



Ross Intermediate School Travel Plan



2019





Student leaders contributed their ideas to this plan



Contents

Introduction	1
Using this plan	1
Benefits of active travel	2
Solutions to key issues	2
Education and encouragement	3
Student travel	3
Safe Ways to School	5
Procedures and tips	8
Action plan	9
Delivery partners for this School Travel Plan	11
References	11

Planning and design work by:



School Travel Plans are part of the Council's active transportation programme:



Produced for and with cooperation from Ross School:





Introduction



Ross Intermediate School's student travel has changed over the years. Our experience is similar to national trends. Between 1990 and 2014, the number of school students age 5–12 being driven to school in NZ increased from 31% to 55% while 'active' travel modes like walking fell from 42% to 29% and cycling from 12% to 2% even though the trend may be reversing.¹

As a consequence, many students are walking or cycling among manoeuvring vehicles. Many students are driven because of ingrained travel habits, safety perceptions, and busy schedules including after school activities.

We have prepared this plan as part of our commitment towards sustainability under the Enviro-Schools programme and in line with our strategic priority to have the most active community in New Zealand.²

This School Travel Plan envisions active children using safe streets, helped by engaged adults (from teachers to parents to police officers), and responsible drivers. This would help create a virtuous cycle (Figure 1).

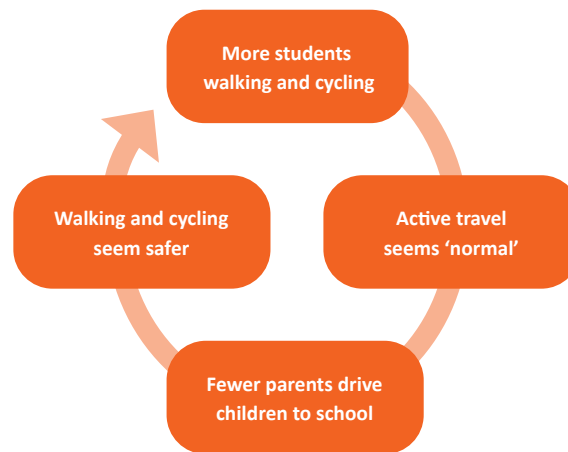


Figure 1: The 'virtuous' cycle of active travel to school

Using this plan

Parents can learn about the best routes for active travel and the safest ways to pick up and drop off children. Parents can also help fundraise and implement activities.

Active Coordinators can use this plan as a framework for education and encouragement activities such as cycle skills training and Walk to School Day. At present Sport Manawātū is contracted by Council to provide BikeReady skills training; additional activities may be provided by separate engagement, school staff or parents.

Board of Trustees members and school administrators can make supportive policy, procedural, and physical changes at the school as well as distribute informational materials to parents.

School staff can use this plan to learn more about the benefits of encouraging children to use active travel modes and to become engaged in the delivery of education and encouragement programmes.

City Council staff can use this plan to prioritise infrastructure improvements. Some changes are inexpensive and readily made while others may require traffic studies, public consultation, and identification of funds through the Annual Plan process.

Police staff can use this plan to prioritise enforcement activities.

Public health staff can use this report to identify specific opportunities to collaborate with schools to encourage healthy behaviours in school children and their families.





Benefits of active travel



STUDENTS

Health: active travel to school (ATS) is strongly associated with better physical fitness and cardiovascular health.³

Safety: walking and cycling are statistically safe ways to travel.⁴ Learning traffic skills and encouraging group travel helps reinforce the 'safety in numbers' effect.⁵ ATS builds lifelong road safety skills instead of being chauffeured up to driving age.

Learning: physical activity such as ATS is positively related to academic performance.⁶ Those who transport themselves to school score better in concentration tests than those who are driven.⁷

Confidence: ATS builds an enhanced sense of independence and confidence about transportation choices and the neighbourhood.⁸



COMMUNITY

Improved road safety: Pedestrian crashes can be reduced by as much as half near schools with active travel plans.⁹

More community involvement as parents, teachers and neighbours get involved and put 'eyes on the street'.



SCHOOL

Fewer discipline problems because students arrive alert and 'ready to learn'.

Less congestion at the school gate, freeing up space for students who cannot use active transport.

Solutions to key issues



I would cycle or walk to school, but it isn't safe

Safe routes for walking, scooting and cycling include links through Vautier Park, Norton Park, the hospital, and along new buffered cycle lanes on Ruahine Street. Travelling with your mates is a great way to ensure safety in numbers.



