
Sustaining Dunbar

Local Travel Survey
Report

March 2012

1. INTRODUCTION

In 2011, Sustaining Dunbar was awarded a grant by the Climate Challenge Fund to continue the work started by its Connecting Dunbar Project in 2009. The aims of the 2009 project were to make it easier to walk, cycle and use public transport in Dunbar and the surrounding areas. The 2011/12 project built on this by aiming to encourage and support local people to make changes which reduced the need to travel by car, thus cutting co2 emissions. A series of local travel surveys were carried out at the end of this project to measure the impact of our work and assess the best way to carry on with this work in the future. This report gives a detailed analysis and conclusions from the surveys.

2. BACKGROUND

The target areas for the 2011/12 project were:-

- To encourage people to make fewer unnecessary journeys, transferring private car journeys to public transport, walking, cycling and car-sharing
- To establish projects such as 'Quality Streets' reviews, 'adopt a bus stop', 'What's stopping you?' cycling advice plus personalised travel planning.

Brief descriptions of the key projects follow:-

What's Stopping You

We discovered that many people had bicycles that they didn't use, because they lacked basic maintenance skills or the confidence to cycle on busy roads.

This project aimed to provide cycling confidence training, a bike buddy scheme and a series of led cycle rides to encourage people to use their bikes. It was also planned to set up a weekly bike maintenance facility and bike-recycling project in conjunction with the Countess Youth Group, community police officers and local businesses. People would be encouraged to make a commitment to regular utility cycling by being offered support and incentives.

Apart from encouraging people to cycle more, this project sought to provide skills training, particularly for young people, enhancing self-esteem and social cohesion.

Support for Local Transport Groups

Providing support to set up, publicise, promote and help run local transport groups was seen as key to engaging with the community and encouraging greater participation. Single interest groups such as RELBUS, RAGES, SpareWheels, Dunbar Cycling Group, Living Streets and 20's Plenty would be given the help they needed to become established, while also aiming to ensure that all modes of transport become fully integrated.

Local Travel Information

Developing on-line interactive bus timetables and other user friendly, up-to-date public transport and local travel information was considered central to encouraging people who usually drove to consider walking, cycling or taking the bus or train instead. The production of local travel information resources such as leaflets and factsheets, together with easily accessible and user friendly public transport information would be used in conjunction with travel advice sessions to provide a practical and personalised travel planning service which would support people as they made their changes towards greater use of sustainable transport. This would include working with Neighbours Together groups to provide tailored travel advice which would reduce their car travel and help groups to work towards changes to make it easier and more pleasant to walk and cycle in their local area.

On-going Travel Monitoring

We would also continue yearly monitoring of the travel behaviour of school pupils and carry out surveys to monitor general changes in travel behaviour and the barriers to greater use of sustainable travel.

3. SURVEY

It was decided to use a similar survey methodology to that used during the 2009/2010 project. Local travel surveys were carried out in February 2012. These were in the form of self completion questionnaires, a copy of which may be found in Appendix A.

Methodology

The local travel survey questionnaire was developed from previous work. It was designed for self completion and a major objective was to gain information about recent changes in travel behaviour. People were also given the opportunity to comment on local conditions for pedestrians and cyclists, and train and bus services. Questions about car use were also included this time, and the opportunity was taken to gather information which would be useful about attitudes towards 20 mph speed limits and car clubs. The surveys were distributed to local primary and secondary school pupils in Dunbar during February. Schools were given a small monetary incentive of 50p for every completed form received. In order to obtain a fair sample, local people were recruited as surveyors to interview residents not covered by the above opportunities. A total of 722 responses were received, an increase of 39% on the previous local travel survey, which is encouraging.

Response Rate

AREA	LOCAL TRAVEL SURVEY 2012	HOUSEHOLD SURVEY 2009
Dunbar/West Barns	546	416
East Linton	108	55
Villages	41	40
Unknown/Outside Ward 7	27	9
TOTAL	722	520

Response Distribution

Of the 722 responses received to the local travel survey
75% were from Dunbar
15% were from East Linton
6% were from the villages
4% were unknown/outside ward 7

4. SURVEY RESULTS – LOCAL TRAVEL SURVEYS

4.1 Vehicle Ownership Rates

Looking first at vehicle ownership rates for the whole survey area:-

4.1.1 Cycle Ownership Rates

Number of Bikes	2010		2012		Change
	Number of Households	Percentage	Number of Households	Percentage	
0	125	26%	167	23%	-3%
1	55	12%	64	9%	-3%
2	77	16%	104	15%	-1%
3	65	14%	106	15%	+1%
4	99	21%	124	17%	-4%
5	40	8%	67	9%	+1%
6+	17	3%	87	12%	+9%
Total	478	100%	719	100%	

N.b. only households providing information were analysed

The 719 households providing data owned a total of 2038 bikes, an average bike ownership of 2.8/household, up 0.2 on 2010's figure of 2.6. The number of households not owning a bike has dropped from 26% to 23%, whereas the number of households owning more than 6 bikes has increased hugely from 3%

to 12%. This is probably a reflection of the large number of children cycling in Dunbar, and their propensity for growing out of bikes quite quickly!

Unfortunately, there are no figures for bike ownership in Scotland, but the DfT (2007) estimates that 43% of people in Great Britain aged 5 and over own a bicycle. Figures from our surveys indicate that there are 2038 bikes and 1637 people, giving a possible rate of 77%! Of course, some households have more bikes than people, particularly families as children grow out of their bikes quite quickly, but even if this is taken account of (i.e. by reducing the number of maximum number of bikes/household so it matches the number of people in the household), the figure still remains much higher, at 72%.

4.1.2 Car Ownership Rates

Number of Cars	2010		2012		Change
	Number of Households	Percentage	Number of Households	Percentage	
0	82	17%	88	12%	-5%
1	204	43%	311	43%	0%
2	163	34%	268	37%	+3%
3	23	5%	42	6%	+1%
4	5	1%	8	1%	0%
5+	1	-	4	1%	+1%
Total	478	100%	721	100%	

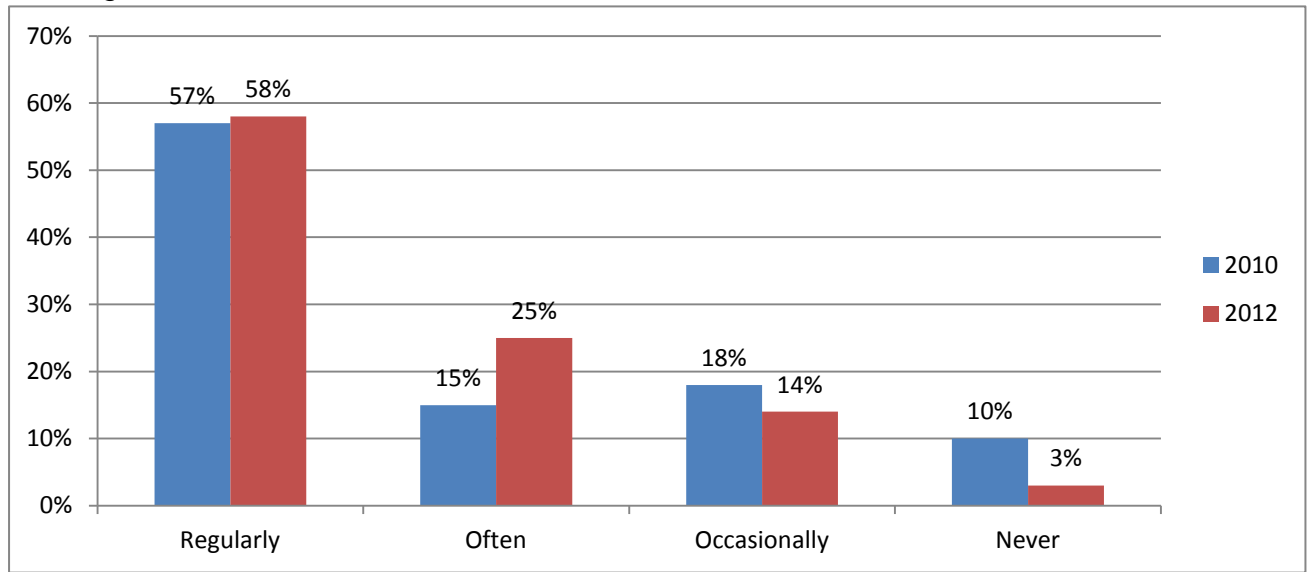
N.b. only households providing information were analysed

The 721 households providing data owned a total of 1029 cars, an average car ownership of 1.43/household, up slightly on 2010's figure of 1.38.

4.2 Everyday Travel Behaviour

People were asked if they walked, cycled and used public transport regularly, often, occasionally or never. A brief summary of the results, and a comparison with previous figures, follows:-

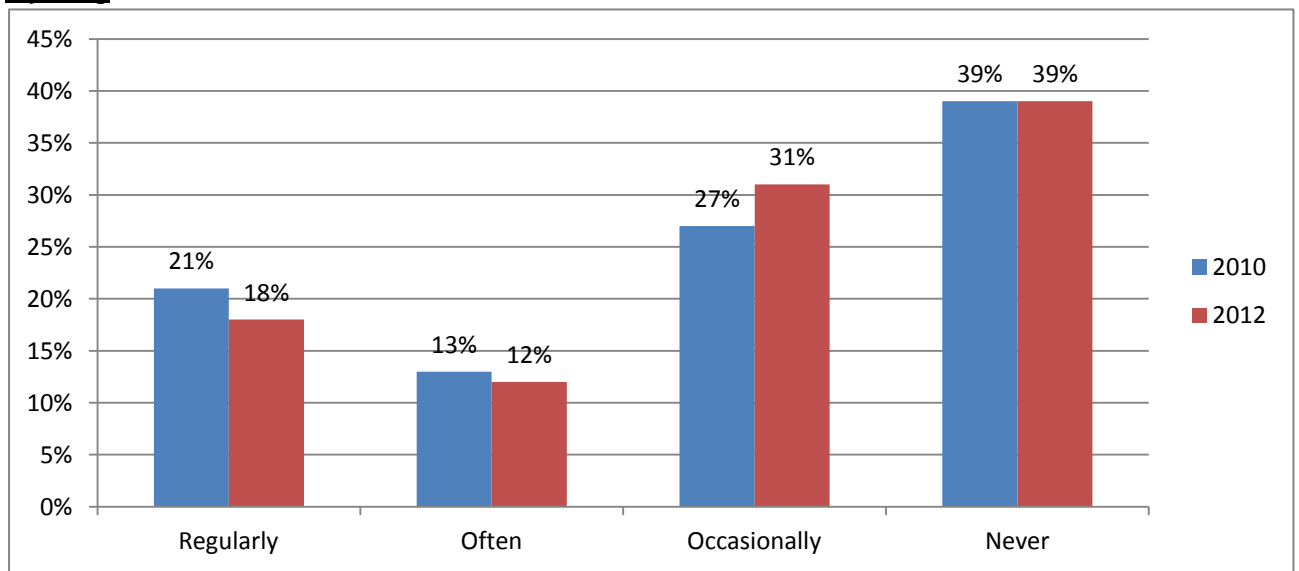
Walking



Q8. Do you walk locally regularly/often/occasionally/never?

