

## Results of Insch School Travel Survey June 2008

### BACKGROUND

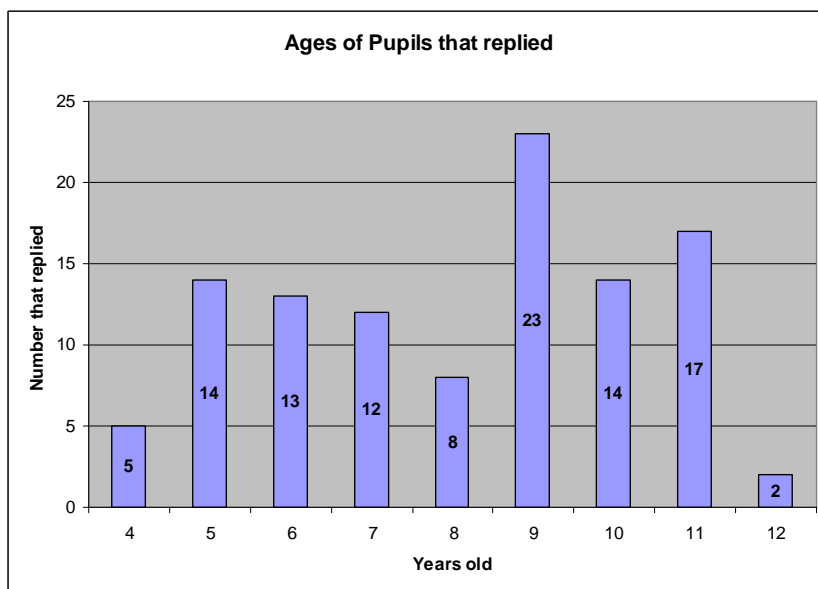
Over the last year there has been a big expansion in the size of Insch although the school role itself has not significantly increased. The last traffic survey was carried out in 2006 and since then traffic calming measures have been introduced on Martin Road along with flashing 20mph signs on Alexander and George Street. A trial one way system along Alexander Street was introduced and to judge how effective the trial was a questionnaire was drawn up. The questionnaire was also designed to obtain up to date information which reflected the current size of Insch. Altogether 204 questionnaires were issued. This included 29 to the Nursery classes. The Nursery classes either walk or more predominately come to school by car as they are not eligible to go on the buses. Due to this the nursery questionnaires were marked with an N on the right hand corner so that they could be analysed independently.

### SUMMARY

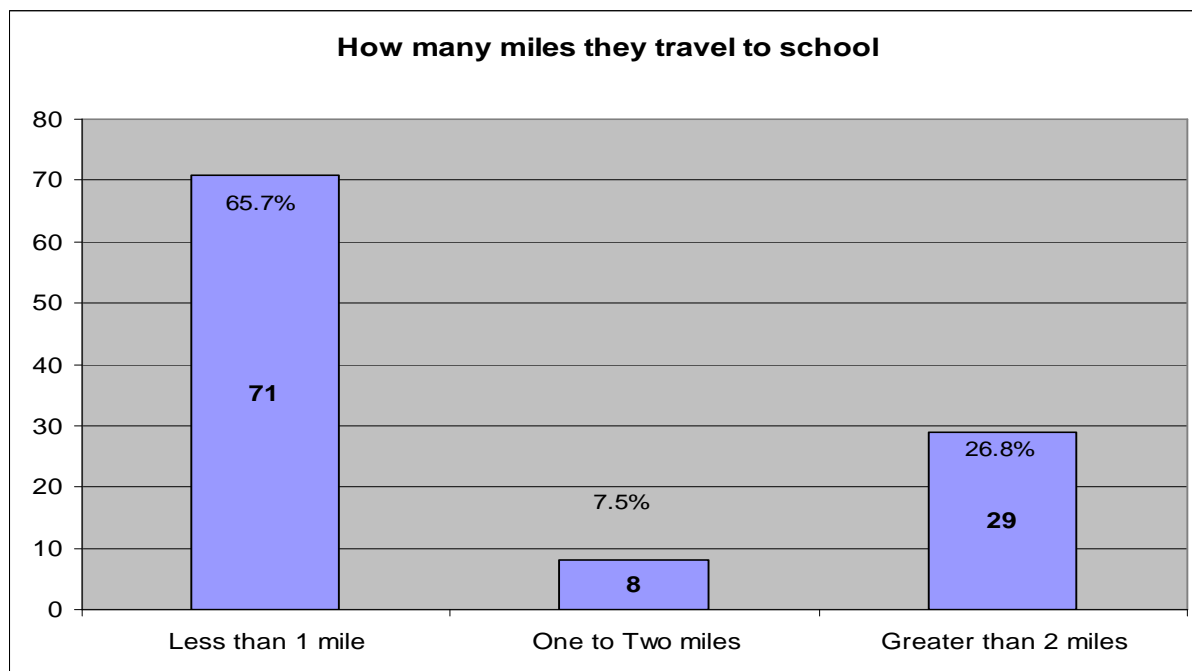
- Out of the 204 questionnaires 73 were returned detailing how 108 children travel to school. Out of these only 2 were returned from the Nursery classes. This gave a 35.8% return rate overall or 41.7% for those attending P1 to P7.
- 65.7% of children lived less than 1 mile from school, 7.5% between 1 to 2 miles and 26.8% over 2 miles.
- 39% walked to school, 13% cycled, 25% came by car, 23% came by bus.
- Those who lived between 1 and 2 miles preferred to take the car rather than pay for the bus.
- Most people living less than one mile from the school walked unless they were going on an onward journey, didn't have enough time or bad weather.
- Twenty two people were interested in a walking bus and eight were interested in helping with one.
- The Alexander Street one way system trial did not give conclusive results but 45% thought that it would be a good idea.
- Cyclists as well as cars were causing problems outside the school.
- 15 people already park away from the school and walk, 14 said they would think about it and 8 said No.
- The majority of children coming to school need to cross Commerce Street which is why it is of major concern.
- 95.8% thought that there should be a crossing on Commerce Street with the Rannes Street/Charles Street crossing just coming ahead of a crossing at the Commercial Hotel.
- Danger spots in Insch were Rannes/Charles Street Junction, Martin Road, Costcutter Crossroads, Western Road/Commerce Street, Bridge of Insch, George Street, Commerce Street, Alexander Street, Western Road to Dunnydeer, Mill Road and Denwell in that order.

