

School Travel Planning

Hands Up Survey Report 2006-2016

1. Introduction

Aberdeenshire Council conduct an annual travel survey with all schools, primary, secondary and special needs, to look at travel patterns and trend in active travel levels. Aberdeenshire Council have been conducting this survey for 11 years, since 2006. The survey was adopted by sustrans in 2008 and rolled out to all local authorities in Scotland. More recently the survey has become an official travel to school statistic.

The survey information is essential to help plan and support projects relating to active travel to school, or safer route to school projects. In order to apply for funding, show statistic evidence to support a project or provide baseline data, the hands up travel survey is a useful resource.

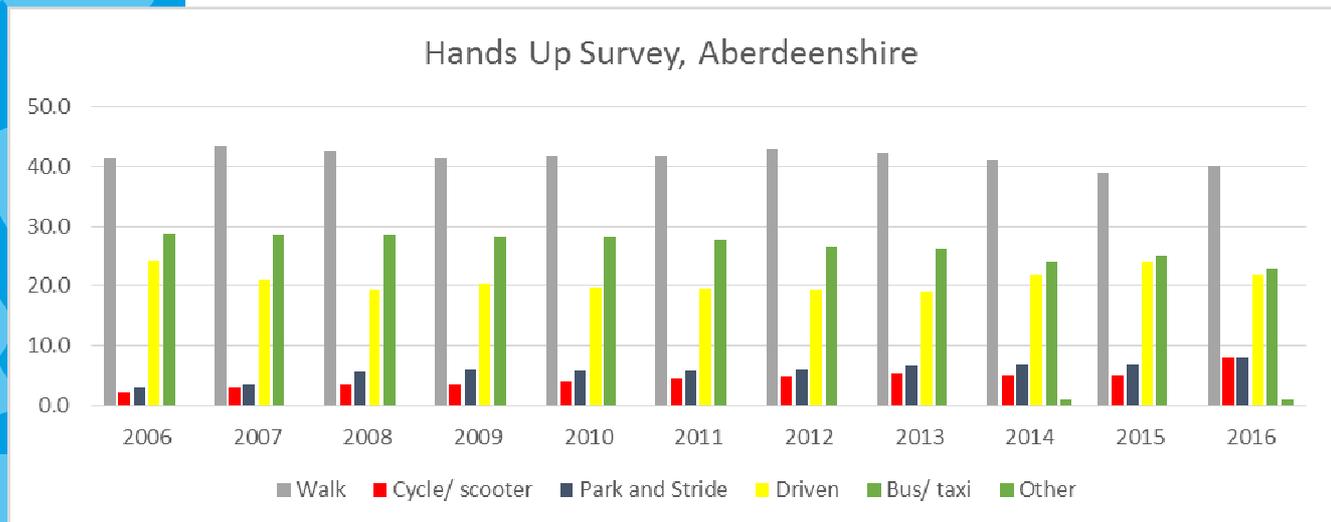
Schools are shared their individual school results, as well as Aberdeenshire average and national levels for their own interest and to help them plan any travel projects they may wish to take part in.

2. Results

2.1. Aberdeenshire results

The below chart shows Aberdeenshire Average results spanning the 11 years 2006-2016. This shows that's overall:

- Walking levels have fallen from 41.4% to 40%
- Cycling/scooter has increased from 2.3% to 8%
- Park and Stride has increased from 3.1% to 8%
- Driving has decreased from 24.2% to 22%
- Bus/ taxi has decreased from 28.8% to 23%

