

Appendix F Online Feedback Form Results

Respondent Details

F.1.1 An online feedback form (Survey Monkey) was live from 19/02/2019 until the 10/03/2019.

F.1.2 A total of 210 responses were received, of which:

- 117 were parents of parents of primary school pupil(s);
- 18 were parents of a secondary school pupil(s); and
- 36 were parents of primary and secondary school pupil(s).
- 39 were not parents of pupils at school;

F.1.3 Figure F1 shows the spread of children represented by the survey results.

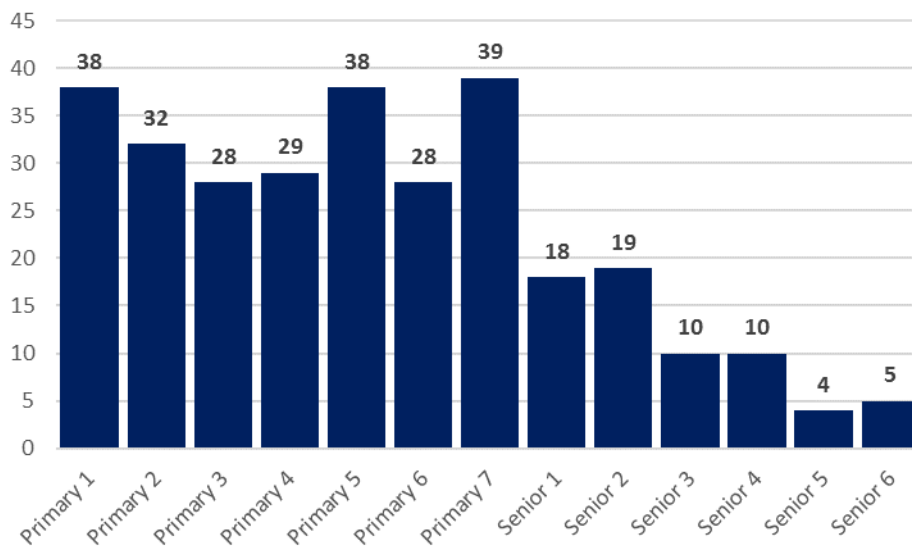


Figure F1 Year Groups Represented

Actual Mode of Travel

F.1.4 Table Table shows the breakdown of how primary and secondary pupils travel to and from school.

Table F1 Mode of Travel

	To School		From School	
	Primary	Secondary	Primary	Secondary
By bicycle	10	4	10	4
By bus	3	4	3	5
By car accompanied by adult only	21	3	18	0
By car accompanied by an adult and other children	15	4	14	2
By scooter	11	0	12	0
On foot on their own	19	27	19	26
On foot with an adult	27	0	28	0
On foot with an adult and other children	15	0	15	0
On foot with other children	14	10	14	15
Other*	17	2	17	2
Total	152	54	150	54

*mostly varies by day / age of child

- F.1.5 Table F1 shows there is very little difference in how pupils travel to and from school although, seven secondary pupils are driven to school by car and only two return home by car. This suggests the remaining five do have a realistic alternative to being driven.
- F.1.6 More secondary school pupils walk to school than primary school pupils.
- F.1.7 Figure F2 shows the modal share of primary and secondary school pupils on their travel to and from school.

