



# **KENDAL SCHOOL TRAVEL PLAN**

**Results from the household survey, May 2009**

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## 1. INTRODUCTION

Christchurch City Council is facilitating the development of a School Travel Plan at Kendal School. School travel plans are a way to promote and encourage sustainable travel choices among pupils, parents and staff for their journeys to and from school.

The purpose of the Kendal School Travel Plan is to:

- improve the safety of our children's travel to and from school
- encourage and support Kendal School families to reduce the use of cars
- lessen congestion at the school gate
- improve the health and learning ability of our children (by encouraging them to be more physically active)
- reduce energy use and pollution of our environment.

## 2. HOUSEHOLD SURVEY

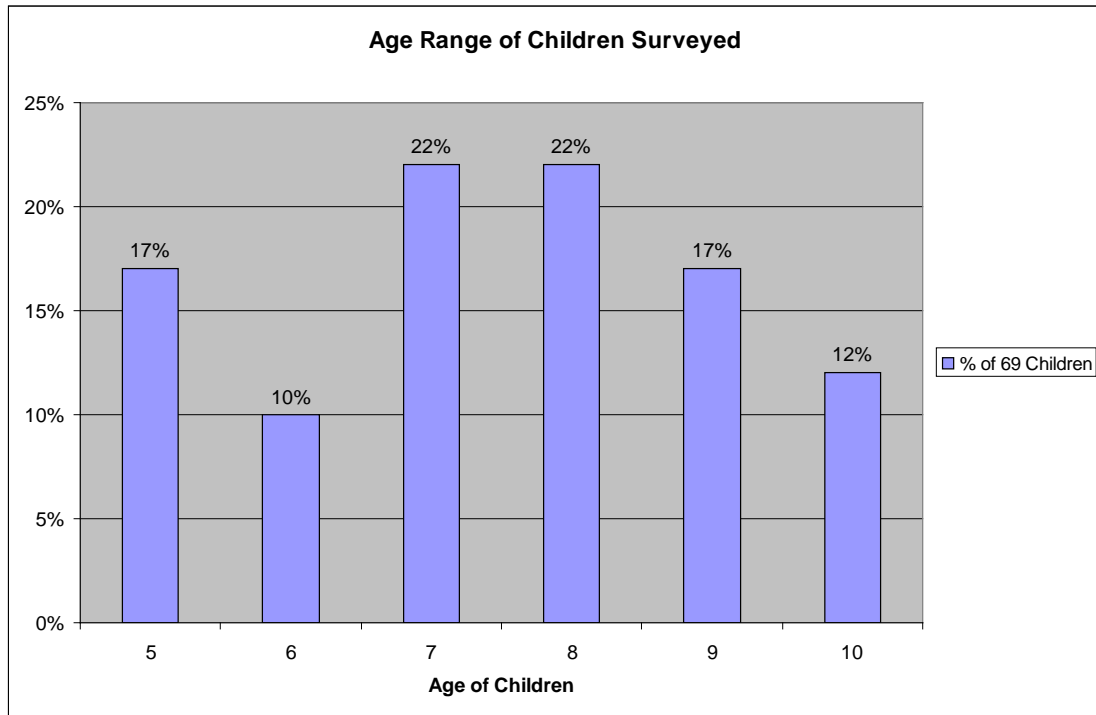
### 2.1 Response rate

A survey was sent out to all families (71 families) at Kendal School on 30 March 2009. The purpose of the survey was to establish current modes of travel to and from Kendal School, attitudes to different ways for children to travel to and from school, and particular safety issues.

