

Appendix 2

Route User Survey information from eight sites where links to schools projects were constructed in the period 2007-08 with Tackling the School Run funding. Data for only two of the sites is available at present.

1. Dumbarton, West Dumbartonshire – included.
2. Kennedys Lane, Greenock, Inverclyde – included.
3. St. Josephs Primary School link, East Dunbartonshire – forthcoming.
4. Castlehead High School, Paisley, Renfrewshire – forthcoming.
5. Mauricewood Primary School link, Mauricewood, Midlothian – forthcoming.
6. Hailes Quarry Park, Edinburgh – forthcoming. Continuation of monitoring in 2006/07.
7. Sheriffs Park – Springfield Rd link, Linlithgow, West Lothian – forthcoming.
8. Harrisons Park, Edinburgh – forthcoming.

Cordon counts were also conducted at four sites where works took place. Data from 3 sites is included.

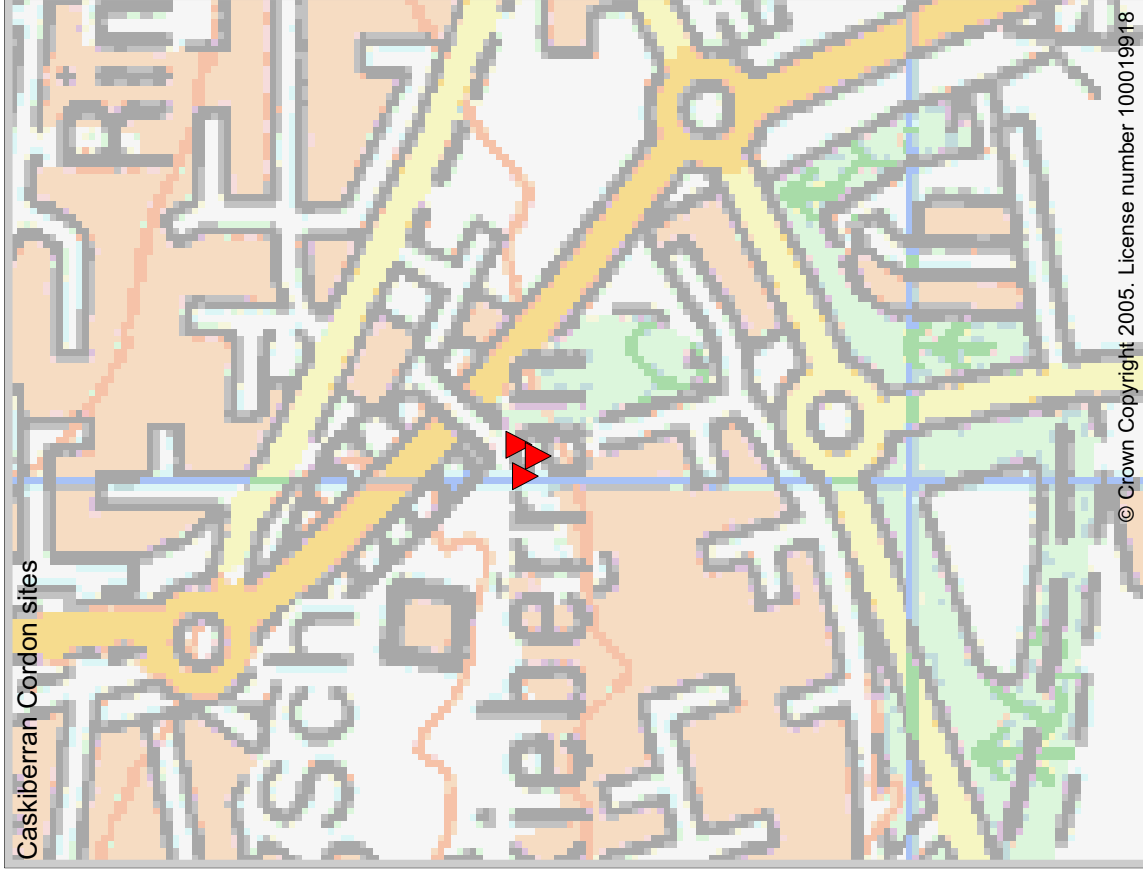
1. Caskieberran Primary School, Fife – included.
2. Kincaidston Primary School, Kincaidston, South Ayrshire - included.
3. Dumbarton, West Dunbartonshire - included.
4. Castlehead High School, Paisley, Renfrewshire – forthcoming.