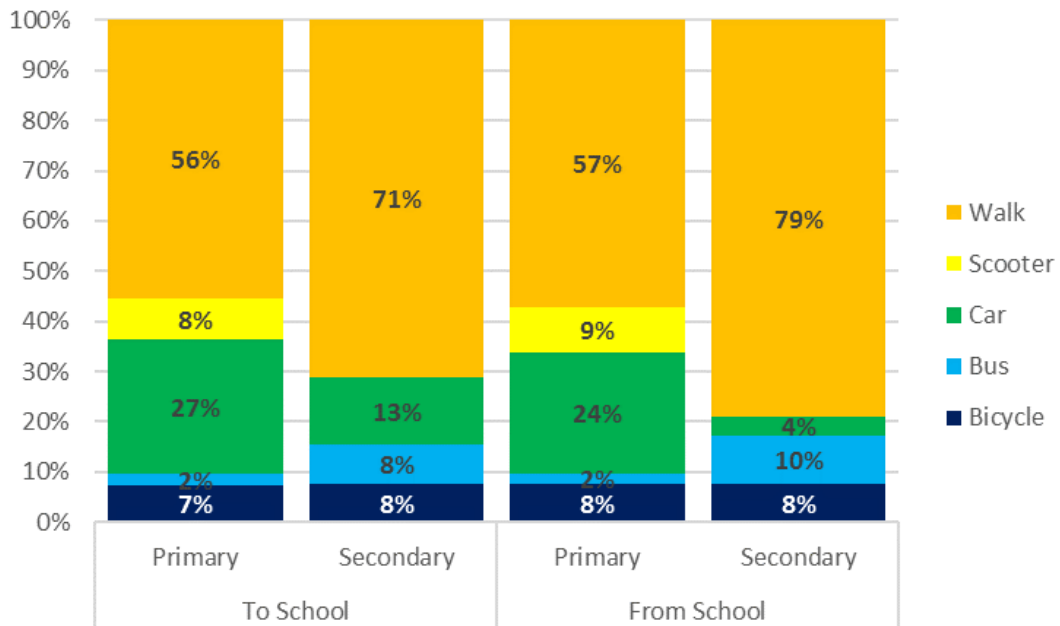


Figure F2 Mode Share of Travel to / From School

F.1.8 Figure F2 shows that by secondary school age, far fewer pupils are driven to school and more walk or get the bus; no secondary school pupils' scoot to school. Bicycle use remains consistent between primary school and secondary.

Key consideration: more children use active travel on the way home from school than on the way to school and this demonstrates that active travel is an option for some children who are driven to school. It suggests that the reasons for children being dropped off at school are not related to road safety.

Mode of Travel by Pupil Age

F.1.9 Figure F3 shows how the mode of travel varies by the age of pupils (it should be noted that only four Senior 5 and Senior 6's are represented).

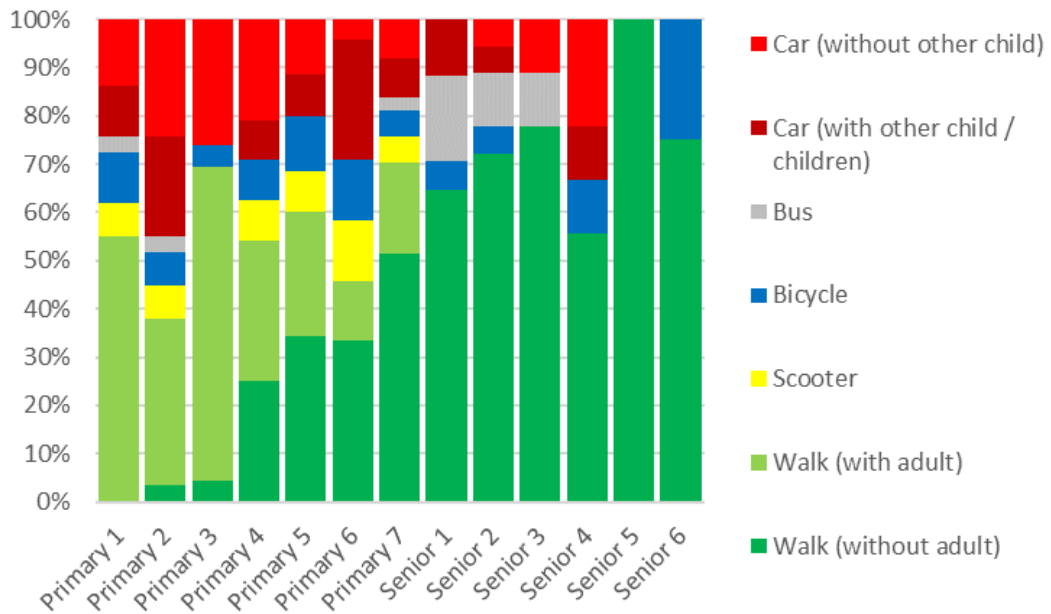


Figure F3 Mode of Travel by Pupil Age

F.1.10 Figure F3 shows that:

- As pupils get older they are more likely to walk to school without any adult; by secondary age none walk with an adult;
- By secondary age no pupils scooter to school;
- Some pupils (N=17, 6% of overall pupils represented) from Primary 4 and beyond are driven to school with no other children in the car.

