



LAIRDSLAND PRIMARY SCHOOL



SCHOOL TRAVEL PLAN 2015

ADDRESS

Strathkelvin Place, Southbank Road, Kirkintilloch

TEL: 0141 955 2310

Email: office@lairdsland.e-dunbarton.sch.uk

www.lairdsland.e-dunbarton.sch.uk



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"The school run is estimated to be responsible for over two million tonnes of CO2 emitted each year"

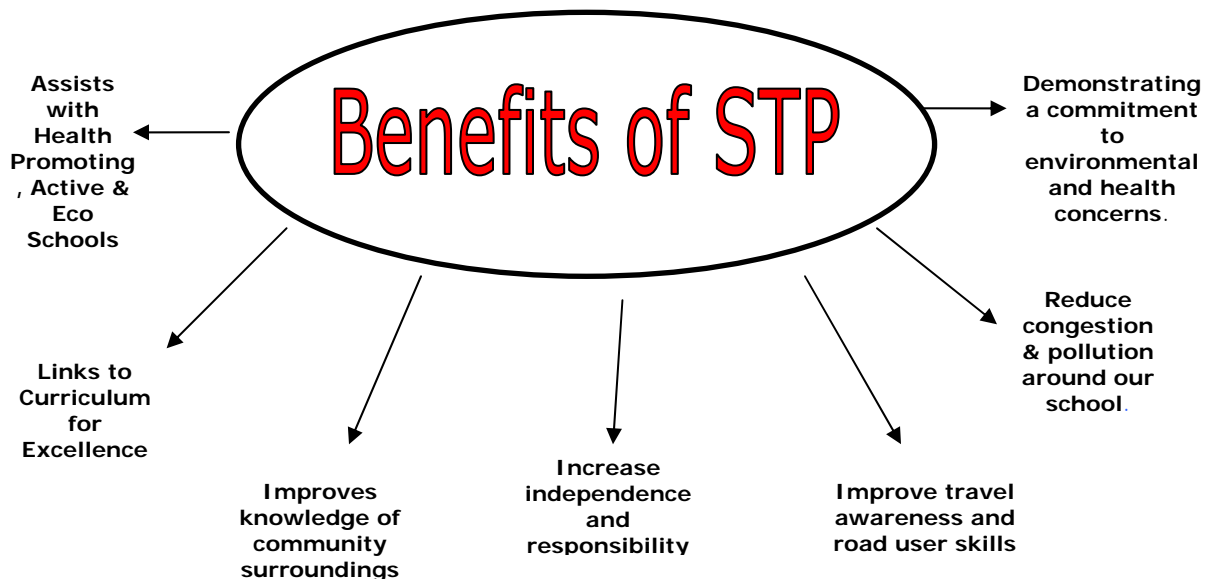
1. INTRODUCTION

What is a School Travel Plan?

School Travel Plans aim to encourage schools to identify and address problems associated with the school journey. Each school will create its own travel plan and set its own targets according to its circumstances and travel issues. The overall objectives are to encourage safer, healthier and more active travel choices for the journeys to and from school.

Aims of Lairdsland Primary School Travel Plan

- To encourage pupils and staff to walk/cycle to school where possible
- To improve the safety of our journeys to and from school
- To reduce the amount of traffic outside the school gates and surrounding area
- To raise awareness of healthy, environmentally friendly alternatives to the car



2 ABOUT OUR SCHOOL

Lairdsland is a non-denominational Primary School with a role of 267 pupils and approximately 30 staff.

In 2009, East Dunbartonshire Council was awarded part funding from the Scottish Futures Trust (SFT) to rebuild a New Lairdsland Primary School. Lairdsland is the first primary school project to be delivered under the Primary School Improvement Programme and was chosen as a pilot project by the Scottish Government and East Dunbartonshire Council after it was recognised, through suitability and condition surveys, that the school was in need of a new building.

When developing the design for Lairdsland, the Council worked closely with pupils, staff and the local community through workshops. The workshops ensured the school is fit for learning in the 21st century, and also fits the needs of the community using the school. The final design chosen meets the requirements of the curriculum, and provides the flexibility to adapt to the needs of different schools in different locations.

On 1 May 2013 the Council received a full Planning Application for a major development to build a school with associated facilities including sports pitch, parking, and landscaping.

The construction of the new school started in February 2014 and will be completed for occupancy in April 2015.

Travel Plans are important to all schools, as the impact of school travel can affect local communities and the health and wellbeing of the pupils. This Travel Plan examines how Lairdsland Primary School pupils travel to the old school on Kerr Street and how they would prefer to travel to the newly built school at Southbank Road, Kirkintilloch.

Parents/Carers were also consulted in the preparation of the School Travel Plan in order to assess their travel characteristics and opinions in relation to their children's journey to and from school.

The document outlines actions and targets which Lairdsland Primary School aim to achieve to encourage pupils, parents, and carers to travel more sustainably on their journey to and from school.

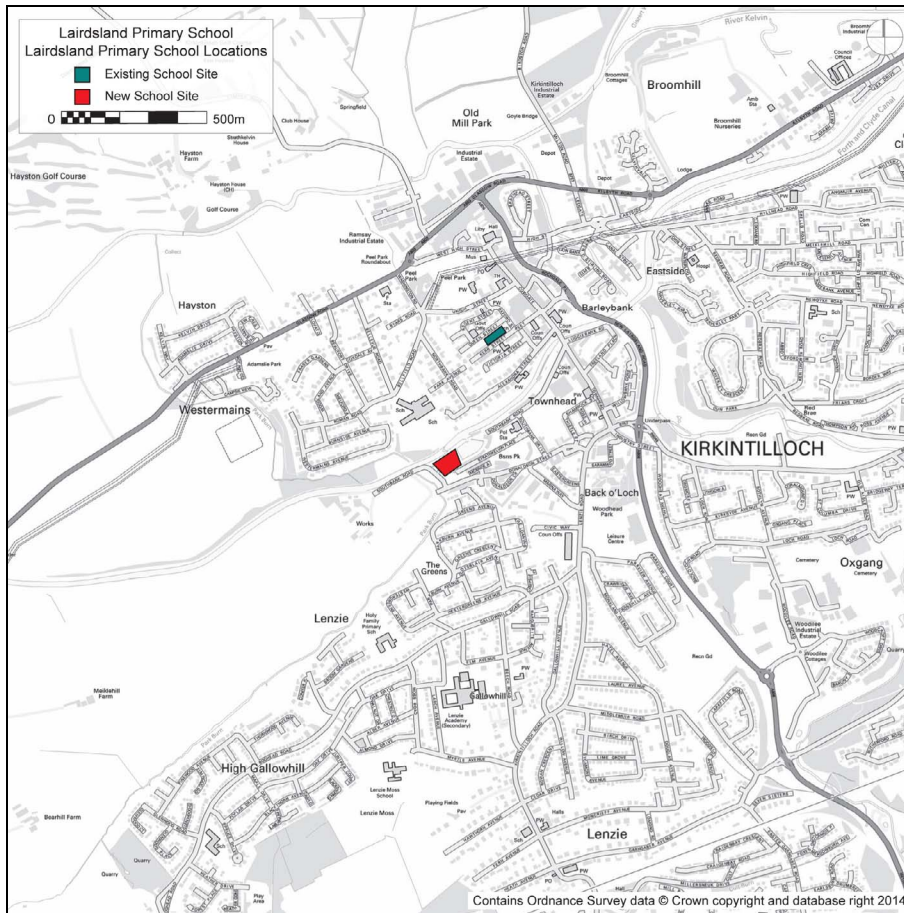


Figure 1.1 : Location of Lairdsland Primary School

3. THE CURRENT TRAVEL SITUATION

The School Run In Our School

The Hands-Up survey was completed in September 2014 for the 2014/15 academic year in the school located on Kerr Street. Of the 267 school role, 255 pupils took part in the survey.



Results

Our results show:

- 118 pupils travel on foot 46%
- 63 pupils are driven only 25%
- 52 pupils park and stride 20%
- 9 pupils travel by bus 4%
- 7 pupils cycle to school 3%
- 4 pupils travelled by taxi 2%
- 2 pupils scooted/skated 1%

From the results, it can be seen that 50% of pupils walk, cycle or scooter to school, with 45% in a car for some part of their journey to the old school site on Kerr Road.

We asked the children how they would like to travel to the new school.

Our results show:

- Walking 44%
- Cycling 21%
- Scoot/skate 2%
- Car 30%
- Bus 3%

Our results show that 67% (two thirds) would prefer to walk, cycle, or scooter to school, with only 30% choosing to travel by car.



4. WHAT HAVE WE DONE?

Work Carried Out To Date

Work carried out to prepare this Travel Plan for the new school site includes:

- Upgrading of the canal towpath.
- The steps between Northbank Avenue and the canal towpath will be improved prior to the school opening.
- Bicycle parking and helmet storage is being provided.
- Parking restrictions around the school are being put in place.
- The school has a walking bus kit complete with vests and banners to promote the initiative. The banners will be put up around the perimeter fence of the new school as soon as it is occupied
- The school has applied to take part in the Sustrans initiative The Big Pedal. The JRSO are going to promote this initiative at assembly in order to inform all the children while letters will also go home to the parents.
- Classes P6 and P7 participate in cycle proficiency training (which now includes on road training).