Tackling the School Run 2007/8—Caskiberran, Fife Cordon

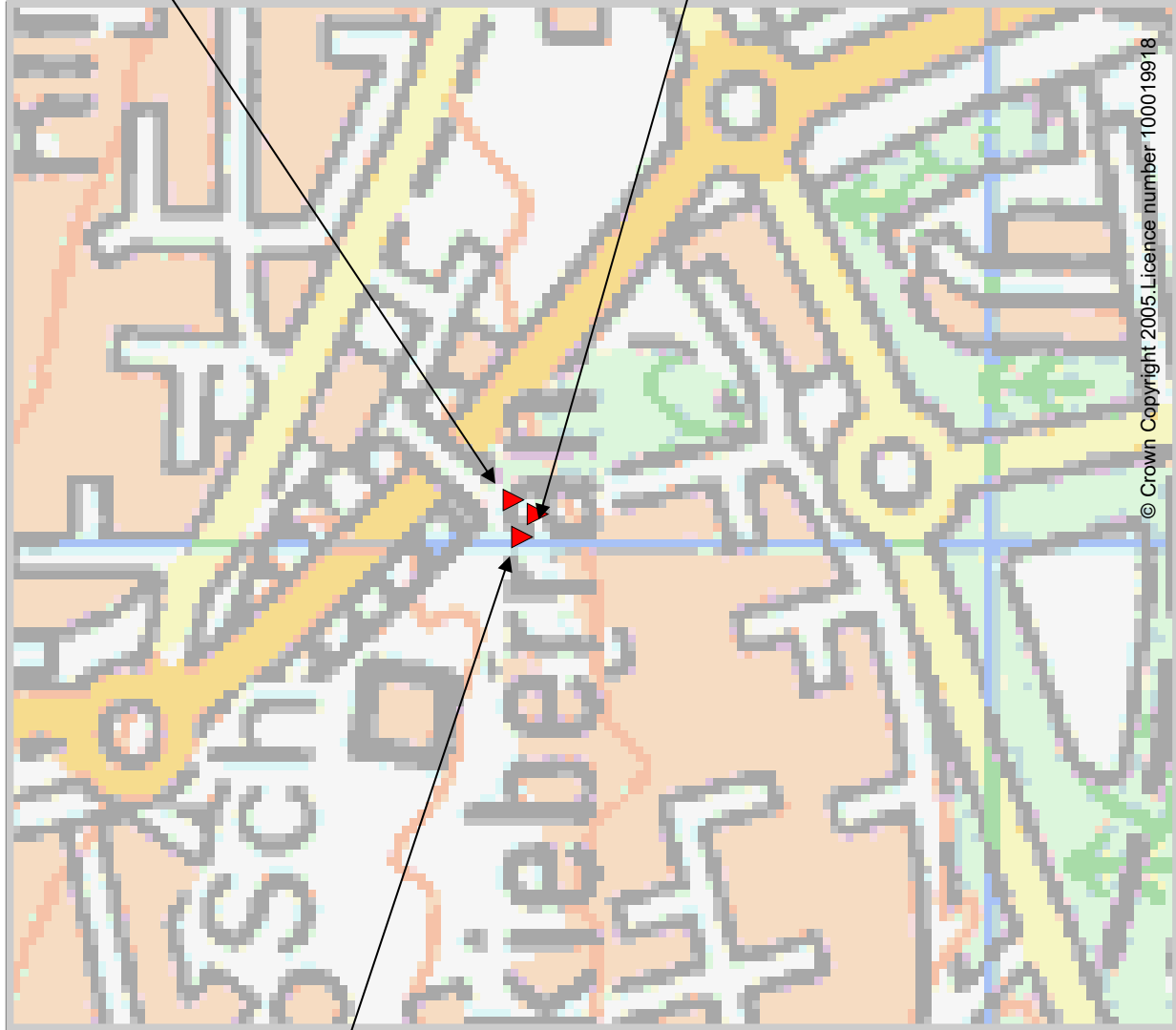
This study used Sustrans Cordon Count Monitoring procedure. A series of cordon sites were selected in Caskiberran, Fife. The purpose of the cordon counts is to provide a 'before' an 'after' snapshot of movements of different users around a given location, in particular this can be used to look at changing route use patterns in a location where an intervention has taken place.

The cordon counts take took place on one weekday during term-time in Caskiberran. Counts of cyclists, pedestrians and all other route users were conducted between 0700h and 1900h. The data is presented to show overall changes in use between the two cordon counts at each point on the cordon. This data is then presented to show changes in use by different user groups.

At this site, the cordon count data is part of a programme of monitoring that also included manual counts and surveys of route users over a period of four days in Caskiberran. These surveys were conducted using Sustrans Tackling the School Run Route User Survey methodology.



Cakiberran Cordon sites



	<i>PRE</i>	<i>POST</i>
Rashleigh Court	408	356
Change overall: -12.7%		

	<i>PRE</i>	<i>POST</i>
Broom Rd	162	264
Change overall: +63.0%		

	<i>PRE</i>	<i>POST</i>
Ravenswood Drive	639	687
Change overall: +7.5%		

Tackling the School Run Cordon counts 2007—Cordon points by user type

Site	PRE Count			POST count		
	Cyclists	Pedestrians	Other users	Cyclists	Pedestrians	Other Users
Rashleigh Court	1	382	25	9	337	10
Broom Road	6	152	4	5	231	28
Ravenswood Drive						
North—South	5	244	9	126	106	7
East—West	3	159	4	11	183	3
Southwest—Northeast	16	195	4	17	227	7

Site	Cyclists PRE			Cyclists POST			Pedestrians PRE			Pedestrians POST			Other Users PRE			Other Users POST		
	Cyclists PRE	Cyclists POST	Pedestrians PRE	Pedestrians POST	Other Users PRE	Other Users POST	Cyclists PRE	Cyclists POST	Pedestrians PRE	Pedestrians POST	Other Users PRE	Other Users POST	Cyclists PRE	Cyclists POST	Pedestrians PRE	Pedestrians POST	Other Users PRE	Other Users POST
Rashleigh Court	1	9	382	337	25	10	1	9	382	337	25	10	1	9	382	337	25	10
Broom Road	6	5	152	231	4	28	6	5	152	231	4	28	6	5	152	231	4	28
Ravenswood Drive																		
North—South	5	126	244	106	9	7	5	126	244	106	9	7	5	126	244	106	9	7
East—West	3	11	159	183	4	3	3	11	159	183	4	3	3	11	159	183	4	3
Southwest—Northeast	16	17	195	227	4	7	16	17	195	227	4	7	16	17	195	227	4	7

Across all 5 cordon points there has been an increase of 8.1% in all route usage.