Key consideration: fewer pupils are driven to secondary school than primary. Measures to improve road safety could encourage parents to allow older primary school pupils to walk to school (distance permitting) and cut down on traffic around schools.

Preferred Mode of Travel

F.1.11 Table F2 shows the preferred mode of travel for parents and pupils of primary and secondary school age.

Table F2 Preferred Mode of Travel

	Primary School		Secondary School	
	Parent's Pref.	Pupil's Pref.	Parent's Pref.	Pupil's Pref.
By bicycle	28	31	13	13
By bus	6	6	3	1
By car accompanied by adult only	2	8	1	2
By car accompanied by an adult and other children	0	0	0	0
By scooter	10	15	1	3
On foot on their own	28	20	17	15
On foot with an adult	13	7	1	0
On foot with an adult and other children	16	10	1	0
On foot with other children	38	38	14	14
Other*	0	0	0	0
Total	141	135	51	48

*mostly varies by day / age of child

F.1.12 Table F2 shows that:

- At primary school age, there is some discrepancy between parent's and children's preference for how they get to school. A total of 95 parents of primary school pupils state their preference is for their child to walk to school compared to 75 children who prefer to walk to school; and
- At secondary school age, there is less difference between parent's and pupil's preference (although the sample size is smaller).

F.1.13 Figure F4 shows the preferred modal share of parents and pupils for primary and secondary.

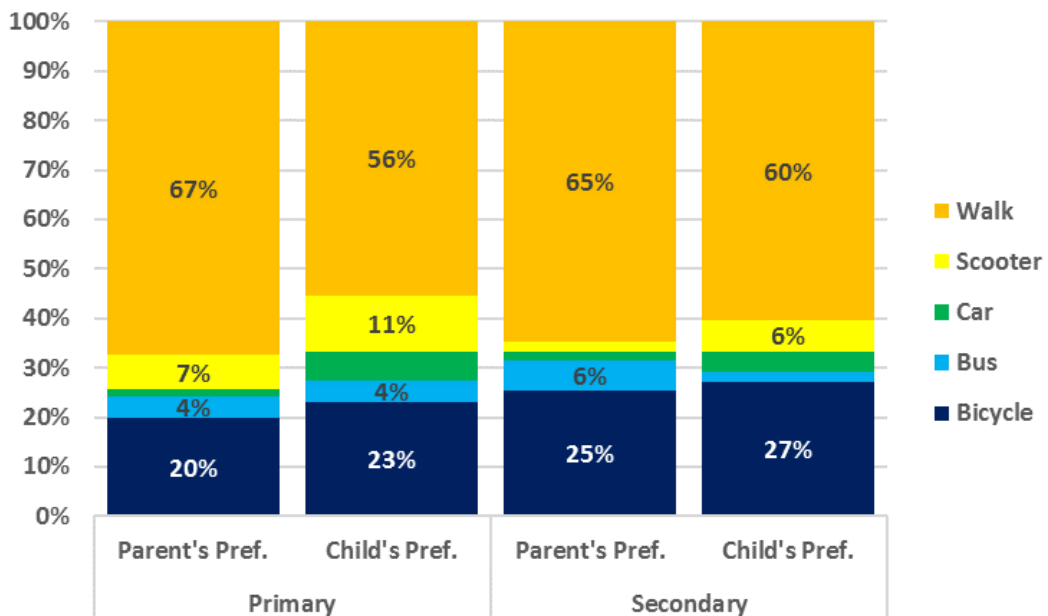


Figure F4 Mode Share of Travel to / From School

F.1.14 Figure F4 shows that:

- 94% of parents of primary pupils would prefer their child to use active travel modes to travel to school compared to 71% who actually use active travel modes on the journey to school; and
- 92% of parents of secondary pupils would prefer their child to use active travel modes to travel to school compared to 74% who actually use active travel modes on the journey to school;

Key consideration: many parents state their preference is for children to use active travel modes to travel to school. Even if the barriers to active travel were removed, there is no certainty this would be realised but it does seem to demonstrate that parents understand that active travel is beneficial / preferred.