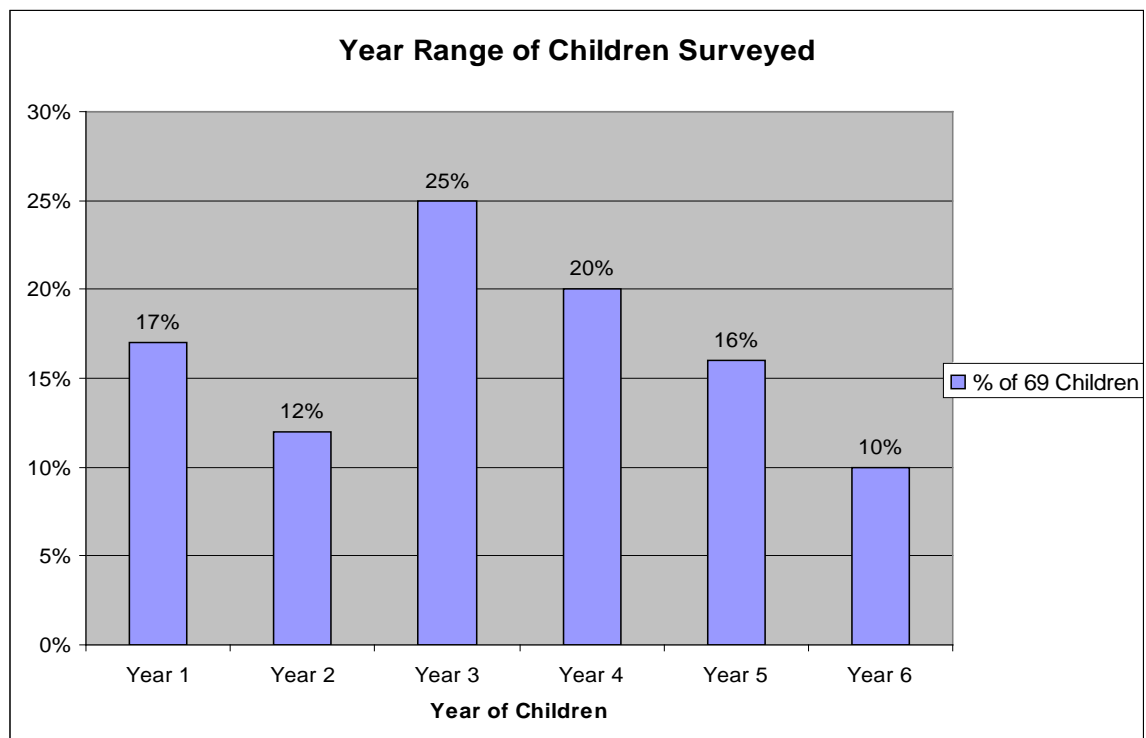
The response rate to the survey was 72% (51 questionnaires completed). These surveys contained information on 69 children attending Kendal School, which equates to 69% of the roll at the time of survey (100).

NOTE: With any of the results presented as percentages, please note that the percentages are based on small numbers.

## 2.2 Age range of pupils surveyed



## 2.3 Year level of pupils surveyed



### 3. MAIN FINDINGS

#### 3.1 MODE OF TRAVEL

##### 3.1.1 Mode of travel by child

Respondents were asked how their child/ren **usually** travelled to and from Kendal School for the main part of their journey. They were asked to tick one option for each child's morning and afternoon trip.

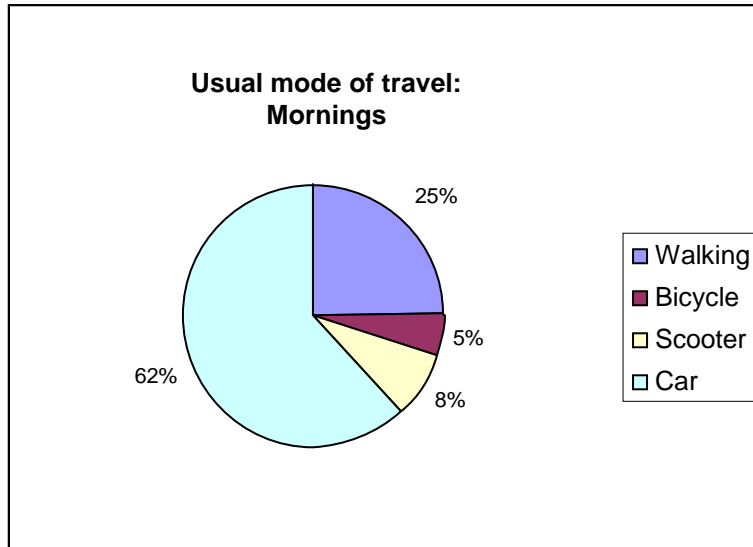
	<b>Mornings to Kendal</b>	<b>Afternoons from Kendal</b>
<b>Number of children</b>	<b>61</b>	<b>58</b>
Walk with an adult	8	11
Walk by themselves	4	4
Walk with siblings or friends	3	5
Sub-total walking	15 (25%)	20 (34%)
Bicycle	3 (5%)	3 (5%)
Scooter with an adult	1	1
Scooter by themselves	2	2
By scooter with siblings or friends	2	2
Sub-total scooter	5 (8%)	5 (9%)
Driven by parent	38 (62%)	30 (52%)
<b>TOTAL</b>	<b>61</b>	<b>58</b>