Encouragingly, walking rates have generally increased. The number of households never walking has decreased from 10% to 3%, and the other major change is the number of households walking often, which has increased from 15% to 25%.

Cycling



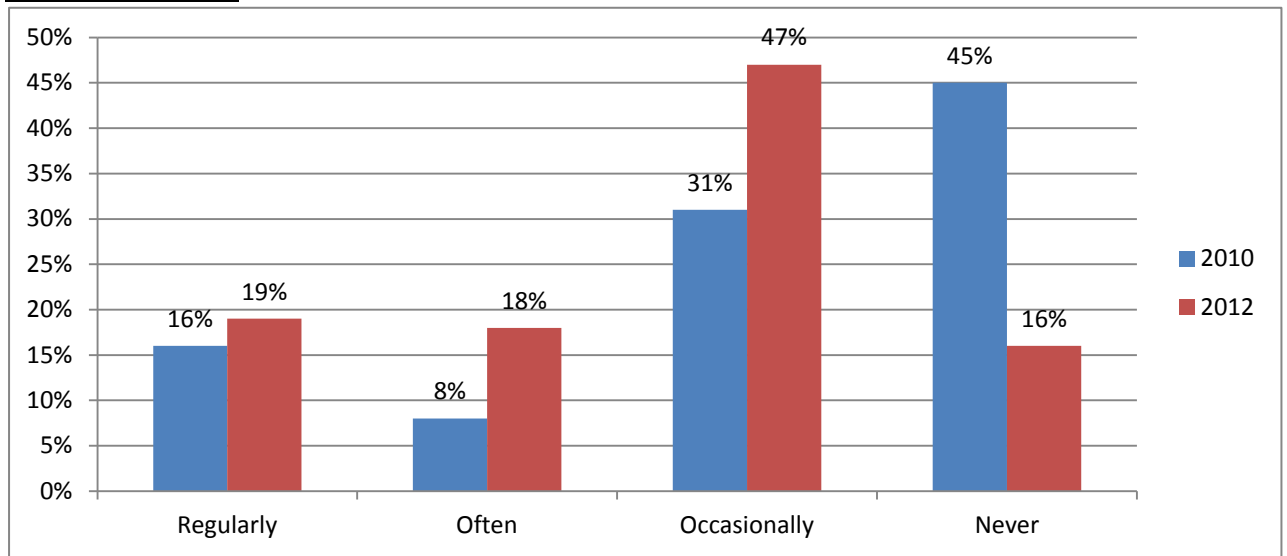
Q11. Do you cycle locally regularly/often/occasionally/never?

Cycling behaviour has not changed very much. This may be because of the high levels of children who already cycled to primary school in particular, leaving a reduced scope for increase.

Additional Information about Bike Usage

Of the 668 households providing information, some 146 do not own bikes. Looking at the 522 households who do own bikes, some 118(23%) cycled regularly, 81(15%) cycled often, 207(40%) cycled occasionally and 116(22%) never cycled. This means that over 60% of bikes in Ward 7 are not being used regularly.

Public Transport



Q14 Do you use public transport(bus or train) regularly/often/occasionally/never?

Public transport usage appears to have increased substantially. There have been major changes in all but the regular use category. The number of households never using public transport has decreased significantly from 45% to 16%. The number of households using public transport often has also increased significantly from 31% to 47%. There are many factors which could be leading to this; the increasing cost of petrol, the tram/roadworks in Edinburgh City Centre, the small increase in the number of trains on the Dunbar to Edinburgh Service. In previous studies it was identified that the major barrier to public transport use was the lack of up to date timetables and information about services. Sustaining Dunbar has worked to increase availability, along with producing more user friendly timetables and information, and has to date distributed almost 4000 bus and train timetables. It is hoped that this work has also contributed to the increase in public transport use.

Q16. Do you think local bus and train services are good / adequate / not good?
(give details)

30% did not reply to question

21% thought bus and train services were good

32% thought bus and train services were average

17% thought bus and train services were not good

GENERAL COMMENTS ON PUBLIC TRANSPORT

- Fares costly (30 respondents)
- Public transport not frequent enough (24 respondents)
- Public transport never on time (8 respondents)
- Need more services at night (6 respondents)
- Public transport is improving (4 respondents)
- Fares for young people/families are too expensive (4 respondents)
- Need better disabled access (2 respondents)
- Need better integration (2 respondents)

GENERAL COMMENTS ABOUT BUS SERVICES

- Bus fares are too expensive (24 respondents)
- Need more frequent buses (19 respondents)
- Buses not reliable (10 respondents)
- Bus service takes too long (7 respondents)
- Bus service is terrible (6 respondents)
- Need lower buses/better access for disabled and buggies (5 respondents)
- Need accurate timetables displayed at bus stops (4 respondents)
- Need later services (4 respondents)
- Buses are good (3 respondents)
- Need more linked up services (3 respondents)

SPECIFIC COMMENTS ABOUT BUS SERVICES

- Access onto First buses poor (15 respondents)
- First drivers are unfriendly/rude/unhelpful (7 respondents)
- First Buses are expensive and infrequent (6 respondents)

There were many suggestions for route changes/improvements to the existing local bus services. These are shown in the table below:

SUGGESTION FOR IMPROVEMENTS TO BUS ROUTES

SUGGESTED ROUTE IMPROVEMENT	NUMBER OF COMMENTS
Bus service to Walker Homes, Dunbar	9
More buses Dunbar – North Berwick	3
Direct bus to Musselburgh	4
More direct buses Dunbar - Edinburgh	5
Need bus to Tranent	2
Need to connect Dunbar – old town and new houses	4

GENERAL COMMENTS ABOUT TRAIN SERVICES

- There are not enough trains (29 respondents)
- Need later trains (17 respondents)
- Train fares are very expensive (14 respondents)
- Need later trains at weekends (14 respondents)
- Need more trains at the weekend (11 respondents)
- Trains are expensive for teenagers (5 respondents)
- Service getting better, but irregular (4 respondents)
- Can't get a seat (3 respondents)

SPECIFIC COMMENTS ABOUT TRAIN SERVICES

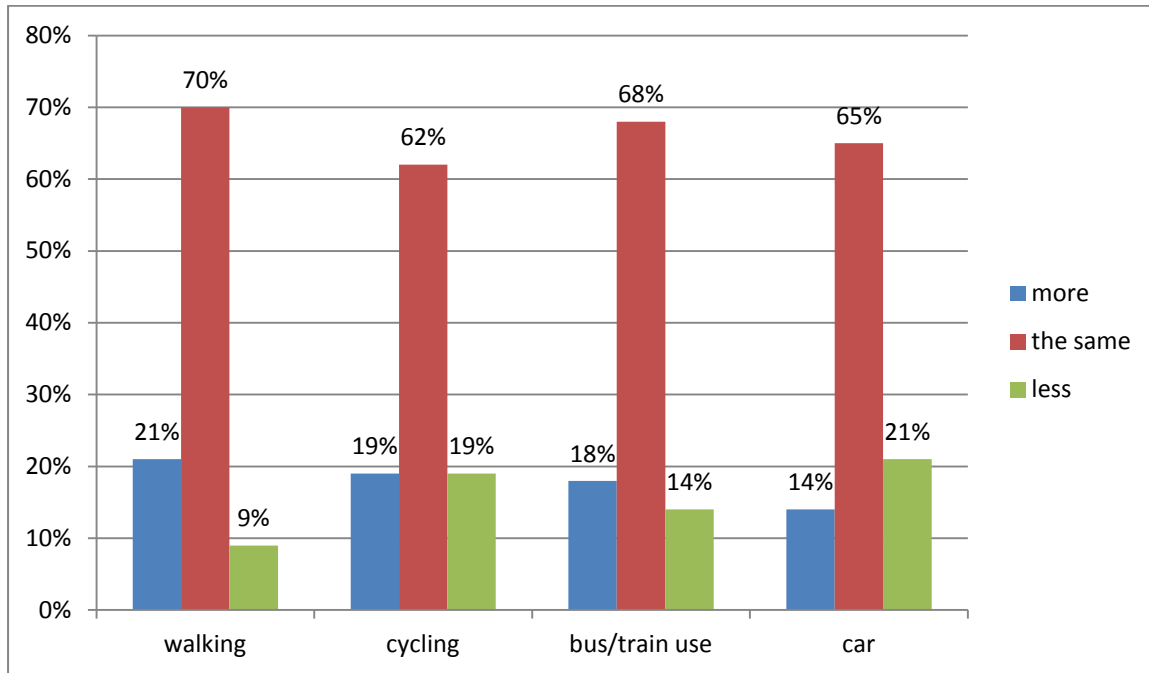
- Open a train station at East Linton (25 respondents)
- Need late train to and from Edinburgh (14 respondents)
- Not enough trains stop at Dunbar (11 respondents)
- Need more trains to and from Edinburgh (9 respondents)
- Need more trains to and from Edinburgh in the morning (4 respondents)
- North Berwick has a better service (3 respondents)
- Need more trains to and from Edinburgh in the evening (2 respondents)
- Need more southbound trains in morning (2 respondents)

4.3 Changes in Travel Behaviour

Specific questions were asked about travel behaviour changes over the past year:-

Do you think your household uses the car less and walks/cycles/uses public transport more now compared to a year ago? more / the same / less.