Graphical Analysis

Current Travel Modes

F.1.15 Using postcode data, plots have been made of the mode of travel to school by home location; as shown in Figure F5.

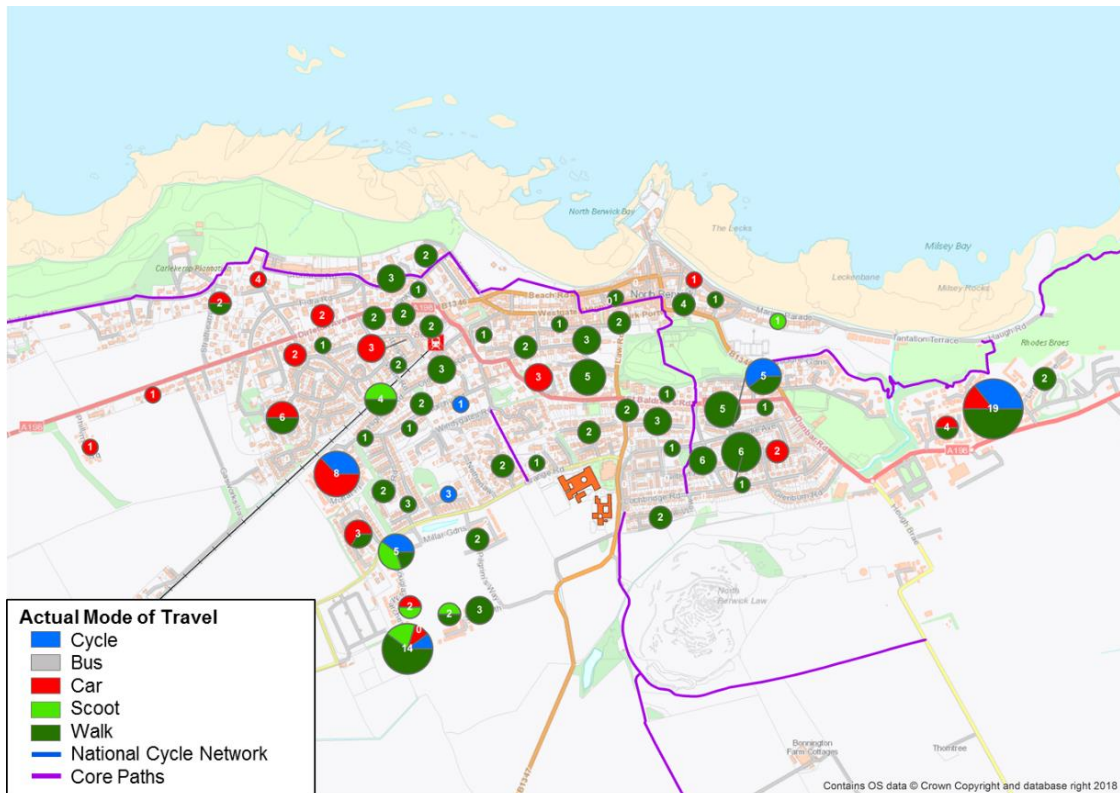


Figure F5 Travel Mode of Travel to School by Home Location

F.1.16 Figure F5 shows the following:

- Most pupils to the east of Haddington Road, between Lochbridge Road and Dunbar Road, walk to school;
- Immediately north, most pupils walk to school,
- All locations where pupils are driven there are also children who actively travel which shows active travel is a possibility from all locations;
- To the west, between the railway line and the school, most pupils walk or cycle; beyond the railway line (west) a higher proportion are driven; and
- Further west, but south of the railway, fewer pupils walk (presumably due to distance) and more cycle or are driven;

Preferred Travel Modes

F.1.17 Using postcode data, plots have been made of parents stated preferred mode of travel to school for their child(ren) by home location; shown in Figure F6.

