

Glamorgan Travel Plan Travelwise 2005





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GLAMORGAN SCHOOL TRAVEL PLAN

MARCH 2005

INTRODUCTION

School travel has a key contributing impact on congestion in the North Shore City. Education related travel makes up 40% of all morning peak traffic in the Auckland Region. The number of school related car journeys have almost doubled from 1989 –1998 (LTSA, 2002). The car is now the most common mode of transport for travel to and from school and subsequently the increase in car journeys to and from school has resulted in increased safety concerns for children who walk or cycle to and from school.

Pedestrian related crashes make up 14% of injury crashes and 25% of fatal crashes in the North Shore. A high proportion of pedestrians that were involved in crashes were in the age range of 14 years or younger. The 14 years and younger age group represented 35% of the total pedestrian crashes. Most pedestrian crashes occurred during the day with the peak times being the school travel times of 3pm to 4pm and 8am to 9am (LTSA, 2002).

The “North Shore Travelwise to School Project” aims to address a number of areas such as safety, health, sustainability, alternative travel modes and environment. The Travelwise to School programme was originally instigated by North Shore City Council in February 2002 with 3 schools. It is the first programme of its kind in New Zealand, which has involved a school and its local community in the development of a School Travel Plan. Since the beginning of 2004, 20 schools across the North Shore have been involved in the programme.

Travelwise to School is a programme based upon a process of community consultation. The end result is a school Travel Plan, which encourages the reduction of congestion (e.g. Chaos at the School Gate), improving local road safety (e.g. increased student education, community awareness raising, engineering improvements, etc) and encouraging alternative modes of transport to and from school. The process of developing a Travel Plan (similar to the Safe Routes to School programme) identifies a comprehensive set of strategies to improve safety of all travel modes. The process also ensures a high level of community and stakeholder buy-in to the agreed strategies.

Successful travel planning requires knowledge of current modes of transport used and reasons why these are used. To this end, surveys were distributed among parents, children and staff; residents were also surveyed. A 3-D mapping exercise called ‘Planning for Real’ provided information on safety concerns around the school, a visual depiction of clusters of families, and clusters of children that would like to walk to school.

A travel report was written from the data collected and this provided information for the working party. This Travel Plan is a result of the work of the Glamorgan School Working Party.

1. For more information go to www.ltsa.govt.nz

SCHOOL CHARACTERISTICS

Glamorgan School is a large primary school, with a roll of approximately 580 students (26/2/04). It has a decile rating of 10. The school roll was plotted on a GIS map prior to surveying being conducted.

The map showed that about 80% of the school population live in the Torbay area, about 5% live in Albany and 4% in Browns Bay, the remaining 11% from various areas on the North Shore. The greatest majority (70%) live within a 1km radius of the school. The remaining students travel from areas, out of zone, such as Orewa, Okura, and Dairy Flat.

The school is sited on Glamorgan Drive in Torbay. It is a contributing, state, co-ed school. The ethnic mix of the school roll is listed below:

- ◆ European – 66%
- ◆ Korean – 6%
- ◆ South African – 17%
- ◆ Maori – 6%
- ◆ Other – 5%

There are 23 classrooms, supported by 23 teaching staff, 3 senior managers and another dozen support staff. A weekly newsletter goes home to families every Thursday. Road safety policy is taught at the school at all levels, utilising resources provided by LTSA's Road Sense program.

There are no specific school buses servicing Glamorgan Primary. The school has three main entrances: Glamorgan Drive, pedestrian access from Danbury Drive, and pedestrian access from Carnmore Place.

CONSULTATION

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

Step 1: Defining current transport patterns and inviting views on local road safety issues

- ◆ Completion of a Student questionnaire to find out how they travel to and from school and how they would prefer to travel.
- ◆ Completion of a Parent questionnaire to find out how students travel to and from school and if alternative systems of transport would be considered.
- ◆ Completion of a Staff questionnaire to find out methods of travel to and from school and issues they identified.
- ◆ A Resident flyer was distributed with an optional feedback section on traffic behaviour associated with the school.

Part of the survey involved asking students and parents to identify their areas of concern with regard to local road safety. A key focus to this stage was a 3D map of the area and request for information on potential / real hazards to travelling to and from school.

A flyer was developed summarising the findings from the surveys. This was distributed to the families enrolled at the school.