Note: number of invalid/no responses excluded

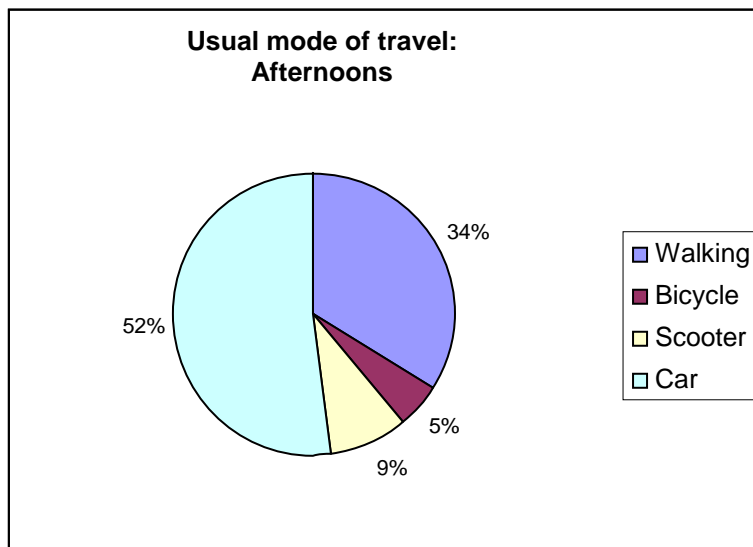
- Morning: 8
- Afternoon: 11

The most common mode of travel is car (62% morning, 52% afternoon). The drop in car use in the afternoons is matched by an increase in walking (34% in the afternoon compared with 25% in the morning), as clearly shown in the pie charts on the next page.

**Figure 1: Usual mode of travel – morning**



**Figure 2: Usual mode of travel – afternoon**



### 3.1.2 Mode of travel by age in the morning

The following table shows how children travel to school in the mornings, by age of the child.

<b>Travel to school in the mornings by age</b>			
	<b>5 – 6 years</b>	<b>7 – 8 years</b>	<b>9 – 10 years</b>
<b>Number of children</b>	<b>17</b>	<b>26</b>	<b>18</b>
Walk with an adult	1	5	2
Walk by themselves	1	3	-
Walk with siblings or friends	1	1	1
<b>Sub-total (walking)</b>	<b>3</b>	<b>9</b>	<b>3</b>
By bicycle	1	-	2
By scooter with an adult	1	-	-
By scooter by themselves	-	-	2
By scooter with siblings or friends	-	1	1
<b>Sub-total (scooter)</b>	<b>1</b>	<b>1</b>	<b>3</b>
<b>Driven by parent</b>	<b>12 (71%)</b>	<b>16 (62%)</b>	<b>10 (56%)</b>

Note: number of invalid responses excluded:

- 5-6 years: 2
- 7-8 years: 4
- 9-10 years: 2

In percentage terms, being driven to school by a parent was highest among those aged five and six (71%). Accordingly they are less likely to walk to school than the older children.

### 3.1.3 Mode of travel by age in the afternoon

The following table shows how children travel from school in the afternoons, by age of the child.

<b>Travel from school in the afternoons by age</b>			
	<b>5 – 6 years</b>	<b>7 – 8 years</b>	<b>9 – 10 years</b>
<b>Number of children</b>	<b>16</b>	<b>26</b>	<b>16</b>
Walk with an adult	2	7	2
Walk by themselves	1	3	-
Walk with siblings or friends	1	1	3
<b>Sub-total (walking)</b>	<b>4</b>	<b>11</b>	<b>5</b>
By bicycle	1	-	2
By scooter with an adult	1	-	-
By scooter by themselves	-	-	2
By scooter with siblings or friends	-	1	1
<b>Sub-total scooter</b>	<b>1</b>	<b>1</b>	<b>3</b>
<b>Driven by a parent</b>	<b>10 (63%)</b>	<b>14 (54%)</b>	<b>6 (38%)</b>

Note: number of invalid responses excluded:

- 5-6 years: 3
- 7-8 years: 4
- 9-10 years: 4

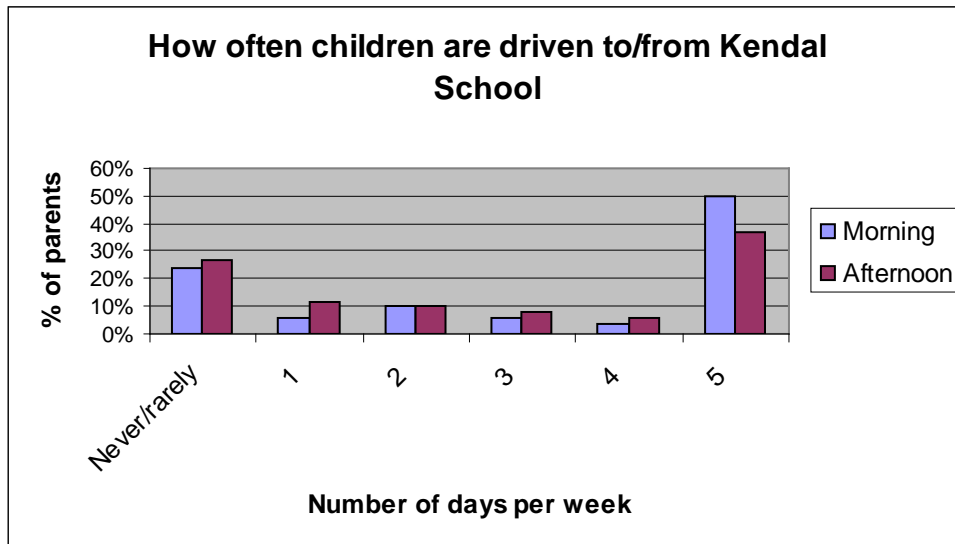
Again, a greater proportion of 5 and 6 year olds are picked up from school in the car, compared with the older age groups.

Car use decreases and walking increases across all age groups in the afternoon compared with the morning.

## 3.2 DRIVING BEHAVIOUR

### 3.2.1 Frequency of driving children to and from school

Parents were asked how often each week they drove their child/ren to and from Kendal School.



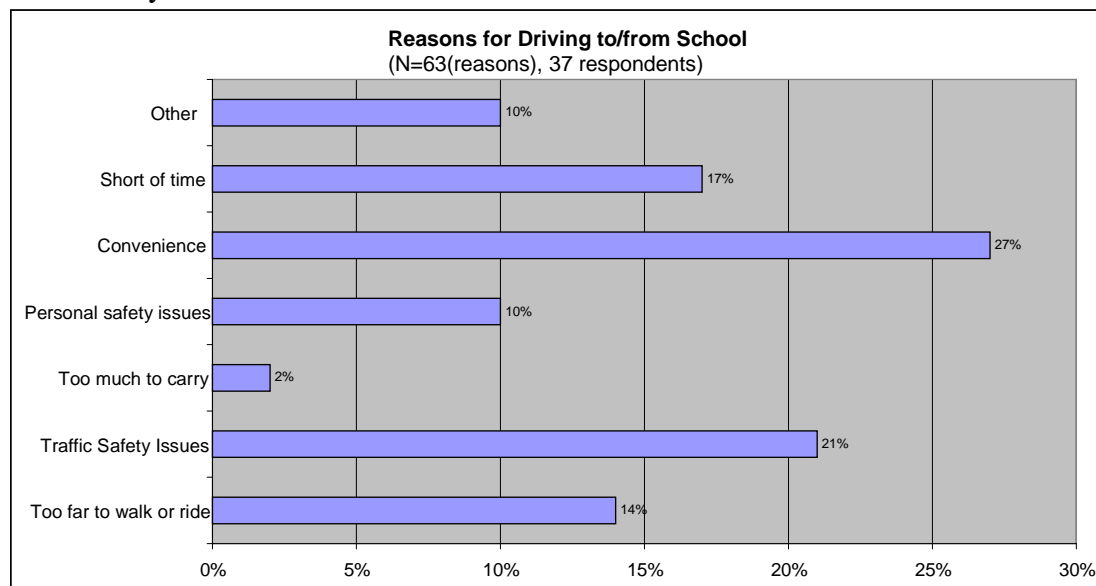
Note: N= 50 morning (1 invalid response)  
N= 49 afternoon (2 no response)

50% of parents drive their children to school 5 mornings a week and 37% pick their children up from school by car.