A Walking Map which identifies the length of time it takes to walk from the school to locations in Kirkintilloch has been prepared. The map also includes the locations of pathways in the area.



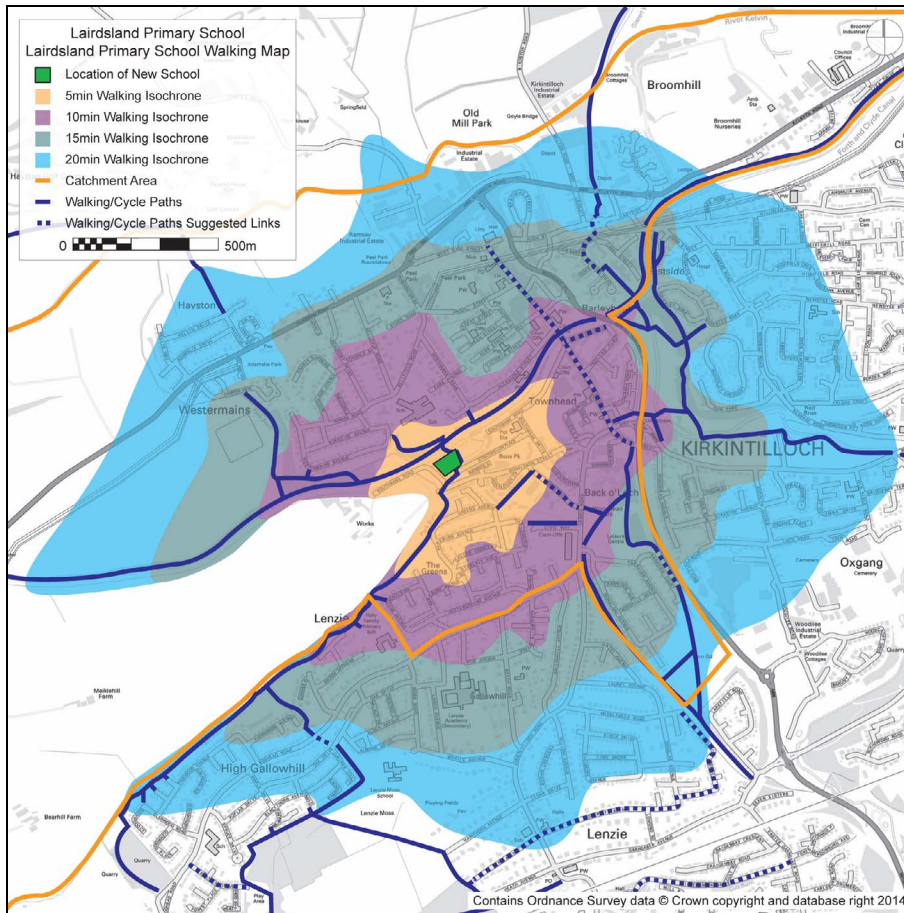


Figure 4.1: Lairdsland Primary School Walking Map

Each family will be provided with a copy of the map to work out walking distances to their homes. The purpose of this is to highlight the walking distances that pupils would travel on their daily journey to school.

We actively participate in Eco-Schools and also Health Promoting Schools programme.



DATA COLLECTION

We consulted the following people about our School Travel Plan:

- Pupils
- Staff
- Parents/Carers
- School Travel Plan Coordinator, Mr Glancy
- Parent Council Representative, Mr David Stephen
- Sustrans Representative, Mr Donald MacDonald
- Primary School Improvement Programme Lead, EDC, Mr Simon Mair
- Quality Improvement Officer, EDC, Ms Jan Pollock
- Major Assets Project Officer, EDC, Mr John Gray
- Scottish Canals, Mr Chris McDonald

We collected data in the following ways:

- Hands-Up surveys carried out by the teachers in September 2014
- In-class discussions which took place on 11 December 2014
- In-class surveys which were carried out in January 2015
- Parent/carer questionnaires which were carried out in January 2015

5. SUMMARY ANALYSIS OF RESPONSE TO SURVEYS

Parents/carers were asked to complete an in depth survey about where they lived in relation to the old and new school, how they currently travelled to the old school, how they anticipated they would travel to the new school, what would encourage parents to allow their children to walk or cycle to the new school, whether there were any concerns regarding the walking/cycling routes to the new school, would parents allow children to participate in a Walking Bus and whether parents would be prepared to help organising and running the Walking Bus.

The results of the parent and surveys are presented in the Appendix at the back of this document. A summary of the pupil and parent surveys is presented as follows, along with initiatives that have been taken forward in order to prepare the aims and objectives of the Travel Plan.

The results show that, currently, 50% of children walk, cycle, or scoot to school while up to 45% travel in cars:

- The Travel Plan measures will seek to reduce the number of pupils that that come by car and increase the number that walk, cycle or scooter to school

When the children were asked how they would prefer to travel to school, nearly 70% indicated they would choose to walk, cycle, or scoot. Only 30% would choose to come by car:

- The Travel Plan will seek to address this issue to encourage more parents to allow their children to walk to school

The importance of travelling with their friends came through very clearly from the pupil survey, as this was the single largest response when the children were asked what would encourage them to walk or cycle to school. The parent survey showed that about half the pupils currently travel to and from school with an adult only.

- The Travel Plan will seek ways to provide more opportunities for children to travel to and from school with their friends

The parent survey suggested that nearly half the pupils will live with 1 mile of the new school, with three quarters within 2 miles:

- The Travel Plan measures will seek to provide information to parents that shows them how long it would take to walk from their home to the school, while highlighting the pedestrian or cycle routes that are available to make the journey

The results of the parent survey highlighted a number of areas around the school where improvements were required which included: the Canal towpath, the bridge across the canal, the footpath to the west of St. Ninian's, the footpath linking Northbank Road to the Canal towpath and the footway along Southbank Road/Southbank Drive:

- The Travel Plan will set out where improvements are planned and where initiatives could be introduced to help alleviate some of these concerns

The results of the parent surveys suggested that two thirds of parents would allow their children to participate in a Walking Bus, while one third of parents expressed a willingness to help with the Walking Bus initiative.

- The Travel Plan will set out a commitment by the school to introduce Walking Buses where practical to do so. This would provide children the opportunity to walk to school with their friends under adult supervision.

These key findings have been in the preparation of the Action Plan.

6. GOALS OF THE TRAVEL PLAN

- 1 We aim to encourage our pupils and staff to travel to and from school in a more sustainable way, where possible. The objective of the School Travel Plan is to increase the number of pupils walking, cycling, scooting, and skating to school. Where this is not possible, we aim to encourage pupils to walk part of their journey to school by participating in Park & Stride.
- 2 We intend to continue to participate in Bikeability Training, both off and on road. This training aims to give confidence to pupils who wish to cycle to school. Ample bicycle parking is available at the new school which also aims to encourage cycling. The School Travel Plan aims to increase the number of pupils cycling to school.
- 3 We will concentrate on developing further walking and cycling links to the curriculum in line with Curriculum for Excellence outcomes. This aims to familiarise pupils with routes which may be available to them to use on their journey to school.
- 4 We will produce a leaflet to be circulated to all parents/carers which shows walking isochrones from the school and provides details of existing pathways that could be used (see Figure 4.1). The leaflet will also contain information on what the school seeks to achieve through travel planning measures. An example of how the leaflet might look is provided in the Appendices.
- 5 We aim to set up a Walking Bus to encourage pupils to walk to school and to do so in a safe manner. Almost 70% of respondents to the Parent/Carers Questionnaire indicated that they would allow their children to participate in such a scheme and over 35% of respondents stated that they would be prepared to help with a school organised walking and cycling group. We aim to increase the percentage of pupils walking to school from approximately 40% to 50% in the next year.
- 6 We will educate pupils on the Highway Code for Young Road Users. Of the respondents who bring their children to school in the car, 15 indicated “Traffic danger” as a reason why their children do not walk or cycle. These respondents may be encouraged to allow their children to walk or cycle if they are aware of how to travel safely on the road.
- 7 We aim to participate in school travel initiatives such as Bike Week, The Big Pedal and WOW, which stands for either Walk once a Week or Walk on Wednesdays. The idea of WOW initiatives is to encourage parents whose children do not usually walk or cycle to school, to initially make small changes to their routine by walking once a week instead of automatically taking the car.
- 8 We will carry out an education programme with pupils and parents to highlight the benefits of having the canal in such close proximity to the school. We will educate pupils on how to safely use the towpath and we will participate in Scottish Canals initiatives, e.g. Share the Space, Drop your Pace. We will also seek to involve Scottish Canals in school based activities on the canal. There will be regular trips to the canal across all year groups as part of their education, looking at flora, fauna and wildlife that live on the canal. These trips will also help pupils and parents to familiarise themselves with the canal so it can be regarded as an asset to the school.
- 9 We will continue to appoint JRSOs to educate the other pupils about road safety.