Step 2: Developing the Draft School Travel Plan

A working party was established for the school. This consisted of school staff, Board of Trustees, parent representatives, local residents, a representative from the East Coast Bays

Community Board, and representatives from North Shore City Council. This group developed the School Travel Plan. The following people all contributed to the plan:

GLAMORGAN SCHOOL

Heather Richards	Principal
Janet Pinchen	Associate Principal
Janine Irvine	Associate Principal
Sue Hobin	Road Sense Lead Teacher
Andrew de Lisle	Parent and Resident
Angela Staveley	Parent and Resident
Kevin de Jong	Board of Trustees
Robyn van der Sande	Board of Trustees
Tracey Hale	Board of Trustees

NORTH SHORE CITY COUNCIL

Bronwyn Coster	Travelwise Planner
Isy Kennedy	Travelwise Co-ordinator
Tom Morton	Operations and Support Services Manager
Vukasin Sibinovski	Travelwise Engineer
Sally Cargill	East Coast Bays Community Board
Don Blayney	East Coast Bays Community Board

Step 3: Community Feedback on Strategies

A feedback event was hosted at the school on February 10th, 2005, where parents and residents were invited to express their views and vote on the draft strategies of the Travel Plan. The event involved a display of the proposed strategies, with voting sheets for each strategy.

Step 4: Finalising the Plan and Launch

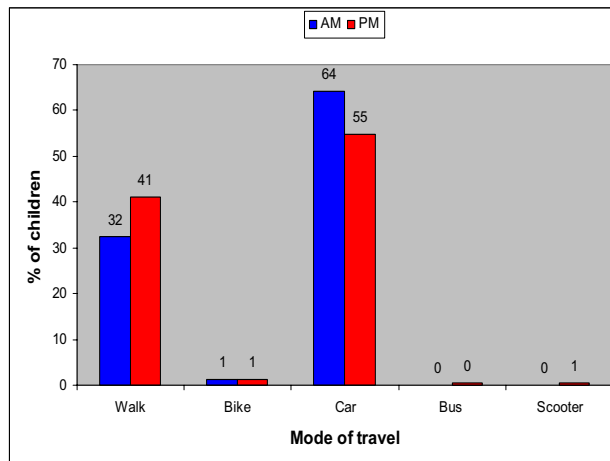
The Working Party reviewed feedback from Step 3 and made minor adjustments to the Plan. A launch was held on March 4th, 2005. This included the school community and stakeholders involved with ensuring the strategies are actioned.

RESULTS OF THE CONSULTATION

FINDINGS FROM THE STUDENT SURVEYS

Students at Glamorgan School were asked on their survey form to indicate how they get to and from school every day.

Overall Patterns of travel to and from school



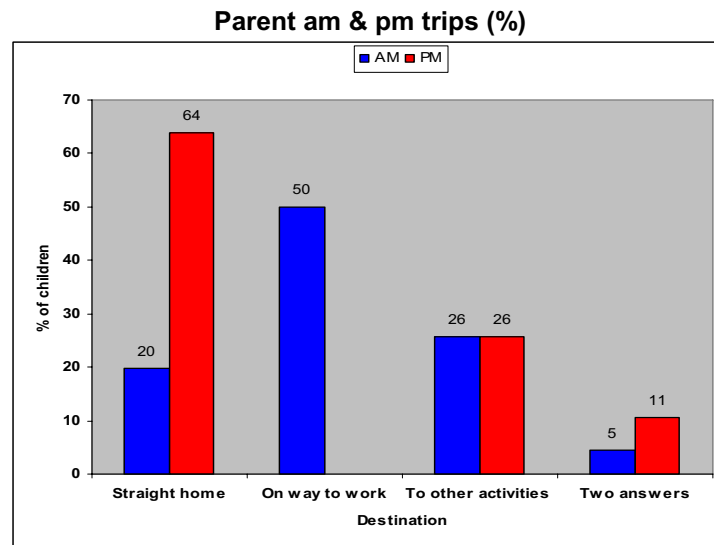
Data Source: Children's surveys

- On average, 60% of children travel to and from school by car every day.
- On average, 37% of children walk to and from school every day.
- Higher proportions of children travel to school by car in the morning (64%), than in the afternoon (55%)
- Most car travel is in parents cars.
- Higher proportions of children walk home from school in the afternoon (41%), than walk to school in the morning (32%).

FINDINGS FROM PARENTS' SURVEYS

Most of the car trips are in parents' cars. Approximately 60% of parents indicated in their survey forms that at least one of their children "usually" travelled to and from school by car each day.