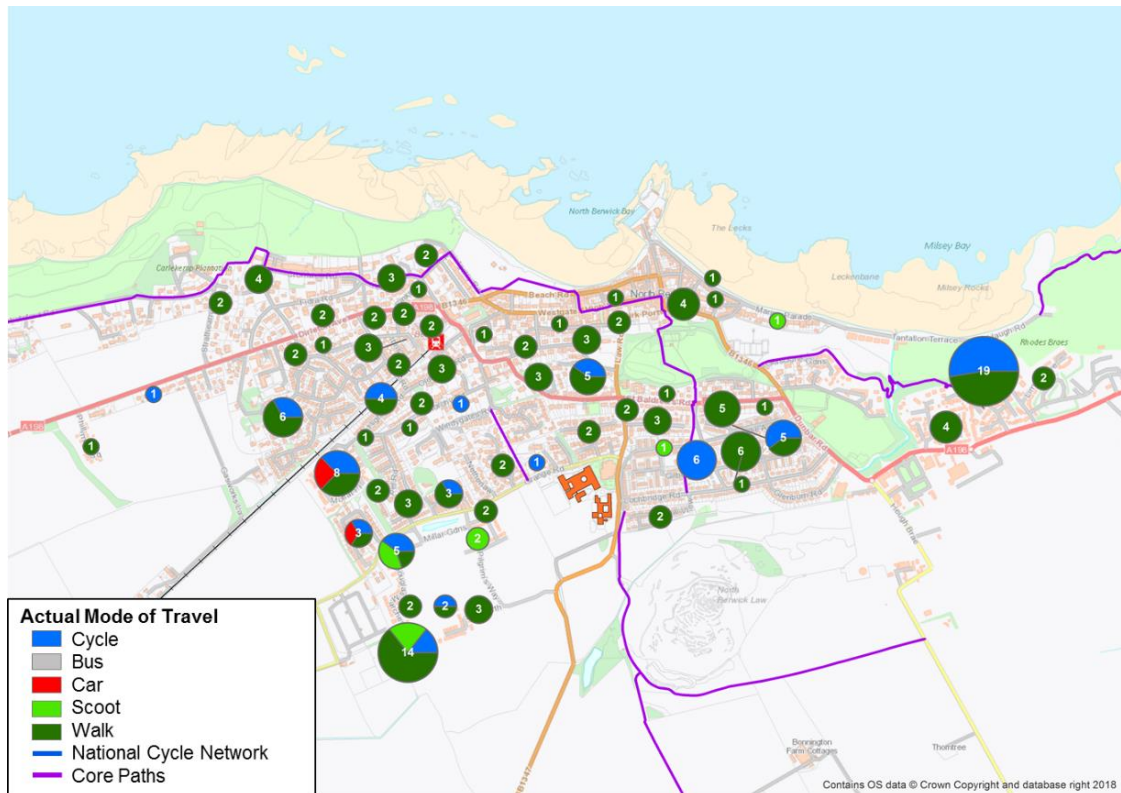


Figure F6 Parents Preferred Mode of Travel to School by Home Location

F.1.18 Figure F6 shows the following:

- The vast majority, no matter location, wish to actively travel;
- A high proportion of those wishing to actively travel, wish to walk; and
- There is still a minority located between the railway and school who wish to drive.

Key consideration: proximity to the school appears to be a key factor in uptake of active travel. However, there are areas where some pupils use active travel and others are driven, suggesting real or perceived barriers / concerns or behavioural choices which justify the use of the car. The vast majority of parents also wish to use active travel but due to the real / perceived issues many still choose to drive.

Encouraging Active Travel

F.1.19 Respondents were asked to pick their top three choices, in order of importance, for what should be done to encourage their child(ren) to actively travel to school. Table F3 presents a breakdown of the measures respondents said would encourage active travel.