Tackling the School Run 2007/8 - Dumbarton, West Dunbartonshire Cordon

This study used Sustrans Cordon Count Monitoring procedure. A series of cordon sites were selected in the Dundee area. The purpose of the cordon counts is to provide a 'before' an 'after' snapshot of movements of different users around a given location, in particular this can be used to look at changing route use patterns in a location where an intervention has taken place.

The cordon counts take place on one weekday during term-time in the Dumbarton area of West Dunbartonshire. Counts of cyclists, pedestrians and all other route users were conducted between 0700h and 1900h. The data is presented to show overall changes in use between the two cordon counts at each point on the cordon. This data is then presented to show changes in use by different user groups.



Dumbarton Cordon sites



	PRE	POST
Boghead Rd	373	265
Change overall: -29.0%		

	PRE	POST
Crosslett Rd School	968	290
Change overall: -70.0%		

	PRE	POST
Crosslett Pl.	261	631
Change overall: +141.8%		

	PRE	POST
Latta St	684	979
Change overall: +43.1%		

	PRE	POST
Crosslett Rd West	800	1,624
Change overall: +103.0%		

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Dumbarton - Cordon points by user type

Site	PRE Count			POST count		
	Cyclists	Pedestrians	Other users	Cyclists	Pedestrians	Other Users
Latta Street	2	680	2	0	978	1
Boghead Road	181	180	12	20	245	0
Crosslett Road West Near School	27 28	742 899	31 41	59 13	1,558 263	7 14
Crosslett Place NW along Crosslett Rd NW into Crosslett Rd SW into Crosslett Pl.	21 1 2	37 46 153	0 0 1	21 28 14	243 167 125	16 7 10

Site	Cyclists		Pedestrians		Other users	
	PRE	POST	PRE	POST	PRE	POST
Latta Street	2	0	680	978	2	1
Boghead Road	181	20	180	245	12	0
Crosslett Road West Near School	27 28	59 13	742 899	1,558 263	31 41	7 14
Crosslett Place NW along Crosslett Rd NW into Crosslett Rd SW into Crosslett Pl.	21 1 2	21 28 14	37 46 153	243 167 125	0 0 1	16 7 10

Across all four cordon point sites as an aggregate there has been an increase of 22.8% in all route usage.

Tackling the School Run Route User Survey 2008 – Dumbarton, West Dunbartonshire

Summary

- Total number of route users counted over the four survey days increased from 989 before the intervention to 1,920 after the intervention was completed. This corresponds to an increase in the annual usage estimate of the route from 124,235 users in November 2007 to 181,537 users in September 2008.
- Total numbers of children counted using the route over the survey period increased from 574 before the intervention to 1,228 after the intervention. This corresponds to an increase in the child annual usage estimate from 68,952 children in November 2007 to 112,494 children in September 2008.

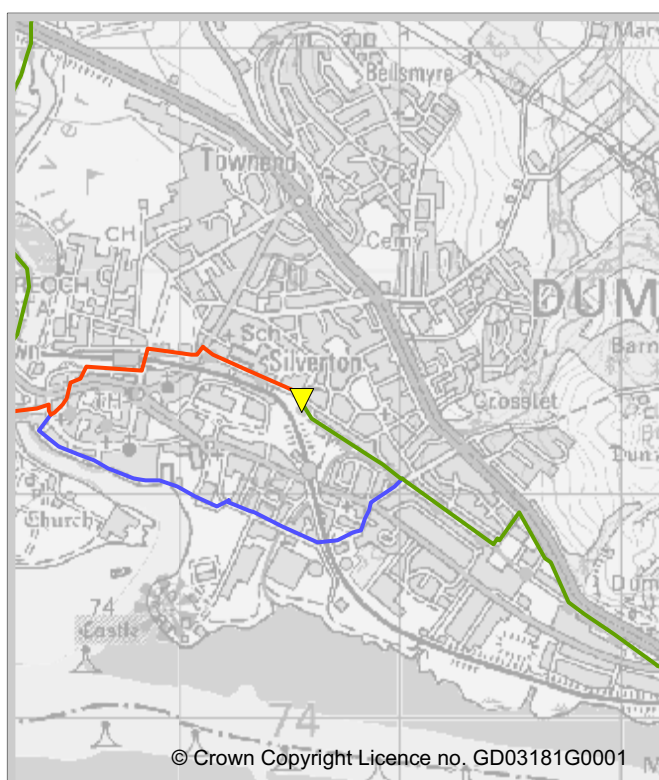
Introduction

A Tackling the School Run project was delivered at Dumbarton, the project consisted of cycle path improvements to National Cycle Network route 7.

This report concerns data collected at a single point on the route. Route users were interviewed during four 12-hour survey periods, three weekdays during term time, and one weekend during term time. Manual count data was collected during the same four 12-hour periods. This process was carried out in November 2007 before an intervention (described above) took place, and in September 2008 after the intervention was completed.

Dumbarton Tackling the School Run Project

Survey site



Photographs before and after the project

Count data

These tables show data from manual counts of route users on the four survey days of both surveys.