10 We will liaise with East Dunbartonshire Council and local businesses on the potential to use private car parks as Park & Stride locations for the school in order to reduce vehicle activity in and around the school gates.

7.ACTION PLAN

The Lairdsland Primary School Action Plan has been subdivided into the following categories:

General Action Plans:

Action	Responsibility	Target	Frequency
Appoint Travel Plan Coordinators	Staff member and member of Parent Council	To promote sustainable travel and to ensure TP initiatives are ongoing	Annually
Appoint a Junior Road Safety Officer	Staff, Pupils	To educate other pupils on road safety	Annually
Carry out the Hands-Up survey	Staff, Pupils	To assess the way pupils travel to school	Annually
Highlight current travel issues in school newsletters	Staff, Pupils	To address and tackle traffic issues promptly	Review each term
Dedicate a section of the school notice board to promoting active travel	Travel Plan Coordinator	To highlight upcoming events e.g. Bike Week	Review monthly

Figure 7.1: General Action Plans

Walking Action Plans:

Action	Responsibility	Target	Frequency
Establish a walking bus	Staff, Parents, Pupils	To encourage walking and safety	Set up prior to occupying new school building
Organise walk to school events such as WOW (walk once a week)	Travel Plan Coordinator, Pupils Parents/Carers	To encourage pupils who would not usually walk to school	Review each term
Distribute Walking Map	Travel Plan Coordinator, Staff	To encourage parents and pupils to walk to school by identifying the time it takes to walk to school, and by identifying walking routes	Annually Beginning of School Year
Provide shelter for waiting parents	School	To keep parents safe and dry while they wait to collect children	Annually

Figure 7.2: Walking Action Plans

Cycling/Scooting Action Plans:

Action	Responsibility	Target	Frequency
Continue to participate in Bikeability, both on and off road	Staff, Sustrans Education Officer	To encourage pupils to travel to school by bicycle and to provide adequate road skills	Annually
Organise cycle to school events for P6 and P7, e.g. Bike Week and The Big Pedal	Travel Plan Coordinator, Sustrans Education Officer, Staff, Pupils	To practice cycling techniques taught in Bikeability	Review each term
Provide ample safe storage facilities for cycle helmets	School	To ensure the security of property	Annually
Provide secure ample parking facilities for bicycles and scooters	School	To ensure the security of property	Annually
Educate the pupils on how to ride a scooter safely	Staff, Pupils	To ensure the safety of pupils	Annually

Figure 7.3: Cycling/Scooting Action Plans

Car Travel Action Plans:


Action	Responsibility	Target	Frequency
Identify suitable locations for park and stride	Travel Plan Coordinator Local business 	To encourage pupils and parents to walk part of their journey to school and to ease congestion around the school site	Review each term
Inform parents about safe locations to drop-off and park near the school	Travel Plan Coordinator, Staff, Parent Council	To ensure the safety of pupils	Review each term
Dedicate prime parking spaces specifically for car sharers	Travel Plan Coordinator, Parent Council	To encourage car sharing	Annually
Provide staff with information on car sharing	Travel Plan Coordinator, Staff	To encourage car sharing and to reduce the number of cars on school grounds	Review each term
Promote the use of car sharing for teacher off-site training events	Travel Plan Coordinator, Staff	To reduce the number of car trips	Review each term

Figure 7.4: Car Travel Action Plan

Educational Action Plans:

Action	Responsibility	Target	Frequency
Incorporate road safety education into the curriculum e.g. Road Safety Step by Step and Tales of the Road	Staff	To teach the highway code to young road users	Annually
Partake in sustainable travel discussions/projects during Health Class	Staff, Pupils	To raise awareness of the health benefits of sustainable travel	Monthly
Educate the pupils on how to safely use the canal towpath Share the Space, Drop your Pace	Staff, Pupils	To discuss how to travel appropriately along the towpath	Review each term
Participate in the How Green is Your Tree exercise outlined on East Dunbartonshire Council's website	Staff, Primary 1 Pupils	To demonstrate to pupils the impact that their travel is having on their environment	Review each term
Participate in the Travel Buster Diary exercise outlined on East Dunbartonshire Council's website	Staff, Primary 2–7 Pupils	To demonstrate to pupils the impact that their travel is having on their health and environment	Review each term
Continue to participate in Eco-Schools and aim to achieve Eco-School awards	Travel Plan Coordinator, Staff, Pupils	To encourage the participation in sustainable ways of travel to school	Annually
Participate in projects for the Green Schools Revolution	Travel Plan Coordinator, Staff, Pupils	To raise awareness of sustainable ways to travel	Annually

Figure 7.5: Educational Action Plans

8. MONITORING AND EVALUATION

Our School Travel Plan is an active document; we will regularly monitor school travel and review the plan with the Travel Plan Coordinator (Mr Glancy) and the Eco Committee to see if there is anything that needs to be changed, if we have met our aims and objectives or if they need to be reviewed.

Lairdsland Primary School will continue to participate in the annual Hands-Up Survey and results will be used to assess progress.

The School Travel Plan will be reviewed by the Travel Plan Coordinator every term.



9. SIGNATURES

This Travel Plan has been approved by the following people:

(Head Teacher)

(Representing the Eco-Committee)

(School Travel Plan Co-ordinator)



APPENDICES

TOWPATH CODE OF CONDUCT

The Towpath Code of Conduct

- Be considerate towards other users
- Be responsible for your own actions
- Care for the environment

Share the Space, Drop your Pace

- **Share the Space**
Be considerate of other people and the local environment whenever you travel along the towpath
- **Drop your Pace**
When running and cycling, drop your pace before you approach other towpath users

All Users

- When joining the towpath, ensure to give way to users already on the towpath
- Avoid distractions such as mobile phones and headphones

Cyclists

When approaching other towpath users:

- Give pedestrians priority
- Ring your bell twice ,‘Ting-ting’, or politely let other users aware of your approach
- Consider some users may not be able to hear the bell or a call
- Pass at a slow speed and only when it is safe to do so
- Ensure you allow enough space to the other user when passing and say “Thank you” once you have safely passed
- Always cycle at a speed that allows you to stop if required

When approaching blind corners, for example, under bridges:

- Slow down , ring your bell twice ,‘Ting-ting’, or politely let other users aware of your approach
- Be prepared to stop
- Dismount your bicycle on sections where the towpath is narrow or the surface is uneven

Pedestrians

When walking along the towpath:

- Be alert for cyclists using the towpath
- Move to the side of the towpath to allow cyclists to pass

CYCLING RULES

- Ensure that a helmet is worn at all times
- Wear high-visibility clothing to make other road users aware of you
- Ensure that it is safe to turn, overtake or stop
- Use arm signals before you turn to indicate whether you are turning right or left
- Be aware of car doors suddenly opening when passing parked cars
- Never wear headphones while cycling
- Do not cycle beside another person on a narrow or busy road
- Do not hang bags **for** the handlebars



THE GREEN CROSS CODE

- Find a safe place to cross the road
- Stop before you reach the kerb
- Look both ways and listen for traffic
- If there is traffic coming, allow it to pass
- When it is safe, walk across the road – do not run

PARENT/CARER RESPONSES

Section 6 of Lairdsland Primary School, School Travel Plan associated with the planning application for the school.

6. ANALYSIS OF RESPONSES TO PARENT/CARER SURVEY

Question 1

Question 1 sought to identify the class year of the respondent's children in Lairdsland Primary School. Over 180 pupils are represented in the Parent/Carer Survey.

Figure 6.1 presents the summary statistics in response to Question 1 for Class Year of the pupils represented in this survey.