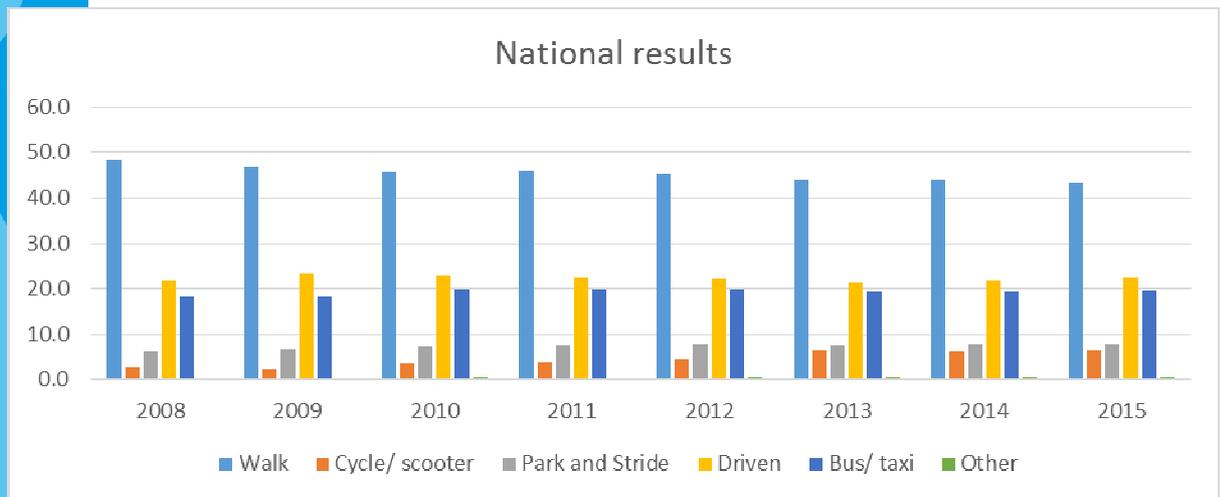


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2.2 National results

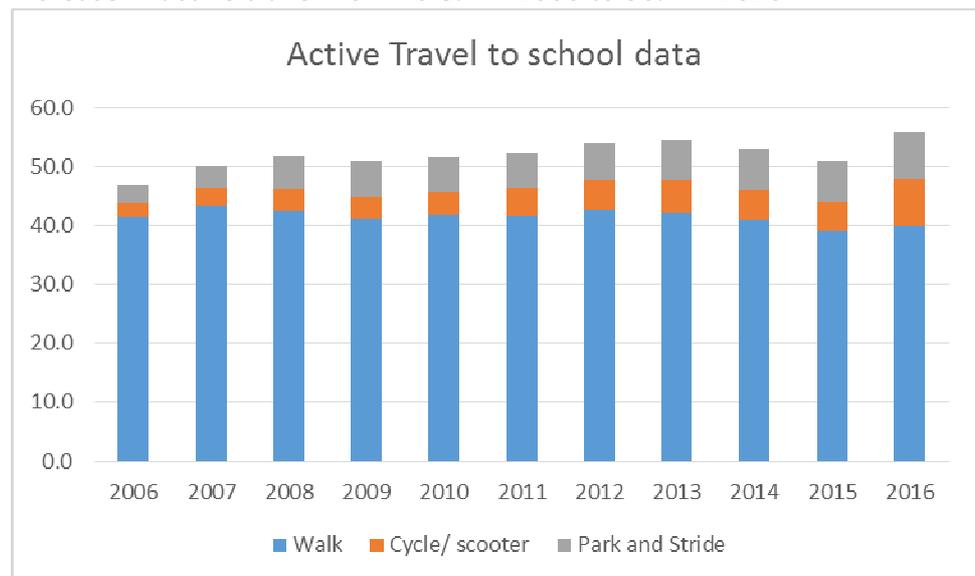
Scottish national results are in the chart below. Please note these only span from 2008-2015. 2016 figures are not available yet and therefore makes comparing to Aberdeenshire levels difficult.

- Walking levels have decreased from 48.3% to 43.3%
- Cycling/ scooting has increased from 2.8% to 6.4%
- Park and stride has increased from 6.1% to 7.8%
- Driving levels have stayed very similar from 22% to 22.4%
- Bus/ taxi levels have increased from 18.2% to 19.6%