### AGE GROUPS

The survey results cover how 108 children travel to school. A split of age groups is shown in the graph. There is a higher response rate for older children and a lower response rate for the middle stages. The age groups were looked at to see if younger children were being driven to school and older children walked or cycled. This is explored later on when covering children living within a mile of the school.



### SPLIT OF WHERE THE PEOPLE LIVE

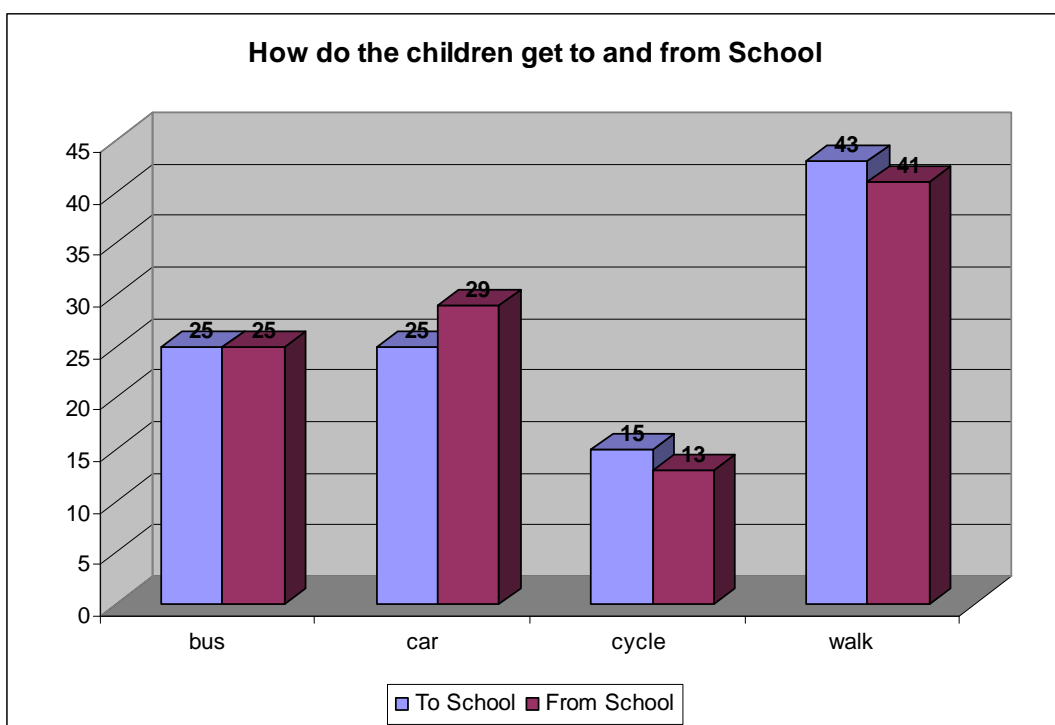


Sixty five percent of those who replied lived less than a mile from the school. Only 7.5% lived between 1 to 2 miles from the school and 26.8% lived over 2 miles from the school.

### HOW DO PEOPLE GET TO SCHOOL

With 65.7% of children living less than 1 mile from the school this resulted in a large amount of people walking to school.