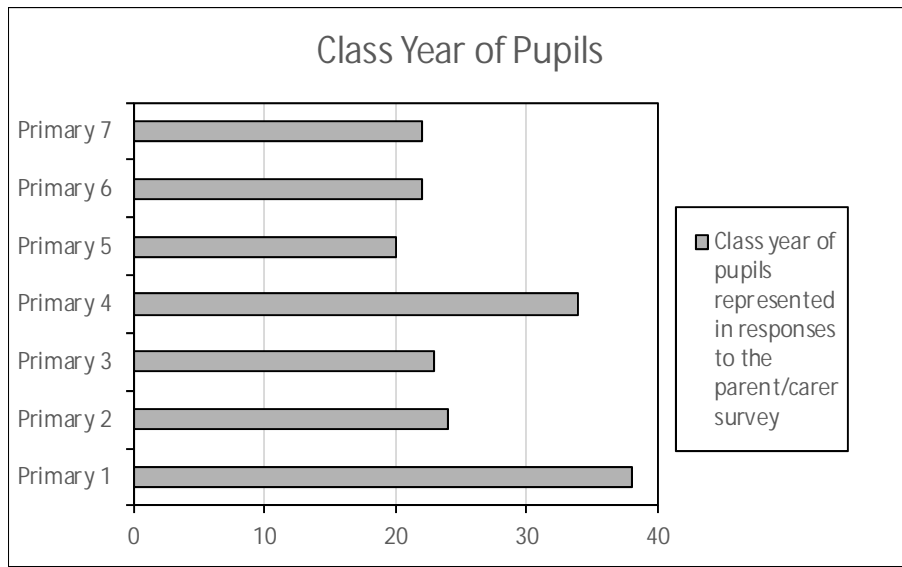


Figure 6.1: Class Year of Lairdsland Primary School Pupils Represented in the Parents/Carers Surveys

From Figure 6.1, it can be seen that the responses to the survey represent:

- 22 pupils in Primary 7
- 22 pupils in Primary 6
- 20 pupils in Primary 5
- 34 pupils in Primary 4
- 23 pupils in Primary 3
- 24 pupils in Primary 2
- 38 pupils in Primary 1

Question 2

Question 2 asked Parent/Carers how far they lived from the old Primary School located on Kerr Street. Respondents were asked to select from the following distances:

- Less than 1 mile
- 1 to 2 miles
- 2 to 3 miles
- More than 3 miles

Summary statistics in relation to Question 2 are provided in Figure 6.2. A total of 144 Parent/Carers provided an answer to this question.

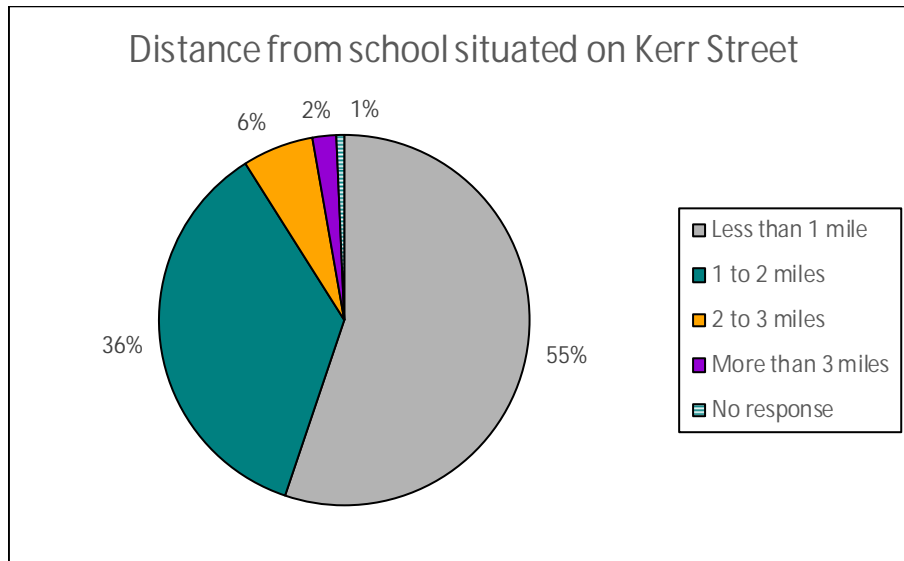


Figure 6.2 : Travel Distance for trips to and from the School located on Kerr Street

The results in Figure 6.2 show:

- 55% (80) live within 1 mile of the old Lairdsland Primary School located on Kerr Street
- 36% (52) live within 1 to 2 miles
- 6% (9) live within 2 to 3 miles
- 2% (3) live more than 3 miles from the school located on Kerr Street

From the results it can be seen that over half of the respondents (55%) live less than one mile away from the school located on Kerr Street and over 90% (132 respondents) live within 2 miles of the old school.

Question 3

Question 3 asked if their children were placement requests to Lairdsland Primary School. There was a 97% (140 respondents) response rate to this question.

Figure 6.3 represents the summary statistics in response to Question 3.

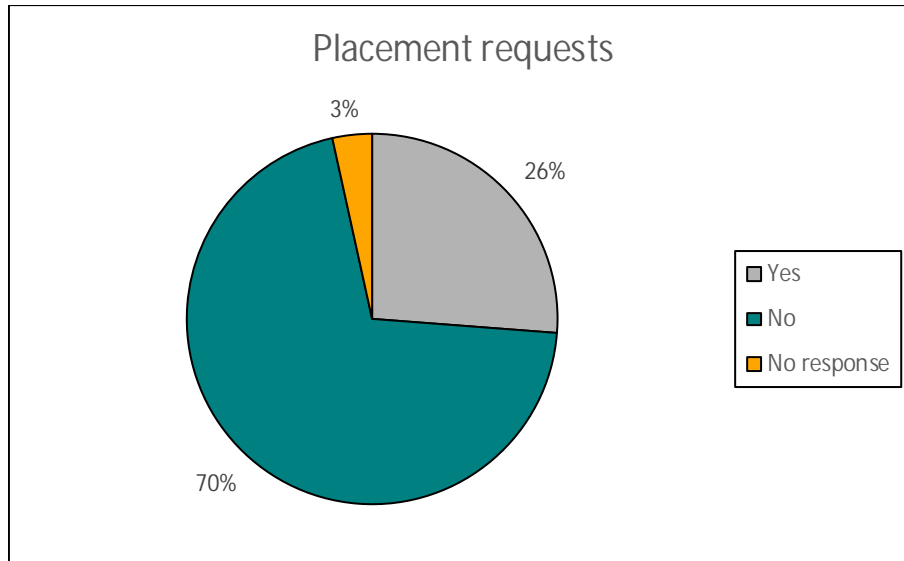


Figure 6.3 : Pupils who are Placement Requests at Lairdsland Primary School

It can be seen from Figure 6.3 that just over a quarter of the respondents to the Parent/Carer Survey indicated that their children are placement requests at Lairdsland Primary School.

Question 4

Question 4 asked Parents/Carers how their children would normally travel to school. Respondents were asked to select from the following modes:

- Walk
- Cycle
- Scoot/skate
- Park and stride
- Bus
- Car
- Taxi
- If children travel to school differently (respondents were asked to specify)

Summary statistics regarding Question 4 are presented in Figure 6.4. A total of 97% (141 respondents) provided an answer.

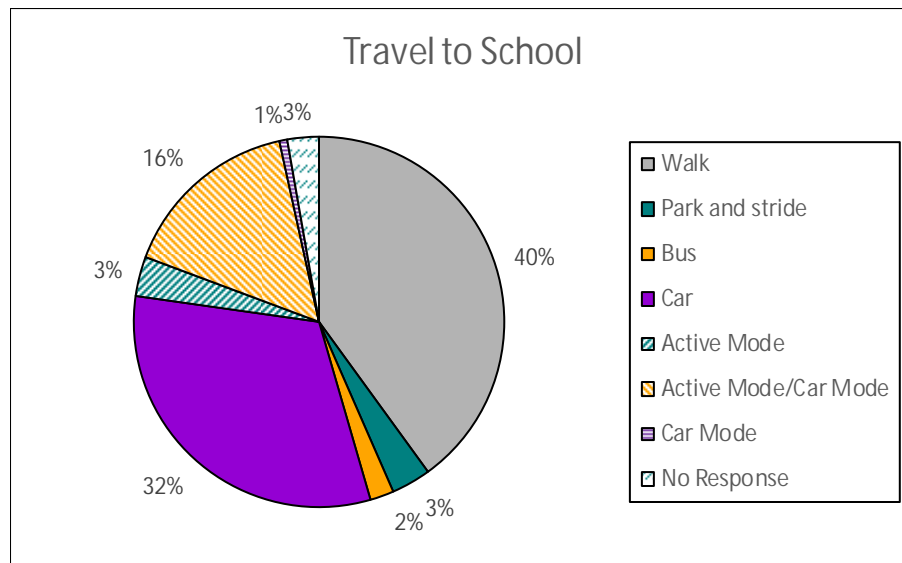


Figure 6.4: Modes of Travel to School situated on Kerr Street

The data shows:

- The most popular mode is walking, with 40% (58) choosing this option
- 32% (46) usually use the car to travel to school

Some parents/carers chose more than one option to answer this question; these were classified as an Active Mode (walk, cycle, and scoot/skate), an Active Mode/Car Mode (walk, cycle, scoot/skate, Park & Stride, or car) and Car Mode (Park & Stride and car).

- 3% (5) selected various active modes in their answer
- 16% (23) chose various active and car modes
- 1% (1) indicated various car modes

This indicates that some Parents/Carers regularly use different modes of travel to bring their children to school.

Question 5

Question 5 asked Parents/Carers to state how their children would normally travel from school. Respondents were asked to select from the same choice of travel modes listed in Question 4.

Figure 6.5 presents the summary statistics in response to Question 5. A total of 97% (141 respondents) provided an answer.