November 2007

September 2007

Users counted over survey period

	Cycle	Walk	Other	All
Weekday term-time	4	255	2	261
Weekday term-time	4	239	1	244
Weekday term-time	11	315	15	341
Weekend term-time	49	90	4	143
Total	68	899	22	989
Percentage	6.9	90.9	2.2	100.0

	Cycle	Walk	Other	All
Weekday term-time	63	535	33	631
Weekday term-time	36	387	14	437
Weekday term-time	35	535	32	602
Weekend term-time	54	187	9	250
Total	188	1,644	88	1,920
Percentage	9.8	85.6	4.6	100.0

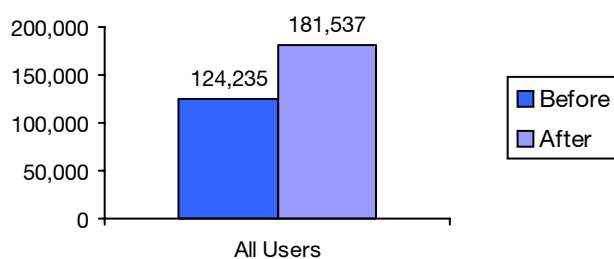
Count broken down by age group

	All users	All users (%)
Minor	574	58.0
Adult	415	42.0
Total	989	100.0

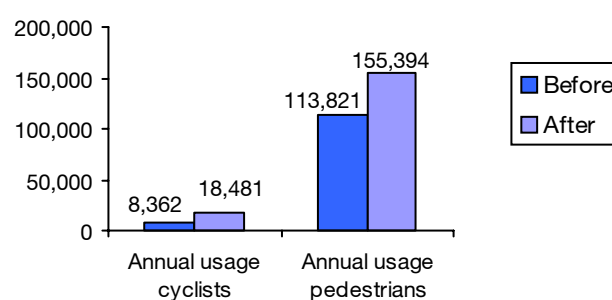
	All users	All users (%)
Minor	1,228	64.0
Adult	692	36.0
Total	1,920	100.0

Changes in estimated annual usage before and after the intervention at Dumbarton

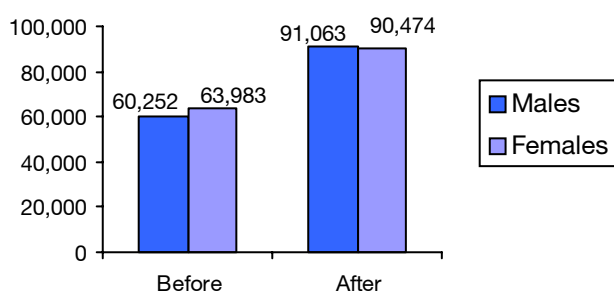
Overall



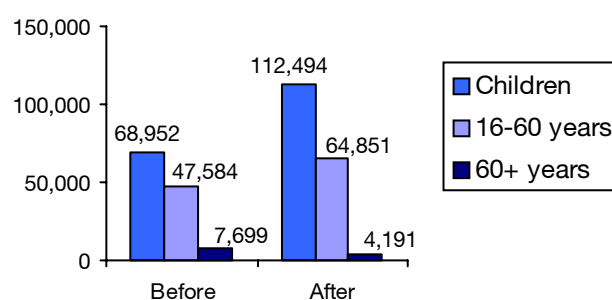
Cyclists and pedestrians



Changes in gender of users



Changes in age of users



Children counted in school travel periods

The following tables illustrate the numbers of children counted during school travel periods of 7am-9am and 3pm-5pm.

November 2007

	0700-0900		1500-1700		Total within school periods		
	Cyclists	Pedestrians	Cyclists	Pedestrians	Cyclists	Pedestrians	All
Weekday 1	0	0	0	99	0	99	
Weekday 2	0	17	1	78	1	95	
Weekday 3	0	17	4	97	4	114	
All weekdays	0	34	5	274	5	308	313
Average weekday	0.0	11.3	1.7	91.3	1.7	102.7	104.3

September 2008

	0700-0900		1500-1700		Total within school periods		
	Cyclists	Pedestrians	Cyclists	Pedestrians	Cyclists	Pedestrians	All
Weekday 1	12	135	3	113	15	248	
Weekday 2	7	84	4	113	11	197	
Weekday 3	9	182	2	84	11	266	
All weekdays	28	401	9	310	37	711	748
Average weekday	9.3	133.7	3.0	103.3	12.3	237.0	249.3

Survey data

The following section shows the results from interviews conducted with route users. The survey was conducted with those aged sixteen and over.

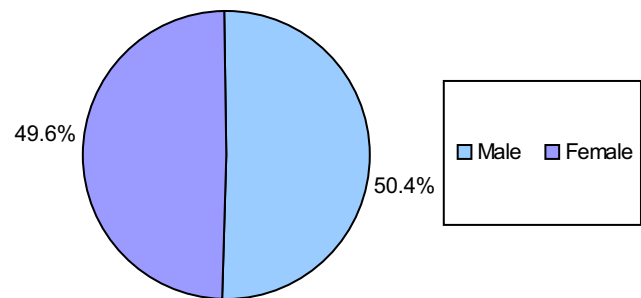
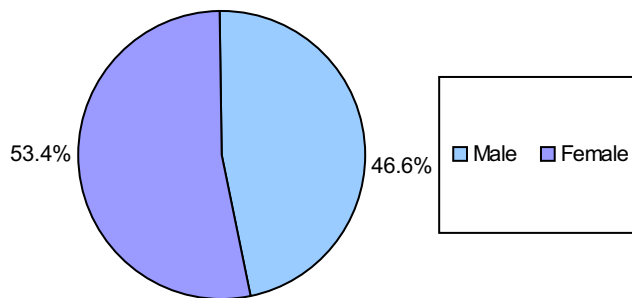
In November 2007, 67 interviews were conducted over the survey period. The follow up survey was conducted in September 2008 and 64 interviews were conducted.