Overall parents tend to either never/rarely drive their children to school or always drive their children to school.

### 3.2.2 Main reasons for driving children to and from school

Parents were given a list of reasons and were asked to tick the two most applicable reasons they drive their child/ren to and/ or from Kendal School.



Convenience (on the way to work or somewhere else) accounted for over one quarter of the reasons for driving to/from school.

Traffic safety issues was the next most commonly selected reason (21%).

### 3.2.3 Mornings per week

Those that drive their children to school one or more times a week were asked what they usually do after dropping their children at school. (Note: Read across the table)

#### Driving Behaviour – Mornings per week

After I drive my children to Kendal I...	Mornings per Week					Rarely/ Never
	5	4	3	2	1	
	%	%	%	%	%	%
..drive straight home (N=19)	32	5	16	26	5	16
..drive to work/study (N=21)	48	10	14	5	14	10
.. leave car parked near the school (N=4)	25	-	-	-	50	25
..drive somewhere else (N=9)	-	-	22	33	33	11

Appendix One sets out where people park their cars after dropping their children at school. This information can be useful in considering the potential for organising car-pooling.

### 3.2.4 Afternoons per week

Those that collect their children from school by car one or more times a week were asked what they usually do after collecting their children. (Note: Read across the table.)

#### Driving Behaviour – Afternoons per week

After I collect my children from Kendal we...	Afternoons per Week					Rarely/ Never
	5	4	3	2	1	
	%	%	%	%	%	%
..drive straight home (N=29)	24	17	28	14	17	-
..drive somewhere else (N=17)	-	-	12	41	41	6

We estimate that 22 families make “dedicated” school trips by car in the morning and/or the afternoon – that is, they return home after dropping their children at school in the morning and in the afternoon they come from home, collect their children and return home. Of these, only 9 families make dedicated trips 4 or 5 times a week.

### 3.3 DIFFERENT WAYS TO TRAVEL TO AND FROM SCHOOL

The survey asked about interest in car pooling, walking school buses, cycling and a school bus. Appendix Two lists the streets of those interested in such alternative ways of travel.

#### 3.3.1 Car pooling

Amount of car pooling	
<b>Household responses:</b>	<b>51</b>
	<b>%</b>
Yes, already car pool with other families	2
No, don't car pool	96
No answer	2

Parents were asked if they would car pool with other families in the following circumstances:

<b>Reasons for car pooling</b>	
<b>Household responses:</b>	<b>51</b>
	<b>%</b>
You knew or had met the other drivers	16
Someone else organised it	7
Other	9
Not interested in car pooling	68

16% were interested in carpooling if they knew or had met the other drivers while 7% would like someone else to organise it.

The majority of families weren't interested in carpooling, many due to either the close proximity they lived to school or a greater distance (not having anyone else in their neighbourhood who attended Kendal School).

### 3.3.2 Walking School Buses

Respondents were asked if their family was already part of a Walking School Bus.

<b>Part of Walking School Bus</b>	
<b>Household responses:</b>	<b>51</b>
	<b>%</b>
Yes	4
No	92
No answer	4

Respondents were asked if a Walking School Bus was organised from their street to link with Kendal School whether their children would use it.

<b>Would use a Walking School Bus</b>	
<b>Household responses:</b>	<b>51</b>
	<b>%</b>
Yes	37
No	31
Not Sure	20
No Answer	12

Respondents who answered “Yes” or “Not Sure” to using a Walking School Bus were asked if they would volunteer to ‘drive’ a Walking School Bus on a rostered basis.

<b>Would Volunteer to Drive Walking School Bus</b>	
<b>Household responses:</b>	<b>36</b>
	<b>%</b>
Yes	39
No	31
Not Sure	17
No Answer	14

### 3.3.3 Bicycles

Respondents were asked whether their child/ren owned or had access to a bicycle.

<b>Ownership/ Access to a bicycle</b>	
<b>Household responses:</b>	<b>51</b>
	<b>%</b>
Yes, own/ have access	88
No, don't own/ have access	10
Some do/ some don't	-
No answer	2

Respondents were asked whether their children rode their bicycles to Kendal School.