- 39% walked to school
- 13% cycled to school
- 25% came by car to school
- 23% came by bus to school



## **THOSE WHO TRAVEL ON THE BUS**

Out of the eight people who live between 1 and 2 miles away from the school only 1 uses the bus. The others use their car, car share or combine the trips to school with errands in Inch. The main reason for not using the bus is that they have to pay for the bus because they do not qualify for free transport. Most felt it was too expensive and there is no refund for snow days or when the children are off sick etc. The person who does use the bus said that they like the service apart from the cost but will not let the children walk as there is no pavements at the side of the road.

	Use bus	Use car	Cycle	Total
1 to 2 miles	1	7	0	8
2 miles +	20	7	2	29

Those who live over two miles use the car for various reasons. Some leave for work before the bus arrives, some have nursery children so they are going to school anyway, some have after school activities, some have taken the children off the bus due to behaviour problems and some are out with the transport zone.

## **ARE THEY HAPPY WITH THE BUS SERVICE**

The comments that came back were:-

Local driver used, so knows us + the area

Helpful staff- efficient service

excellent service no complaints

Excellent service but down in the playground too early

caring driver, Reasonable pick up/drop off times

Feel the children are in safe hands and the bus driver is firm but fair with the children

Sometimes problems with children not knowing how to behave properly on school bus.

Perhaps few pointers in nursery, early stages.

Why is first child on last off? - Would like to have more info before he started on bus.

bus driver doesn't check that they put on their seatbelts

behaviour on bus so taken child off bus

## **SUGGESTIONS FOR TRAVELLING BY BUS**

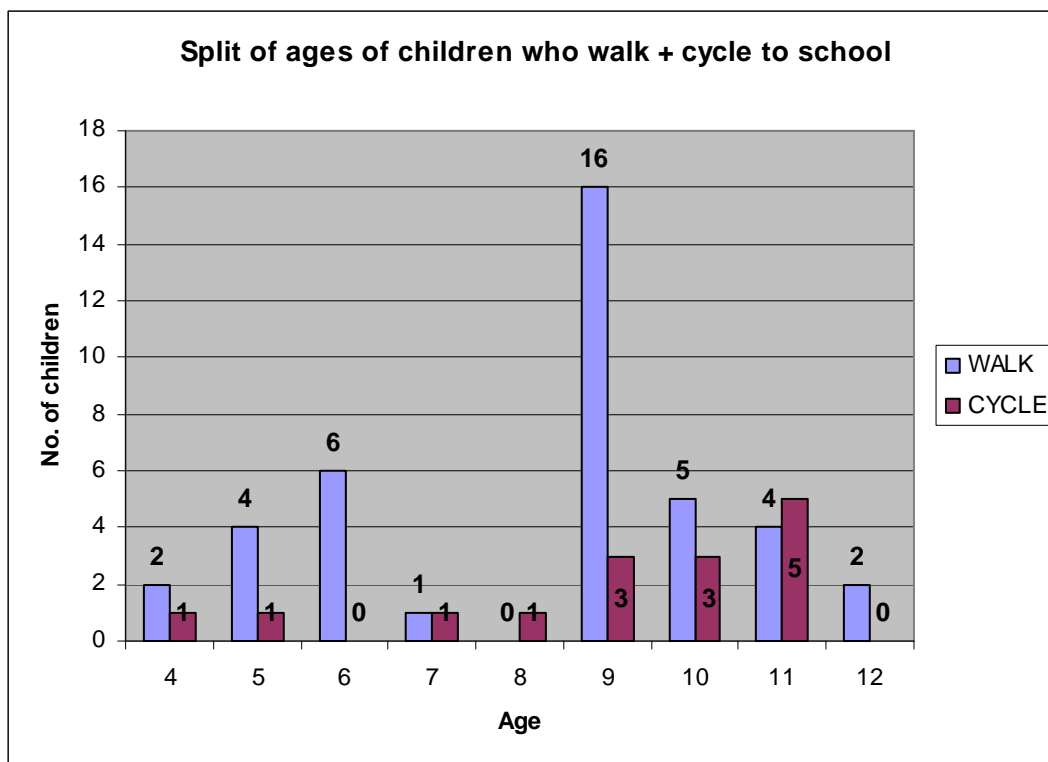
The suggestions that more information could be given at the Nursery stage is one which could be followed up. Maybe a simple booklet, a trip on a bus as part of Nursery education, "Golden rules for buses" could be looked at.

### CHILDREN LIVING WITHIN ONE MILE OF THE SCHOOL

The split of children walking to school who live within a mile of the school is shown below.

