

**Background**

- Idea for Thesis topic
  - Parking required for new school
- Objectives of Study
  - Identify mode choice of primary school pupils
  - Factors which influence choice

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**Study Process**

- School Selection
  - Socio Economic (2 schools from each decile)
  - School Size (30 pupils to 600 pupils)
  - School Age
  - Neighbourhood types
    - Highly pedestrian connected
    - Large number cul de sacs (little connectivity)
  - Specific reasons (cover later)

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**Parents Survey**

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**Parents Survey**

- 34% response rate
- 2300 pupils
- 20,000 trips

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**Pupils Survey**

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**Pupils Survey**

- Possible bias in Parent Survey
- Completed by all pupils during class
- Confirm possible small bias Parent Survey

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**Neighbourhood Survey**

- School neighbourhood divided into 8 segments

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**Neighbourhood Survey**

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**Neighbourhood Survey**

- School neighbourhood divided into 8 segments
- Each segment surveyed for 1km from school

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**Neighbourhood Survey**

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Walkability Assessment Appendix F

School: \_\_\_\_\_ Sector: \_\_\_\_\_ Date: \_\_\_\_\_ Weather: \_\_\_\_\_

Category	0-100	100-200	200-300	300-400	400-500	500-600	600-700	700-800	800-900	900-1000
Width										
Surface Quality										
Obstructions										
Crossing Opportunities										
Support Facilities										
Path Environment										
Conflict Points										
Personal Security										

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**Hazards**

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**Study Results**

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• Overall Results

	To Mon	Fr Mon	To Tue	Fr Tue	To Wed	Fr Wed	To Thu	Fr Thu	To Fri	Fr Fri	To Ave	Fr Ave
Walk	29	34	29	32	30	34	30	33	30	35	30	33
Scooter	3	3	4	3	4	3	3	2	4	3	4	3
Bike	7	7	7	7	7	7	7	7	7	6	7	7
Bus	1	2	1	2	1	2	1	2	1	2	1	2
Car	60	55	59	57	57	54	59	55	58	54	59	55

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**School Roll**

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- Clear Correlation
  - Increased roll – Increased car use
- As Expected
  - Greater proportion large school live further away

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**Decile**

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- Not Clear Cut
  - Very low & very high decile lowest car use
  - Variable in middle
  - Some variability explained by other factors
- Not Expected

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**Pedestrian Environment**

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- No apparent logical correlation
  - Increased pedestrian rating - Increased car usage?
- Other factors more important

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## Pedestrian Distance

- Clear Correlation
  - Increased distance – Increased car usage
- As Expected

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## Major Roads to Cross

- Less than 1km from school
- Clear Correlation
  - Increased major roads to cross – Increased car usage
- Expected

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## Major Roads to Cross

- Less Expected.....
  - Reduction Parents walking with Children
    - Parents uncomfortable crossing road – took car

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## School Travel Plan

- 1 School
  - Decile 10
  - Travel Plan 3 years ago
  - Funding employ part time travel co-ordinator

