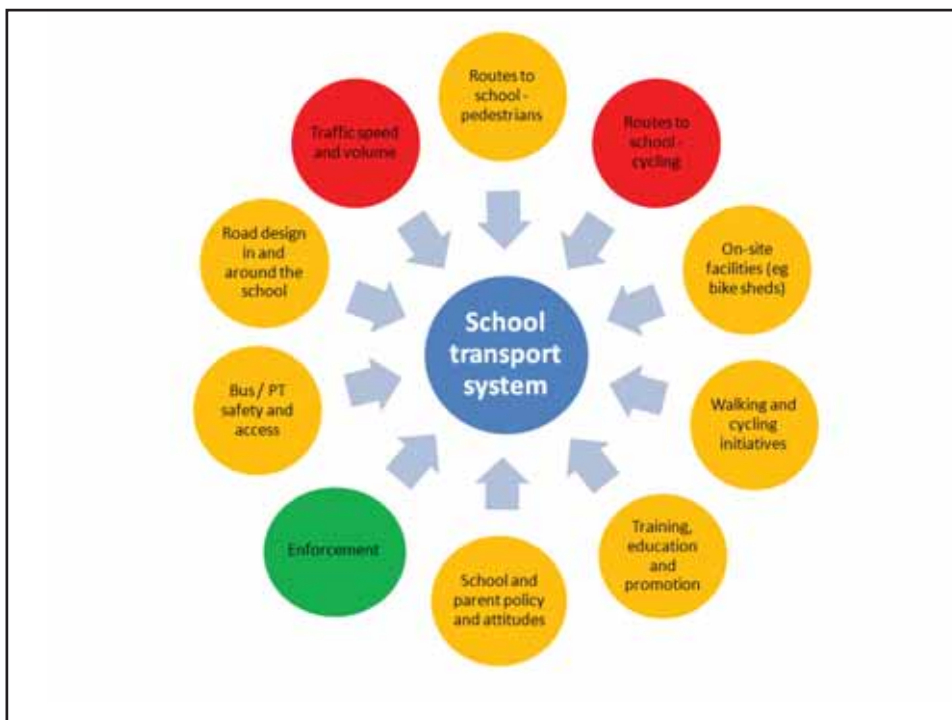
Photo: Hamilton City Council






**Best
practice
examples**

Central Govt priorities

- Economic growth and productivity (GPS):
improvements in the provision of infrastructure and services that enhance transport efficiency and lower the cost of transportation through:
 - improvements in journey-time reliability
 - the easing of severe congestion
 - more efficient freight supply chains
 - better use of the existing transport capacity
 - better access to markets, employment and areas that contribute to economic growth
 - a secure and resilient transport network
- other impacts such as:*
 - reductions in deaths and serious injuries as a result of road crashes
 - more transport choices where appropriate, particularly for those with limited access to cars
 - reductions in the adverse environmental effects of land transport
 - contributions to positive health outcomes.



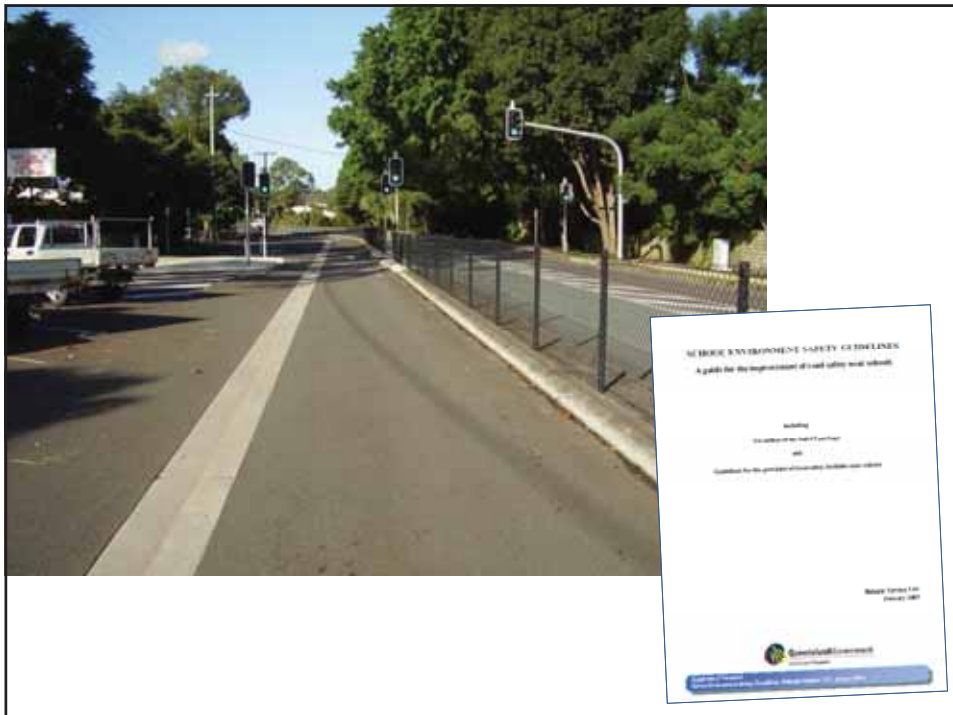
 <p>School and parent policy and attitudes</p>	<p>Both parents and school staff are well aware of the options available to children for travelling to and from school (usually following a programme of training, education or promotion). If walking, cycling and public transport are safe and viable modes, students are being encouraged by parents and school staff to use these modes.</p>
 <p>School and parent policy and attitudes</p>	<p>Parents and school staff have some awareness of the options available to children for travelling to and from school, but students are still not being encouraged to walk, cycle or use public transport, despite these modes being viable options.</p>
 <p>School and parent policy and attitudes</p>	<p>Probably as a result of little or no training, education or promotion, there is no culture of encouraging students to walk, cycle or use public transport to travel to and from school, even though these are viable options. In some cases, these modes are actively discouraged.</p>

Road design in and around the school



School design guidance

- *School environment safety guidelines* – Queensland Government, 2005
- *Guidelines for road safety around schools* – WALGA, 2007
- *School journey safety: a comparative study of engineering devices* – LTNZ research report 271, 2006
- *Pedestrian planning and design guide* – NZ Transport Agency, 2007.
- *Ministry of Education's Property management handbook* (Ministry of Education 2007)







Newer info with school applicability

- I want to ride my bike: overcoming barriers to cycling to intermediate schools – NZTA research report 380, 2009
- Manual for Streets (DfT)
- Self explaining roads (Charlton et al, 2010)
- NZS 4404 Subdivision Standard (recent revision)
- RTA Technical direction – dragon's teeth

There is a need for new and updated design guidance for school environments



Rural schools

What on earth can we do with rural schools?!!!



School buses



- Baas 2010. School bus safety , NZTA report (out soon)
- **New Road Safety Trust project:** Improving safety of children boarding and exiting school buses

Recommendations



- More strategic consideration given to school travel including multi-agency cooperation and leadership
- A more comprehensive and user-centred approach to school travel
- Updated and more guidance to support a school transport *system*

Thank you!