	Use bus	Use car	Cycle	Walk	Total
Less than 1 mile	4	12	13	42	71

The majority walk. Those who use a bus are at Dreams Day care. Half of those who use a car are either dropping the children off before an onward journey i.e. work or a child minder with other children taking them to school. The age of those who go by car are split evenly across the age range. When you look at the ages of children who either walk or cycle to school you can see that it is not just the older children who walk but a wide range of age groups. The older children also tend to cycle more. Looking at the age group of cyclists it could be argued that cycling proficiency should be in P5 and not P6 as 8, 9 and 10 year olds are already cycling to school. This suggestion came back on one questionnaire and would help solve some of the problems created by the cyclists, which is discussed later on.



When people were asked what stopped them from walking or cycling to school the main reasons that came back were:

Onward journey	Lack of time	Bad weather	Unsafe journey	Children too young	Health
14	11	10	3	2	1

Onward journeys, lack of time and bad weather were the main reasons why people would not walk. The Health reason was if another child was ill or tired.

### WALKING BUS

Twenty two people replied saying that they would be interested in a walking bus and eight people replied that they would be interested in helping with a walking bus.

**ALEXANDER STREET ONE WAY SYSTEM**

The results of the trial one way system in Alexander Street gave the following results. Thirty three people were in favour of making it a one way system and 7 were against this. The results of the trial were split with only 12 people saying that the one way system improved things.

Improved congestion	No change	Wasn't there
12	9	21

**COMMENTS ABOUT ALEXANDER STREET BECOMING ONE WAY**

would be easier - make safer for everyone - help flow of traffic  
 too narrow for cars to pass at busy times  
 limits danger to children - only traffic from one direction, reduces driver congestion  
 During school hours only. Congestion much better during trial  
 makes it easier to enter exit Alexander street if one way  
 easier- don't have to pull in to allow cars past  
 easier to drive - wouldn't be continual nosing out + reversing back in.  
 if permanent then stop traffic congestion  
 too much congestion when cars coming from both ends  
 On occasional times I have been at school appears to be congested and getting worse.  
 much more easy to cross over - For safety of children  
 to manage the congestion + reduce the risk of incident  
 heard that it did improve congestion + traffic more predictable for children crossing  
 2 way causes problems passing cars + 1 way makes easier for children crossing  
 help with school bus access + child safety improve safety - makes sense  
 To reduce congestion + make it safer for children to cross road  
 might make it easier for residents  
 traffic flowed in one way without hold ups at end of street  
 may ease congestion here but increase it in other areas  
 less congestion as cars + buses flow in one direction therefore safer for children  
 make it safer for kids arriving/departing school  
 the emphasis on it must mean its an improved structure  
 easier for kids if they know cars are moving in 1 direction  
 children would know which way traffic was coming  
 would save congestion at school entrance + help buses move more freely  
 Provided some order where there is usually chaos. Meant people considered parking at the other end of the road  
 and not just outside school. Seemed clearer outside school  
 might be safer, traffic easier to flow at busy times  
 traffic would be more fluid, crossing would be safer for children especially if there was a crossing point

wont make difference to my family - No opinion  
 no thoughts either way - Really not sure

In favour of walking based projects, drop/pick up on George Street  
 not much change might make busier on Martin road when leaving school  
 improved flow of traffic but increases need to do something at Rannes street crossing as increased traffic flow  
 here  
 One way wont address double parking need double yellow lines on side  
 would inconvenience residents in the street  
 Parents should use common sense and think about where they park and safety of other children as well as their  
 own.  
 It would mean a longer trip when dropping off and carrying onwards to work, less flexible  
 May cause traffic to drive faster would be better to have speed bumps at either end + front of school.  
 makes no difference road is still congested  
 concerned about effect on adjoining streets + speeds some drivers would do because of having to go long way  
 round to Alexander street

## **PROBLEMS CAUSED BY CARS AND CYCLISTS OUTSIDE THE SCHOOL**

Thirty one people (42.5%) replied that they did not have problems with the cars and cyclists outside the school gate whilst 32 (43.8%) said that they did. The problems are due to cyclists and Cars.

cyclists don't look + rush out, some weave along the road + some cycle on pavements  
Some of the child cyclists are terrifying others very good. Speed of traffic along commerce St/Drumrossie too high given parked cars  
cycling on pavement + trying to go past people walking  
Cyclists riding on pavements sometimes deliberately chasing + crashing into kids. Cyclists pushing way past pedestrians

