

Tackling the School Run 2006 – 2007: Monitoring

Links to Schools projects

The data for the period 2006-2007 was completed in the summer of 2007 after the final report for 2006-2007 was completed. This data is summarised below. The full monitoring reports for each of the schemes are included in Appendix 1.

Route User Survey data

Eight route user surveys were conducted on links to schools projects by Sustrans Research and Monitoring Unit during 2006 – 2007. The surveys monitor use of the routes prior to construction or upgrading have taken place and after construction has been completed. The surveys are run for four days before the work takes place and four days after construction.

In summary:

- The annual usage estimates from all pre and post surveys have been aggregated. This gives a change in total annual usage estimate on these routes from 223,819 to 359,509. This represents a **60.6%** increase in usage and accounts for **135,690** more trips by non-motorised modes*
- The figures recorded for actual use of the routes for either cycling or walking are evenly split

The majority of the reports highlight that the building of the links to schools projects have generated significant increases in route use by children as indicated in the table below.

Links to schools project	Pre works - all users	Post works - all users	Pre works use by children	Post works use by children
Alness Academy link,	13	92	0	8
East Linton PS	908	1733	713	1152
Stewarton Academy	0	49	0	40
Holy Family PS	187	378	19	88
Meadows PS	50	106	1	35
North Roe PS link	10	37	2	17
Hailes Quarry Park	218	270	29	56

*The survey conducted at Bathgate has been excluded from the PRE aggregate data so that the same numbers of sites are compared PRE and POST

Tackling the School Run 2007 – 2008: Monitoring

Links to schools projects

Route user surveys and cordon counts were conducted on links to schools projects by Sustrans Research and Monitoring Unit during 2007 – 2008. As with the 2006-2007 monitoring regime surveys were conducted before and after work was completed. At the time of writing the survey information was still being written up. The summary below is of the data currently available. The complete data is at the back of this document in Appendix 2.

Cordon count summary

Cordon counts are a monitoring procedure that is used to provide a 'pre and post' snapshot of the movements of different users around a set location. The cordon counts are conducted on one weekday and the collected data can be used to infer how an intervention such as a newly constructed path may have impacted on travel patterns.

Caskieberran PS cordon count

A new road crossing was installed adjacent to Caskieberran Primary School.

Three sites around the intervention were surveyed.

- Total counts of walkers and cyclists went from 1209 to 1307 which is equivalent to an increase of 8.1%.
- Of the total counted pre intervention 620 were minors. This rose to 640 post-intervention.
- Recorded levels of cycling rose dramatically after the intervention. The figures of children choosing to cycle rose from 4 before the intervention to 65 post-intervention. Levels of female adults also cycling rose from 3 before the intervention to 63 post intervention.

Kincaidston PS cordon count

Approximately 600 metres of shared use traffic free path were upgraded and a direct link into the school grounds from the path was also constructed. Sustrans also paid for an existing bridge to be replaced with a wider structure.

Four sites around the intervention were monitored.

- Total counts of walkers and cyclists went from 948 to 1,812 which is equivalent to an increase of **91.1%**.
- Of the total counted pre-intervention 548 were minors. This rose to 1,019 post-intervention (equivalent to an increase of 85%)
- Recorded levels of cycling rose from 15 to 51 of which the rise was greatest in use by minors (7 to 14) and female adults (0 to 23).

Dumbarton Academy/St.Patricks PS cordon count

1200 metres of National Cycle Network 7, a traffic free path running past Dumbarton Academy and St.Patricks PS was resurfaced and the existing lighting upgraded.

Five sites around the intervention were monitored.

- Use of the route by both walkers and cyclists as a combined group rose from 3086 to 3,789 which is equivalent to an increase of **22.8%**.
- Use of the route by minors rose from 1,849 to 2,784 which is equivalent to an increase of **50%**.

Route User Survey data

8 route user surveys were conducted on links to schools projects by Sustrans Research and Monitoring Unit during 2007 – 2008.

The data available at present is listed below:

Links to schools project	2007 all users	2008 all users	2007 use by children	2008 use by children
Dumbarton Academy, Dumbarton	989	1920	574	1228
Kennedys Lane, Inverclyde	346	181*	41	73

* Wet weather over the four days of post survey period was noted by the surveyors which may have contributed to the decrease in use

On-site Infrastructure projects

Six local authorities provided data showing levels of cycling and scooter use both before and after the installation of on-site infrastructure improvements. Of the six local authorities that provided data monitoring took place at 48 schools.

From the monitoring information provided the following information can be shown:

- Of the 6 local authorities that provided data approximately **463.4** new journeys by bike or scooter were created on the day sampled.
- Cost based upon the data provided by the six local authorities to get one new journey by bike or scooter for the school journey was roughly approximate to **£384.50** per new user.
- If the total spent on on-site infrastructure **£ 1,159,297.15** was divided by the average cost per journey as indicated above potentially **3015** new journeys by cycle or scooter were generated from this portion of the funding.

Put alternatively **3015** children are now choosing to travel to school by cycle or scooter as a result of the investment made through the Tackling the School Run initiative.