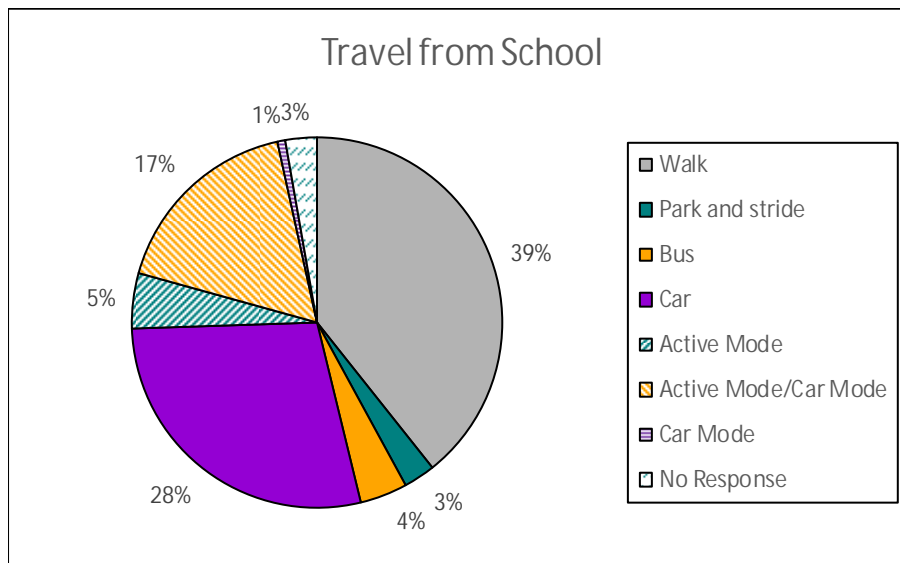


Figure 6.5: Modes of Travel from School situated on Kerr Street

It can be seen from Figure 6.5 that:

- The most popular mode was walking, with 39% (57) specifying this option
- 28% (41) indicated that their children travel from school by car

Some parents/carers chose more than one option to answer this question; these were classified as an Active Mode (walk, cycle, and scoot/skate), an Active Mode/Car Mode (walk, cycle, scoot/skate, Park & Stride, or car) and Car Mode (Park & Stride and car).

- 5% (7) selected various active modes in their answer
- 17% (25) chose various active and car modes
- 1% (1) indicated various car modes

Question 6

Respondents were asked in Question 6 what level of supervision their children have on their way to school. Respondents were asked to select an answer from the following:

- Travel accompanied by an adult only
- Travel accompanied by an adult and other children
- Travel with other children
- Travel on their own

Summary statistics relating to Question 6 are presented in Figure 6.6. There was a response rate of 92% (133 respondents) to this question.

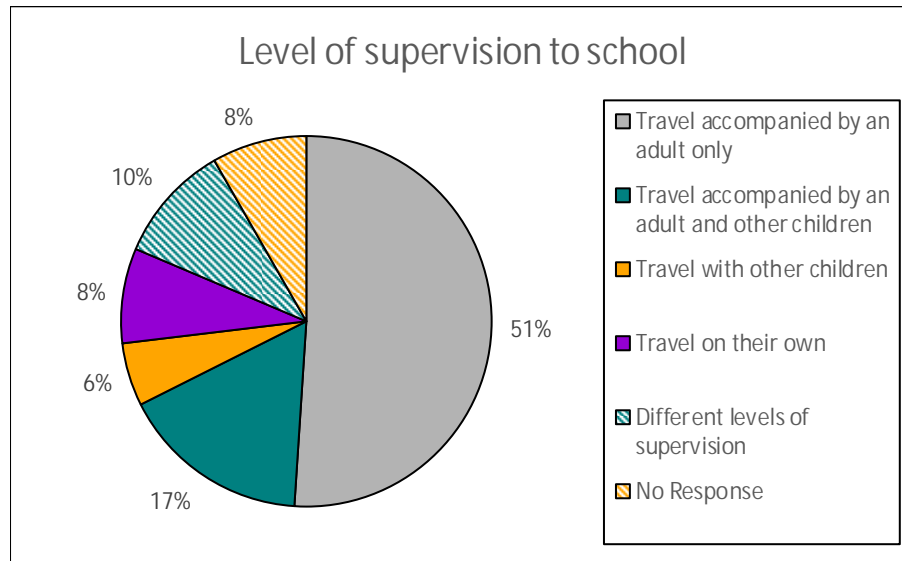


Figure 6.6: Pupil's level of supervision on their way to School

From Figure 6.6 it can be seen that:

- 51% (74) stated that their children travel to school accompanied by an adult only
- 17% (24) indicated that their children travel to school accompanied by an adult and other children
- 6% (8) specified that their children travel with other children on their way to school
- 8% (12) stated that their children travel to school on their own
- 10% (15) chose more than one option indicating that their children experience different levels of supervision on their way to school

The results show that that just over half of the pupils (51%) travel to school accompanied by an adult only.

Further analysis of the survey data showed that, of this 51% (74 respondents), 37 walk, or sometimes walk, to school while the other 37 travel by car for part/all of their journey.

Question 7

In Question 7, respondents were asked what level of supervision their children experience on their way home from school. Respondents were asked to select from the same choice of levels of supervision listed in Question 6.

Figure 6.7 presents the summary statistics in response to Question 7. A total of 141 respondents (97%) provided an answer.

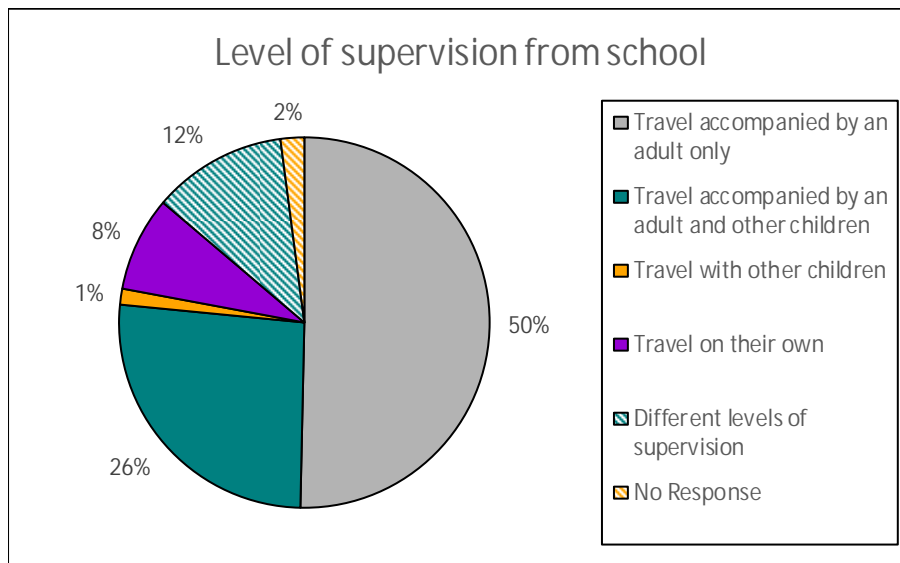


Figure 6.7: Pupil's level of supervision on their way from School

Figure 6.7 shows:

- 50% (73) indicated that their children travel accompanied by an adult only on their way from school
- 26% (38) indicated that their children travel from school accompanied by an adult and other children
- 1% (2) specified that their children travel with other children on their way from school
- 8% (12) stated that their children travel on their own
- 12% (17) chose more than one option indicating that their children experience different levels of supervision on their journey from school

The results indicated that 50% of children travel from school accompanied by an adult only.

Further analysis of the survey data showed that, of this 50% (73 respondents), 39 walk, or sometimes walk from school while the other 34 travel by car for part/all of their journey.

Question 8

Car users were asked in Question 8 to specify the main characteristics of their trip to school. Respondents were asked to select an answer from the following:

- Trip starts or finishes at the workplace
- Trip includes other destinations
- Return straight back home

Summary statistics regarding Question 8 are shown in Figure 6.8. There were a total of 70 responses.

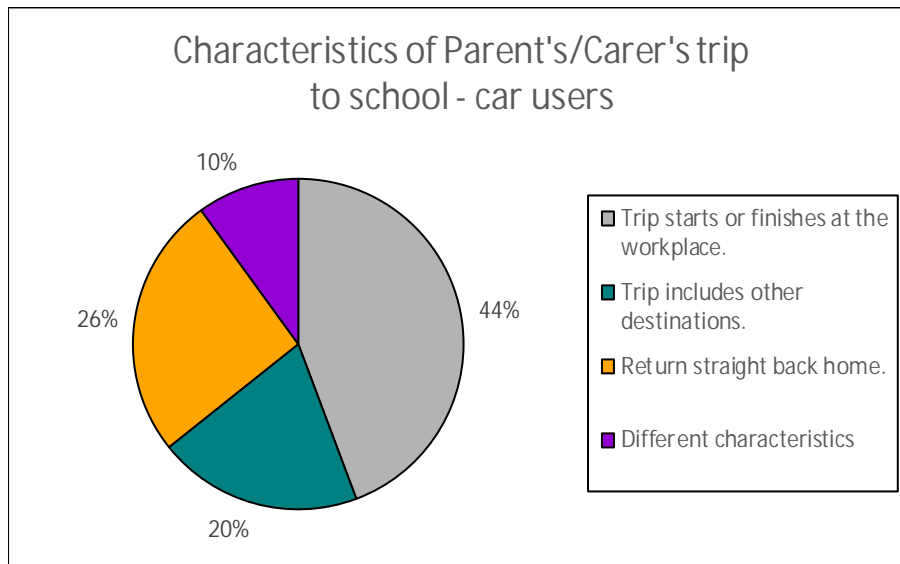


Figure 6.8: Characteristics of Parents/Carers who use a car to take their children to school

The data shows that:

- 44% (31) of the Parent's/Carer's trips to school start or finish at the workplace
- 20% (14) of the trips to school included other destinations
- 26% (18) return straight back home
- 10% (7) chose more than one option in relation to this question

It can be seen from Figure 6.8 that the majority of respondent's trips either start or finish at the workplace.