Do you think you use your car more or less compared to the past year?



It should be noted that this data relates only to journeys which have transferred from car to other modes. It does not cover new walking, cycling or public transport journeys. It can be seen that the results of this question are broadly in line with the previous analyses; walking and public transport use have increased, whereas cycling has remained constant. Encouragingly, overall car use has declined.

4.4 Car Use

Daily Usage

Households were asked how many times a day on average they used the car. Of the 713 households who gave information, 88 did not have cars. Looking at the households who did have cars, 10% did not use them daily, 53% used them once or twice daily, 34% used them between 3 and 6 times a day and 3% used them more than 6 times/day. This indicates that almost 40% of households use their cars more than twice a day, giving scope for car usage reduction.

Type of Journeys Made

21% of households use their cars mainly for local trips
21% of households use their cars mainly for long distance trips
58% of households use their cars for both

Again, the fact that 21% of cars are used mainly for local trips indicates further scope for car usage reduction. Previous studies suggest that around 50% of car trips are local, of a distance suitable for walking and cycling.

Section 4.3 deals with changes in travel behaviour, including car use. These figures suggest that

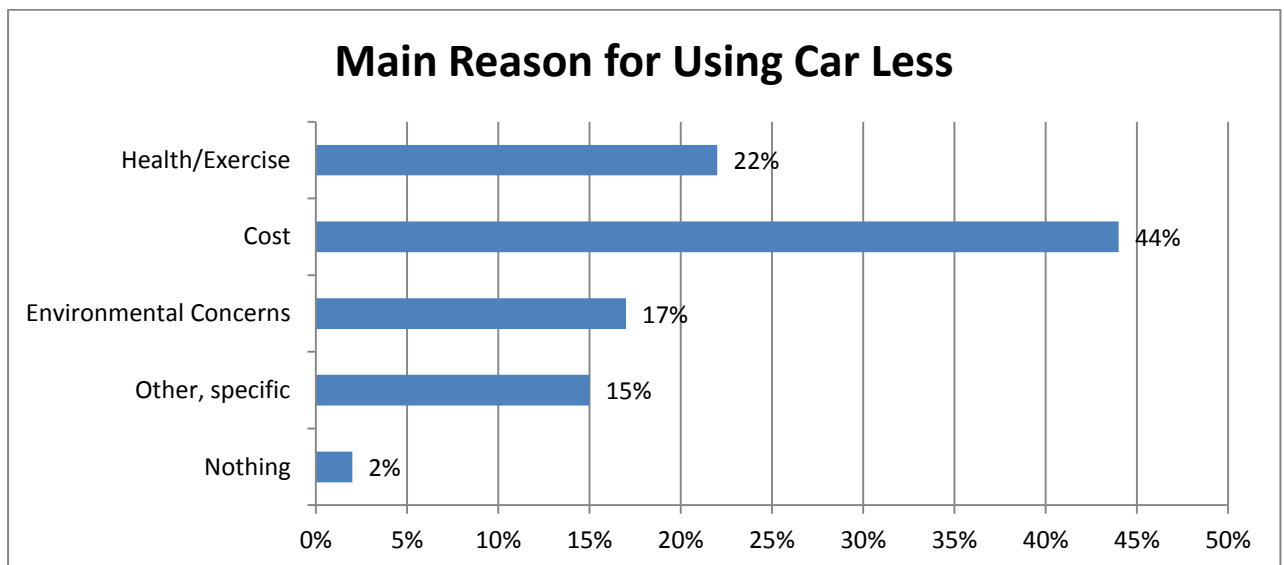
21% of households use their car less now compared to last year
65% of households use their car the same amount
14% of households use their car more
Indicating a net decrease in car use since last year.

Households were then asked if they used their car more or less than last year, how many more/fewer car trips a week they made. 86 households said they made more trips, on average 3 trips more/household/week. 123 households said they made fewer trips, on average 3.5 trips less/household/week.

4.5 ATTITUDES TO SUSTAINABLE TRAVEL

Households were asked about their attitudes to sustainable travel, what would help them to reduce their car use:-

Q11. What would be the main reason for using your car less?



It can be seen that cost would be the main factor for using the car less. As the cost of fuel rises, people are becoming increasingly aware of how much a journey costs. Continuing to provide information about sustainable alternatives for short journeys and eco-driving will give people the opportunity to reduce the cost of travel while also reducing CO₂. Environmental concerns and health/exercise are not far behind. It should be easier to persuade these people to reduce their car travel.

4.6 Questions Specific to Sustaining Dunbar

4.6.1 Advice

We took the opportunity to ask some questions specific to the Sustaining Dunbar transport team.

Firstly we wanted to know how many people had received travel advice in the form of bike advice, bike training/maintenance, Neighbours Together and general travel advice.

Area	Received Advice	Not Received Advice
DUNBAR	19%	81%
EAST LINTON	10%	90%
VILLAGES	21%	79%
TOTAL AREA	18%	82%

Analysis of travel forms returned via DPS and DGS shows that around 20% of pupils/parents have received advice, with 80% not.

These figures show good coverage, and demonstrate the effectiveness of a wide range of measures such as working closely with the schools to provide cycle training and maintenance opportunities and training and advice in independent travel, participation in travel to school surveys, drop in travel advice sessions at various locations, including a regular town centre presence, and attendance at local events.

Breaking these figures down to modal categories:-

Percentage of households who received travel advice and made co2 savings	Percentage of households who did not receive travel advice but still made savings	Travel Mode
32%	18%	Walking
28%	14%	Cycling
22%	15%	Public Transport

It can be seen that receiving travel advice does appear to influence co2 savings at a household level.

Monitoring of travel behaviour

School Pupils - We continued yearly monitoring of the travel behaviour of pupils at Dunbar Primary and Dunbar Grammar Schools. Data on mode (both actual and desired), distance of journey, travel to after school activities and suggested improvements for the journey to school were collected again. This year we also introduced a question asking pupils to estimate how long it would take them to travel to school by different modes. The object of this was to encourage pupils to consider other ways to get to school; for instance, it could in reality be quicker to walk or cycle to school than be driven. The reports covering our travel to school surveys can be found in Appendix 2.

4.6.2 SpareWheels

We also wanted to gather information about SpareWheels, Dunbar's local carshare club, which is being supported by Sustaining Dunbar. This information will be used in future campaigns to increase membership and provide a more attractive service.

Have you considered joining SpareWheels car sharing club?

Yes – 9%

No – 91%

(Total number of respondents = 606)

In what ways do you think carsharing might work for you in the future?

The following comments were received:-

Reasons for using carsharing

Reason	Number of Respondents
Costs will be less	37
To help the environment	10
For going to work	7
When we need a bigger car	5
Good if you're organised	4
To use as a backup second car	4
Use it already	3
Prefer to walk	2
It would reduce the number of cars	2
If there were better cars	2
If couldn't afford our own car	2
For occasional work trips	1
Convenience	1
Parents wouldn't always have to drive me	1
Would be good if car broke down	1
To access places can't reach by public transport	1
Would give greater flexibility	1
Eliminates the need to buy a car	1

Reasons for not using carsharing

Reason	Number of Respondents
It wasn't practical	99
Don't drive	17
Good idea, but not for me	13
I always need/rely on my car	8
Currently too expensive to be a viable option	5
Self employed	5
Live/work in country	4
Don't commute regularly enough	4
Would use if younger/not retired	3
Good idea, but not for irregular users	2
Tried it, didn't work	2
I have dogs, so unsuitable	1
Have my own car	1
Not convenient if want to get somewhere fast	1
Don't drive enough	1
Already have two cars	1
Public transport is good enough	1

Suggestions for Improving Service

Suggestion	Number of Respondents
Don't know what it is	7
If car club was bigger and I was guaranteed a car	6
Need an East Linton Branch	6
Need better advertising	5
Need more info on service/pick up places	3
Make a van available	1
Electric vehicles	1
Need one closer to local area	1
Tow bar	1
Government should incentivise	1

Comments about Trip sharing

Comment	Number of Respondents
Car share already	19
Can't, I don't work regular hours	10
Only if going to same place at same time	2
Would consider for work if there was someone going to the same place	1
Already do what we can	1
If there were more people where I live	1
For getting lifts	1
If I could share with someone quiet	1
Would do it if people I worked with lived near me	1
If I could find like minded people	1
I work part time	1
Would if worked in Edinburgh	1

