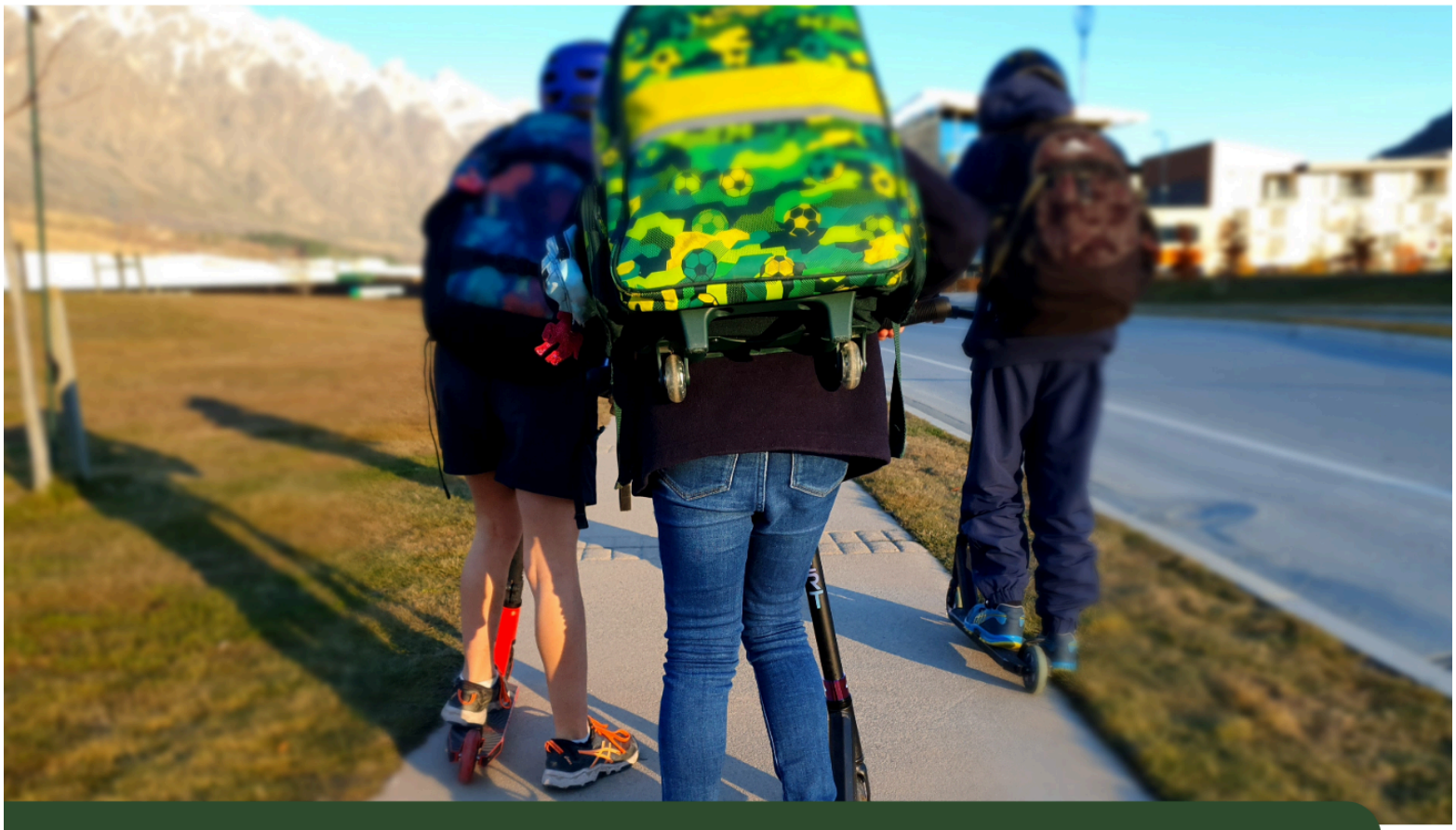

Te Kura O Take Kārara

Travel Plan

Executive Summary

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Section 1: Overview & Context

Why this Travel Plan Matters

Te Kura O Take Kārara's School Travel Plan addresses the unique transportation challenges facing our 317-student school community. This evidence-based plan provides practical actions to support active travel modes, delivering positive outcomes across student health and independence, reduced congestion and emissions, stronger community connections, and developing confident, capable movers.

The plan aligns directly with Take Kārara's core values of **Kotahitanga** (inclusion, community), **Hauora** (physical, emotional and mental health), and **Kaitiakitanga** (respect for the natural environment, guardianship).