Too many cars, some children don't look before crossing the road.  
Parked cars on Martin road near school car park cause problems when walking especially if nursery children are outside and we can't use George street access.  
annoys me when people park on zigzags  
Cars go too fast along this street past upper school gate + buses  
too much congestion, lack of visibility of people crossing as parked cars down both sides of the road  
cars general congestion  
cars parking in bus lane even for short time causes congestion around entrance  
Parents busy watching kids and not road when driving. Had at least one near miss a fortnight. Some insist on parking right at gates and/on footpath  
parked cars on both sides of the road is a danger  
Cars due to speed + parking at inconsiderate places i.e. yellow markings + school entrance  
parking both sides of street makes it extremely dangerous to cross with children  
congestion- difficulty parking  
Double parking + parking on top of junction making it dangerous to enter road/pull out.  
some cars park across driveways making access difficult or impossible  
parking on unsuitable places, e.g. corners Alexander St/martin rd  
cars parking on bus lane + zig zags  
people park on corners  
unsafe for kids crossing as too much traffic  
Martin road/George st parking near HGV yard difficult to cross road cars too fast  
traffic comes to standstill not wide enough for parked cars on both sides + traffic flow  
some park on corner of George street on pavement near martin road forcing children onto road  
cars make it hard to cross the road  
parents speed to get to p1-3 gate with total disregard for other end of school  
cars parked on yellow zig zags or in bus space  
finding safe place to cross - it is always between parked cars - have to edge out to get a good view of oncoming traffic

## **WOULD YOU PARK AWAY FROM THE SCHOOL AND WALK?**

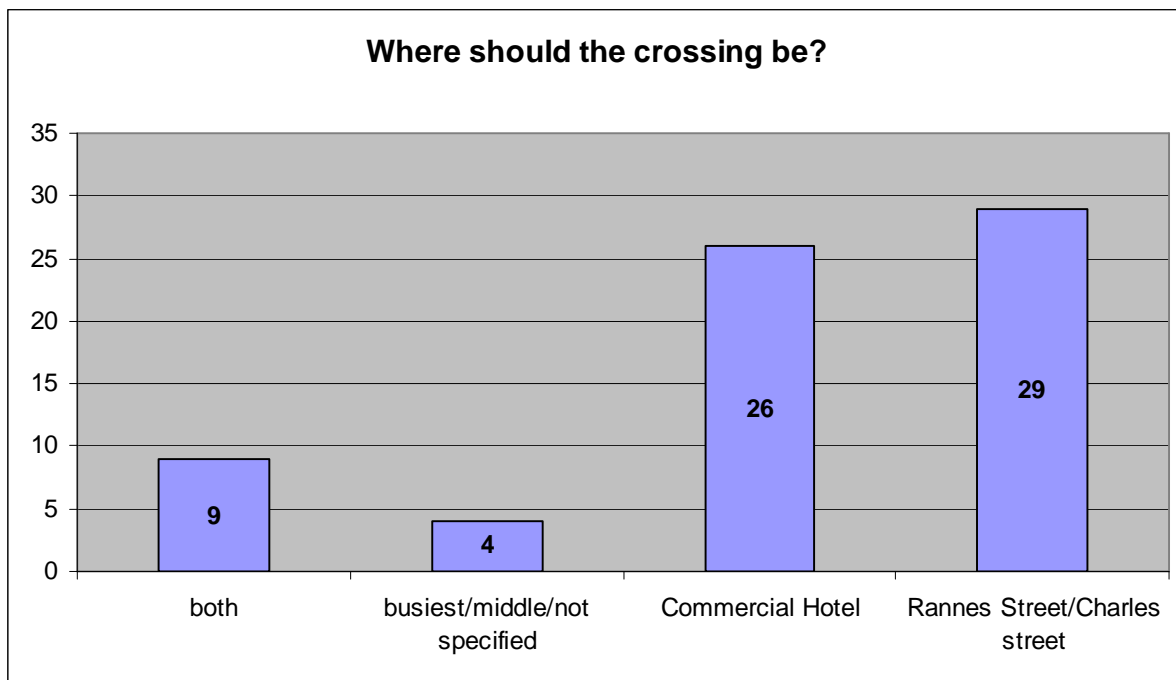
Asked whether people would park away from the school and walk the following results were found.

already do	no	yes
15	8	14

If we could find a safe place to park not very far away from the school this could be tied in with the GO For It scheme to help keep traffic away from the school.