Further analysis of the data showed that, of the 26% (18) that return straight back home, 7 live within one mile of the old school situated on Kerr Street.

The data suggests that for a small number of pupils that live within 1 mile of the school, their parents make a specific car trip to/from the home to drop them at school.

Question 9

In Question 9, respondents were asked to identify the main characteristics of their trip from school. Respondents were asked to select from the same choice characteristics listed in Question 8.

Figure 6.9 presents summary statistics in response to Question 9. There were a total of 67 responses.

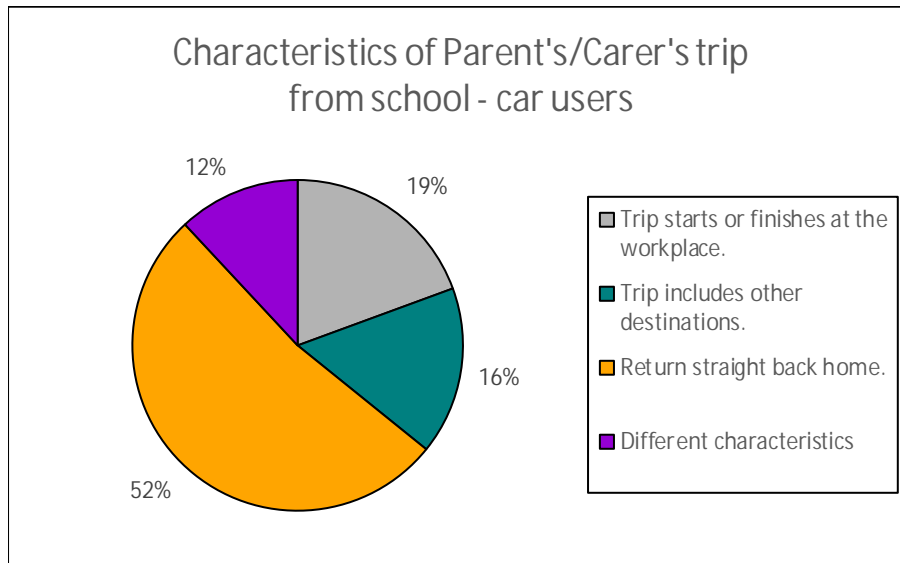


Figure 6.9: Characteristics of Parents/Carers who use a car to take their children from school

It can be seen from Figure 6.9 that:

- 19% (13) start or finish their trip at the workplace
- 16% (11) include other destinations on their trip from school
- 52% (35) return straight back home
- 12% (8) selected more than one option in relation to this question

From Figure 6.9, it can be seen that the majority of respondent's trips return straight back home, with 52% (35) providing this answer.

Further analysis of the data revealed that, of the 35 that make a specific trip from home to collect their child from school, 13 live within one mile of the old school situated on Kerr Street with less than half indicating that their children sometimes walk from school.

The data suggests that for a small number of pupils that live within 1 mile of the school, their parents make a specific trip to/from the home to collect them.

Question 10

Question 10 asked why their children did not currently walk or cycle to school. Summary statistics relating to Question 10 are presented in Figure 6.10.

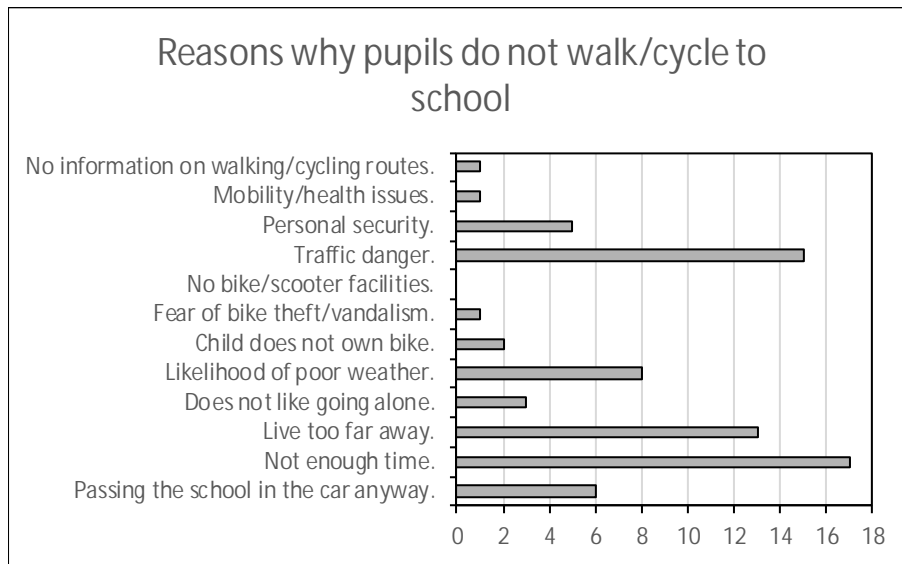


Figure 6.10: Reasons why pupils do not currently walk/cycle to school

Figure 6.10 shows that the main reason why pupils do not currently walk or cycle to school is because there is “Not enough time” with 17 respondents indicating this option. The second most popular answer was “Traffic danger” with 15 responses, while “Live too far away” was the third most popular response with 13 responses.

Further analysis of the survey data showed that, of the 17 who indicated that their children do not travel to school because there is not enough time, over half live within one mile of the school on Kerr Street.

Of the 15 that indicated that they live too far away, a small number live within 1 to 2 miles of the school.

Question 11

Question 11 asked Parent/Carers how far they lived from the new Primary School located at Southbank. Respondents were asked to select from the following distances:

- Less than 1 mile
- 1 to 2 miles
- 2 to 3 miles
- More than 3 miles

Figure 6.11a illustrates the distance from pupil's homes to the school located at Southbank. A total of 128 respondents (88%) answered this question.

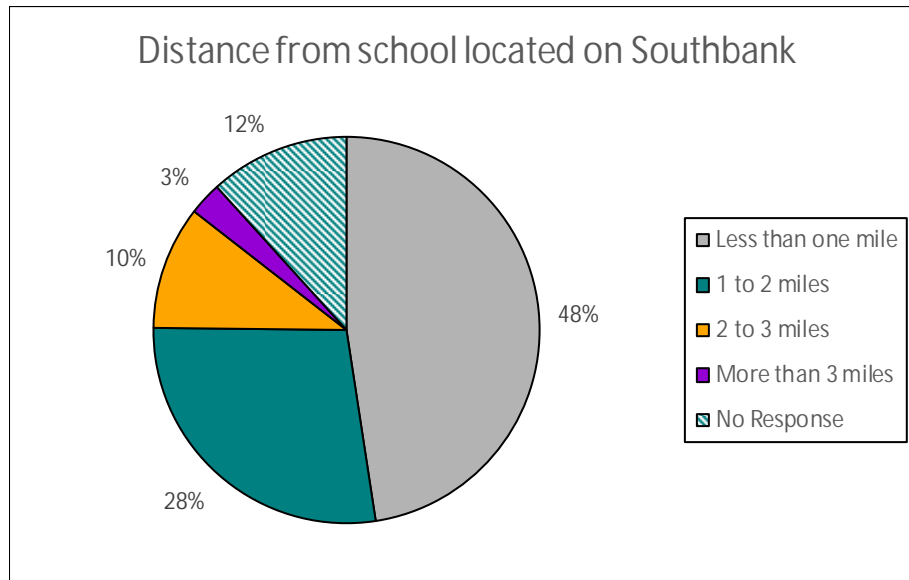


Figure 6.11a Distance from Pupil's homes to the school located at Southbank

The data shows that:

- 48% (69) indicated that they live within 1 mile of the new Lairdsland Primary School located at Southbank
- 28% (40) live within 1 to 2 miles
- 10% (15) live within 2 to 3 miles
- 3% (4) live more than 3 miles from the school located at Southbank

From the results it can be seen that nearly half who responded to the question live within 1 mile (48% or 69 pupils) while over three quarters (76% or 109 pupils) live within 2 miles of the new school.

Figure 6.11b shows the anticipated modes of travel to the new school that pupils living within one mile are expected to take.