The most common reason given was that it was too far to walk, followed by issues about safety (due to traffic and stranger danger), convenience and comments that they were already on their way to work or other activities. 20% of parents stated that they return home in the morning after dropping off their child/ren at school.



Data Source: Parents' surveys

The most common issues identified by staff, parents, children and residents were the following:

- Traffic chaos at the school gate
- Traffic speed down Glamorgan Drive and through the drop off zone and carpark
- Cars turning right into the drop off zone
- Parking on yellow lines
- Parents and students crossing on the brow of the hill – not using the pedestrian crossing
- Buses riding the footpaths down Glamorgan Drive
- Need for traffic calming measures
- Lack of parking for both parents and staff
- Need for extra pedestrian crossing facilities
- Extending footpaths
- Dogs

The most frequently mentioned roads needing attention were:

- Glamorgan Drive
- Weatherly Road
- Stredwick Drive
- Kate Shepherd Drive
- Fitzwilliam Avenue
- Danbury Drive
- Cranston Street

There is a lot of interest from both children and parents in participating in the Walking School Bus.

The school has decided not to promote cycling to school due to safety concerns expressed by parents (78% stated they would not allow their child to cycle to school).

A full list of all the issues and concerns along with community feedback can be seen in Appendix One. A full list of comments from the parents and residents can be seen in Appendix Two.

KEY FINDINGS

- The predominant mode of travel to and from school is by car (60% of children).
- 36.5% of children walk to and from school each day.
- Children's preferred mode of travel to and from school would be cycling (28%). However, only about 5 children cycle to school regularly.
- Traffic speed and traffic congestion outside the school gate are a major concern.
- Lack of safe places for children to cross is another major concern.
- Approximately 23% of parents are interested in carpooling.
- Approximately 20% of parents are interested in a school bus service.
- Approximately 33% of parents are interested in using a Walking School Bus.
- Traffic calming measures required for Glamorgan Drive outside the school.
- Parent driver education needed on double parking, parking on broken yellow lines, and parking too close to driveways, intersections and corners.
- Speed enforcement is required near the school, or trialling a 30 kph school speed zone.
- Investigate engineering suggestions for: a pedestrian crossing near the dairy on Fitzwilliam Avenue and also another pedestrian crossing on Weatherly Road.

THE TRAVEL PLAN

This section contains the objectives and strategies. These were developed and agreed to by the working party and have been set into four distinct sections – enforcement, education, engineering and alternative transport.

Financial investment for the school travel plan will be sought by various means once the appropriate stakeholder for each action point has been identified.

ENFORCEMENT STRATEGIES

Objective	Action	Time Frame	Stakeholders
1. To reduce traffic speed outside the school on Glamorgan Drive	1.1 Parent education 1.2 Trial a 30 kph zone around the school 1.3 To make use of the ACC speed trailer 1.4 Utilise available methods of detecting speed adjacent to school (eg radar and camera van)	Ongoing	Glamorgan School NSCC Road Safety Co-ordinator ACC NZ Police
2. To improve parent parking attitudes	2.1 Parent Education 2.2 Ticket and tow-away enforcement 2.3 Regular monthly scheduled visits by NSCC Park Safe Officers	Ongoing	NZ Police Glamorgan School NSCC Road Safety Co-ordinator
3. To reduce the stray dog problem	3.1 Encourage parents and students to report instances of stray dogs to NSCC Action Line	Ongoing	NSCC Pound

EDUCATION STRATEGIES

Objective	Action	Time Frame	Stakeholders
4. To increase awareness of the TravelWise Programme	4.1 Promote through the school newsletter and resident flyer	Feb. 2005	Glamorgan School NSCC
	4.2 Information evening to promote Travelwise School Plan and get buy in from the Parent/Resident community	Ongoing	Parent community Resident community
5. To provide ongoing road safety education to the children and parent community	5.1 Road Sense Program	Feb. 2005	Road Sense Lead Teacher - Glamorgan School
	5.2 Road Safety programs ie ACC	Ongoing	ACC
	5.3 Travelwise newsletter/column to parents		Police Education Officer
	5.4 Feedback forms on Road Safety (newsletter)		Glamorgan School
	5.5 Travelwise section on the school's website		NSCC Road Safety Co-ordinator
6. To review the school's Road Safety Policy	6.1 Update existing Road Safety Policy	Completed Nov. 2004	Glamorgan School