20's Plenty

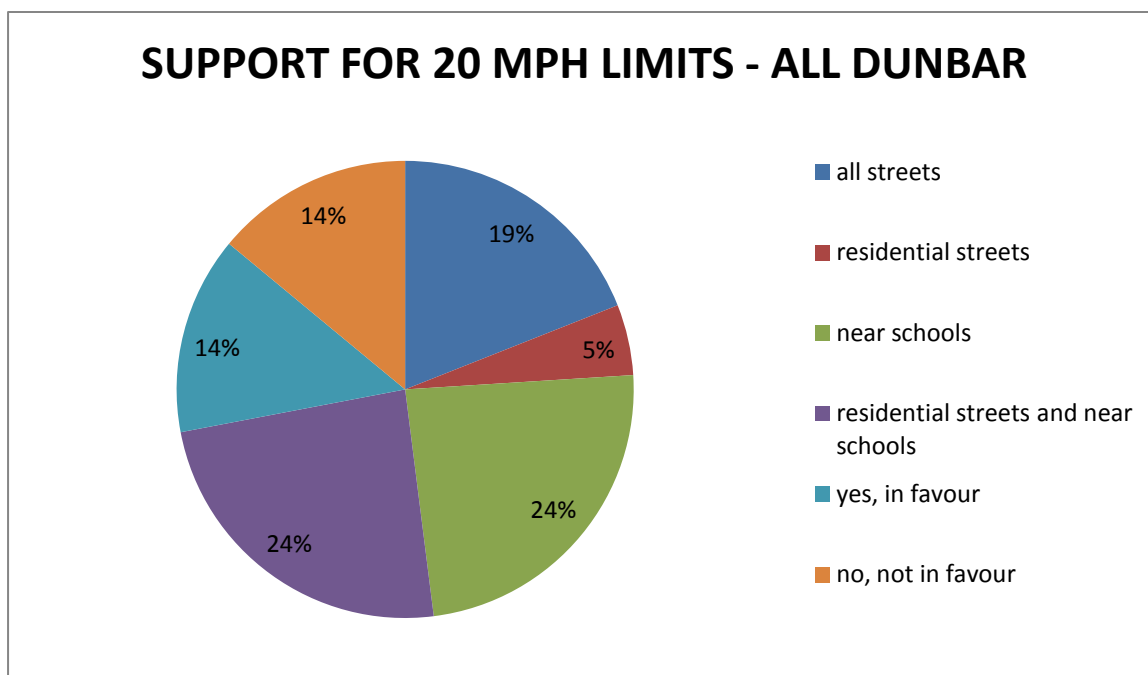
Sustaining Dunbar is working with East Lothian Council to investigate the introduction of a 20 mph speed limit trial in a residential area to the south of Dunbar. We wanted to gauge support generally for 20 mph speed limit schemes and so included the following question in the survey:-

Are you in favour of 20 mph speed limits (without speed bumps)?

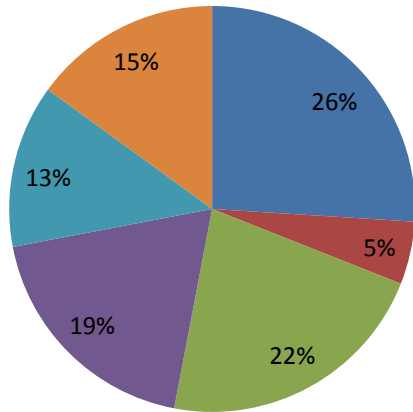
On all urban streets/on residential streets/near schools/not at all/other

625 replies were received to this question:-

		20 MPH ON ALL STREETS	20 MPH ON RESIDENTIAL STREETS	20 MPH NEAR SCHOOLS ONLY	20 MPH ON RESIDENTIAL AREAS AND SCHOOLS	YES, IN FAVOUR OF 20 MPH LIMITS	NO, NOT IN FAVOUR OF 20 MPH LIMITS	TOTAL
ALL DUNBAR	NO.	94	25	120	120	68	66	493
	%AGE	19%	5%	24%	24%	14%	14%	100%
OLDER AREAS	NO.	67	14	59	50	33	38	261
	%AGE	26%	5%	22%	19%	13%	15%	100%
PROPOSED TRIAL AREA	NO.	16	8	50	54	30	23	181
	%AGE	9%	4%	28%	30%	16%	13%	100%
BELHAVEN AND W.BARNS	NO.	7	1	8	11	4	2	33
	%AGE	22%	3%	24%	33%	12%	6%	100%
EAST LINTON	NO.	33	6	24	22	5	7	97
	%AGE	34%	6%	25%	23%	5%	7%	100%
VILLAGES	NO.	7	1	6	7	9	5	35
	%AGE	20%	3%	17%	20%	26%	14%	100%
TOTAL	NO.	134	32	150	149	82	78	625
	%AGE	22%	5%	24%	24%	13%	12%	100%

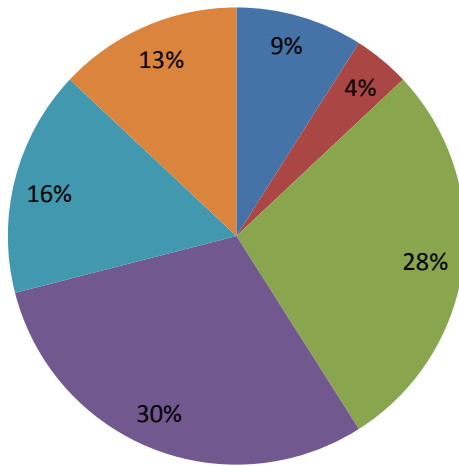


SUPPORT FOR 20 MPH LIMITS IN OLDER AREAS



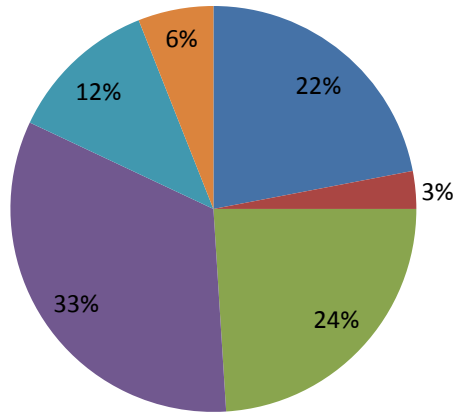
- all streets
- residential streets
- near schools
- residential streets and near schools
- yes, in favour
- no, not in favour

SUPPORT FOR 20 MPH LIMITS IN TRIAL AREA



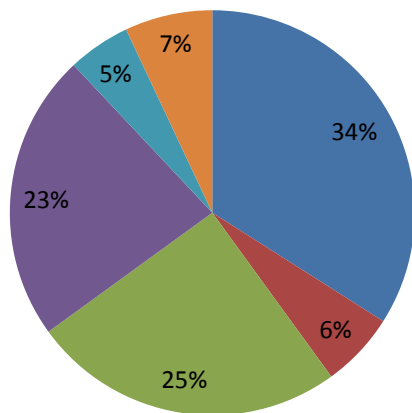
- 20 mph on all streets
- 20 mph on residential streets
- 20 mph near schools only
- 20 mph on residential streets and near schools
- yes, in favour of 20 mph limits
- no, not in favour of 20 mph limits

SUPPORT FOR 20 MPH LIMITS IN BELHAVEN AND WEST BARNES



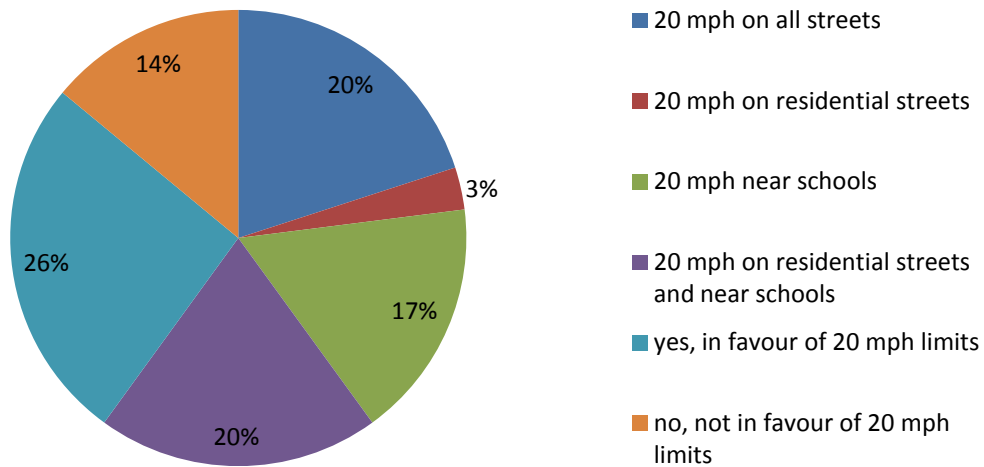
- 20 mph on all streets
- 20 mph on residential streets
- 20 mph near schools
- 20 mph on residential streets and near schools
- yes, in favour of 20 mph limits
- no, not in favour of 20 mph limits

SUPPORT FOR 20 MPH LIMITS IN EAST LINTON

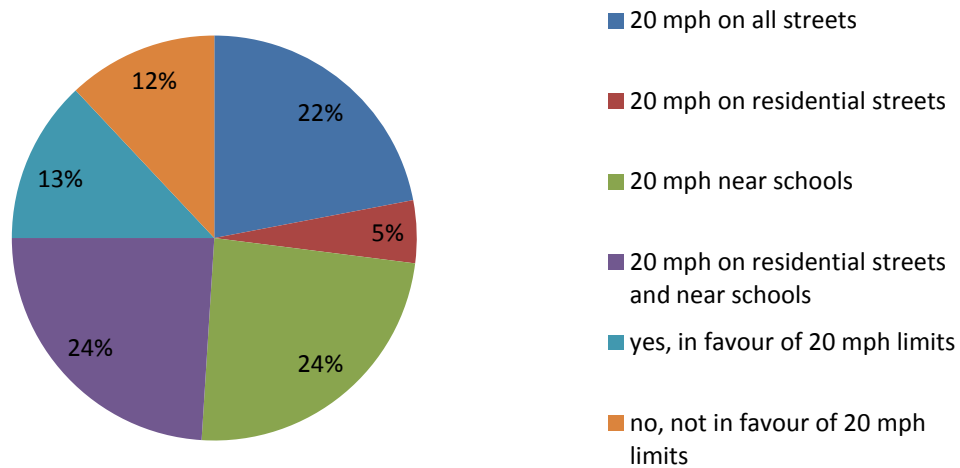


- 20 mph on all streets
- 20 mph on residential streets
- 20 mph near schools
- 20 mph on residential streets and near schools
- yes, in favour of 20 mph limits
- no, not in favour of 20 mph limits

SUPPORT FOR 20 MPH LIMITS IN VILLAGES



TOTAL SUPPORT FOR 20 MPH LIMITS IN SURVEY AREA



It can be seen from the charts above that there is strong support for 20 mph speed limits in some form in all areas. There are some small local variations, for instance support for 20 mph speed limits on all roads receives the most support in East Linton and the least support in the proposed trial area, but the pattern of support is generally similar throughout.