2.3 Active travel

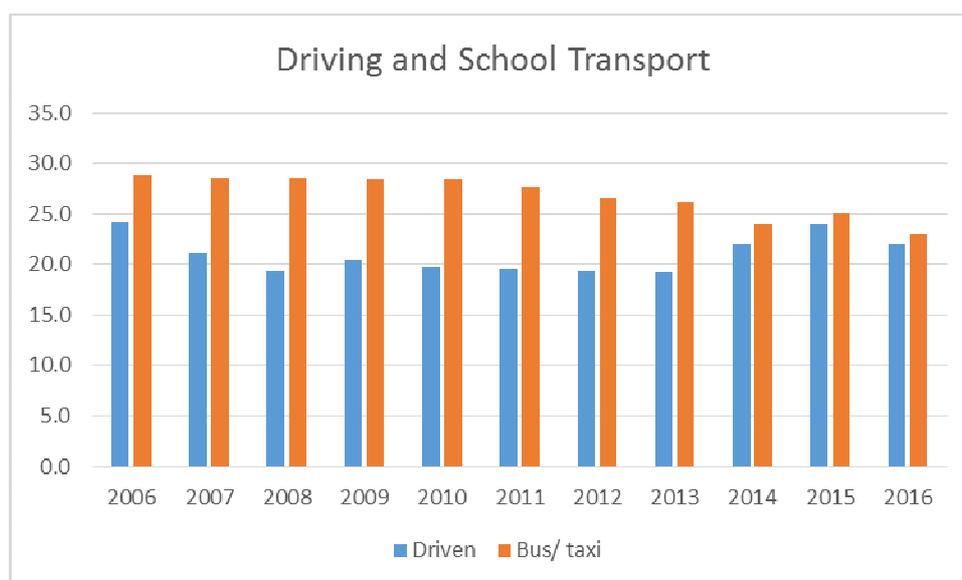
Active travel is described as either walking, cycling and scooting or Park and stride. Combining these three modes together, Aberdeenshire have seen an increase in active travel from 46.8% in 2006 to 56% in 2016.



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2.4 Driving and bus transport

There has been a steady decline in bus transport, from 28.8% to 23%. Driving levels have fluctuated over the years but saw an increase from 2011 to 2015, with a drop in 2016, overall still lower than when the survey started.



3. Constraints

Although the hands up survey is a useful tool in showing individual school results and how certain geographic changes or measures that have been introduced have made a particular impact on a certain school, there are far too many factors that may influence an overall Aberdeenshire result. For example: many towns have seen significant growth and many pupils facing longer journeys, in 11 years families will all be very different with different journeys being made by different people; changes to Aberdeenshire councils school transport policy will affect who may or may not be travelling by bus and exploring other options; no way or knowing what the results would be if no action on safer routes to school were taking forward.

4. Initiatives and Case studies

Aberdeenshire Council, Strategy Unit have worked on a number of initiatives to increase active travel levels in schools. Below are some examples:

- Encouraging and supporting all schools to develop school travel plans by providing clear guidelines, templates and lesson plans
- Developing a school resource pack to demonstrate how active travel related themes fit within the curriculum.

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- Supporting and funding national initiatives such as the living streets WOW scheme, promoting the sustrans big pedal, walk to school week, bike week and other national campaigns.
- Supporting the Give Everyone Cycle Space campaign
- Applying for funding for cycle and scooter parking
- Developing a 'park smart' campaign
- Help support and fund infrastructure improvements such as crossings, paths or cycle routes and tying in needs into wider community consultations.
- Supporting and providing opportunities for cycle training, cycle led ride leader training, cycle maintenance courses and bikeability
- Provide road safety magic shows for every primary 1 to 3 pupils.

Looking at individual school results before and after certain initiatives have taken place can help determine the impact certain projects have and therefore provides support in rolling these out to other schools. Some examples are below:

- Premnay Primary School. Concerns very raised in relation to the narrow pavement leading from the village towards the school. This was on a bend and there was a huge perception that this was not safe. There was an opportunity to create a path through the park area leading to the back of the school, this provides a safe, off route 'short cut' to school. Since this has been installed, driving levels have dropped from 35% to 0%, active travel levels have increased from 35% to 97%.
- Ellon academy – the school was set to move and be rebuilt in a new location across town. This provided an opportunity to create safe, off road cycle paths to the new school. Cycling levels increased from 0% to 7%.
- Meiklemill Primary – began work on encourage active and sustainable travel in a bid to tackle the congestion issues at the school gate. The school introduced the WOW project, have annual family rides, cycle led rides, cycle parking, travel plans. The school have seen an increase in active travel from 64% to 80%.