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## School Travel Plan

	To	FF
Typical	58%	56%
Pre-STP	62%	56%
Post-STP	32%	32%

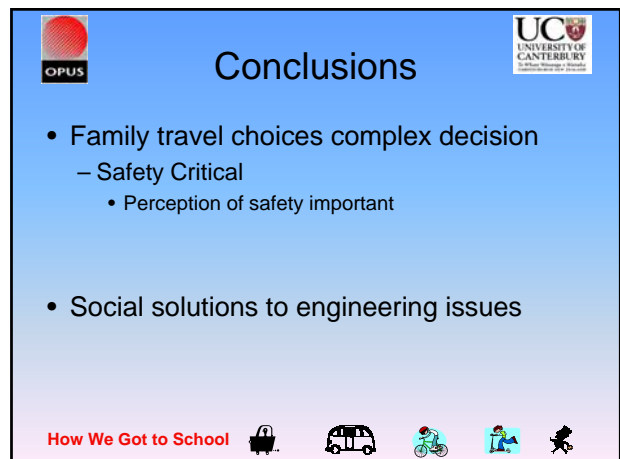
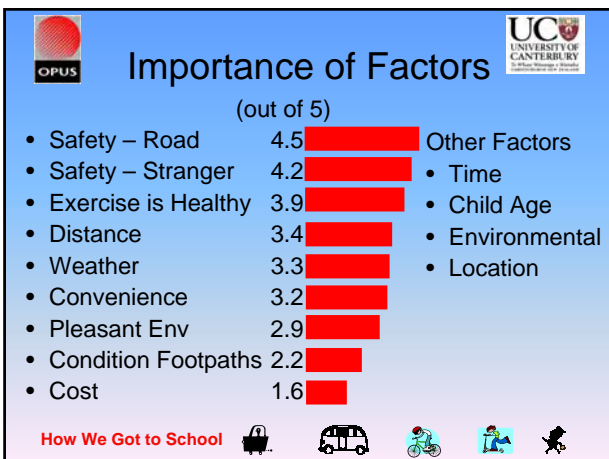
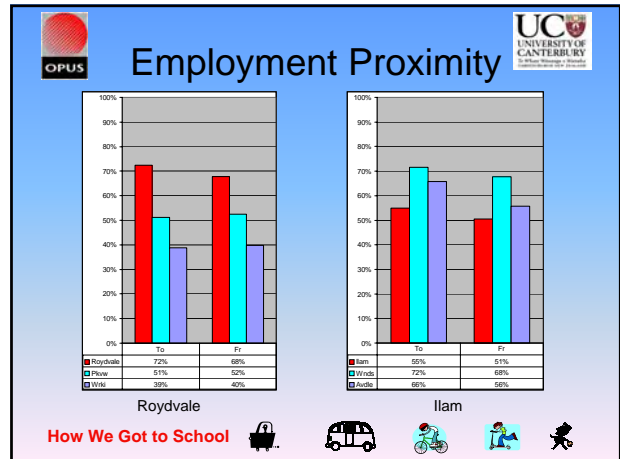
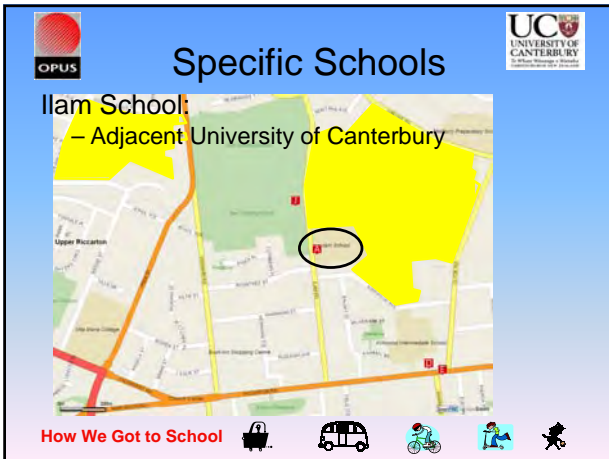
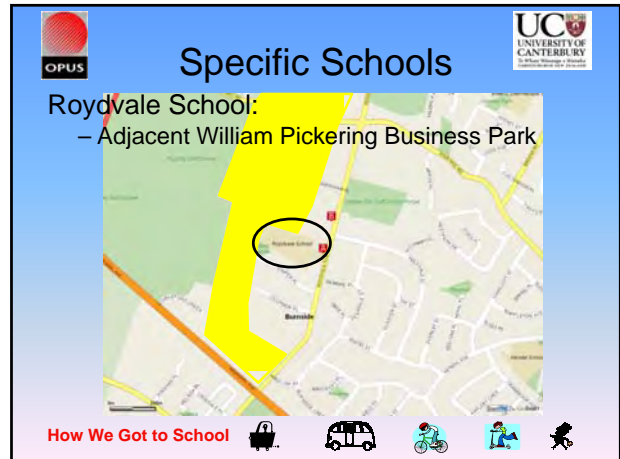
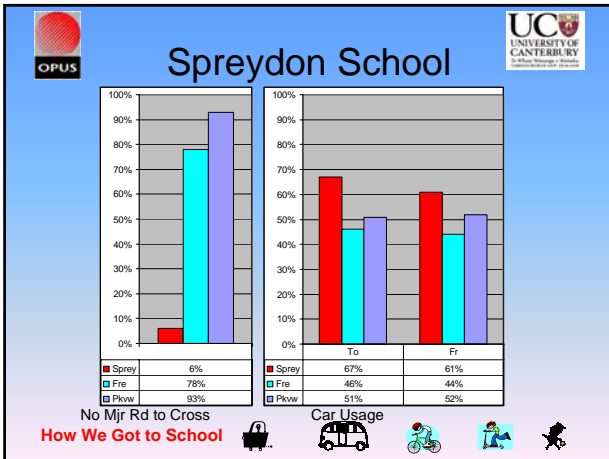
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## Specific Schools

- Spreydon School

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## Recommendations



- Transportation Issues considered early in school location
  - Geographic size of catchment
  - Pedestrian connectivity
  - Ability to provide safe routes to school
- And “Rationalising” schools

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## • Questions / Discussion

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