ENGINEERING STRATEGIES

Objective	Action	Time Frame	Stakeholders
7. To reduce speed within the school zone.	7.1 Investigate appropriate road calming devices for roads identified as having speed issues.	Term 1 2005	NSCC ECB CB
	7.2 Investigate reduction in speed limit (at the front of the school) to 30 kph	Term 1 2005	NSCC ECB CB
	7.3 Investigate the installation of alternative zig-zag road markings on approach to the pedestrian crossing outside the school (currently being trialled by Auckland City Council).	Term 1 2005	NSCC NZ Police
		Term 2 2005	NSCC
	7.5 Identify streets within the school zone that may require Give Way and/or Stop Signs.	Term 3 2005	NSCC ECB CB

ENGINEERING STRATEGIES (continued)

8. To enhance pedestrian safety within the school zone	8.1 Investigate safe walking routes to Glamorgan School	Term 1 2005	NSCC ECB CB
	<i>Possible solution: either remove chicanes on Glamorgan Drive, or relocate the footpath back from the road - separated by a grass verge from the school to Marina Rd</i>	Term 2 2005	NSCC ECB CB
	8.2 Scope the installation of appropriate pedestrian crossing facilities on key streets	Term 2 2005	NSCC ECB CB
	<ul style="list-style-type: none"> A. Weatherly Rd B. Stredwick/Fitzwilliam C. Awaruku Rd D. Kate Sheppherd <p><i>(Working party to conduct traffic/ped. counts)</i></p>		GLAMORGAN SCHOOL
9. To reduce numbers of vehicles passing the school at peak times	8.3 Install appropriate signage approaching the school:		
	A. Install sign at the school driveway exit "Stop, pedestrians have right of way".		
	B. Replace/renew Children Crossing sign near no. 140 Glamorgan Rd		
	C. Install a new Children Crossing sign near no. 165 Glamorgan Drive		
	D. Improve the signs in the Drop Off Zone: "No stopping" "Do not leave your car"		
9.1 Investigate methods of reducing traffic volumes and speed down Glamorgan Drive	Term 2 2005	NSCC ECB CB	

ALTERNATIVE TRANSPORTATION STRATEGIES

Objective	Action	Time Frame	Stakeholders
10. To reduce Chaos at the School Gate	10.1 Establish Walking School Bus Routes	Feb. 2005	Glamorgan School
	10.2 Hold a WSB volunteers meeting with parents	(Min. of 2 routes, max. of 4 routes)	NSCC
	10.3 Promote WSB in the school's health units		Parent community
	10.4 Investigate the creation of a free school bus service	Term 3 2005	
11. To encourage participation in alternative travel modes.	11.1 Offer incentives to students and volunteers, such as: pedometers certificates, bag tags, stickers, drinks etc .	Term 1 2005	WSB Team – Glamorgan School Health Promoting Schools
	11.2 Investigate walk to school days and other such events.		

IMPLEMENTING THE PLAN

Glamorgan School, East Coast Bays Community Board, and North Shore City Council will jointly implement this plan.

MONITORING THE PLAN

The plan will be monitored on an annual basis, where the Working Party will meet to discuss the objectives and strategies. Where required new strategies will be set.

Criteria for success include:

1. The number of children travelling to and from school by car is reduced, resulting in less traffic congestion at the school gate.
2. The number of children using alternative modes of transport ie. walking, busing, and/or carpooling to and from school are increased.
3. In line with the first two criteria the injury rate for school children does not increase, in the local vicinity of the school.
4. That there is continued focus on Road Safety programs annually at the school.

CONCLUSIONS

The School Travel Plan has been developed over a period of approximately 12 months. It has included a wide range of consultation techniques to identify the concerns of the local community regarding traffic safety and promoting alternative modes of transport.

The success of this project can be attributed to:

- The Working Party (See Page 4)
- School staff
- Students
- Families
- Residents
- Board of Trustee members
- Community Board members
- North Shore City Council
- Auckland Regional Transport Authority.