Table F3 Encouraging Active Travel

	Primary			Secondary		
	Importance					
	Most	Second	Third	Most	Second	Third
More safe crossing facilities on busy roads	82	34	11	26	18	2
More vehicle speed reducing measures	41	53	16	18	15	6
If more children were also walking/cycling/scooting	8	12	24	3	3	15
Knowing that there was an adult walking the same route to accompany some children	1	11	15	0	1	4
More road safety education for children	5	21	25	2	3	5
More information on the health and environmental benefits of walking/cycling/scooting	2	2	13	1	0	4
More information on active travel routes to and from school	5	6	27	1	8	9

F.1.20 Table F3 shows that for both primary and secondary age pupils the top answers were:

- More safe crossing facilities on busy roads; and
- More vehicle speed reducing measures.

F.1.21 For primary aged pupils, parents next most common answer was more information on active travel routes to and from school. For secondary school aged pupils, parents were more likely state if more children were also walking/cycling/scooting.

F.1.22 Figure F7 shows the most commonly identified measures to encourage active travel across primary and secondary aged pupils.

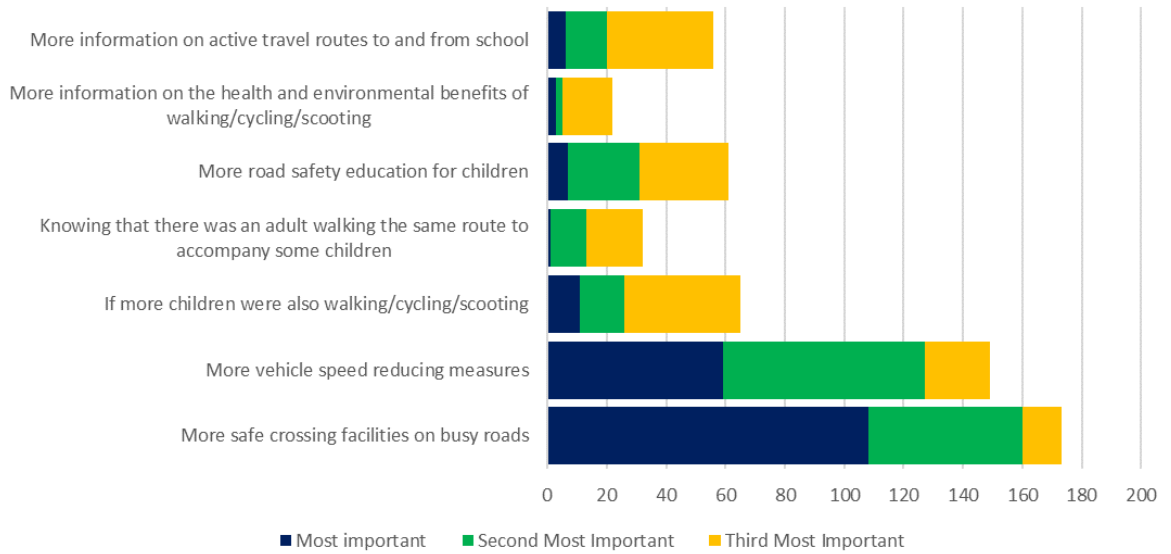


Figure F7 Encouraging Active Travel

F.1.23 Figure F7 shows that more safe crossing facilities on busy roads was the most commonly picked first choice as well as the most commonly picked overall (as choice one to three).

Key consideration: more safe crossing facilities and measures to reduce vehicle speeds were most commonly identified by parents as the measures most likely to encourage active travel.

Improved Crossing Locations

F.1.24 The main locations where more safe crossings were requested by respondents are as shown in Table F4.

Table F4 Improved Crossing Locations

Location	No. of Respondents
Law Road	20
Haddington Road	19
Grange Road	18
Aldi	11
Ware Road	10
St Baldred's Road	9
East Road	7
High Street	4
Sports Centre	4
Law Car Park	4
Ware Road Bridge	3
Green Apron Park	3

F.1.25 Table F4 shows that there is common consensus that there should be improved crossing facilities at a number of locations.