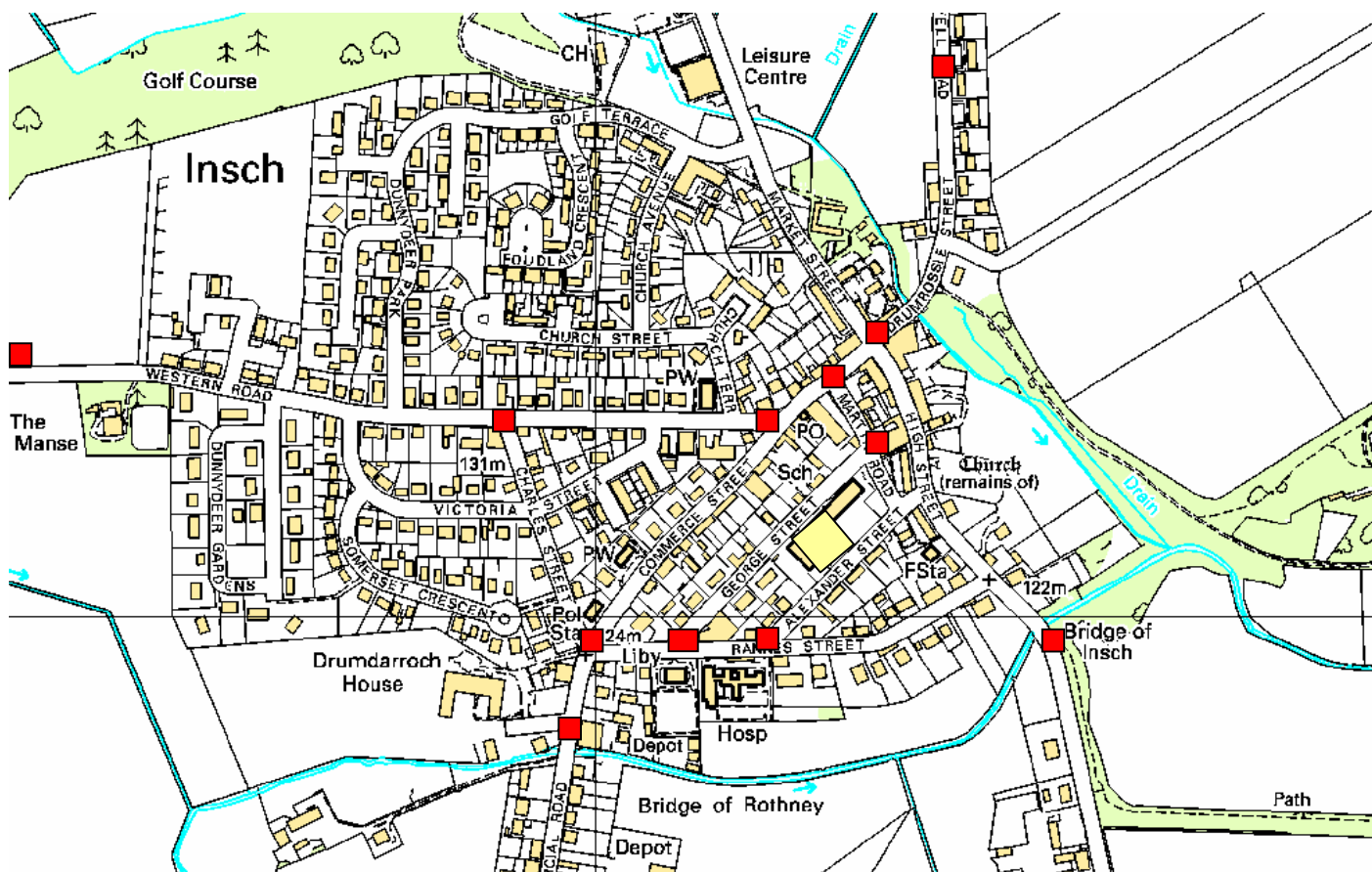
### CROSSING AT COMMERCE STREET

When asked whether or not there should be a crossing 95.8% (68) of the people replied that there should. However there was a split decision on where the crossing should be sighted with the Rannes Street/Charles Street crossing just coming out ahead of the Commercial Hotel as the preferred option. Some people even said that there should be two crossings. With the majority of children needing to cross Commerce Street to get to school this is a major issue which needs to be worked on.