I don't trust the weather

Keep a rain jacket/poncho in your bag at all times for unexpected rain.



I don't like wearing a helmet, it isn't cool

New fashions are available such as the Yakkay, Nutcase, Sawako, Bobbin, and Thousand. What is cooler... being dropped at school by your mother because you won't wear a helmet or getting to school by yourself?



I'm too lazy

Getting friends together at a meeting point in your neighbourhood and then travelling in a group is a great way to get motivated.



My books are too heavy, I have too much stuff to carry

Panniers mounted to a stylish commuter bike solve the cargo issue and are weatherproof. Ideally, the school could provide cubbies or lockers for things that don't need to be brought home every night.



It takes too long to walk or cycle

Active travel does require a bit more planning ahead, but once you've tried it a couple of times you'll find that it can fit neatly into your day and often doesn't take much longer than driving – especially if you have to wait for other car occupants to get ready!



Education and encouragement

Walking, cycling and scootering are great ways to get to school. The NZTA Education Portal (<https://education.nzta.govt.nz/>) and the NZ Police School Portal (<https://www.police.govt.nz/advice/personal-and-community-advice/school-portal>) have lots of information about travel to school, including curriculum-based lesson plans for teachers, and guides for parents.

WALKING AND SCOOTERING

Walking (and/or scootering) to school with your child is good for the whole family: it gets exercise into your daily routine and imparts lifelong personal and road safety skills. This Plan makes a number of recommendations relating to walking programmes, starting on page 9.

CYCLING

For those who live too far away to walk, a car is not the only way to carry children and cargo! Parents can use cargo bikes to drop younger children at kindy or primary school. Teachers can use cargo bikes to carry books and learning materials. Bikes are easy to park, inexpensive to run, and require no petrol – but above all, children love them!

Sturdy, stable ‘box’ cargo bikes (Figure 3) are available in New Zealand, enabling parents to supervise younger siblings of intermediate students seated in front. Trailers or tag-alongs are low cost and can be attached to an e-bike, making it easy to ride hills or longer distances.

Sport Manawatū is currently the principal provider of cycle skills training. The NZ Transport Agency is updating and rebranding the skills training programme in 2018 as BikeReady* and helping communities across NZ deliver it with ACC co-funding.

The Palmerston North City Council supports numerous schools with Bikes in Schools (BiS) programmes including riding tracks and fleets of bicycles. Ross implemented a BiS programme in 2017. Community organisations promote events throughout the year that get more people moving on foot and by cycle.



Figure 2: Crowds of students use the pedestrian signal on Ruahine Street



Figure 3: A cargo bike with child seat and tag-along (Image copyright Jonathan Maus)

* <https://bikeready.govt.nz/assets/Walking-Cycling-and-Public-Transport/docs/bike-ready/BikeReady-factsheet-July-2018.pdf>

Student travel

A 2 km radius circle around school (‘as the crow flies’) covers much of Milson, Roslyn and Terrace End (Figure 4).



Figure 4: Many neighbourhoods are within 2km of school

A site audit on ‘Wheels Day’ (8 May 2018) indicated 219 pedestrians, 71 scooters, and 33 bicycles for a total of 323 ‘active mode’ students for the school to home trip.

Table 1: Mode of transport to school survey

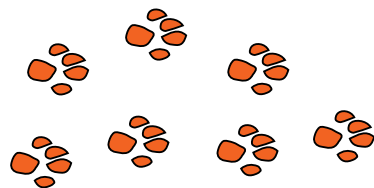
‘WHEELS DAY’ SURVEY	MODE				
	NUMBER	219	71	33	215
	PER CENT	41%	13%	6%	40%
	323 ‘ACTIVE MODE’ TRIPS				



Children taking part in a school cycling event



Safe Ways to School



St. Mary's, Freyberg High, and Ross Intermediate schools share the same streets for access. Self-drive high school students are instructed by their school to park at Vautier Park (accessed from Tremaine Avenue or Ruahine Street) to lessen congestion on Freyberg Street. School safety patrols (crossing guards) run from 2.55–3.15 pm; there is no morning supervision.

Ross Intermediate has a Bikes in Schools loop track and pump track to provide a safe place for students to learn cycling skills and gain confidence. School policies covering scooting and riding to and within the school campus are provided on page 8.

FREYBERG STREET ACCESS

Two teachers supervise road safety patrol on Freyberg Street every afternoon from 2.45 to 3.00 pm – one by the main entrance/car park and one at the Featherston Street/Freyberg Street roundabout. In the interests of safety, please follow the traffic safety instructions on the map opposite.