<b>Cycled to school</b>	
<b>Those with access to a bicycle:</b>	<b>45</b>
	<b>%</b>
Yes, cycle to school	27
No, don't cycle to school	73

Of those that had bicycles, 27% cycled to school and 73% did not. (Note, this question just asked if the child/ren with access to bicycles cycle to school, compared with the statistics in question 3.1 which relate to **usual** mode of travel.)

Parents whose children do not currently cycle to school were asked if they would allow their children to cycle to school if any of the following factors applied. Parents were asked to tick up to 3 boxes.

**Factors that would encourage child/ren to cycle to school  
(36 respondents)**

<b>Number of factors selected</b>	<b>82</b>
	<b>%</b>
If my child/ren had a bicycle	5
My child/ren did cycle safety training at school	22
There were more cycle paths (off road) on the way to school	12
There were more cycle lanes (painted on the road) on the way to school	5
There were more safe places to cross the roads	17
The traffic was slower (e.g. speed limits of 30 or 40 km/h)	9
There was less traffic on the road	11
There were secure facilities at school to leave bike and belongings	7
Other reasons	1
Nothing would convince me to allow my child/ren to cycle to school	11

Cycle safety training featured most frequently as the factor which would influence parents in allowing their children to cycle to school. Cycle lanes/paths and more safe places to cross the road each accounted for 17% of factors selected.

### 3.3.4 School bus

Parents were also asked if their children would use a school bus service, if one was made available. The results indicate a reasonable degree of definite or tentative interest in the concept of a school bus.

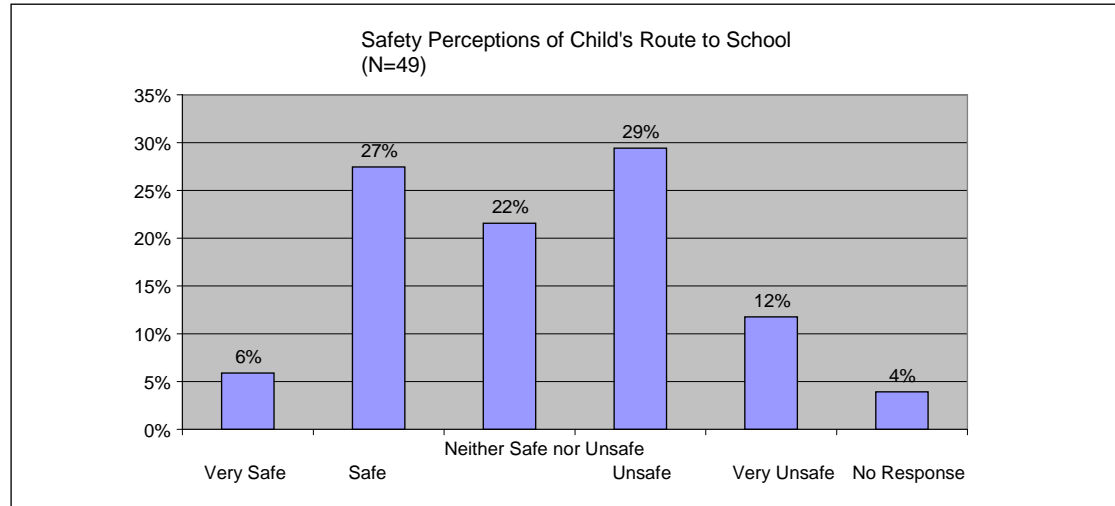
**Use a school bus?**

<b>Number of respondents</b>	<b>45</b>
	<b>%</b>
Yes	42
No	36
Not sure	22

### 3.4 VIEWS ON SAFETY

#### 3.4.1 Safety perceptions of children’s route to school

Respondents were asked to rate how safe or unsafe they consider their child/ren’s route to school to be.



Parents who considered their child/ren’s route to school “unsafe” or “very unsafe” (41% of respondents) were asked to tick factors that would make their child/ren’s route safer. They could tick as many factors as they wished.