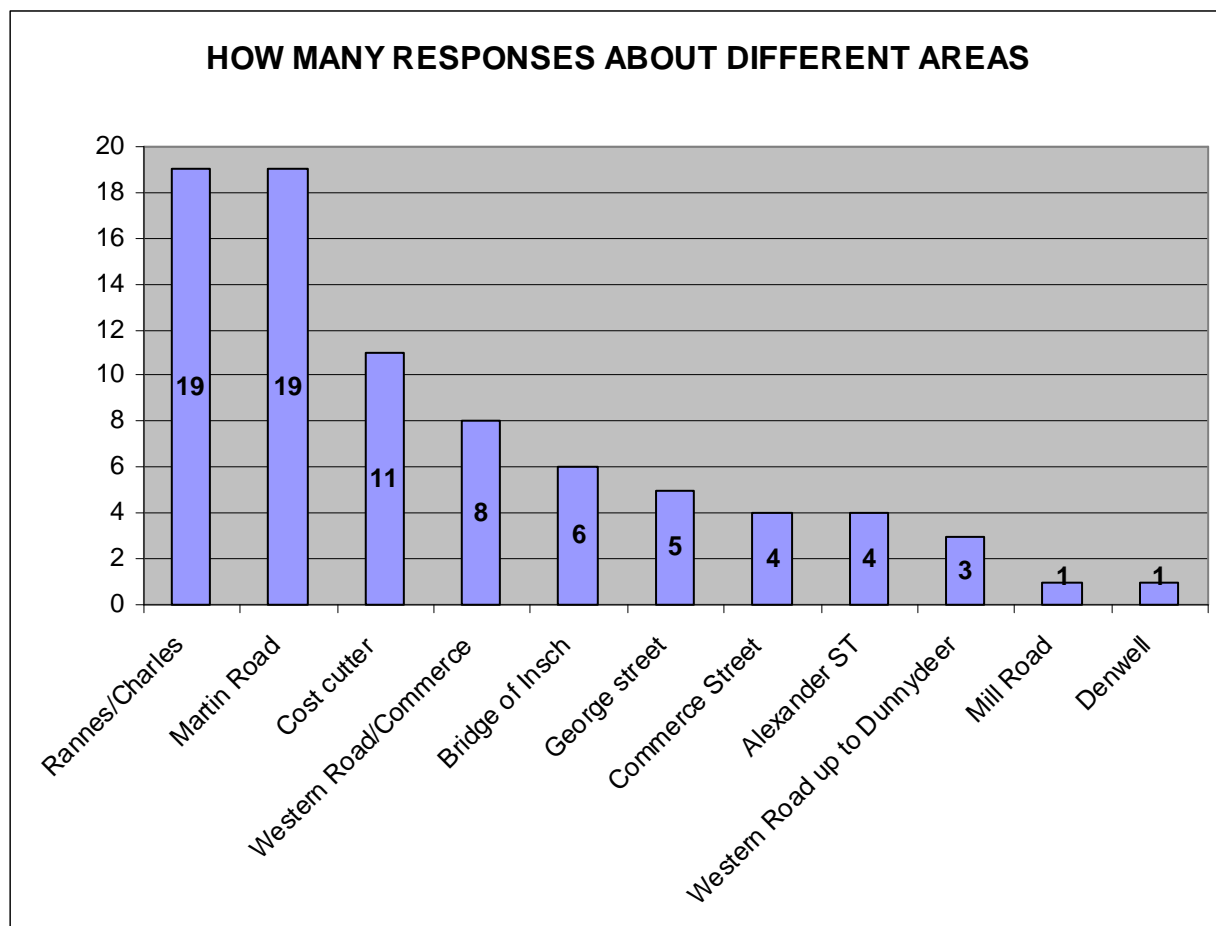


### WHERE ARE THE DANGER SPOTS IN INSCH

The danger spots are marked in red on the map.



As you can see from the graph most comments were made about the crossroads at Rannes, Charles and Commerce Street and Martin Road. This was followed by the Costcutter crossroads and then the junction at Western Road and the Bridge of Insch.



The next few pages detail the comments that we got back about each area:-

### **RANNES STREET/CHARLES STREET CROSSROADS**

- Junction at Rannes street dangerous
- Rannes street busy junction- also blind spot for kids trying to cross
- Rannes street crossing - bad visibility for vehicles hence dangerous for all.
- rannes street crossing – busy
- Rannes street crossing - busy crossroads
- rannes street crossing - poor visibility
- Rannes street crossing blind corner + too fast traffic
- Rannes street crossing blind crossing
- Rannes street crossing busy
- Rannes street crossing - busiest crossing point but with very poor visibility
- Rannes street crossing busy
- Rannes street crossing busy + difficult to see if anything coming
- rannes street crossing busy road
- rannes street crossing busy road
- Rannes street crossing difficult
- Rannes street crossing not good visibility, cars travel too fast.
- Rannes street crossing often parked cars obscure traffic
- Rannes street junction busy
- Rannes street junction busy

## **MARTIN ROAD**

Busy junction at Martin Road  
Make Martin Road One Way all along it.  
Martin road- busy, no pavement + walk past parked cars on road  
Martin road designated cycle/walk path painted on road  
Martin Road no pavement  
Martin road no pavement  
Martin road no pavement + narrow street  
Martin road- no pavements  
Martin road- no one abides speed limit or takes notice of bumps  
Martin road should be no parking - only designated parking area  
Martin road too narrow - need pavement  
Martin road/commerce street junction need to slow down  
Martin Road/George st busy road crossing + bad visibility  
Pavement on martin Road  
Martin road - no pavement  
Parked cars on Martin Road  
Pavement at Martin Roads would be desirable  
Poor corner Martin Road + George street- no good sight line + safe place to stand.  
Martin road would benefit from pavements