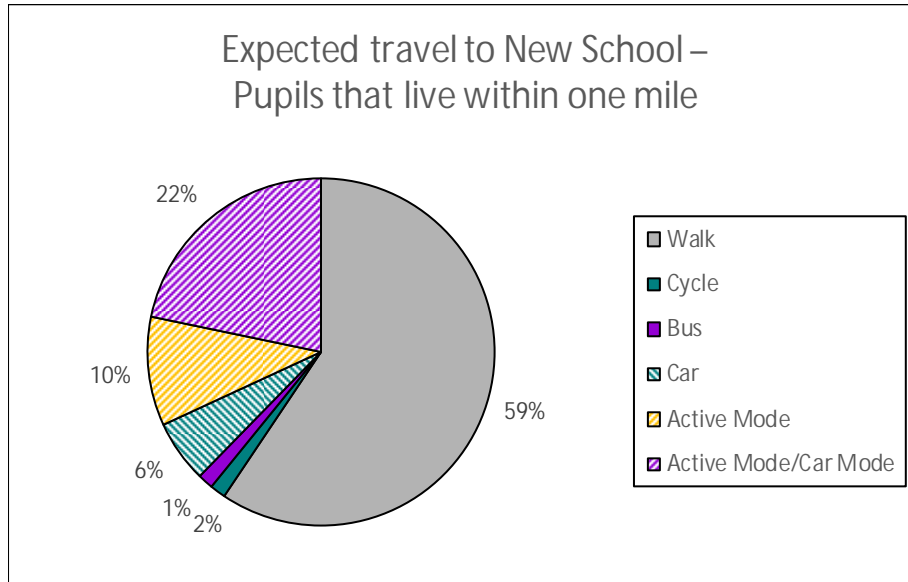


Figure 6.11b : Expected modes of travel to school of Pupil’s who live within one mile of the new School (percentages represent total sample)

Figure 6.11b shows that out of the 69 pupils who live within one mile, 59% (41) are expected to walk to the new school.

Figure 6.11c shows the modes of travel from the new school that pupils living within one mile are expected to take.

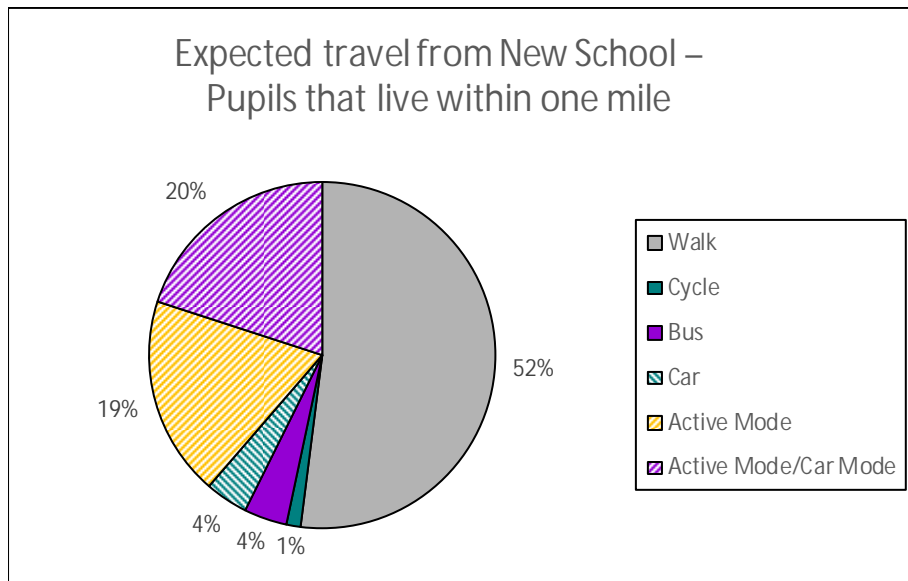


Figure 6.11c : Expected modes of travel from school of Pupil’s who live within one mile of the new School (percentages represent total sample)

Figure 6.11c shows that out of the 69 pupils who live within one mile, 52% (39) are expected to walk from the new school.

Question 12

Question 12 asked Parents/Carers how their children would be expected to travel to the new school. Respondents were asked to select from the following modes:

- Walk
- Cycle
- Scoot/skate
- Park and stride
- Bus
- Car
- Taxi
- If children travel to school differently (respondents were asked to specify)

Summary statistics regarding Question 12 are presented in Figure 6.12. A total of 128 respondents (88%) provided an answer.

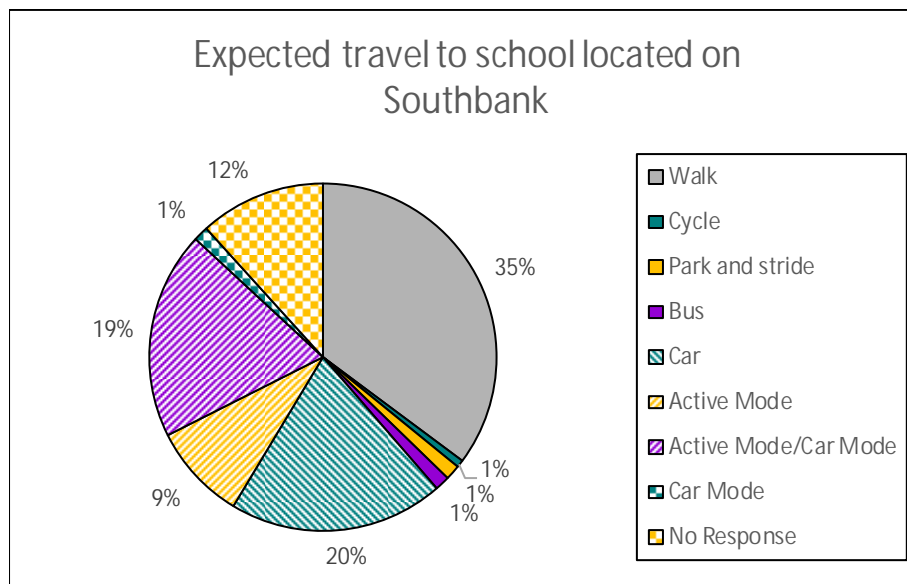


Figure 6.12: Expected mode of travel to school located on Southbank

The data shows:

- The most popular single response was walking, with 35% (51) choosing this option.
- 20% (29) expect to use the car to travel to school. Further analysis of the survey data showed that, of the 29 respondents, a small number live within one mile.

Some Parents/Carers chose more than one option to answer this question; these were classified as an Active Mode (walk, cycle, and scoot/skate), an Active Mode/Car Mode (walk, cycle, scoot/skate, Park & Stride, or car) and Car Mode (Park & Stride and car).

- 9% (13) selected various active modes in their answer
- 19% (28) chose various active and car modes
- 1% (2) indicated various car modes

Question 13

Question 13 asked Parents/Carers to state how their children would be expected to travel from the new school. Respondents were asked to select from the same choice of travel modes listed in Question 12.

Figure 6.13 shows the summary statistics in response to Question 13. A total of 141 respondents (97%) provided an answer.

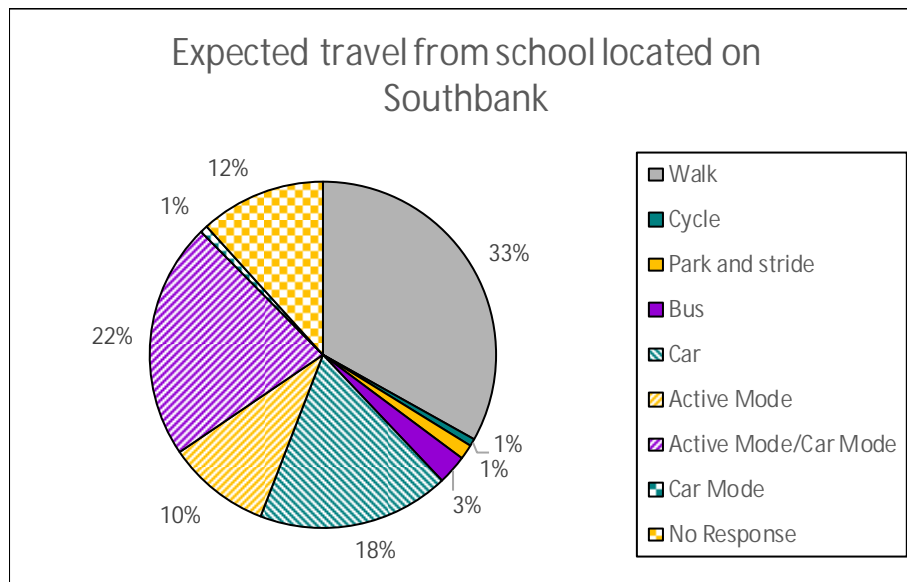


Figure 6.13: Expected mode of travel from the school located on Southbank

It can be seen from Figure 6.13 that:

- The most popular single response was walking, with 33% (48) specifying this option.
- 18% (26) indicated that they would expect their children to travel from the new school by car. Further analysis of the survey data showed that, out of these 26 respondents, a small number live within one mile of the new school.