<b>Factors that would make children’s trip to school safer</b>	
<b>Total Factors</b>	<b>48</b>
	<b>%</b>
More footpaths/cycle paths	-
Better maintenance of the footpaths/ cycle paths	4
More cycle lanes	2
More safe places to cross the road/s	13
Slower traffic (e.g. speed limits of 30 – 40 km/h)	21
Less traffic on the road	21
Less cars stopping or parking near the main entrance to the school	10
Having an adult available to walk or cycle with my child	15
Having ‘safe houses’ my child/ren go into if they had any problems on their journey	8
Other	6

21 respondents identified factors they considered would make their child/ren's route safer. Slower traffic and less traffic on the roads each accounted for 21% of the factors selected. Adult supervision rated the next highest (15%), followed by more safe places to cross the road (13%).

Appendix Three sets out comments made on safety issues.

### 3.4.2 Appropriate age for activities

Respondents were asked to record the appropriate age suitable for their children to undertake certain activities. The figures in the table below are actual numbers, not percentages. The age most frequently selected is highlighted in each category.

	Age of child									
	five	six	seven	eight	nine	ten	eleven	twelve	never	not sure
Walk alone/ with another child (N=48)	1	-	4	12	7	7	2	2	5	8
Walking school bus (N=46)	11	11	4	5	1	1	1	-	1	11
Cycle alone/with another child (N=46)	-	-	1	5	6	14	3	1	6	10
Cycle training at school (N=46)	4	2	11	9	5	3	2	-	1	9
Take the bus to school (N=48)	5	-	9	4	4	3	1	-	3	19

Parents are noticeably more comfortable with children walking with a walking school bus from an early age. It is interesting to see the high number of parents not sure at what age it would be appropriate to take the bus to school – possibly because there is not such an option currently available.

## APPENDIX ONE: Parking locations

<b>Parking location on arrival at work</b>
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<b>Parking location/Street</b>	<b>Suburb</b>	<b>Parking location Building/Carpark</b>
Aorangi Rd	Bryndwr	
Brockworth Pl	Riccarton	
Carmen Rd	Hornby	
Creyke Rd	Ilam	Work carpark
Dakota Cres	Sockburn	
Dakota Cres	Sockburn	
Dakota Cres	Sockburn	
Farrington Ave	Bishopdale	
Kathrine Cres	Hornby	
Kendal Ave	Burnside	
Langdons Rd	Papanui	
Lichfield St	City	Lichfield St Carpark
Main South Rd	Hornby	
Purchase St	Richmond	
Strickland St	Beckenham	
University of Canterbury	Ilam	Work carpark
University of Canterbury	Ilam	Work carpark
Warrington St	Mairehau	
	Upper Riccarton	
		Southern Cross Hospital

## **APPENDIX TWO: Those interested in alternative modes of travel**

### **Potential Interest in Walking School Buses – Addresses of Respondents**

Breens Rd	Bishopdale
Charlcott St	Burnside
Dalton Pl	Burnside
Everest St	Burnside
Everest St	Burnside
Farrington Ave	Bishopdale
Flay Cres	Burnside
Grahams Rd	Burnside
Grahams Rd	Burnside
Gregan Cres	Burnside
Gregan Cres	Burnside
Gregan Cres	Burnside
Heath St	Bryndwr
Kingsgate Pl	Burnside
Liverton Cres	Bishopdale
Memorial Ave	Burnside
Seven Oaks Dr	Bryndwr
Springbank St	Burnside
Wairakei Rd	Burnside
Withells Rd	Avonhead

### **Potential Interest in Car Pooling – Addresses of Respondents**

Breens Rd	Bishopdale
Dunster St	Burnside
Everest St	Burnside
Farrington Ave	Bishopdale
Halifax Lane	Bishopdale
Liverton Cres	Bishopdale
Springbank St	Burnside
Wairakei Rd	Burnside

### **Potential Interest in School Bus – Addresses of Respondents**

Banbury St	Burnside	Wairakei Rd	Burnside
Charlcott St	Burnside	Withells Rd	Avonhead
Dalton Pl	Burnside		
Farrington Ave	Bishopdale		
Flay Cres	Burnside		
Grahams Rd	Burnside		
Grahams Rd	Burnside		
Gregan Cres	Burnside		
Gregan Cres	Burnside		
Gregan Cres	Burnside		
Heath St	Bryndwr		
Kingsgate Pl	Burnside		
Liverton Cres	Bishopdale		
Memorial Ave	Burnside		
Seven Oaks Dr	Bryndwr		
Springbank St	Burnside		