## **COSTCUTTER CROSSROADS**

Blind crossing at Costcutter  
Busy junction at Costcutter  
Costcutter busy junction - hard to see what is coming  
Costcutter crossing - dangerous - not easy to see in all directions+ fast traffic  
Costcutter crossroads- busy crossroads better if priority was changed.  
Costcutter crossroads difficult to cross  
Costcutter crossroads has poor visibility very dangerous  
Costcutter crossroads very busy, hard for kids to cross safely  
Costcutter junction - very awkward to cross poor visibility  
Crossroads at Costcutter  
High Street Fast traffic/busy road/cars parked both sides

## **WESTERN ROAD**

Too many cars parked in front of post office + commercial  
Western road Charles street crossroad badly lit + difficult crossing  
Western road Dunnydeer bend, road not wide enough for bikes + cars,  
Western road/com street busy  
Western road-commerce Stet busy road crossing  
western road/commerce street busy road  
Western Road/Commerce street junction busy crossing  
Western road/commerce street junction- heavy speeding traffic, cars on double yellow lines

## **BRIDGE OF INSCH**

Pavement narrows at Inch Bridge  
Bridge of Inch road should have speed warnings - high speed cars  
Bridge of Inch too narrow a pavement, 30mph too high for bend  
Bridge of Inch- very narrow pavement - often vehicles traveling over 30mph  
Bridge of Inch- very narrow pavement - often vehicles travelling over 30mph especially buses  
(not school ones)  
Speeding cars well in excess of 30mph before Inch bridge  
Lots of dog poo on pavement going to school

## **COMMERCE STREET**

Commerce Street - busy road/fast traffic  
Commerce street - crossing needed  
Commerce street beside martin road - unsafe for kid to cross unless accompanied.  
Commerce street should have lollipop lady

## **GEORGE STREET**

Corner of George street - cars on pavement at junction  
George street should be parking on 1 side of road  
Need a proper crossing at the bottom of George street in the front of the nursery entrance  
When it rains massive puddle at George street corner.  
Rannes/George street junction - often cars overstep junction which is dangerous for young cyclists + drivers

## **ALEXANDER STREET**

Rannes street/Alexander street junction - have more yellow lines on  
Rannes street to improve visibility  
Alexander street – Busy road/cars parked  
Alexander street should be one way - no parking except buses  
Alexander street/martin road - busy crossing

## **WESTERN ROAD LEADING TO DUNNYDEER**

Need a foot path from Dunnydeer to Cemetery  
No pavements after Tulloch drive  
Footpath cycle path up Dunnydeer road

## **OTHERS**

Denwell road would benefit from speed ramps as cars come speeding into village  
mill road, commercial rd junction busy  
would like direct access over bridge from old mart avenue to rannes street via bridge  
On odd occasion drive to school it infuriates me to see mothers who don't work drive 1/2 mile to school to pick up kids  
Insch is not as busy as people perceive it to be but people are too busy and find it easier to drive.  
Better Drainage so vast puddles don't form making it unsafe for bikes/cars  
children cycling on pavements

## **WHEN ASKED FOR OTHER COMMENTS WE GOT THE RESPONSES BELOW**

Support staff/visiting teachers should be encouraged not to park on Alexander street as well  
Would be easier if all children + nursery got out at the same time then all traffic would be there in area for one period not 2  
Improve Costcutter crossroads so more people will use that instead of Martin Road.  
Can we get another traffic survey done to see if we could get crossing or lollipop person  
Still one or two kids zoom through school grounds on their bicycles.  
People are unlikely to change habits due to inconvenience and laziness. George Street + Alexander street should be no parking zones at school starting + finishing times.  
Would like to see Commercial rd, commerce st, drumrossie st to have 20mph limit, Think Insch needs more than one crossing on Commerce Street  
Could parents wait in the playground as they block the throughway for pedestrians forcing them onto the road?  
If the local authority had not cut back the eligible mileage for school transport then this might not be such a big problem  
Why do buses use Martin road as there is no pavement?  
Commercial road is often used as a race track with cars speeding from the station end and reaching dangerous speeds - need 30 sign half way along  
If children need to cycle on pavements they shouldn't be taking bikes to school  
Although traffic through Insch has grown slightly I do feel that cars + large lorries speed though Insch unaware that there is a school on the next street. Need to provide safe crossing area now before the worst happens. Prevention is the best policy.

Bikes need to be locked up by the kids + somewhere for them to lock them to. Children need to learn more about road safety at an earlier age from parents + school, on foot and bikes.

In the interest of safety I escort them to school and home again

Cyclists on pavements cause hazards - To raise awareness start cycling proficiency in P5

Denwell road changes from 30mph to 40mph just before business park where dreams nursery is. Should have suitable speed limit or crossing here or even slow down sign

On Rannes/Charles street crossing when crossing from Rannes Street side cannot see traffic clearly from the station end of Commerce street. There will be an accident there one day, I hope its not my child or anyone else's that's involved

Janette Taylor

13.6.08