Please model the appropriate behaviour to your children. Those parents who park on Featherston Street and whose children make their way safely to that point help us to reduce congestion.



Figure 6: Freyberg Street main entrance

RUAHINE STREET/TERRACE STREET ACCESS

The pedestrian signal is heavily used during school travel times. Students cross in groups of three to ten at a time. On the afternoon of the site audit (between 2.45 and 3.05 pm), about 80 student pedestrians, 20 scooters, 15 bikes, and 1 student on a self-balancing scooter were counted at this west access. About eight students were picked up by parents waiting in vehicles along Ruahine Street. Other students travel through the hospital campus to get to Heretaunga Street and then on to the neighbourhoods further west.



Figure 7: A pack of students using the Ruahine/Terrace Street crossing

FREYBERG STREET/FEATHERSTON STREET ROUNDABOUT

The roundabout has cycle lanes for westbound riders on Featherston and for left turns in and out of Freyberg Street. Shared lane markings ('sharrows') are placed in the centre of the lane to indicate where eastbound riders are meant to position themselves. This helps avoid the chance that a left turning driver will conflict with a straight through rider. Please be courteous – people on foot or scooter should only cross at the marked zebra crossings. People on bikes should signal their intentions if possible (the Road Code does not require riders who are turning to signal, as it is sometimes safer to keep your hands on the handlebars). Drivers should slow down and prepare to give way.



Figure 8: Sharrows and cycle lane markings at the roundabout

Although there is public access through the hospital campus, normal road rules apply. Drivers may be distracted while looking for parking spaces, so it is very important that students are vigilant and do not play with balls or run around. The DHB is planning a marked and improved route between Ruahine and Heretaunga streets. Once completed, students will be expected to stay on the route.