APPENDIX A – LOCAL TRAVEL SURVEY FORM

If more, what journeys do you make by bus or train instead of using the car? Please give details below (example shown):-

From	To	By	How often? (e.g. daily, weekly, weekly (10))	Purpose	Reason for not using car (if any)
Dunbar	Edinburgh	Train	(Monthly)	Work	Too expensive

Q 16. Do you think local bus and train services are good/adequate / not good? (give details)



Your Car Use

Q 17. How many times a day do the traffic lights affect your journey?

Q 18. Do you use your car mainly for:-

- local trips long distance trips both
- Q 19. Do you think you use your car more or less now compared to a year ago?
- more less the same

Q 20. How often do you use a carpooling service?

Q 21. What would be your main reason for using the car less?

Cost / cost / cost / other (please specify)

Q 22. What could be done to help you to use your car less?

Q 23. How do you feel about parking spaces in your area? Yes / No

Q 24. In what way do you think car parking in Dunbar affects the town?

Thank you very much for taking the time to complete this questionnaire.



Sustaining Dunbar

Local Travel Surveys 2012

Sustaining Dunbar is a local charity working to make Dunbar and the surrounding area an even better place to be. We offer advice and support to make it easier for you to save on energy and transport bills and grow more of your own food.

One of our projects is to make it easier for people to choose not to drive and to support those who are not able to. It is not just about being 'greener' - we all benefit from living in a town without the nuisance and danger of busy roads and, hopefully, while we are out and about on foot, on bikes and in buses, we will get to know our neighbours a bit more, and really feel part of the town in which we live. Walking and cycling are also ideal ways to improve and maintain fitness and have been proven to reduce both physical and mental health problems. Finally, rising fuel prices are making many people think about their car usage and how they can reduce it to save money.

Over the last year we have started many local projects and we now need to measure their impact and assess the best way for us to carry on our work in the future. We'd be very grateful if you could take a few minutes to complete this survey about how you travel, and any changes you have made over the past year. Please feel free to add any detailed comments about travel in and around Dunbar on a separate sheet of paper and enclose it with the questionnaire.

Thank you for your help. We need as many forms to be returned as possible for this project to be successful, and to encourage you we will donate 50p to school funds for every completed form we receive. Please return your completed form to the school or direct to us at Sustaining Dunbar, 16 West Port, Dunbar, EH42 1AU as soon as possible. If you have any problems completing this survey, or any questions about our work, please contact Judy Miller on 01380 869420 or e-mail judy.miller@sustainingdunbar.org.

Thank you

Sustaining Dunbar, 16 West Port, Dunbar, EH42 1AU

NS: The results of this survey will continue to monitor, to any individual and names will be able to be identified from the results. The information that you give us will be considered with other results and used to help shape changes in local policies and campaigns and to identify the areas in which we can encourage and enable people to make more journeys on foot, by bike and by public transport. For more details, or to join Sustaining Dunbar, visit our website www.sustainingdunbar.org.

The project is managed by Sustaining Dunbar and funded by the Climate Challenge Fund.



Your Household

Please could you provide us with some general information about your household so that we can make sure our survey is representative:-

Q 1. Please give the name of your street or postcode.

Q 2. How many people are there in your household?

Male	16 and under	17-25	26-45	46-65	Over 66
Female					

Q 3. How many cars does your household have?

Q 4. How many bikes does your household have?

Q 5. Does anyone in your household have mobility problems? Yes / No

Q 6. Have you received any travel advice / bike advice / training / Neighbours Together advice from Sustaining Dunbar? Was it useful?

If you would like to receive information about our services, please leave contact details:-

Q 7. Are you in favour of 20mph speed limits (without speed bumps)?

on all main streets / on residential streets / near schools / not at all / other.....



Your Walking

Q 8. Do you walk locally? regularly / often / occasionally / never

Q 9. Do you think your household uses the car less and walks more now compared to a year ago?

WALK more the same less

If more, what journeys do you now make on foot instead of using the car? Please give details below (example shown):-

From	To	How often? (e.g. daily, weekly, weekly (10))	Purpose	Reason for not using car (if any)
Home	Train Station	Weekdays	Commute	I enjoy the exercise

Q 10. Do you think local pavement / footpaths are good / adequate / not good? (give details below)



Your Cycling

Q 11. Do you cycle locally? regularly / often / occasionally / never

Q 12. Do you think your household uses the car less and cycles more now compared to a year ago?

CYCLE more the same less

If more, what journeys do you make by bike now instead of using the car? Please give details below (example shown):-

From	To	How often? (e.g. daily, weekly, weekly (10))	Purpose	Reason for not using car (if any)
Home	High Street	Weekly	Shopping	Difficult to park

Q 13. Do you think local conditions for cycling are good / adequate / not good? (give details below)



Public Transport

Q 14. Do you use public transport (bus or train)? regularly / often / occasionally / never

Q 15. Do you think your household uses the car less and uses public transport more now compared to a year ago?

USE BUS OR TRAIN more the same less

APPENDIX B – TRAVEL TO SCHOOL SURVEY REPORTS



Sustaining Dunbar Local Travel Surveys 2011/12

Survey Report for Dunbar Primary School

1. INTRODUCTION

Sustaining Dunbar has been collecting information about how local people travel and looking at ways to make it easier to walk, cycle or use public transport around the town. Dunbar Primary School kindly participated in this work by distributing two travel surveys; one was a short questionnaire based on the national “Walk to School” survey, which concentrated specifically on the journey to school, and another more detailed local journey survey which asked for information and comments about everyday travel in Dunbar. This report covers the data obtained from the travel to school survey.

2. BACKGROUND

Dunbar Primary School is one of the largest primary schools in Scotland, with 970 nursery and primary school pupils. It has an extremely high number of pupils travelling to school by active modes such as walking, cycling and scooting, currently over 80%, with the highest percentage of cyclists in Scotland.

3. METHODOLOGY

The travel to school survey was carried out in October 2011, and the local travel survey in February 2012. Survey forms were handed out to every pupil in the school, and taken home to be completed by pupils, parents and carers. It was hoped that this blanket coverage would ensure that at least one form reached home. Households completing more than one of the same questionnaire were identified at the data input stage so that double counting was avoided. In general, households participating in the survey completed both forms, with the pupils often completing the walk to school survey, and the parents/carers completing the household travel survey. As a result, views from both pupils and parents/carers were obtained. There are currently 679 households with pupils at Dunbar Primary School, and a total of 198 travel to school forms were completed, giving a response rate of 29%, a considerable increase on our previous surveys.

4. RESULTS- TRAVEL TO SCHOOL SURVEYS

4.1 Distribution of Respondents

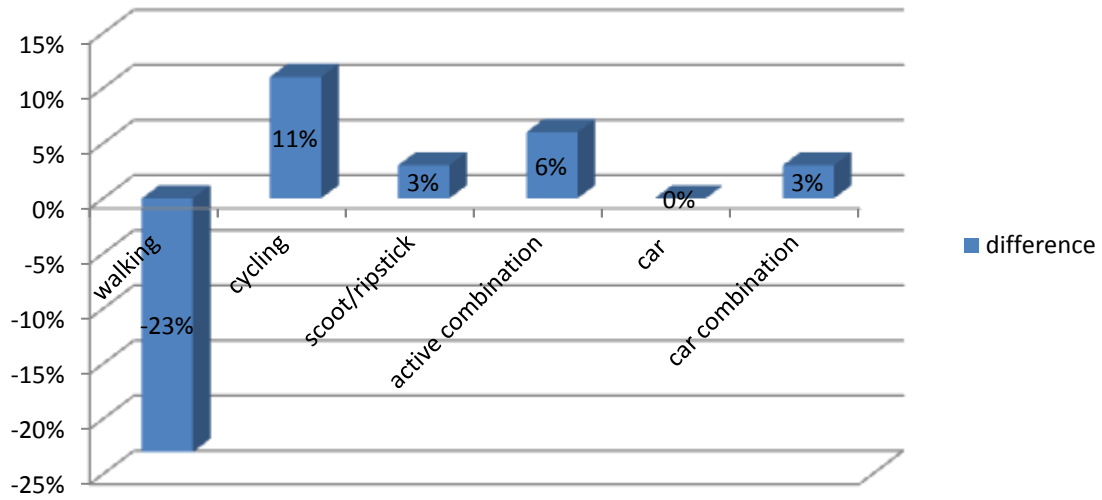
Where do you travel from?	Number of Respondents	Percentage
Dunbar, north of railway line	70	35%
Dunbar, south of railway line	75	38%
Dunbar, non-specific	41	21%
Villages	5	2%
West Barns	7	4%
Total	198	100%

4.2 Modal Split

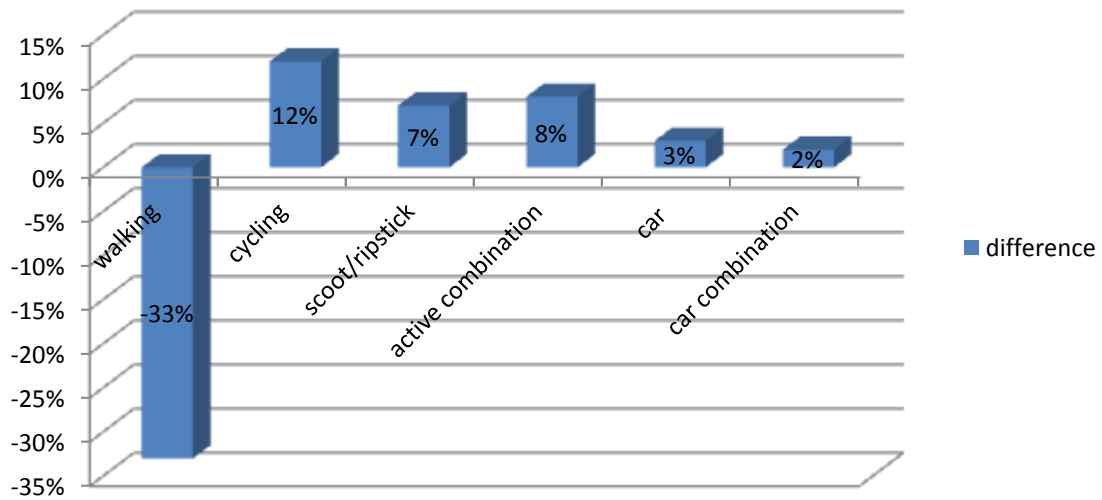
Q2. How do you usually get to School?