GLAMORGAN SCHOOL'S WORKING PARTY



Left to Right (Back Row): Angela Staveley, Heather Richards, Andrew de Lisle
Front Row: Robyn van der Sande , Janet Pinchen, Kevin de Jong
Absent: Janine Irvine, Sue Hobin, Tracy Hale, Bronwyn Coster

AGREEMENT ON THE TRAVEL PLAN

We support the Glamorgan School Travel Plan

Name <i>Heather Richards</i> Date <i>4/3/05</i>	For Glamorgan School Signature: <i>[Signature]</i>
Name <i>Tracy Hale</i> Date <i>4/3/05</i>	For Board of Trustees Signature: <i>[Signature]</i>
Name <i>ANDREW DE L'ISLE</i> Date <i>4/3/05</i>	For Parents Signature: <i>[Signature]</i>
Name <i>Rachael De Jong</i> Date <i>4/3/05</i>	For Students <i>Rachael De Jong</i> Signature: <i>Year 5</i>
Name <i>STEPHEN LINFIELD</i> Date <i>4th MARCH 2005</i>	For Auckland Regional Transport Authority (ARTA) Signature: <i>[Signature]</i>
Name <i>Sally Cargill</i> Date <i>4th March 2005</i>	For East Coast Bays Community Board Signature: <i>[Signature]</i>
Name <i>George Wood</i> <i>Mayor: North Shore City</i> Date <i>4th March 2005</i>	For North Shore City Council Signature: <i>[Signature]</i>