FREYBERG STREET ENTRANCE



RESTRICTED PARKING

RESTRICTED PARKING

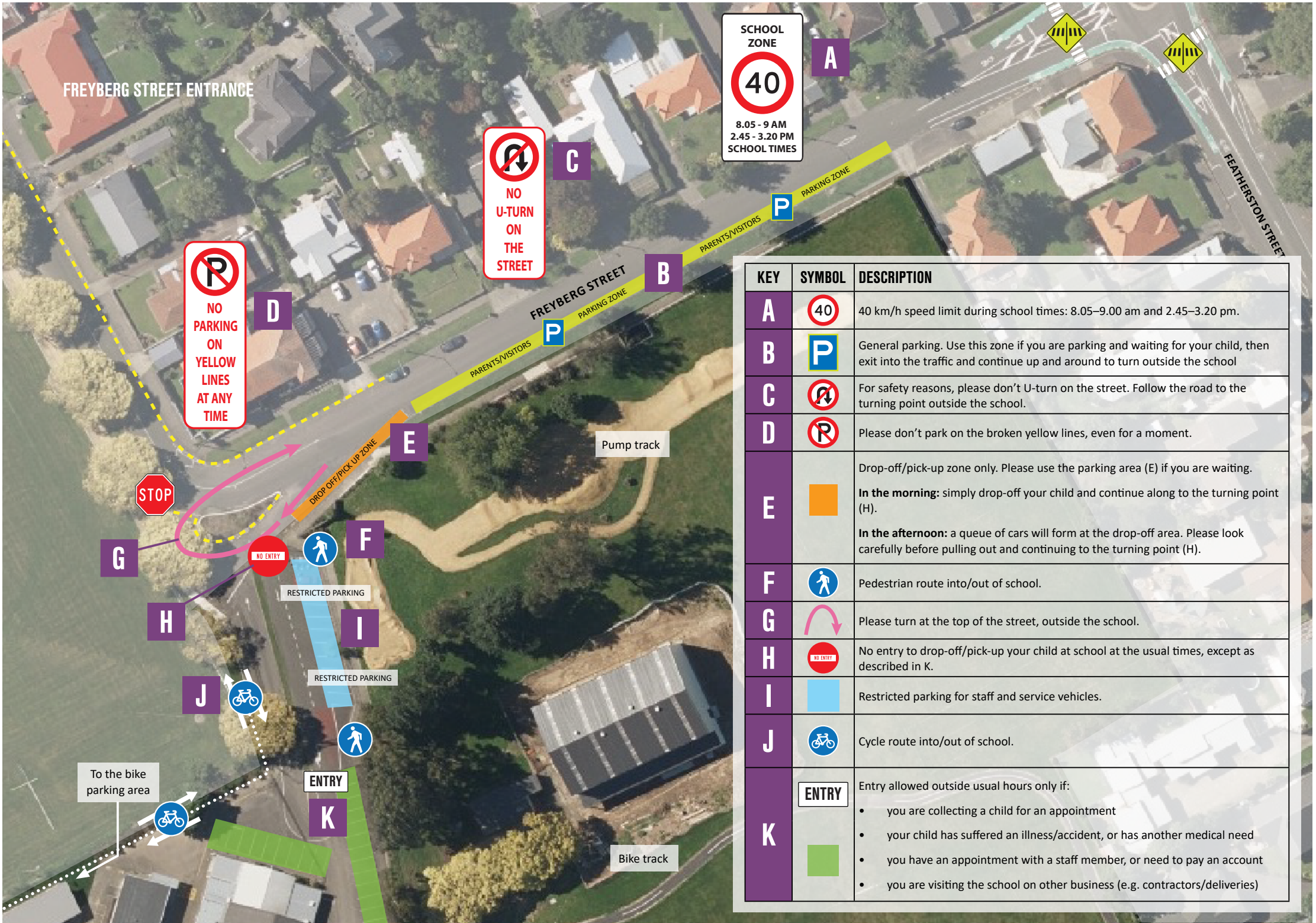
ENTRY

Pump track

Bike track

To the bike parking area

KEY	SYMBOL	DESCRIPTION
A		40 km/h speed limit during school times: 8.05–9.00 am and 2.45–3.20 pm.
B		General parking. Use this zone if you are parking and waiting for your child, then exit into the traffic and continue up and around to turn outside the school
C		For safety reasons, please don't U-turn on the street. Follow the road to the turning point outside the school.
D		Please don't park on the broken yellow lines, even for a moment.
E		Drop-off/pick-up zone only. Please use the parking area (E) if you are waiting. In the morning: simply drop-off your child and continue along to the turning point (H). In the afternoon: a queue of cars will form at the drop-off area. Please look carefully before pulling out and continuing to the turning point (H).
F		Pedestrian route into/out of school.
G		Please turn at the top of the street, outside the school.
H		No entry to drop-off/pick-up your child at school at the usual times, except as described in K.
I		Restricted parking for staff and service vehicles.
J		Cycle route into/out of school.
K		Entry allowed outside usual hours only if: <ul style="list-style-type: none"> • you are collecting a child for an appointment • your child has suffered an illness/accident, or has another medical need • you have an appointment with a staff member, or need to pay an account • you are visiting the school on other business (e.g. contractors/deliveries)



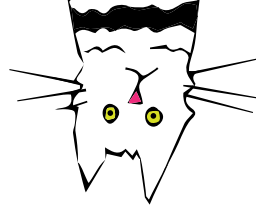


SAFE WAYS TO SCHOOL





Procedures and tips



SCHOOL HOURS



We appreciate parents getting students to school at a good time in the morning. Arriving late is disruptive for everyone.

For **your child's safety**, please ensure they arrive at school after 8.00 am and have left the grounds by 3.15 pm. We cannot guarantee supervision outside those times.

If you're collecting your child early, come to the office first to sign your child out. It's vital that we know who is on site and which students have left to ensure everyone's safety.

BUSES



Many students use public transport; this helps reduce congestion and is safer than driving. The Ministry of Education supports bus travel for eligible students. More information: www.moe.govt.nz.

Bus stops are located just east of Freyberg Street on Featherston Street and opposite the hospital on Ruahine Street. More information: <http://www.horizons.govt.nz/buses-transport/bus-routes-transport>

AT THE SCHOOL GATES



Keeping students safe is a team effort. Please follow these rules:

- Don't drive past the school gates.
- Use spaces on Ruahine Street, but please don't turn into Terrace Street.
- Skip the congestion and meet your child near Norton or Papaioea Parks.

Drivers! Please use the designated loop on Freyberg Street to turn around, and stop at the stop sign; don't U-turn anywhere else on Freyberg Street.

CHILD RESTRAINTS



If you have children under 7 with you, they must travel in a booster seat when in a car. <https://www.nzta.govt.nz/safety/vehicle-safety/safety-belts-and-restraints/child-restraints/using-child-restraints-in-new-zealand/>

LOCK IT UP!



We have a scooter shed that's locked during the school day, but the safest bet is to lock your scooter. Bikes should also be locked.