School Context

Current Enrollment: 317 students (New Entrants to Year 6), growing to 350 by end of 2025

Geographic Challenge: 95% of students live more than 2km from school across a wide catchment area:

- 63% live 2-5km away
- 22% live 5-10km away
- 11% live more than 10km away (some up to 80km)
- Only 6% live within 2km

Development Process

This Travel Plan was developed in partnership with school leadership and guided by experts in active travel (Lightfoot), transport infrastructure (ViaStrada), and emissions analysis (Environmental Accounting Services). The plan is grounded in comprehensive parent surveys (135 students), student travel data (297 responses), professional safety audits, and emissions calculations.

Section 2: Current Travel Patterns & Opportunities

How Students Currently Travel

Parent Survey Findings (135 students)

Theme	Key Insight
Car Dependency	80% use cars at least some of the time
Active Transport	Only 23% use walking/biking; drops sharply over 2 km
Distance	95% of students live more than 2 km from school
Safety Confidence	Only 18% feel confident in bike safety; 13% in walking safety
Bike Ownership	98% of students have bikes; 82% ride confidently
Afterschool Impact	74% say afterschool activities affect transport choices
Bike Bus Potential	35% interest; 76 parents open to participation
Communication Preferences	50% interested in digital coordination (e.g. WhatsApp)

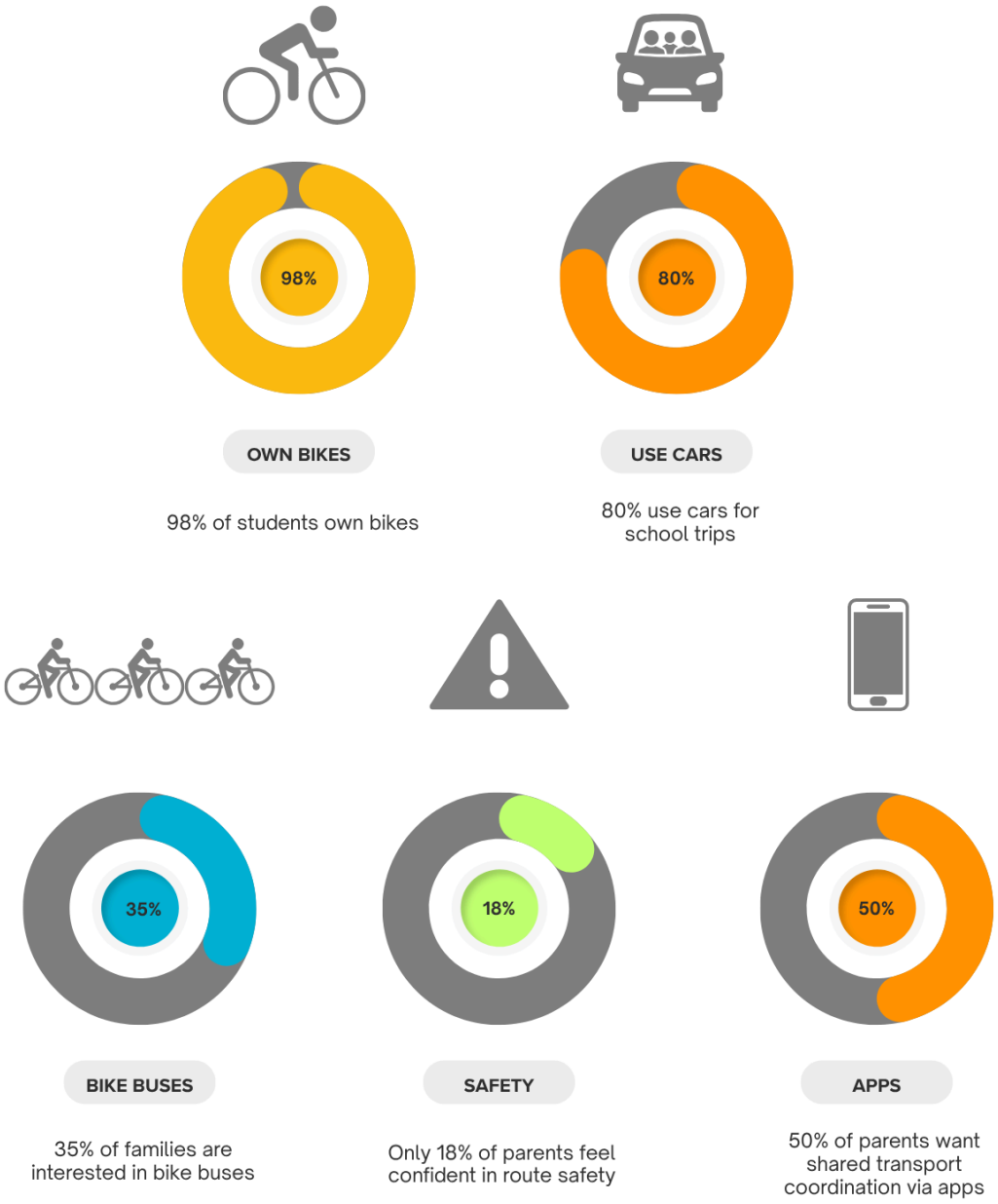
In-class Student Survey Results (297 students)

- Car (Driver and me) n=137, 46%
- Carpool (Driver and more than one passenger) n=82, 28%
- School Bus n=69, 23%

This additional data point reinforced the validity of the data gathered in the Parent/Caregiver Survey and emphasises the reliance on personal cars with only two passengers.