All Users

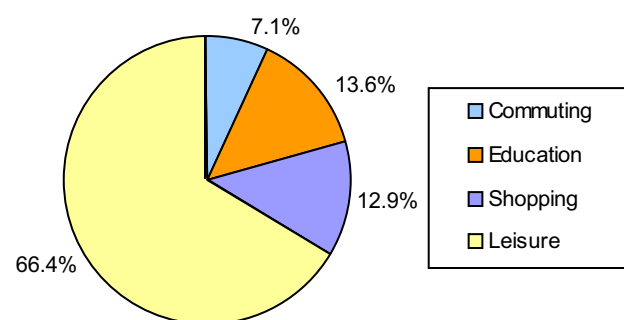
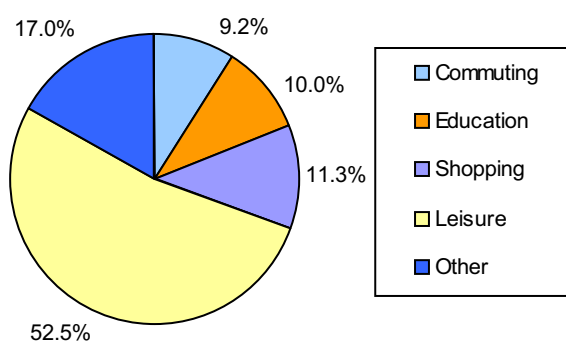
November 2007

September 2008

Gender



Trip type



Other modes of transport and modal shift

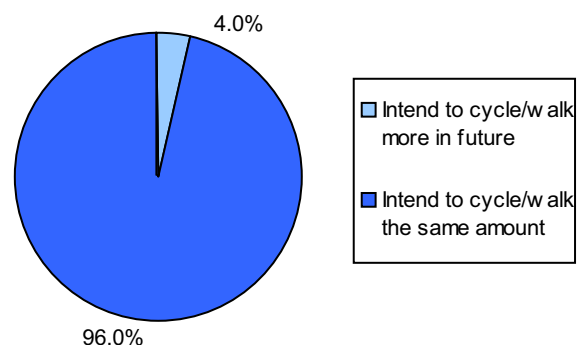
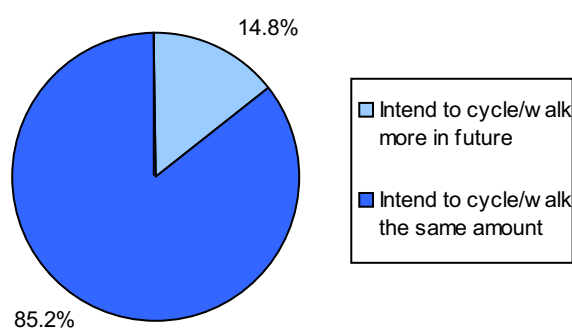
Before the intervention, no respondents used any other mode of transport to make their trip.

After the intervention, 96.6% of respondents used no other mode of transport to make their trip. 3.2% used a car for part of their journey. 48.4% of those who did not use a car, could have used a car to make their trip, but opted not to, and for 19.0% a car was not an available option. For 32.6%, cycling or walking for recreation was the main trip purpose.

Physical activity

In 2007, 84.2% of route users stated that the route had helped them to increase the amount of physical activity they regularly take, this rose to 86.1% after the completion of the intervention.

Future levels of activity



Ethnic origin

	November 2007	September 2008
White	97.4	81.5
Mixed	2.6	16.2
Asian/Asian British	0.0	2.4

Methodology

This study used Sustrans' Tackling the School Run Route User Survey monitoring procedure, which is based on Sustrans' Route User Survey monitoring programme which monitors use of the National Cycle Network. The Route User Survey has been widely applied around the UK, making this exercise directly comparable with surveys conducted on many other routes. The Tackling the School Run survey can be used to provide a 'before' and 'after' the intervention snapshot of route usage. The survey took place at the survey site on three weekdays during term time, and one weekend during term time. In each case, the surveys were conducted between the hours of 0700h and 1900h. A total of 48-hours of survey coverage was achieved at the site.

Estimates of total annual usage are generated by comparing the manual counts conducted over four days with observed distributions of use from continuous counts at sites of a comparable nature. The proportion of total annual use that is comprised by four days from months commensurate with the months when the route user survey is undertaken is calculated for a site with continuous usage count data and an annual usage estimate. The proportion generated is assumed to be equivalent to the proportion of annual usage represented by the four day manual count. The total annual usage estimate is calculated on the basis of this proportion. The continuous count data includes cycles only. However, the same distributions are assumed for pedestrians.

A weighting mechanism is applied to the survey data. This is based on the estimated total annual usage derived from the manual count conducted as part of the Route User Survey. The representative value of responses recorded on the two different day types, and of responses by gender, by age category, and by activity are adjusted using the manual count record to reflect usage throughout the whole of the year.

Data is split by cyclists and pedestrians. Where this data is not presented, there were not sufficient survey respondents of either category to split the data by route users. In these instances, the data presented is for all users.