FEEDBACK FROM STUDENTS, PARENTS AND RESIDENTS - GLAMORGAN SCHOOL

ADDRESS 1	ADDRESS 2	ISSUE	DETAILS	SOURCE
Acacia St	near Walkway	Safety	The walkway is very dodgy. Overgrown and eerie. Won't use it. It is at the end of Acacia St	P
Alnack St	Lingham Cres	Safety	Difficult to cross this intersection due to parked cars	C
Awaruku Rd		Slow Traffic Down	Lots of cars speed down this road - need to slow the traffic down	C
Awaruku Rd	24-25 Awaruku Rd	Dogs	Roaming dogs that eat the rubbish out of the rubbish bags	C
Awaruku Rd	near Give Way sign	Safety	Cars are not giving way at the GIVE WAY sign	C
Awaruku Rd	Top end - near the hill	Speed	Cars speed and can't see pedestrians or other drivers - suggest a speed bump	P
Awaruku Rd		Cycle Lanes Needed		C
Awaruku Rd	near 47 Awaruku Rd	Ped. Crossing Needed	Unsafe to cross here	C
Carlisle Rd	155-160 Carlisle Rd	Ped. Crossing Needed	Very difficult to cross. Have to wait almost 10 mins. to cross	C
Carlisle Rd	Northcross Shops	Safety	It is dangerous for children crossing near the free turn near the Chemist shop	P
Carmmore Pl	No. 6 and 24. Carmmore	Dogs	Two sausage dogs and one other plus 6 others roaming free.	C
Carmmore Rd		Safety	Worried about cars reversing out of driveways on Carmmore Rd	C
Catriel Pl		Walking School Bus	Suggest a Walking School Bus stop in Catriel Pl	P
Caversham	Lingham	Move the stop sign	Move the compulsory stop sign from the corner of Kate Sheppard and Glamorgan Dr	R
Caversham Pl	Carmmore Pl	Ped. Crossing Needed	Hard for kids to cross. Need a crossing before or after the roundabout	P
Ceramco Pl		Broken Glass	Lots of broken glass in the gutters	C
Cottam Gr		Stranger Danger	Strange young teenagers staring and followed young girl. She has seen him twice. He lives in Cottam Grove and he	C
Cottam Grove		Lights needed	Light the walkway at Cottam Grove. A lot of people use this at night	P
Cottam Grove	Walkway	Safety	Feels afraid of strangers	C
County Rd		Cycle Lanes Needed		C
Cranston Pl	Ceramco Pl	Safety	I saw a T-shirt covered in blood in the reserve. It is a dark and busy reserve and quite scary	C
Cranston Pl	No. 1 or 3 Cranston St	Dogs	Big dogs barking constantly	C
Cranston Pl	No. 1 or 3 Cranston St	Dogs	Big dogs barking constantly, just near the walkway	C
Cranston Rd		Ped. Crossing Needed	Hard to cross	C
Cranston St	Ceramco Pl	Safety	Dark busy reserve and walkway	C
Cranston St		Cats	Need a sign that says "Slow down cats ahead"	C
Cranston St		Cats	Signs need to be put up saying "Slow down, cats ahead".	C
Cranston St		Dogs	There are small dogs wandering around Cranston St	C
Cranston St		Safety	Too many cars travelling both sides of the road and lots of cats could get run over	C
Cranston St	No. 5-9 Cranston St	Speed	The speed of cars around the corner of Cranston St	C
Danbury Ave		Broken Glass	Broken glass in this street	C
Danbury Dr	44-48 Danbury Dr	Safety	Neighbours loud	C
Danbury Dr		Speed	Cars are speeding down Danbury Dr - need to slow the traffic down	C
Danbury Dr	Near the end of the cul-de-sac	Speed bumps needed	Speed bumps are needed down the rest of Danbury Dr to stop hoonos doing wheelies at the end of the st	P
Danbury Dr	from Torbay Heights to end c	Speed bumps needed	Hoonos are speeding down the road - especially dangerous near the Kindy	P
Danbury Dr		Safety	A ped.refuge is needed at the top of Danbury Dr. It is hard for kids to cross there.	P
Danbury Rd		Graffiti	Graffiti on the fence and by the walkway - lots of rubbish	C
Danbury Rd	Walkway	Safety	There is a big bush on the walkway on Danbury Cres. Might be people hiding in it	C
Dunraven Pl		No Exit signs needed	There is one already but not at the entrance of the street	P
Dunraven Pl		Dogs	A ferocious dog wanders around this street	C
Eagleson St		Safety	Hard to cross. Suggest a refuge crossing as this is a busy road. Hard to cross on a bike.	C
East Coast Rd	Rangitoto College	Safety	Students get out of their cars when other cars are moving beside them. Very dangerous behaviour. I see this everyC	C
Fitzwilliam		Safety	Cars speed down Fitzwilliam. It is hard to cross. Need a chicane in the middle of the street	P
Fitzwilliam Dr		Speed	Cars speed down the hill - need to slow the traffic down.	C
Fitzwilliam Dr		Safety	Road is too wide. Cars speed down. Needs speed bumps	P
Fitzwilliam Dr	in the Reserve	Bullying	Bullies from LBC punch and kick students from Glamorgan Dr Primary in this reserve	C
Foley Pl		Stranger Danger	Strange man lives in this street	P
Gerontius Pl		Dogs	Scary dogs near Gerontius Pl	C
Glamorgan Dr	Kate Sheppard Ave	Speeding cars	Cars drive down Kate Sheppard Drive at speeds of 60-70 km sometimes 80-90 kms	P
Glamorgan Dr	East Coast Rd	Hard to turn right	It is extremely hard to turn right into East Coast Rd in the morning	P
Glamorgan Dr	East Coast Rd	Hard to turn right	We need traffic lights at this intersection because it is hard to turn right	P
Glamorgan Dr	Hill	Broken Glass	There is a lot of broken glass on Glamorgan Dr	C
Glamorgan Dr	Weatherly Rd	Ped. Crossing Needed	Need a crossing at this intersection	C
Glamorgan Dr	Outside the school	Ped. Crossing Needed	Need a crossing near the pull in bay	C
Glamorgan Dr		Speeding cars	Slow traffic down on Glamorgan Dr	C
Glamorgan Dr	Caversham Dr	Speeding cars	Slow traffic down Glamorgan Dr near Caversham	P
Glamorgan Dr	Lingham Cres	Safety	There is a very entrance to the street at this intersection. Suggest an island	P
Glamorgan Dr	Weatherly Rd	Ped. Crossing Needed	Hard to cross	C
Glamorgan Dr	Weatherly Rd	Ped. Crossing Needed	Hard to cross	C
Glamorgan Dr	Glamorgan Dr	Cycle Lanes Needed	Both sides of Glamorgan Dr	P
Glamorgan Dr		Dog	There is a big dog (mongrel) that sits near the bus stop opposite the school	C
Glamorgan Dr	Lingham Cres	Safety	Difficult to cross here	C
Glamorgan Dr	Kate Shephard	Safety	Cars are cutting the corner on the wrong side of the traffic island. There needs to be a centre line painted.	P
Glamorgan Dr		Speeding cars	Concerned about the speed of the traffic down Glamorgan Dr	P
Glamorgan Dr	Weatherly Rds	Ped. Crossing Needed	Need a crossing on the western side of the road before the roundabout to stop nose to tails	P
Glamorgan Dr		Safety	Dangerous for children walking on the footpath when buses are travelling though chicanes. They tend to wobble, all	P
Glamorgan Dr	Weatherly Rd	Ped. Crossing Needed	Hard to cross	P
Glamorgan Dr	Drop off zone	Safety	Too much traffic	C
Glamorgan Dr		Safety	Cars reverse out of their driveways - not looking for children	C
Glamorgan Dr	Weatherly Rd	Bullying	Bullies from Glamorgan Dr School call me names on the way down Weatherly Rd	C
Glamorgan Dr		Parking	Not enough car spaces in the school car parking lot	C
Glamorgan Dr	Ped. Crossing	Safety	A lot of children are not crossing on the crossing. They cross right outside the front of the school.	R
Glamorgan Dr	Halden Pl	Dogs	There are dogs roaming free between these roads.	C
Glamorgan Dr		Safety	Feel like I might get grabbed by passing cars on Glamorgan Dr	C
Glamorgan Dr	near Bus Stop	Bullying	Intermediate school kids bullying and being silly	C
Glamorgan Dr		Safety	Buses come very close to the footpath because the road is narrow	C
Glamorgan Dr		Speed	Need speed bumps to slow down the crazy drivers who speed down Glamorgan Dr	C
Glamorgan Dr		Speed	I don't feel safe walking down Glamorgan Dr	C
Glamorgan Dr		Too much traffic	I don't feel safe	C
Glamorgan Dr	Bronwyn Pl	Ped. Crossing Needed	Need a ped. crossing near Bronwyn Pl at about 107 Glamorgan Dr	C
Glamorgan Dr	School Fiedls	Safety	Student is scared of people walking behind her near the school fields	C
Glamorgan Dr		Cycle Lanes Needed	Cycle lanes needed down Glamorgan Dr	C
Glamorgan Dr	Geoffrey Rd	Safety	A lot of traffic	C
Glamorgan Dr	Thelma	Remove chicanes	Slows boy racers down	R
Glamorgan Dr	69 Glamorgan Dr	Dogs	Behind fences but bark and scares her	C
Glamorgan Dr	Marina	Ped crossing needed	There is a blind corner at this intersection. Need a ped. crossing or mirrors	R
Glamorgan Dr		Buses	Buses on Glamorgan Dr dangerously close to the footpaths	C
Glamorgan Dr	96 Glamorgan Dr	Dogs	They run loose there	C
Glamorgan Dr	near 103 Glamorgan Dr	Dogs	There is a dog roaming around here	C
Glamorgan Dr		Dogs	There are dogs wandering around Glamorgan Dr.	C
Glamorgan Dr		Safety	Worried that someone may follow me home from school	C
Glamorgan Dr		Cars	There are too many cars travelling too fast down the hill	C
Glamorgan Dr	Lingham Cres	Speed	Speeding cars at the intersection of Glamorgan Dr and Lingham Cres.	P
Glamorgan Dr	No. 3-60 Glamorgan Dr	Broken Glass	A lot of broken glass on the footpaths and roads	C
Glamorgan Dr		Road Safety	Older brother concerned about the safety of younger brother who has no road sense. Told about road	C
Glamorgan Dr		Bullying	Torbay Primary kids are poking faces and being rude out of bus window	C