The Opportunity

Despite high car dependency, significant potential exists for mode shift:



"Better cycleways would be needed for safety of young kids biking"

Environmental Impact

Current Annual Emissions: 116,100 kg CO_2e from student transportation.

- 90% of emissions come from private car trips (108,300 kg CO_2e)
- School bus accounts for only 7,800 kg CO_2e despite serving 44% of travel
- Active transport generates zero emissions

Figure 1:
Most common transportation modes of students travelling to/from school

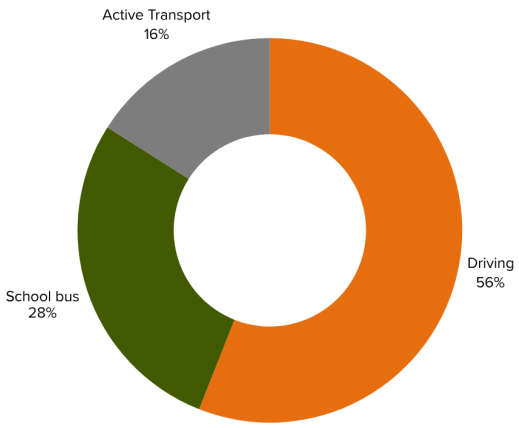
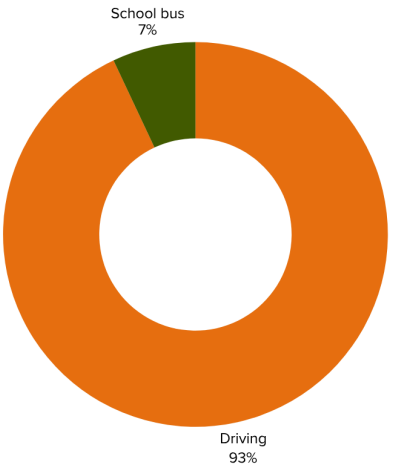


Figure 2:
Relative Greenhouse Gas Emissions by Transportation Mode



Section 3: Strategic Objectives & Targeted Approach

Four Key Objectives:

1. 🏃‍♀️ Improve Student Health & Independence

- Increase active travel participation by 20% (from 23% to 43%) in targeted zones
- Deliver age-specific active travel skills training to all Year 3-6 students
- *Expected emissions reduction: 12,700 kg CO_2e per school year*

2. 🌿 Reduce Congestion & Emissions Around School

- Reduce single-occupancy vehicle trips by 27% among drive-only families
- Launch 3 bike bus routes by end of Term 4
- *Expected emissions reduction: 32,849 kg CO_2e per school year*

3. 🤝 Build Community Connections

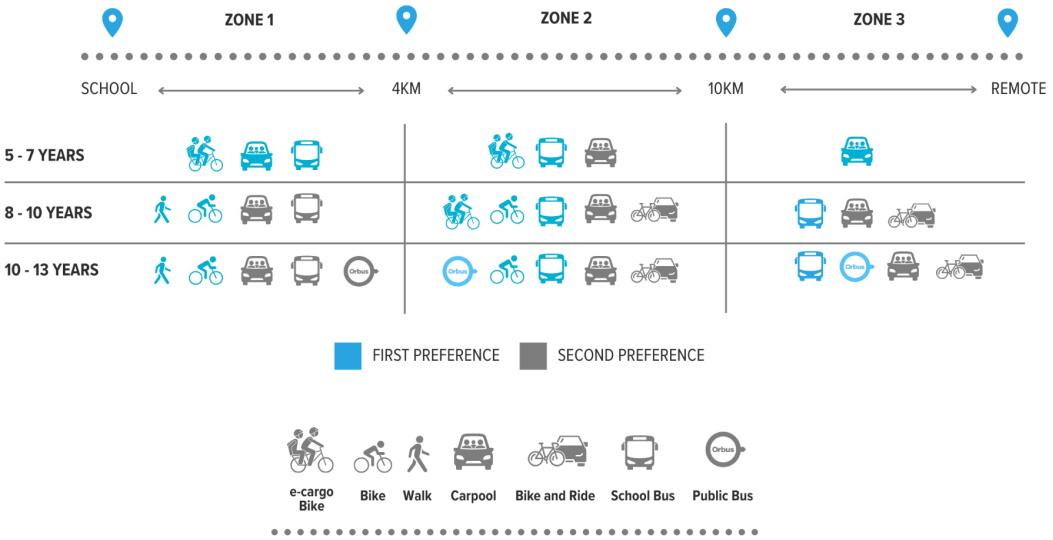
- Establish digital parent networks with at least 50% of driving families participating
- Create neighborhood-based coordination for shared transport