Tackling the School Run Route User Survey 2008 – Greenock, Inverclyde

Summary

- Total number of route users counted over the four survey days decreased from 346 before the intervention to 181 after the intervention was completed. This corresponds to a change in the annual usage estimate of the route from 49,288 users in November 2007 to 17,846 users in April 2008.

Introduction

A Tackling the School Run project was delivered at Greenock in Inverclyde, the project involved the upgrading of a path in Kennedys Lane.

This report concerns data collected at a single point on the route. In November 2007, route users were interviewed during four 10-hour survey periods, three weekdays during term time, and one weekend during term time. Manual count data was collected during the same four 10-hour periods. In April 2008, route users were interviewed during four 12-hour survey periods, three weekdays during term time, and one weekend during term time. Manual count data was collected during the same four 12-hour periods. The annual usage estimates generated take into account the different time periods.

Inverclyde Tackling the School Run Project

Survey site



Photographs before and after the project



Count data

These tables show data from manual counts of route users on the four survey days of both surveys.

November 2007

April 2008

Users counted over survey period

	Cycle	Walk	Other	All
Weekday term-time	6	83	1	90
Weekday term-time	6	86	0	92
Weekday term-time	0	100	0	100
Weekend term-time	0	64	0	64
Total	12	333	1	346
Percentage	3.5	96.2	0.3	100.0

	Cycle	Walk	Other	All
Weekday term-time	1	52	2	55
Weekday term-time	2	62	2	66
Weekday term-time	2	45	0	47
Weekend term-time	0	10	3	13
Total	5	169	7	181
Percentage	2.8	93.4	3.9	100.0

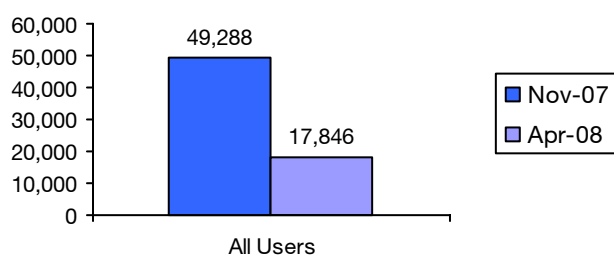
Count broken down by age group

	All users	All users (%)
Minor	41	11.8
Adult	305	88.2
Total	346	100.0

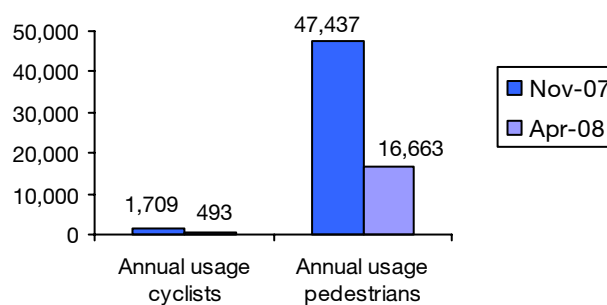
	All users	All users (%)
Minor	73	40.3
Adult	108	59.7
Total	181	100.0

Changes in estimated annual usage before and after the intervention at Inverclyde from 4-day count

Overall



Cyclists and pedestrians



Children counted in school travel periods

The following tables illustrate the numbers of children counted during school travel periods of 7.30am-9am and 3pm-5pm in November 2007 and during 7am-9am and 3pm-5pm in April 2008

November 2007

	0730-0900		1500-1700		Total within school periods		All
	Cyclists	Pedestrians	Cyclists	Pedestrians	Cyclists	Pedestrians	
Weekday 1	0	0	0	0	0	0	
Weekday 2	0	0	0	1	0	1	
Weekday 3	0	0	0	3	0	3	
All weekdays	0	0	0	4	0	4	4
Average weekday	0.0	0.0	0.0	1.3	0.0	1.3	1.3

April 2008

	0700-0900		1500-1700		Total within school periods		All
	Cyclists	Pedestrians	Cyclists	Pedestrians	Cyclists	Pedestrians	
Weekday 1	0	6	0	11	0	17	
Weekday 2	0	6	0	17	0	23	
Weekday 3	0	5	0	6	0	11	
All weekdays	0	17	0	34	0	51	51
Average weekday	0.0	5.7	0.0	11.3	0.0	17.0	17.0

Survey data

The following section shows the results from interviews conducted with route users. The survey was conducted with those aged sixteen and over.

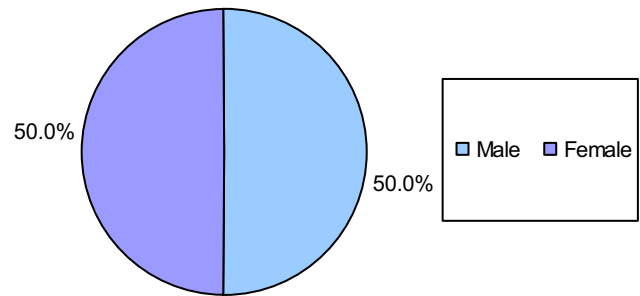
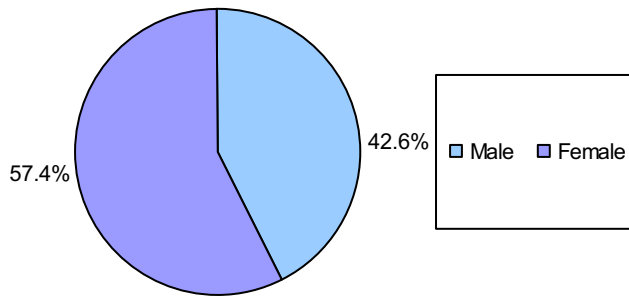
In November 2007, 48 interviews were conducted over the survey period. The follow up survey was conducted in April 2008 and 15 interviews were conducted. As only 15 responses were obtained in April 2008, it was not possible to weight the data. For comparison purposes, the following survey data results are unweighted for November 2007 and April 2008. The weighted data for the November 2007 is available in the appendix accompanying this report