Some parents/carers chose more than one option to answer this question; these were classified as an Active Mode (walk, cycle, and scoot/skate), an Active Mode/Car Mode (walk, cycle, scoot/skate, Park & Stride, or car) and Car Mode (Park & Stride and car).

- 10% (14) selected various active modes in their answer
- 22% (32) chose various active and car modes
- 1% (1) indicated various car modes

Question 14

In Question 14, respondents were asked what would encourage them to allow their children to walk or cycle to the new school. Respondents were asked to select all answers that apply from the list of options available.

Summary statistics regarding Question 14 are presented in Figure 6.14. A total of 105 respondents (72%) provided an answer to this question.

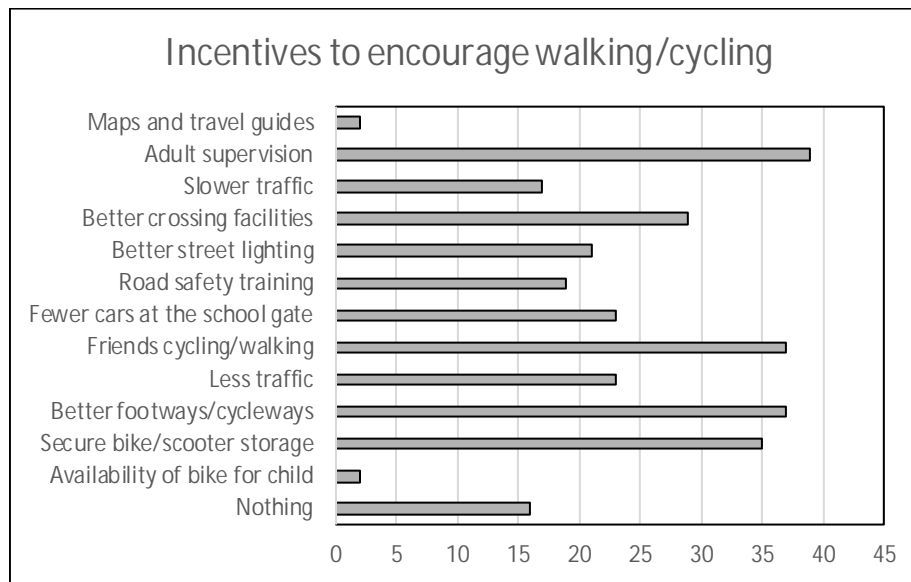


Figure 6.14 Incentives to encourage walking/cycling to the new school

Figure 6.14 shows:

- 39 would be encouraged to allow their children to walk to school if there were to be adult supervision
- 37 would allow their children to walk or cycle if their friends were also walking or cycling
- 37 would permit their children to walk or cycle if there were better footways/cycleways
- 35 would be encouraged to allow their children to walk or cycle if there were to be secure bike/scooter storage
- 29 would permit their children to walk or cycle to school if there were to be better crossing facilities

Of the 16 respondents who stated that nothing would encourage them to allow their children to walk or cycle to the new school, further analysis of the data showed that a small number live less than one mile from the school.

Question 15

Question 15 asked Parent/Carers if there were locations on the route to and from the new school that they felt would be unsafe, dangerous or require improvement.

Respondents were given the options:

- Yes
- No

A total of 52% (76 respondents) said “Yes”, while 31% (45 respondents) said “No”. A total of 17% (24 respondents) did not provide an answer to this question.

Question 16

Respondents were asked in Question 16 to identify the locations which they felt were unsafe, dangerous or require improvement. The most common locations are:

- The Canal towpath
- The bridge across the canal
- The footpath to the west of St. Ninian’s
- The footpath linking Northbank Road to the Canal towpath
- Along Southbank Road/Southbank Drive

The locations are shown as in Figure 6.15.

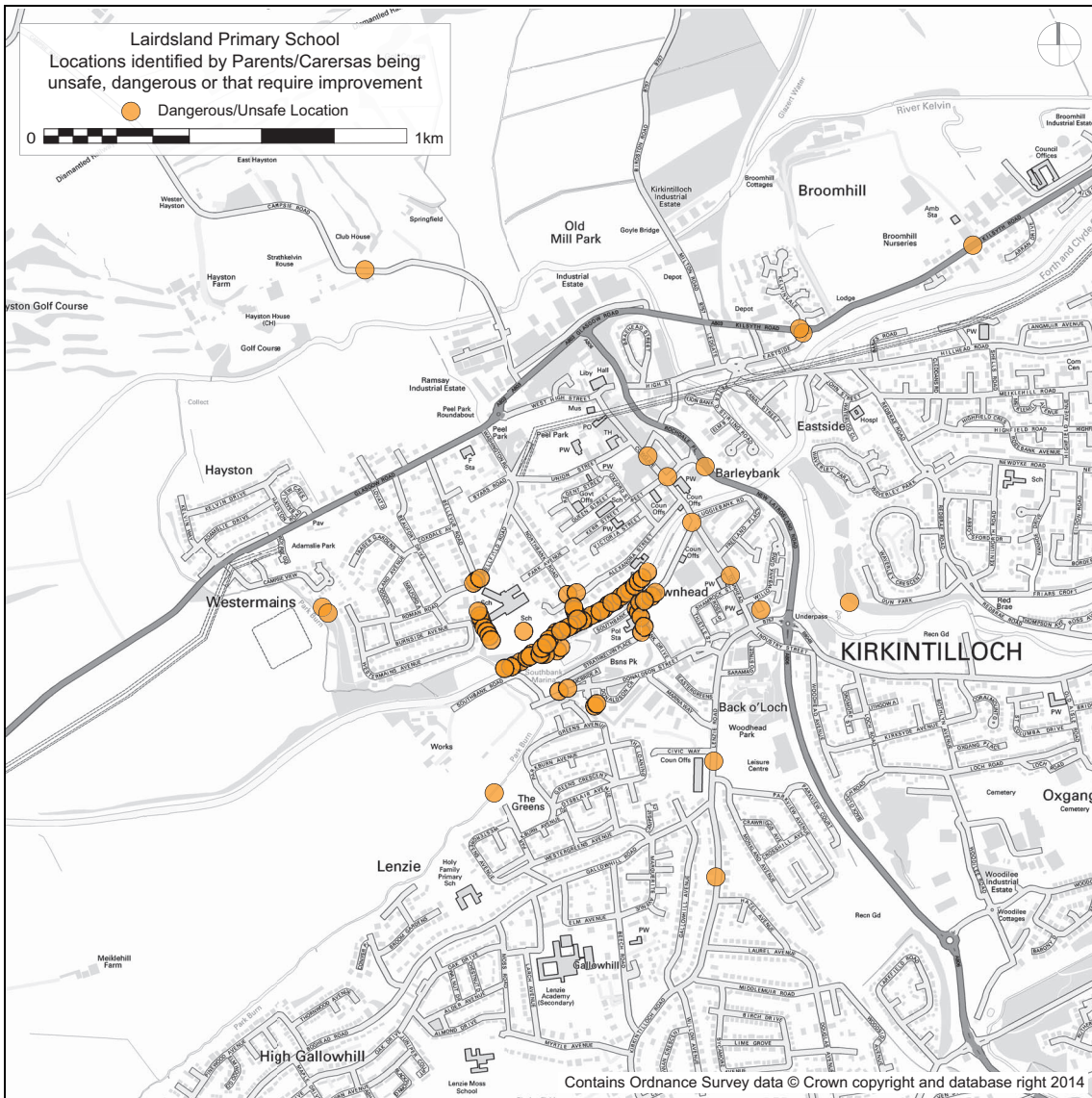


Figure 6.15 Locations which people felt were unsafe, dangerous, or require improvement

The Canal is clearly highlighted as an area of concern for parents. There are examples elsewhere in the UK of canal paths being used successfully as a principal route to schools. Measures that will be introduced to address concerns are presented in Section 8 Point 8.

Question 17

In Question 17, respondents were asked if they would allow their children to participate in an organised walking or cycling group on their journey to school.

Respondents were given the options:

- Yes
- No

A total of 68% (99) said “Yes”, while 18% (26) said “No”. No answer was provided by 14% (20 respondents).

Further analysis of the data showed that, of the 99 respondents who would allow their children to join a walking or cycling group, 55 live within one mile of the new school and 33 live between one and two miles from the new school.

Of the 20 who would not allow their children to participate in this activity, just over half live within 1 mile and just under half live within 1 to 2 miles of the new school.

Question 18

Respondents were asked in Question 18 if they would be prepared to help in school organised walking and cycling groups.

Respondents were given the options:

- Yes
- No

Out of the 145 respondents, 36% (52) indicated that they would be prepared to help while 48% (70) said that they would not be prepared to help with a walking or cycling group. A total of 16% (23) did not provide a response to this question.

Further analysis of the survey data showed that, of the 52 respondents who would be prepared to participate in school organised walking and cycling groups, 35 live less than one mile from the school and 13 live between 1 to 2 miles from the new school.

The responses provided to Q17 and Q18 indicate a willingness by parents to not only allow their children to participate in organised walking/cycling groups, but also for parents to actively take part in organising and supervising these activities.