CYCLING POLICY AND TIPS



We encourage children to be fit, active and healthy and support biking to school where practicable. Parents are asked to assist the school in promoting safe cycling, promote correct behaviour and to ensure bikes are road worthy.

Riding age: Students under 10 should be accompanied by an adult when riding on-road. Carers should decide based on the child's skill and maturity.

No riding in school grounds during school hours, unless it is an organised school event or on the bike track.

Park it right: Use the cycle stands.

Ride with traffic. Ride on the left in the same direction as other traffic.

Share the path. Pass walkers carefully; ring your bell or say 'on your right'.

Be alert. Watch for opening car doors and cars turning across your path.

Be predictable. Ride in a straight line and signal your moves to others.

ABC-Quick: There's enough **Air** in your tyres (see side of tyre); **Brakes** are connected and working; **Chain** is tight (single speeds) and not rusty; **Quick** release hubs are closed and tight.

Wear a helmet. It should fit snugly, sit level on your head, and be buckled.

KEEP UP WITH THE CHANGING RULES

Check out the latest version of these important guides! (digital readers – click on the image to access the document)

PARENT'S GUIDE



CODE FOR CYCLISTS

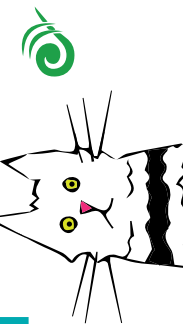


CODE FOR DRIVERS



Who knew you couldn't park there?
<https://www.nzta.govt.nz/resources/roadcode/about-driving/where-not-to-park/>





Action plan

The objectives and strategies used to achieve the goals of making journeys active, social, safe and sustainable are listed by the applicable 'E's' of Engineering, Education, Encouragement, Enforcement, and Evaluation. Where there is more than one stakeholder, the lead party is identified in **bold**.

OBJECTIVE	ACTION	STAKEHOLDERS	STATUS
ENGINEERING/PHYSICAL INFRASTRUCTURE			
Students and parents feel safe walking and cycling to school	<ol style="list-style-type: none"> 1. Terrace Street – inspect and correct footpath deficiencies and through accessway. 2. Freyberg Street – consider alternatives if parking restrictions are not effective. 3. Main entrance – consider path realignment or green surfacing to improve route coherence. 4. Featherston Street – as part of the Urban Cycle Network Masterplan, provide a continuous cycleway. Consider a crossing facility to improve access to Norton Park. 	PNCC transportation staff	To be considered amongst other prioritised projects and subject to funding
There are adequate facilities to support active travel	<ol style="list-style-type: none"> 5. Review existing scooter parking provisions for capacity, security and quality/comfort. 6. Consider upgraded covered cycle parking on site with stands that properly support bike frames. 7. Consider (or add more) cubbies or lockers for student's rain/sports gear, books, musical instruments, etc so that they don't have to carry as much to/from home each day. 	Board of Trustees Principal	To be advised by BoT
EDUCATION			
The School Travel Plan is accessible to parents	<ol style="list-style-type: none"> 8. Have copies of the plan and summary brochure in the office, posted online, and referenced in other communications 	School staff	Newsletter: ongoing
Parents drive courteously and safely	<ol style="list-style-type: none"> 9. Continue school safety patrols at crossings and school frontages: https://education.nzta.govt.nz/teacher-resources/school-policy-and-practices/school-traffic-safety-teams/ 	School staff Senior students Parents	Ongoing
Students who walk, scoot and cycle do so confidently and safely	<ol style="list-style-type: none"> 10. Conduct cycle skills training sessions as per the BikeReady programme. 	Sport Manawatu	Annually
	<ol style="list-style-type: none"> 11. Scooter skills training (subject to funding). 	School staff Horizons Road Safety Coordinator	Annually
	<ol style="list-style-type: none"> 12. Publish the summary/suggested routes brochure with safety tips. 	School staff	Start of term 1