All Users

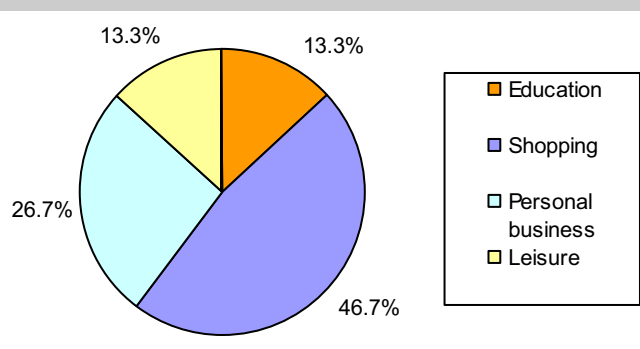
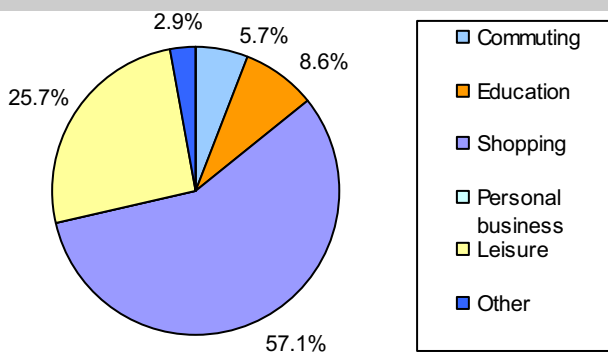
November 2007

April 2008

Gender



Trip type



Other modes of transport and modal shift

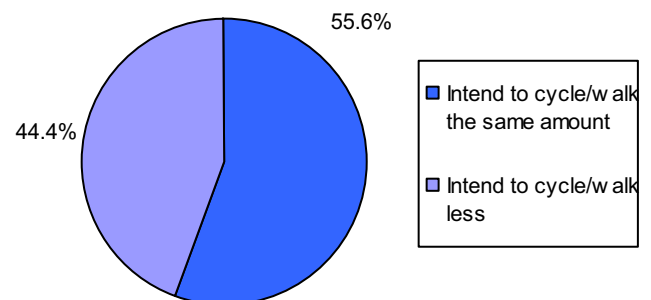
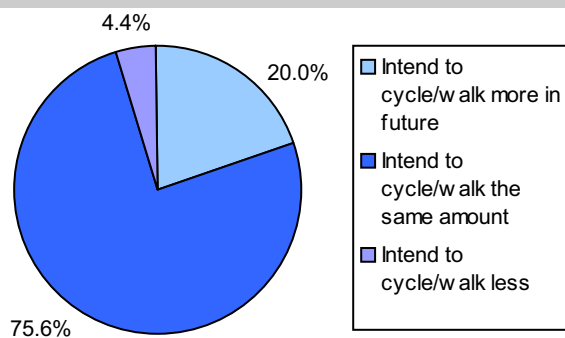
Before the intervention, 97.3% of respondents used no other mode of transport to make their trip. 2.7% used a bus for part of their journey.

After the intervention, no respondents used any other mode of transport to make their trip. 7.7% of those who did not use a car, could have used a car to make their trip, but opted not to, and for 92.3% a car was not an available option.

Physical activity

In 2007, 83.3% of route users stated that the route had helped them to increase the amount of physical activity they regularly take, this decreased to 23.1% after the completion of the intervention.

Future levels of activity



Ethnic origin

	November 2007	April 2008
White	100.0	100.0

Methodology

This study used Sustrans' Tackling the School Run Route User Survey monitoring procedure, which is based on Sustrans' Route User Survey monitoring programme which monitors use of the National Cycle Network. The Route User Survey has been widely applied around the UK, making this exercise directly comparable with surveys conducted on many other routes. The Tackling the School Run survey can be used to provide a 'before' and 'after' the intervention snapshot of route usage. The survey took place at the survey site on three weekdays during term time, and one weekend during term time. In November 2007 the surveys were conducted between the hours of 0730h and 1730h. A total of 40-hours of survey coverage was achieved at the site. In April 2008 the surveys were conducted between the hours of 0700h-1900h. A total of 48-hours of survey coverage was achieved at the site.

Estimates of total annual usage are generated by comparing the manual counts conducted over four days with observed distributions of use from continuous counts at sites of a comparable nature. The proportion of total annual use that is comprised by four days from months commensurate with the months when the route user survey is undertaken is calculated for a site with continuous usage count data and an annual usage estimate. The proportion generated is assumed to be equivalent to the proportion of annual usage represented by the four day manual count. The total annual usage estimate is calculated on the basis of this proportion. The continuous count data includes cycles only. However, the same distributions are assumed for pedestrians.