## APPENDIX THREE: Comments on safety issues and other matters

### Comments on Unsafe Streets, Intersections, Crossing Places on Child's Journey to School

#### Intersections

Breens Rd	Wairakei Rd	Speed and volume of cars regardless of time, earlier or later.
Farrington St	Wairakei Rd	Speed of cars, most definitely the speed of the cars.
Grahams Rd	Wairakei Rd	An awkward right turn from Grahams into Wairakei – oncoming cars.
Grahams Rd	Wairakei Rd	Too much traffic at that time of day.
Grahams Rd	Memorial Ave	Too many cars in morning and after school time.
Greers Rd	Harewood Rd	Busy intersection.
Greers Rd	Kilburn St	Speed of traffic - hard to turn right.
Kendal Ave	Memorial Ave	No traffic light (crossing) for people and too dangerous for kids.
Russley Rd	Memorial Ave	Speed of cars; volume of traffic; age of children.
Wairakei Rd	Kendal Ave	Difficult to turn right onto Kendal.
Wairakei Rd	Kendal Ave	Very busy intersection to try and cross.
Wairakei Rd	Farrington Ave	Speeding cars and no crossing. Cars usually do not stop for pedestrians to cross the road. Very dangerous!
Wairakei Rd	Kendal Ave	Cars take the turns very fast - can't ride on road; very high fences on most drives; can't see backing cars.
Wairakei Rd	Breens Rd	There is no safe crossing point unless he walks down to Farrington Ave.

#### Streets and Roads

Wairakei Rd	Very busy intersection. Have seen worrying moments at intersections with young children on bikes.
Ambleside Dr	No pedestrian crossing.
Breens Rd	Unsafe intersection.
Charlcott St	Speed of cars, also close to intersection.
Charlcott St	Speed of cars.
Charlcott St	Children cross road, cars too fast.
Cranbrook Ave	Cars sometimes park right next to the school's back gate making it dangerous for children to cross there.
Cranbrook Ave	Back entrance to school - blind corner coming from Kendal Ave - cars very fast. No enforcement of the "no parking" zone. Parents sit in cars still running and watch kids go into school instead of walking them thereby blocking crossing for children on foot
Cranbrook Ave	Speed of cars and its intersection there makes it impossible to cross the road. Because kids have to cross Grahams Rd to get to Cranbrook Ave.
Cranbrook Ave	No pedestrian crossing.
Glencoe St	Back entrance of Kendal but no crossing at all.
Grahams Rd	Speed of cars makes it unsafe for kids to cross the road. Usually very busy during school time.
Grahams Rd	Very busy road; streams of traffic at times; have to watch for cars in both directions and for cars turning out of Wayside Ave into Grahams Rd.
Grahams Rd	Heavy traffic, busy road.

Grahams Rd	Crossing barrier - parked cars and trucks inhibit safe vision. Too close to intersection.
Grahams Rd	No safe place to cross at our end.
Gregan Cres	Crossing - a house of young flatters nearby walkway and road crossing who drive quite fast.
Guildford Street	Wide funnel of road means you can't see round bend and people don't bother to walk round corner.
Harewood Rd	Roundabout - very busy, changing lane, fast moving traffic. Too far to bike to school at a young age of 8 years.
Heath St	Speed of cars makes it unsafe for children to cross the road.
Kendal Ave	Need flashing signs to remind people to slow down. I was nearly hit with child on crossing by car overtaking the car that had stopped for us to cross.
Kendal Ave	Walkway to Gregan Cres - out of public eye - often older kids, eg Burnside HS kids using it
Kendal Ave	Speed of cars.
Kendal Ave	There is no crossing and the road is not very straight; is a worry because with children you just don't know what they do.
Mappleton, cnr Sledmere St	Fierce dog. Cars taking corner fast both ways; a lot not indicating turn from Kendal into Sledmere.
Wairakei Rd	There needs to be a crossing point between Kendal & Grahams Rd on Wairakei Rd. There is one further up Wairakei Rd but to use it would add another 7 or 8 minutes. Also speed of cars scare the kids.
Wairakei Rd	Kendal Ave crossing - traffic on the road and speed of cars makes it unsafe for children to cross the road.
Wairakei Rd	Speed of cars, volume of cars.
Wairakei Rd	Traffic always heavy and fast.
Wairakei Rd	Bike and pedestrian crossing - volume of cars regardless of gauging a different time slot.
Cranbrook?	Where trees split the road - crossing is hidden in the trees.