



Green Bay School

Transport Plan

Tim Rickards

Who's this guy?

Tim Rickards
Principal Engineer at Woods
BEngTech, MEngNZ, CPENG



Wood & Partners Consultants
(Woods)

Land Development and Infrastructure Simply Done Well

- Surveying
- Geospatial
- Planning
- Urban design
- Three waters
- Engineering



The Transport Group

Group of 13 Students from age 8 through to 12.

We sat down for an hour a week over a couple of school terms.

Aim was to identify ways we could improve the transport issue for the school.

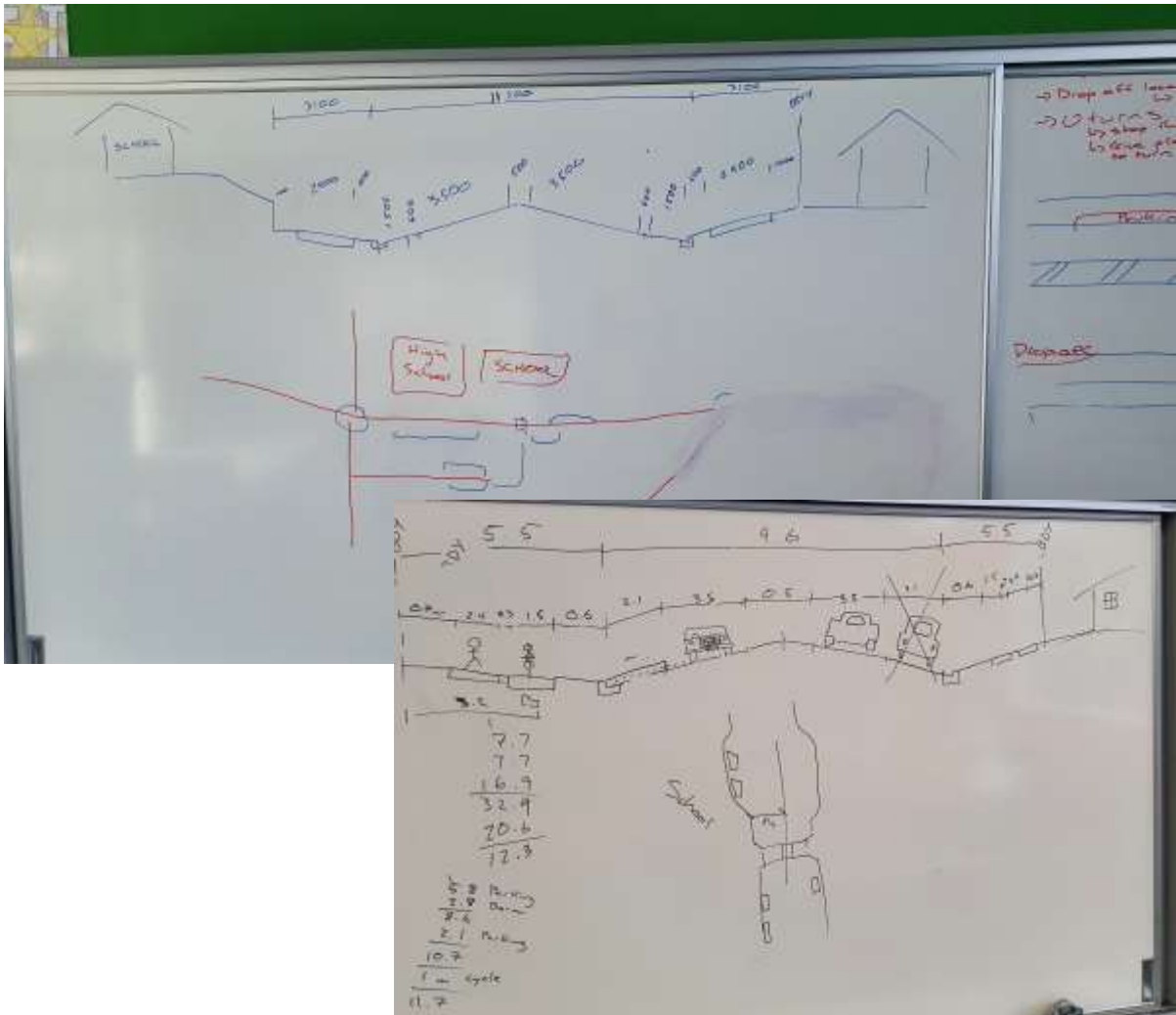


Figure 1: Green Bay School Transport Group present to local board



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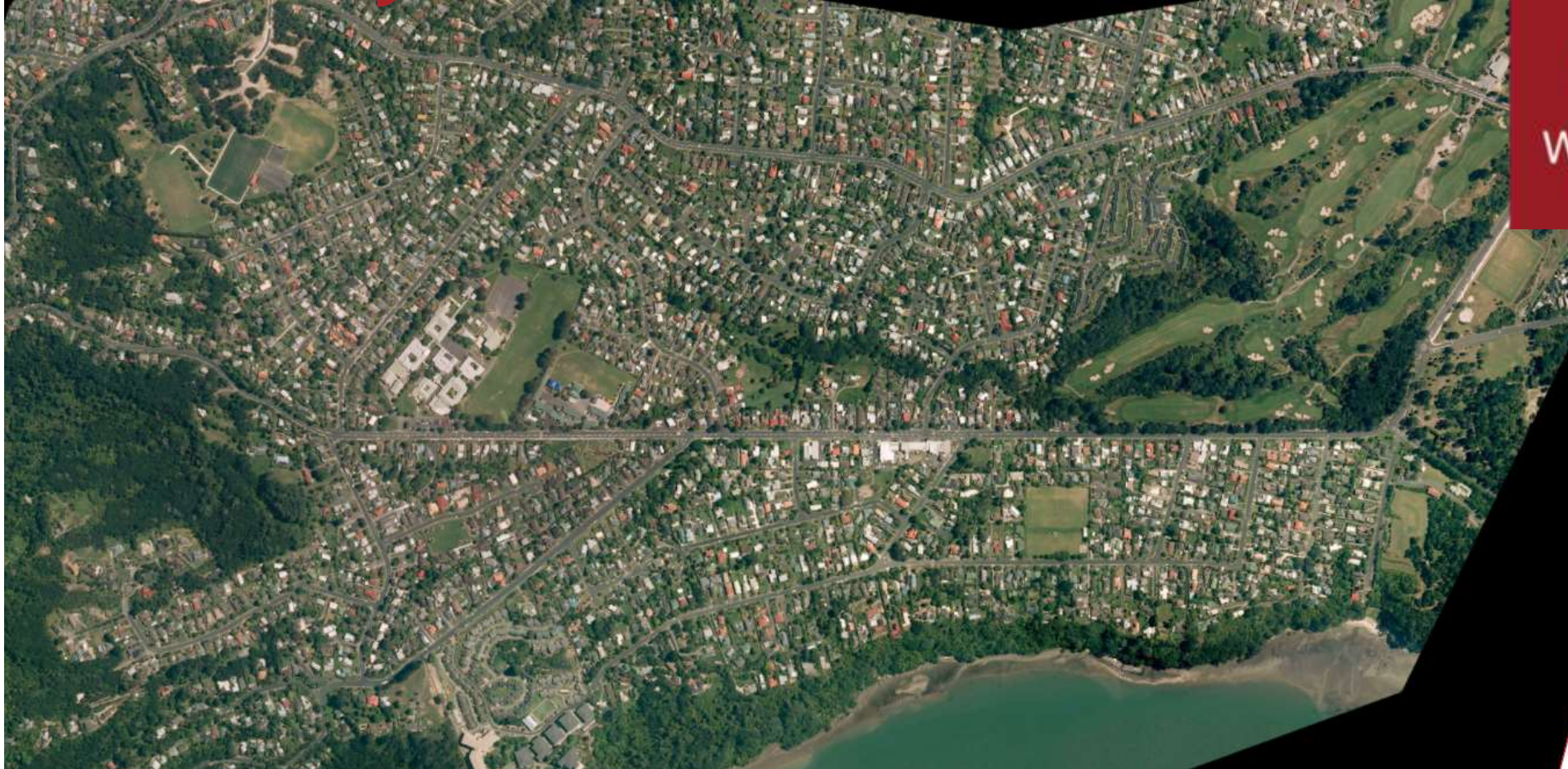
The Process



The Green Bay Transport Group went through the below process to develop our transport plans.

- Gather Ideas/ understand our neighbourhood.
- Find out where we are now.
- Identify key areas to look at.
- Measure up the existing infrastructure.
- Design.
- Report.

The Green Bay School Zone



Other features in the area:

Green Bay Kindy
Green Bay High school
Crum Park
Green Bay Shops

Travel times

Average walk to school is around 850m (about 10 minutes).
Furthest walk to school is 2 km (about 27 minutes).
This walk would take about 11 minutes by bike.

How do we get to school currently?



Number of Students: 650 students
In Zone: 588 (90%)

We surveyed 183 students (28%)

Walk: 41%
Ride/ Scooter: 8%
Car: 51%

Front Gate: 74%
Back Gate: 26%

Why we want more people using active transport to get to school?



- It's healthy.
- It's good for the environment.
- Its fun - you can walk with your friends and do fun things on the way.
- If more people do it, it's safer.
- If more people do it, then there is more space on the road available for those that need to drive.

What can we do to encourage active transport?