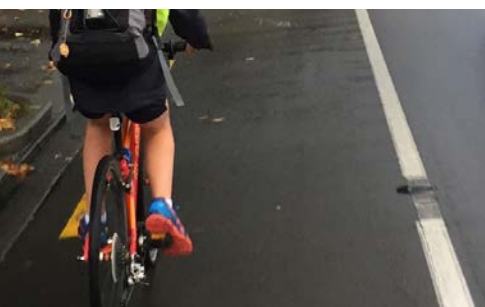
OBJECTIVE	ACTION	STAKEHOLDERS	STATUS
ENCOURAGEMENT			
More students use active travel, minimising congestion and maximising health and learning outcomes	<p>Park and Walk programmes can help students who live too far away or whose route may include hazardous traffic situations. Parents can drive to the home of a classmate who lives closer to school, or a designated drop-off zone at an agreed time, and the students can walk together to achieve 'safety in numbers'.</p> <p>13. Continue promoting pick up and drop off zones e.g. Featherston Street</p>	<p>School staff Parent volunteers</p>	Annual promotion through newsletters
	<p>Events can include a Walk and Roll to School Day; school or city-wide contests; breakfasts; and invitations to sports personalities. Rewards: healthy snacks, buttons, stickers, rain ponchos</p> <p>Consider encouragement events e.g. http://www.iwalktoschool.org/</p>	<p>Board of Trustees Parent volunteers School staff</p>	This action and associated resources will be considered as part of an annual event
Streets near school operate safely at all times	14. School staff will record and report concerning driving behaviours in a recording system at the front desk	School staff	Ongoing
Parents drive safely and courteously	15. Police will periodically conduct enforcement actions focusing on use of phones while driving, speeding, and legal parking	Police	
ENFORCEMENT			
Parents drive safely and courteously	1. Police will periodically conduct road safety enforcement operations around school crossing areas.	NZ Police	Ongoing
	2. The school will inform student families that the current penalty for failing to stop at a kea or pedestrian crossing is a \$150 fine and 35 demerit points, so that they are aware and can adjust their driving behaviour accordingly.	School staff	Ongoing through notices and newsletters
EVALUATION			
The outcomes of this plan are measured and successful programmes continue to be supported	16. Conduct annual school travel mode survey using webapp	PNCC Infrastructure & GIS School staff	2nd Wednesday of term 1
	17. Report on number of students participating in BikeReady	Sport Manawatū	Annually
	18. Report on number of students participating in other education and encouragement programmes	School staff	Annually



Delivery partners for this School Travel Plan

The priority actions in the school travel plan are supported by school representatives and other stakeholders. These actions are aimed at making travel to and from school safe, sustainable, social and active.

NAME	POSITION	ORGANISATION
Wayne Jenkins	Principal	Ross Intermediate School
Chris Lai	Senior Transportation Engineer	Palmerston North City Council
Phil Stevens	Active Transport Advisor	Sport Manawatū
Alastair Mayston	Road Safety Coordinator	Horizons Regional Council
David Marshall	School Community Officer	NZ Police
Nigel Fitzpatrick	Health Promotion Advisor, Public Health services	MidCentral DHB



References

1. Ministry of Transport, 2015. Comparing Travel Modes: New Zealand Household Travel Survey 2011–2014. <http://www.transport.govt.nz/assets/Uploads/Research/Documents/Comparing-travel-modes-2015.pdf>
2. Palmerston North City Council, 2018. Creative and Liveable Strategy. <https://www.pncc.govt.nz/creativeandliveable>
3. Larouche, R., et al., Associations between active school transport and physical activity, body composition, and cardiovascular fitness: a systematic review of 68 studies. J Phys Act Health, 2014. 11(1): p. 206–27. http://www.naspspa.org/AcuCustom/Sitename/Documents/DocumentItem/25_Larouche_JPAH_20110345_206-227.pdf
4. Ministry of Transport, 2015. Cyclist Crash Facts. <http://www.transport.govt.nz/assets/Uploads/Research/Documents/Cycling2015.pdf>
5. Jacobsen, P., D. Ragland, and C. Komanoff, Safety in Numbers for walkers and bicyclists: exploring the mechanisms. Injury Prevention, 2015. 21(4): p. 217–220.
6. Singh, A., et al., Physical activity and performance at school: a systematic review of the literature including a methodological quality assessment. Arch Pediatr Adolesc Med, 2012. 166(1): p. 49–55.
7. Vinther, D., 2012. Children who walk to school concentrate better, S. Nordic. <http://sciencenordic.com/children-who-walk-school-concentrate-better>
8. Sauter, D., 2011, Walking the social space, in 5th World Congress of the Global Network Cities for Mobility: Stuttgart. https://www.polisnetwork.eu/uploads/Modules/PublicDocuments/sauter_is-walking-transport.pdf
9. Auckland Transport. Safe school travel plans. <https://at.govt.nz/cycling-walking/school-travel/travelwise-schools/safe-school-travel-plans/>



A student displays new skills learned at the school's bike track