Key consideration: Law Road, Haddington Road and Grange Road were most commonly cited as the locations requiring better crossing facilities

Other Measures to Encourage Active Travel

F.1.26 Other measures identified by respondents to encourage active travel are shown in Table F5.

Table F5 Other Measures to Encourage Active Travel

Location	No. of Respondents	Summary
Vehicle speed / traffic calming / 20 mph zones	33	Generally, in favour of measures to reduce vehicle speeds with more people mentioning 20mph speed limits than traffic calming.
Cycle Lanes / Cycle Routes / Cycle Paths / Segregated Cycle Routes	27	Respondents identified safer routes for cycling as being most likely to encourage active travel; routes and paths were referred to more than segregated lanes.
Law Road	18	Concerns covering the narrow footway width, high volume of pedestrians, speed / volume of cars. Suggestions to make this link one-way or even ban cars.
Dog fouling	8	This affects a number of locations with the new shared footpath adjacent to Grange Road one.
Zebra Crossings	7	A number of respondents mentioned a requirement for more zebra crossings with a number of locations mentioned (it should be noted that formal zebra crossings cannot be provided at junctions).
Environment (fumes / pollution)	7	Covers issues relating to the environment (fumes and pollution) acknowledging the benefits of active travel / concern about car use.
Parking	7	These respondents noted that parking behaviour was an issue and had safety implications. Suggested solutions included educating parents, encouraging more active travel (less driving / parking), more enforcement of parking restrictions and provision of a dedicated drop-off / pick-up facility.
Sports Centre	5	Concerns about how the Sports Centre car park is used by parents for drop-off and pick-up. Some were concerned about driving / parking behaviour making it unsafe for pupils, others suggested that drop-off / pick-up by parents should not be allowed.
Aldi	5	Requests for a crossing at this location (A198).
Safety barriers	5	Requests for safety barriers on the footway of Haddington Road on the entrance to North Berwick.
More Enforcement	3	These respondents generally asked for more enforcement of parking restrictions and speed limits.

Key consideration: beyond more safe crossing locations, respondents identified a number of measures to improve road safety and encourage active travel. These reflect the local issues with some typical of those found at many other schools. The suggestions will be incorporated into the actions considered as part of the study.

General Messages from Respondents

F.1.27 In general, respondents were in broad agreement of the need to encourage pupils to use active travel to and from school. Some example, opinions are illustrated below.

“There needs to be more dedicated footpaths/cycle paths to school (like the new one along grange road) away from the traffic. Priority given to people on foot/bikes/scooters over cars when having to walk on roads - so cars have to stop for pedestrians etc rather than the other way round. More crossings and lower speed limit all across town would help. Its not only the safety aspect of cars that needs to be considered but also the pollution and impact on children walking to school along busy roads eg Law Road. Recent Bikeability programme at Law Primary was very good to encourage children to come on bikes.”

“My children and I when they were younger have always walked or cycled to school. People will always find excuses why they can't too. It's as much about encouraging parents to get out in all weather's, to be more organised, to make time. It's too easy to blame there children and perceived dangers. People taking their children to school in the car are the majority of the traffic problem. My children said they were looked upon as freaks for cycling, when one went to Amsterdam he was amazed to realise cycling is normal.”

Children will be encouraged to walk to school if there is a large car-free zone around the school. The number of pupils being driven by their parents to school is ridiculous, for the size of the town. Safe routes to school must be devised and publicised as a matter of urgency, and cars actively discouraged. With the banishment of cars, roads will be safer and children will have to walk and feel safer doing so. In addition to the dangers of children, for example, cycling to school on busy roads is the sheer pollution of the cars sat at the traffic lights... This obsession with travelling by car must be actively discouraged.

“The new safe cycle path along Grange Road has been a great innovation. More similar, safe, cycle paths that are located away from the road would be very welcome. The children could use them for safe active play as well as a route to/from school. Interaction with road traffic poses a very worrying risk to many parents and acts as a dis-incentive to many families chosing to allow their children to cycle.”