- Promote it through school.
 - Walking School Bus
 - Currently we have one formal walking school bus (Staincross St). We will look to set up others from other parts of the community
 - Walking Wednesdays (or another day :P)
 - Look to promote in Term 4.
 - Prizes?
- Make it safer
 - Improve crossings
 - Make footpaths wide enough
 - Provide cycle lanes



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Making it Safer

Wider Context





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Making it Safer

Front Gate

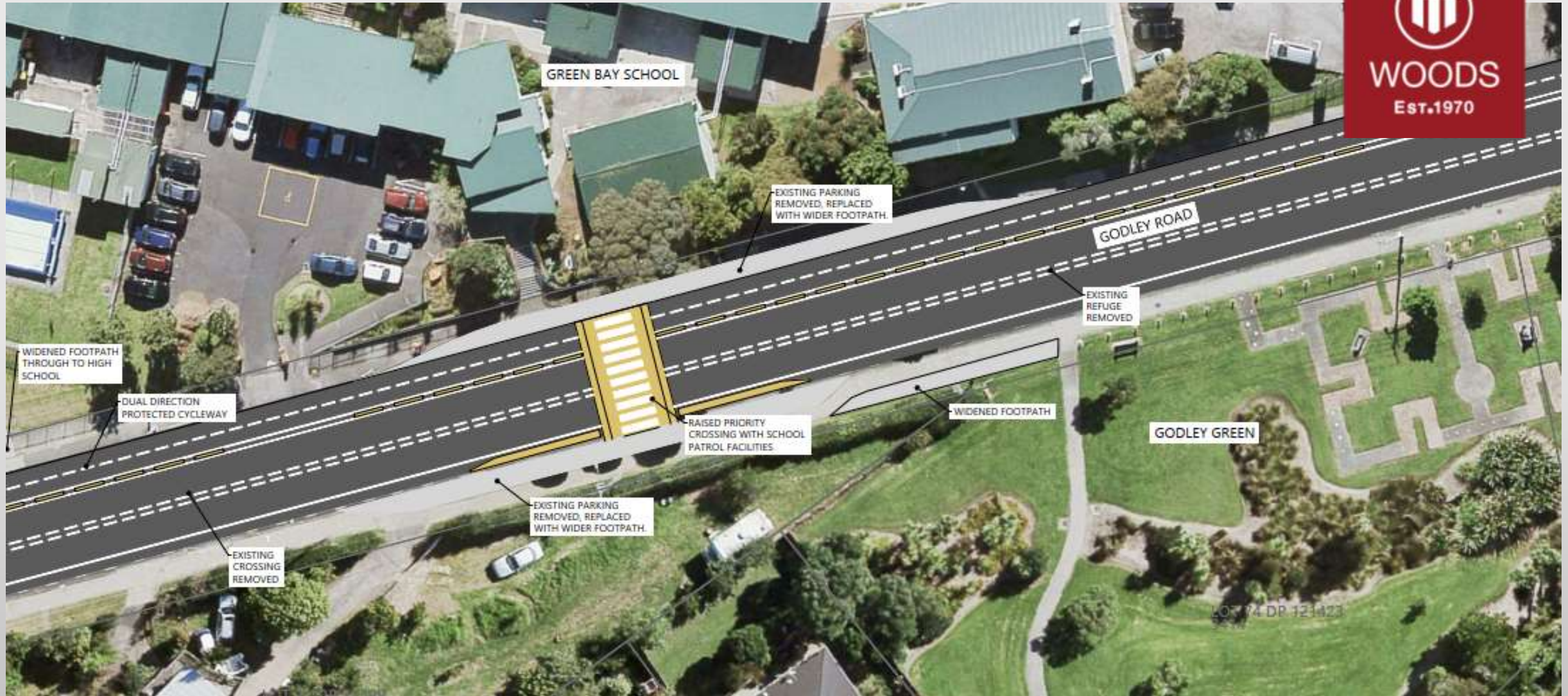


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Making it Safer

Back Gate



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DESIGN CONCEPT

- ENABLE SAFER WALKING DOWN CAJERO PLACE BY PROVIDING IMPROVED WALKING FACILITIES IN A WIDER FOOTPATH AND SAFE CROSSING LOCATIONS.
- BY PROVIDING SAFE WALKING MORE PARENTS WILL DROP STUDENTS ON LA ROSA STREET, REDUCING THE TRAFFIC USING CAJERO PLACE.
- LIMITED ABILITY TO PROVIDE SEPARATE CYCLE FACILITY, ACCEPT THAT BIKES WILL SHARE FOOTPATH.
- OAKLAND DROP OFF IS CURRENTLY VIA CAJERO, DISCUSS IF THERE IS AN OPTION TO MOVE THIS TO STAFF CARPARK ON GODLEY ROAD.





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What Next?