MODE	ALL TRIPS		NORTH OF RAILWAY LINE		SOUTH OF RAILWAY LINE	
	2010	2011	2010	2011	2010	2011
WALK	46%	23%	61%	28%	34%	22%
CYCLE	12%	23%	9%	22%	17%	24%
SCOOT/RIPSTICK	5%	8%	3%	10%	9%	8%
ACTIVE COMBINATION (WALK/CYCLE/SCOOT)	24%	30%	21%	29%	23%	26%
CAR	6%	6%	0%	3%	6%	4%
CAR COMBINATION (WALK/CYCLE/SCOOT/CAR)	7%	10%	6%	8%	11%	16%
BUS/SCHOOL BUS	0%	0%	0%	0%	0%	0%
ACTIVE TRAVEL	87%	84%	94%	89%	83%	80%

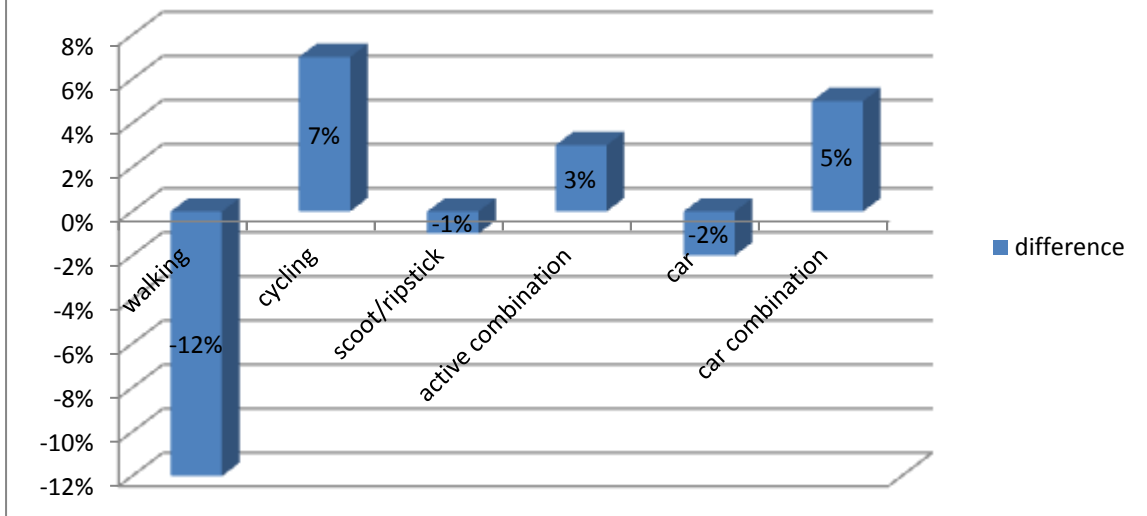
Change in Travel to School for all Pupils 2010/2011



Change in Travel to School for Pupils from North of Railway Line 2010/2011



Change in Travel to School for Pupils from South of the Railway Line 2010/2011



Looking at the table above, it can be seen that the level of active travel has gone down slightly. The biggest change has been in journeys to school from the older areas of the town, to the north of the railway line.

Investigating further, we can see that the percentage of pupils walking has decreased substantially, again, particularly in the areas to the north of the railway line. The percentage of pupils cycling and cycling/Ripstick from this area has increased a great deal. It is suggested that the reason for this is the increase in the distance of the journey to school now that many pupils have to travel to the Lochend Campus, a journey more suited to cycling and scooting. This may also be the reason for the increase in the number of pupils travelling to school by car.

The increase in cycling from the older areas is particularly interesting as cycling in these areas has always been thought as more dangerous. However, the increased journey distance to Lochend Campus seems to have provided the incentive to cycle more. Anecdotal evidence also suggests that many pupils from the older areas of town walk down to Hallhill with their bikes and then cycle onwards on the safer routes to John Muir Campus.

Trips to school from the area to the south of the railway line also show a similar pattern, although not as marked, reflecting the smaller difference in journey distance between this area and the new campus.

Q3. How would you like to get to school?

MODE	ALL TRIPS		NORTH OF RAILWAY LINE		SOUTH OF RAILWAY LINE	
	2010	2011	2010	2011	2010	2011
WALK	32%	26%	38%	26%	28.5%	24%
CYCLE	32%	28%	35%	32%	31%	20%
SCOOT/RIPSTICK	1%	5%	0%	8%	3%	6%
ACTIVE COMBINATION (WALK/CYCLE/SCOOT)	30%	33%	24%	30%	31.5%	39%
CAR	0%	2%	0%	1%	0%	1%
CAR COMBINATION (WALK/CYCLE/SCOOT/CAR)	2%	3%	0%	0%	3%	7%
BUS/SCHOOL BUS	3%	3%	3%	3%	0%	3%
ACTIVE TRAVEL	95%	92%	97%	96%	97%	89%

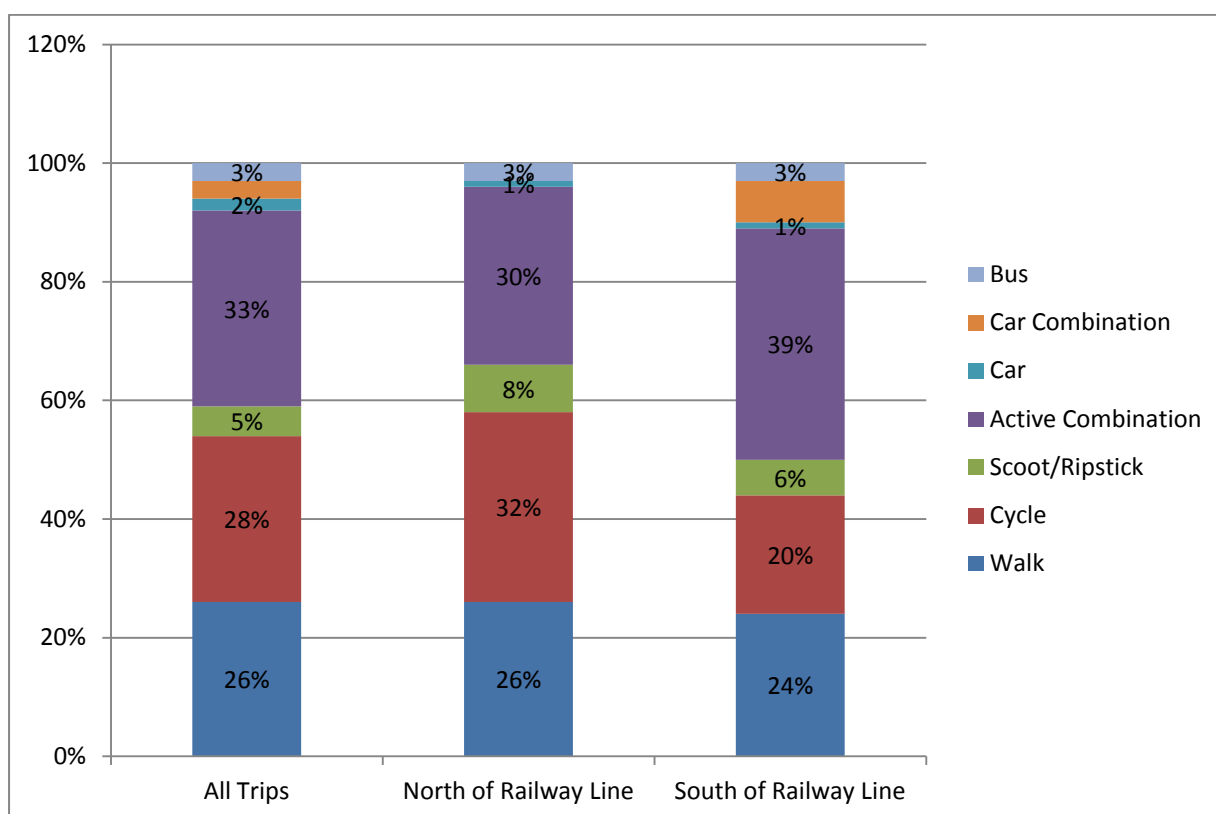


Figure 1: How would you like to get to school?

The percentage of pupils who would prefer to cycle to school than walk is high in areas north of the railway line. Again, this is a reflection of the lack of safe cycle routes from this area.

Combining these two tables to look for trends:-

MODE	ALL TRIPS		NORTH OF RAILWAY LINE		SOUTH OF RAILWAY LINE	
	Actual	Desired	Actual	Desired	Actual	Desired
WALK	23%	26%	28%	26%	22%	24%
CYCLE	23%	28%	22%	32%	24%	20%
SCOOT/RIPSTICK	8%	5%	10%	8%	8%	6%
ACTIVE COMBINATION (WALK/CYCLE/SCOOT)	30%	33%	29%	30%	26%	39%
CAR	6%	2%	3%	1%	4%	1%
CAR COMBINATION (WALK/CYCLE/SCOOT/CAR)	10%	3%	8%	0%	16%	7%
BUS/SCHOOL BUS	0%	3%	0%	3%	0%	3%

The larger differences between actual and desired modes of travel to school are highlighted in red. These figures show that there is still a desire to cycle more from areas to the north of the railway line, even though cycling has increased from these areas. The biggest difference between actual and desired modes can be seen in the areas south of the railway line, where pupils would like to use a variety of different modes of active travel through the week to get to school. Over 80% of children use active travel to get to school, over 90% would like to, and very few pupils want to travel to school by car exclusively.

4.3 Distance Travelled

Q4. How far do you have to travel to school?