TRAVELWISE STRATEGIES FOR GLAMORGAN SCHOOL

Residents and parents were asked to indicate whether they agreed or disagreed with each objective/action by circling their choice below. They were also asked to write their comments in a feedback section provided. The results of the consultation were tallied and the number of agree/disagree votes for each action point are noted in red. The working party made some minor changes to the strategies following the feedback received. Comments are recorded separately. See attached.

ENFORCEMENT

Objective	Action	Time Frame	Stakeholders	Do you Agree (A) or Disagree (D) Circle your choice.
1. To reduce traffic speed outside the school on Glamorgan Drive	1.1 Parent education	Ongoing	Glamorgan School NSCC Road Safety Co-ordinator ACC NZ Police	A 42 D 6
	1.2 Investigate a 30 kph zone around the school			A 44 D 7
	1.3 Use the ACC speed trailer			A 34 D 14
2. To Improve Parent Parking attitudes	2.1 Parent Education	Ongoing	NZ Police Glamorgan School NSCC Road Safety Co-ordinator	A 44 D 4
	2.2 Ticket and Tow away enforcement			A 32 D 15
	2.3 Regular monthly scheduled visits by NSCC Park Safe Officers			A 35 D 12
3. To reduce the stray dog problem	3.1 Encourage parents and students to report instances of stray dogs	Ongoing	NSCC Pound	A 47 D 1

Stakeholder Codes:

NSCC = North Shore City Council

ECB CB = East Coast Bays Community Board

ARTA = Auckland Regional Transport Authority

EDUCATION

Objective	Action	Time Frame	Stakeholders	Do you Agree (A) or Disagree (D) Circle your choice.
4. Information evening to promote Travelwise School Plan and get buy in from the Parent/Resident community	4.1 Promote through the school newsletter and resident flyer	Feb. 2005	Glamorgan School NSCC Parent community Resident community	A 46 D 5
5. To provide ongoing road safety education to the children and parent community	5.1 Road Sense Program	Feb. 2005	Road Sense Lead Teacher - Glamorgan School	A 49 D 1
	5.2 Road Safety programs ie ACC	Ongoing	ACC Police Education Officer	A 48 D 1
	5.3 Travelwise newsletter/ column to parents		Glamorgan School	A 49 D 2
	5.4 Feedback forms on Road Safety (newsletter)		NSCC Road Safety Co-ordinator	A 45 D 5
	5.5 Travelwise section on the school's website			A 44 D 6
6. Review Road Safety Policy	6.1 Update existing Road Safety Policy	Completed Nov. 2004	Glamorgan School	A 45 D 2

ENGINEERING

Objective	Action	Time Frame	Stakeholders	Do you Agree (A) or Disagree (D) Circle your choice.
7. Slow down traffic in School Zone	7.1 Investigate appropriate road calming devices	Term 1 2005	NSCC ECB CB	A 41 D 8
	7.2 Investigate reduction in speed limit (at the front of the school) to 30 kph	Term 1 2005	NSCC ECB CB	A 44 D 7
	7.3 Investigate methods of detecting speed adjacent to school. (eg radar and camera van)	Term 2 2005	NSCC ECB CB NZ Police	A 31 D 20
	7.4 Investigate clear road marking messages on the road (ie zig zag markings like those in Australia)	Term 3 2005	NSCC	A 46 D 3
	<p>Suggestion:</p> <p><i>Glamorgan School be a pilot school for these new type of road markings</i></p>			
7.5 Investigate Give Way and Stop Signs on key surrounding roads			NSCC ECB CB	A 42 D 9

8. Enhance pedestrian safety in school zone	8.1 Investigate a safe walking route to Glamorgan School <i>Possible solution:</i> Investigate relocating the footpath back from the road - separated by a grass verge from the school frontage to Marina Rd.	Term 1 2005	NSCC ECB CB	A 46	D 2
	8.2 Appropriate pedestrian crossing facilities on key streets	Term 2 2005	NSCC ECB CB	A 49	D 1
	1. Weatherly Rd			A 45	D 1
	2. Stredwick and Fitzwilliam			A 43	D 1
	3. Awaruku Rd			A 42	D 1
	4. Kate Sheppherd			A 43	D 1
	8.3 Install appropriate signage approaching the school:	Term 2 2005	NSCC ECB CB	A 47	D 1
	A. Install sign at the school driveway exit "Stop, pedestrians have right of way".		GLAMORGAN AN SCHOOL	A 46	D 3
	B. Replace Children Crossing sign near no. 140 Glamorgan Rd			A 45	D 2
	C. Install a new Children Crossing sign near no. 165 Glamorgan Drive			A 49	D 0
D. Improve the signs in the Drop Off Zone: "No stopping" "Do not leave your car"			A 45	D 2	

9. Reduce numbers of vehicles passing the school at peak times	9.1 Investigate methods of reducing traffic volumes and speed down Glamorgan Drive	Term 2 2005	NSCC ECB CB	A 28	D 18
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ALTERNATIVE TRANSPORTATION

Objective	Action	Time Frame	Stakeholders	Do you Agree (A) or Disagree (D) Circle your choice.	
10. Reduce the number of vehicles passing the school at peak times	10.1 Establish Walking School Bus Routes	Feb. 2005 (Min. of 2 routes, max. of 4 routes)	Glamorgan School	A 45	D 4
	10.2 Hold a WSB volunteers meeting with parents		NSCC WSB Co-ordinator	A 38	D 7
	10.3 Promote WSB in health units	Term 3 2005	Parent community	A 39	D 3
	10.4 Investigate the creation of a free school bus service		Glamorgan School	A 42	D 5
11. Offer incentive scheme/rewards to WSB students and volunteers	11.1 Organise pedometers, certificates, bag tags, stickers, drinks etc – as prizes and incentives.	Term 1 2005	Glamorgan BOT ARTA	A 41	D 8

Glamorgan

Travel

Plan



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