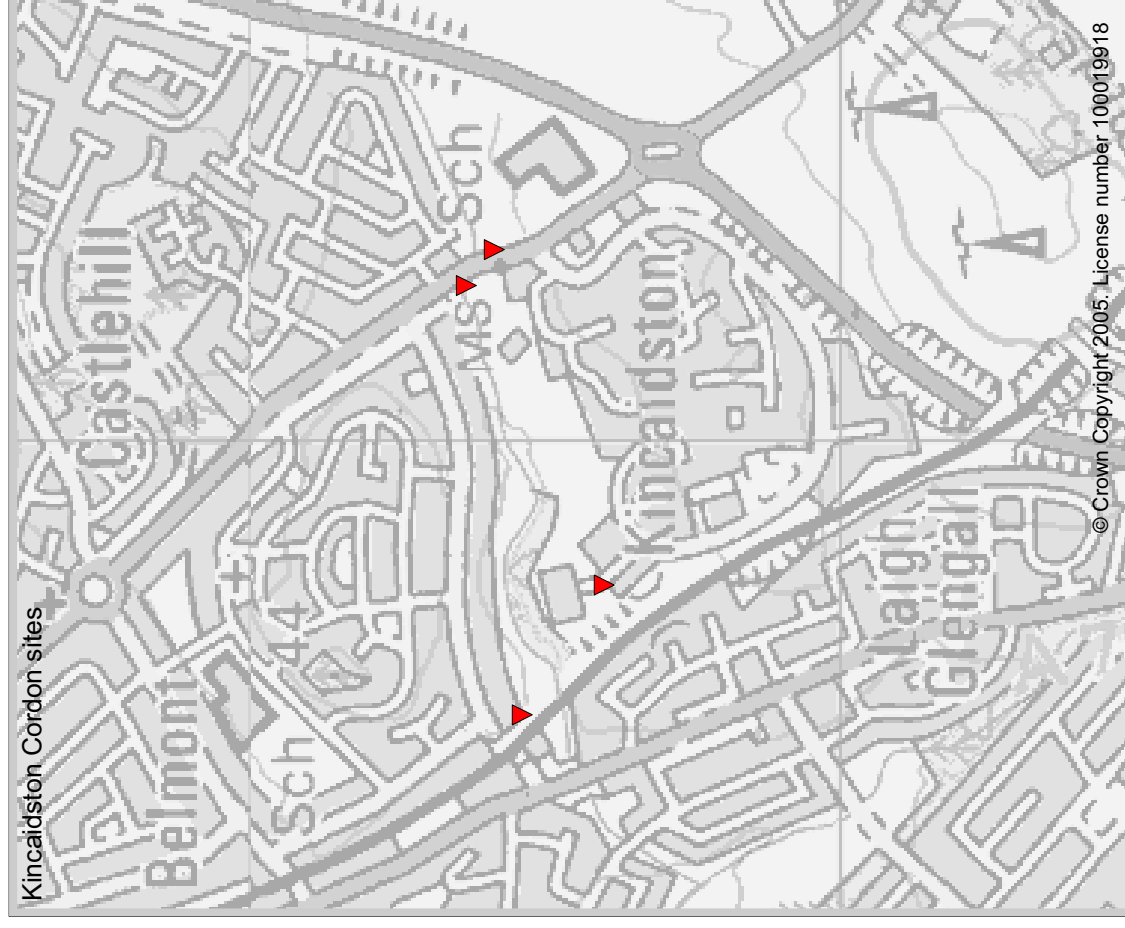
A weighting mechanism is applied to the survey data. This is based on the estimated total annual usage derived from the manual count conducted as part of the Route User Survey. The representative value of responses recorded on the two different day types, and of responses by gender, by age category, and by activity are adjusted using the manual count record to reflect usage throughout the whole of the year.

Data is split by cyclists and pedestrians. Where this data is not presented, there were not sufficient survey respondents of either category to split the data by route users. In these instances, the data presented is for all users.

Kincaidston, South Ayrshire– 2007/2008 Cordon

This study used Sustrans Cordon Count Monitoring procedure. A series of cordon sites were selected in the Dundee area. The purpose of the cordon counts is to provide a 'before' an 'after' snapshot of movements of different users around a given location, in particular this can be used to look at changing route use patterns in a location where an intervention has taken place.

The cordon counts take place on one weekday during term-time in the Kincaidston area of South Ayrshire. Counts of cyclists, pedestrians and all other route users were conducted between 0700h and 1900h. The data is presented to show overall changes in use between the two cordon counts at each point on the cordon. This data is then presented to show changes in use by different user groups.



Kincaidston cordon sites



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	PRE	POST
Darmellington Site 1	247	680
Change overall: +175.3%		

	PRE	POST
Darmellington Site 2	246	396
Change overall: +61.0%		

	PRE	POST
Burnbank	60	532
Change overall: +786.7%		

	PRE	POST
Crainsbill	395	204
Change overall: -48.4%		

Kincaidston - Cordon points by user type

Site	PRE Count			POST count		
	Cyclists	Pedestrians	Other users	Cyclists	Pedestrians	Other Users
Burnbank Road	2	58	0	13	512	7
Crainsbill Court	1	375	19	8	187	9
Darmellington Rd	8	236	3	12	652	16
Site 2	4	242	0	18	378	0

Site	Cyclists		Pedestrians		Other users	
	PRE	POST	PRE	POST	PRE	POST
Burnbank Road	2	13	58	512	0	7
Crainsbill Court	1	8	375	187	19	9
Darmellington Rd	8	12	236	652	3	16
Site 2	4	18	242	378	0	0

Across all four cordon point sites as an aggregate there has been an increase of 91.1% in all route usage.