DISTANCE	PERCENTAGE
Less than 1km	57%
1-2km	37%
2-5km	4%
More than 5km	2%

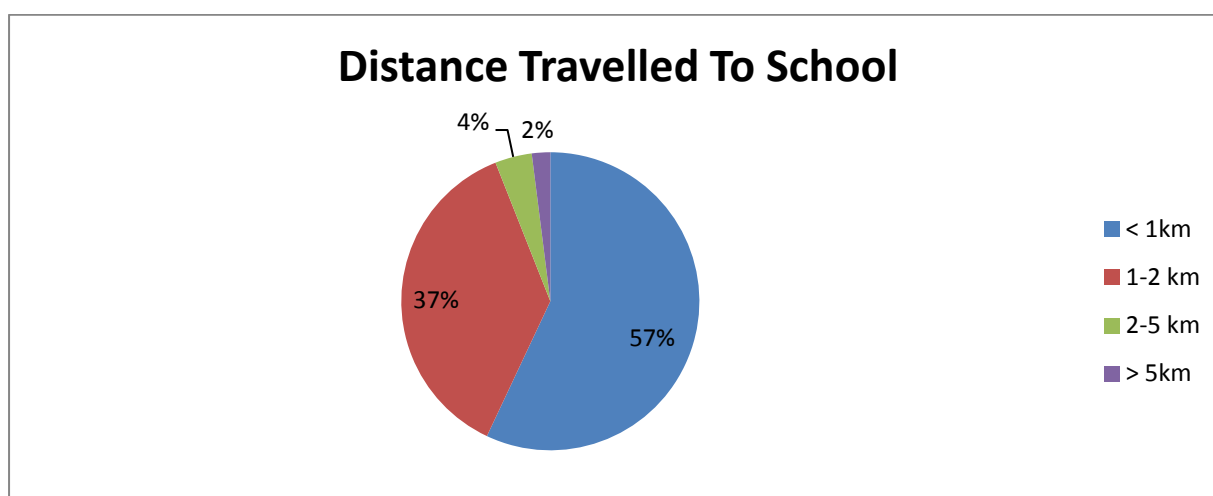


Figure 1: How far do you have to travel to school?

94% of pupils live 2km or less from the school. This is an ideal distance to walk or cycle and explains the high level of active travel.

4.4 After School Activities

Q6. Do you go to any after school activities? If yes, how do you travel to and from these?

Key Findings:-

- 77% of children do some sort of after school activity during the week.
- Hallhill and the swimming pool are the most popular destinations.
- Just over 40% of children used active travel to get to and from these activities.
- Almost 40% of children who do after school activities said that they use the car less to get to them than last year.

As can be seen, a very large percentage of children do some form of after school activity. Although 40% of children said that they use the car less to travel to these activities, there are still only 40% using active travel to get to them. The possibility of increasing walking and cycling rates to get to after school activities should be investigated. Achieving similar rates to those for travel to school would be a good long term aim.

4.5 Suggested Improvements

Q8. What would make walking/cycling to school better?

The most popular answers were:-

WHAT WOULD MAKE THE JOURNEY TO SCHOOL BETTER?	NUMBER OF RESPONDENTS
More cycle paths needed generally, and in:-	25
• Kellie Road	3
• Old Town/High Street	2
• Lammermuir Crescent	1
Pedestrian/cyclist conflict	7
Litter, particularly:-	
• Dog Fouling	8
• Glass and rubbish	2
Traffic speeds generally, and in:-	9
• Belhaven Road	1
• Kellie Road	1
More crossings, needed generally and in:-	5
• Countess Road/Station Rd	6
• Belhaven Rd/Edinburgh Rd	3
• Spott Road	5
• Hallhill/Kellie Rd	6
• Old Town locations	5
Wider/better footpaths needed generally and on:-	12
• Woods	2
• West Port/Monks Walk	2

Parked cars on:-	3
• Kellie Road/Hallhill	5
• Countess Road	2

Pupils and parents/carers would like to see more dedicated cycle paths. Other measures which would make the journey to school better included wider footpaths, reduction of traffic speeds, improved crossing facilities and less dog fouling.

3. CONCLUSIONS

The results of the surveys are very encouraging, and show Dunbar Primary School as a model for all other schools. There are issues; dog fouling, traffic speeds, parking on streets and increasing problems due to the high level of cyclists/pedestrians on routes to school can be addressed by information campaigns. There have also been problems with pedestrian and cyclist flow around the two campuses, and with traffic around the Kellie Road/Hallhill area. Lobbying for more cycle routes, particularly near the school, must be a major long term aim and should be carried out at every opportunity. The possibility of increasing the rate of active travel to after school activities should also be investigated, perhaps as part of the school travel plan.

There is obviously great enthusiasm for travel matters at Dunbar Primary School. Work done by the school and parents in recent years has resulted in improved footpaths around the school, vastly improved cycle parking and full participation in walking and cycling to school initiatives. Sustaining Dunbar has helped to introduce a comprehensive cycle training scheme to the school, and cycling figures are up. This has led to one of the best rates of active travel to school, particularly cycling. Our challenge is to make sure that pupils continue to use active travel throughout their school career and on into adult life.



Sustaining Dunbar Local Travel Surveys 2011/2012

Survey Report for Dunbar Grammar School

4. INTRODUCTION

Sustaining Dunbar has been collecting information about how local people travel and looking at ways to make it easier to walk, cycle or use public transport around the town. Dunbar Grammar School kindly participated in this work by distributing two travel surveys; one was a short questionnaire based on the national "Walk to School" survey, which concentrated specifically on the journey to school, and another more detailed local journey survey which asked for information and comments about everyday travel in Dunbar. This report covers the data obtained from the travel to school survey.

5. BACKGROUND

Dunbar Grammar School is a medium sized secondary school, with around 720 pupils. It has a high number of pupils travelling to school by active modes such as walking and cycling, currently 70% with around 11% travelling by car. Almost 90% of pupils who live in Dunbar travel to school by active modes. Over 90% of pupils who live outside of Dunbar use the school bus.

3. METHODOLOGY

The travel to school survey was carried out in October 2011, and the local travel survey in February 2012. Survey forms were handed out to every pupil in the school, and taken home to be completed by pupils, parents and carers. It was hoped that this blanket coverage would ensure that at least one form reached home. Households completing more than one of the same questionnaire were identified at the data input stage so that double counting was avoided. In general, households participating in the survey completed both forms, with the pupils often completing the walk to school survey, and the parents/carers completing the household travel survey. As a result, views from both pupils and parents/carers were obtained. There are currently 720 households with pupils at Dunbar Primary School, and a total of 428 travel to school forms were completed, giving a response rate of just under 60%, a considerable increase on our previous surveys.

4. RESULTS OF TRAVEL TO SCHOOL SURVEYS

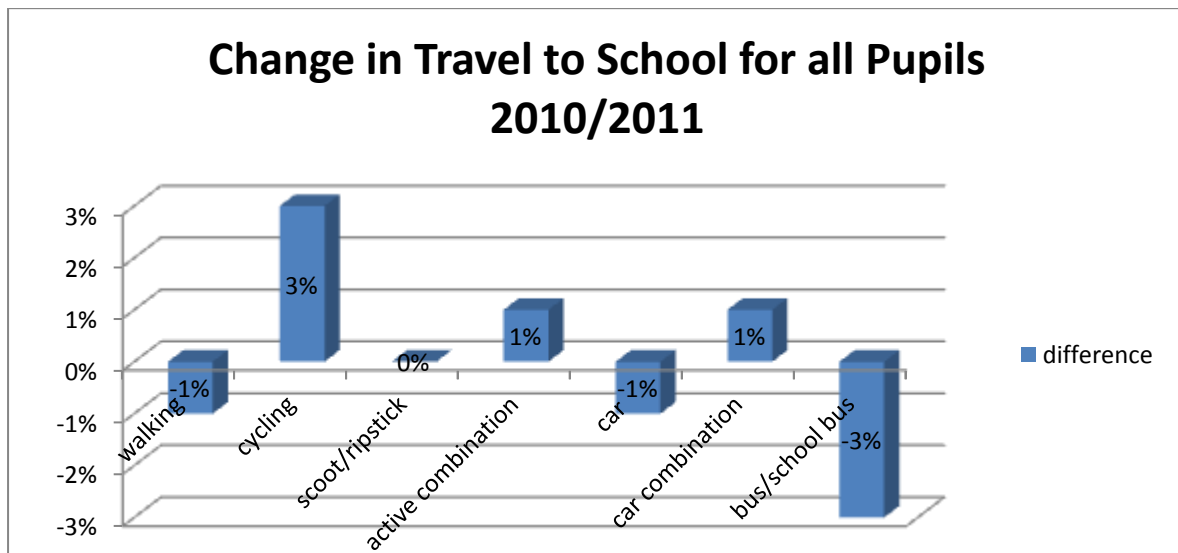
4.1 Distribution of Respondents

Where do you travel from?	Number of Respondents	Percentage
Dunbar, north of railway line	50	12%
Dunbar, south of railway line	45	11%
Dunbar, non-specific	223	52%
Villages	82	19%
West Barns/Belhaven	17	17%
Unknown	11	3%
Total	428	100%

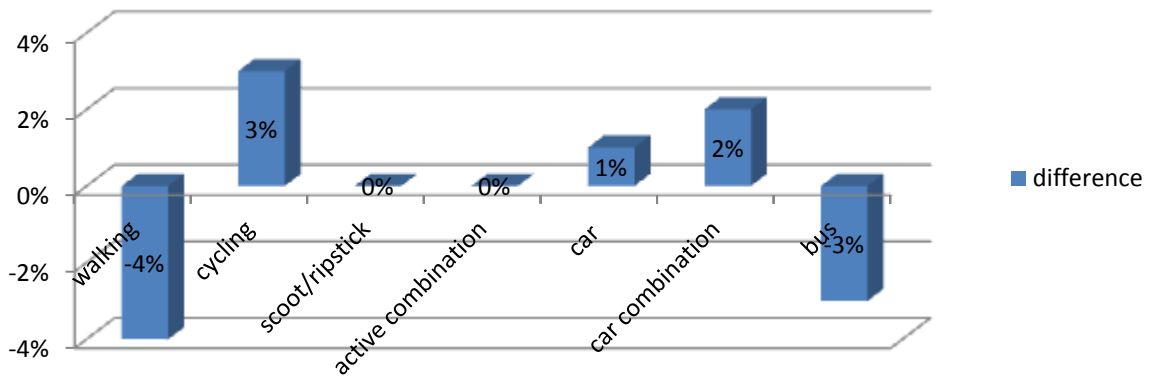
4.2 Modal Split

Q2. How do you usually get to School?