4. Support Tamariki to Become Confident, Capable Movers

- Implement "Safe Routes to School" upgrades at 3 key crossings
- Setup annual on-road bike skills training for Year 5-6 students
- *Target: 12 students using safe routes as alternative to being driven*

Targeted Intervention Framework

The **targeted intervention framework** recognises that "one size fits none" - different families need different solutions based on where they live, their children's ages, and existing transport infrastructure.



Section 4: Critical Infrastructure & Action Planalysis

Infrastructure Dependencies

ViaStrada's professional safety audit identified critical barriers requiring QLDC action:

- **Priority 1 - CRITICAL:** Safe crossing facilities on Ballantyne Road (addresses fatal crash risk)
- **Priority 2 - HIGH:** Consistent cycle infrastructure (shared paths vs. lanes)
- **Priority 3 - HIGH:** Walking/cycling facilities along Ballantyne Road

These infrastructure deficits currently prevent safe active travel and must be addressed for meaningful mode shift.

Three-Phase Implementation Strategy

Phase 1: Quick Wins (0-6 months)

- Launch car-pooling networks for neighborhood coordination
- Install bike repair station at school bike shed
- Implement bus confidence program for younger students
- Update school website with travel information and maps
- Install 10 km/h signage and mark bus bay lines

Phase 2: Campus Enhancements (6-12 months)

- Create dedicated parent/caregiver bike PUDO area
- Install visitor bike parking near main buildings
- Improve shade sail post contrast and wayfinding signage
- Address accessibility gaps in campus pathways

Phase 3: Strategic Infrastructure (12+ months)

- Work with QLDC on Ballantyne Road safety improvements
- Launch walking bus and bike bus programs
- Complete Active Travel Charter with board endorsement

Resource Requirements

Phase 1: Minimal cost ($0-500), primarily staff coordination and parent volunteer time **Phase 2:** Moderate investment ($2,000-8,000) for campus improvements **Phase 3:** Requires QLDC partnership for major infrastructure (school advocacy role)

Section 5: Expected Outcomes & Implementation

Success Targets

If successfully implemented, this plan will deliver:

Active Travel: 20% increase in participation (baseline 23% to target 43%) **Emissions Reduction:** 45,549 kg CO_2e reduction per school year **Community Engagement:** 50% of driving families in coordination networks **Infrastructure:** 3 bike-bus routes operational by end of Term 4 **Skills Development:** Annual training offered to 100% of Year 5-6 students

Critical Success Dependencies

School Responsibilities:	• Staff coordination and parent volunteer recruitment • Campus infrastructure improvements • Program delivery and monitoring
Community Requirements:	• Parent participation in neighborhood coordination groups • Volunteer coordinators for bike/walking buses • Ongoing engagement and feedback
QLDC Partnership:	• Critical road safety improvements on Ballantyne Road • Consistent active travel infrastructure development • Support for Safe Routes to School initiatives

Monitoring & Adaptation

Quarterly Reviews: Progress against phase targets and stakeholder feedback **Annual Assessment:** Full parent survey, emissions recalculation, objective evaluation **18-Month Strategic Review:** Assessment of Phases 2-3 progress and QLDC infrastructure development

Call to Action

This Travel Plan represents a significant opportunity to create safer, healthier, and more sustainable school journeys while building stronger community connections. Success requires collaboration across school leadership, parent community, and local government.

Immediate Next Steps

1. School board endorsement of the Travel Plan
2. Appointment of staff travel plan coordinator
3. Launch of neighborhood parent coordination groups
4. Engagement with QLDC on infrastructure priorities

Get Involved:

- Join your neighborhood coordination group
- Volunteer for bike/walking bus coordination
- Support advocacy for safe infrastructure improvements
- Participate in ongoing monitoring and feedback

Together, we can create the connected, healthy, and sustainable school community our tamariki deserve.

About This Plan

This executive summary is based on the comprehensive Te Kura O Take Kārara School Travel Plan developed by Lightfoot in partnership with school leadership, ViaStrada (transport infrastructure), and Environmental Accounting Services (emissions analysis). The full plan includes detailed feasibility assessments, resource guides, safety audit findings, and implementation templates.

Contact: For questions about implementation or to get involved, contact the school office.