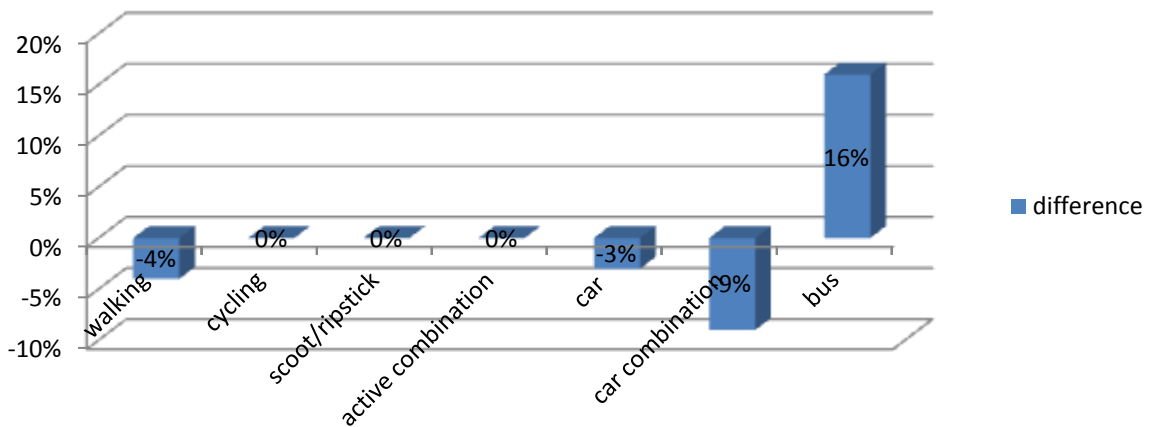
MODE	ALL TRIPS		WHOLE OF DUNBAR/ WEST BARNs		OUTSIDE DUNBAR	
	2010	2011	2010	2011	2010	2011
WALK	59%	58%	77%	73%	6%	2%
CYCLE	5%	8%	7%	10%	0%	0%
SCOOT/RIPSTICK	0%	0%	0%	0%	0%	0%
ACTIVE TRAVEL COMBINATION	2%	3%	3%	3%	0%	0%
CAR	9%	8%	8%	9%	8%	5%
CAR COMBINATION	2%	3%	2%	4%	10%	1%
BUS/SCHOOL BUS	23%	20%	3%	1%	76%	92%
ACTIVE TRAVEL	66%	69%	87%	86%	6%	2%



Change in Travel to School for Pupils from Dunbar/West Barns 2010/2011



Change in Travel to School for Pupils from outside of Dunbar/West Barns 2010/2011



Looking at the table above, it can be seen that the level of active travel has increased by 4%. More pupils from Dunbar are cycling to school now instead of walking, which is probably a result of the younger pupils who were part of the cycling culture at the Primary School moving up to the Grammar School.

Q3. How would you like to get to school?

MODE	ALL TRIPS		DUNBAR		OUTSIDE DUNBAR	
	2010	2011	2010	2011	2010	2011
WALK	54%	48%	66%	59%	16%	7%
CYCLE	10%	10%	9%	11%	14%	6%
SCOOT/RIPSTICK	0%	0%	0%	0%	0%	0%
ACTIVE COMBINATION (WALK/CYCLE/SCOOT)	3%	2%	4%	2%	0%	1%
CAR	12%	14%	11%	16%	10%	8%
CAR COMBINATION (WALK/CYCLE/SCOOT/CAR)	3%	2%	11%	2%	8%	3%
BUS/SCHOOL BUS	14%	18%	8%	5%	45%	70%
OTHER	4%	5%	5%	5%	8%	5%
ACTIVE TRAVEL	67%	60%	79%	72%	30%	14%

N.B. "Other" includes teleporter, helicopter and bungee!

These figures show that the percentage of pupils from Dunbar who would like to cycle to school has gone up slightly, as has the number of Dunbar pupils who would rather go by car. Fewer pupils want to walk. The school bus has gained considerably in popularity for pupils outside of Dunbar.

Combining the data relating to actual and desired mode of travel to look for trends:-

MODE	ALL TRIPS		PUPILS LIVING IN DUNBAR		PUPILS LIVING OUTSIDE OF DUNBAR	
	Actual	Desired	Actual	Desired	Actual	Desired
WALK	58%	48%	73%	59%	2%	7%
CYCLE	8%	10%	10%	11%	0%	6%
SCOOT/RIPSTICK	0%	0%	0%	0%	0%	0%
ACTIVE COMBINATION (WALK/CYCLE/SCOOT)	3%	2%	3%	2%	0%	1%
CAR	8%	14%	9%	16%	5%	8%
CAR COMBINATION (WALK/CYCLE/SCOOT/CAR)	3%	2%	4%	2%	1%	3%
BUS/SCHOOL BUS	20%	18%	1%	5%	92%	70%
OTHER	0%	5%	0%	5%	0%	5%
ACTIVE TRAVEL	69%	60%	86%	72%	2%	14%

Pupils living outside of Dunbar would like to walk and cycle to school more, whereas pupils living in Dunbar would like to walk less and take the car more. They would also like a school bus.

4.3 Distance Travelled

Q4. How far do you have to travel to school?

DISTANCE	PERCENTAGE
Less than 1km	41%
1-2km	37%
2-5km	9%
More than 5km	13%

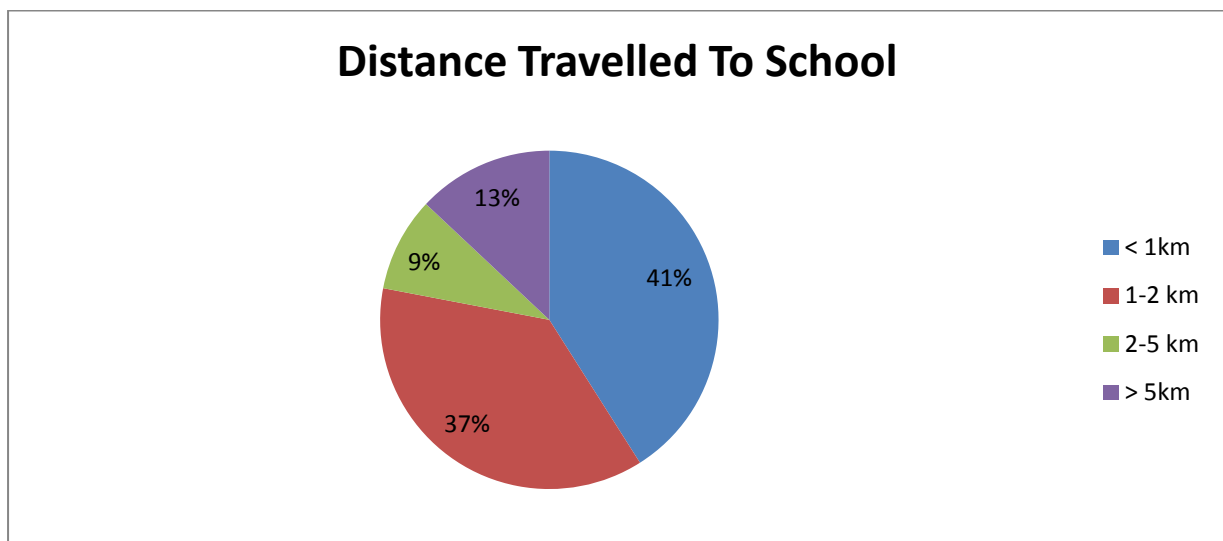


Figure 2: How far do you have to travel to school?

78% of pupils live 2km or less from the school. This is an ideal distance to walk or cycle and explains the high level of active travel. These figures also indicate that a higher percentage of pupils (13%) live further than 5km away from the school compared to last year (2%).

4.4 After School Activities

Q6. Do you go to any after school activities? If yes, how do you travel to and from these?

Key Findings:-

- 63% of pupils do some sort of after school activity during the week, an increase of 10% over last year.
- Hallhill is the most popular destination, with rugby, hockey, football, running and ballet being the most popular activities.
- 55% of pupils used active travel to get to and from these activities.
- 55% of pupils who do after school activities said that they use the car less to get to the activities than last year.

The majority of pupils use active travel to get to after school activities; this rate is higher than the primary school, reflecting the age of the pupils. The possibility of providing free or subsidised bus passes for pupils living outside of Dunbar should be investigated to make public transport a cheaper option for travelling home from after school activities.

4.5 Suggested Improvements

Q8. What would make walking/cycling to school better?

The most popular answers were:-

WHAT WOULD MAKE THE JOURNEY TO SCHOOL BETTER?	NUMBER OF RESPONDENTS
More cycle paths needed generally	15
• Safe cycle routes from villages	3
• Secure bike parking	2
Later starting time	10
Cycling/walking with friends	9
Traffic speeds generally, and in:-	9
• Belhaven Road	1
• Kellie Road	1
Less traffic generally	3
• No bin collections at same time as journey to school	2
Wider/better footpaths needed generally and at:-	4
• Hallhill	1
• Knockenhair Road	2
• The Woods	2

Pupils would also like better weather and shorter distances to travel!

CONCLUSIONS

The results of the surveys are very encouraging. As a whole, almost 70% of pupils use active modes of travel such as walking or cycling to get to school. Dunbar Grammar School has a catchment area which includes many outlying villages, and over 90% of pupils from these rural areas travel in by school bus. Looking solely at pupils who live in Dunbar, almost 90% of these cycle or walk to school.

Encouragingly, there is evidence to show that high levels of cycling established at primary school are continuing through to the Grammar School. It is hoped that cycling habits established now will reduce short car journeys in the future, and our challenge is to make sure that pupils continue to use active travel throughout their school career and on into adult life.