

# **Summary of Student Travel Survey: Remarkables Primary School**

## **Classroom Counts on Travel Choice - February 2011**

### **Background**

Remarkables Primary School has been implementing a school travel plan since 2010 and is one of five travel planning schools working in partnership with Queenstown Lakes District Council. The main goal of the programme is to increase safe travel choices for children and to work with the school community to address any road safety issues which come out of this process.

Students were asked how they got to and from school over a period of 5 days in late February 2011. The data given in this report shows what these travel patterns were over the week, how they relate to each year group, and how this data from February 2011 compared with an earlier survey taken in September 2010. Children were also asked how they would *like* to travel to school if they had the choice.

Student travel surveys will be carried out at Remarkables Primary School at a similar time every 12 months in order to build a profile of travel choice over time. This information can also help the school and the council monitor the school's travel plan programme.

### **Methodology**

To collect classroom or 'hands up' surveys, teachers are asked to collect data by asking students each morning for the five days how they travelled to and from school. We try and encourage teachers to oversee data collection, but some classes with older students elect a student to record this. We ask that rainy days and school trips are noted on the survey sheet.

Participation rates for student surveys are generally high, with nearly all children present in the classroom having their answers recorded and most classes taking part. Remarkables Primary opened in 2010 and had a steadily building roll last year. In the February 2011 survey 252 students took part compared to the much smaller number of 82 when an earlier survey was done in September 2010. One wet day was recorded in the February survey, being Wednesday morning.

# How students are getting to and from Remarkables Primary School in February 2011

Figure 1:

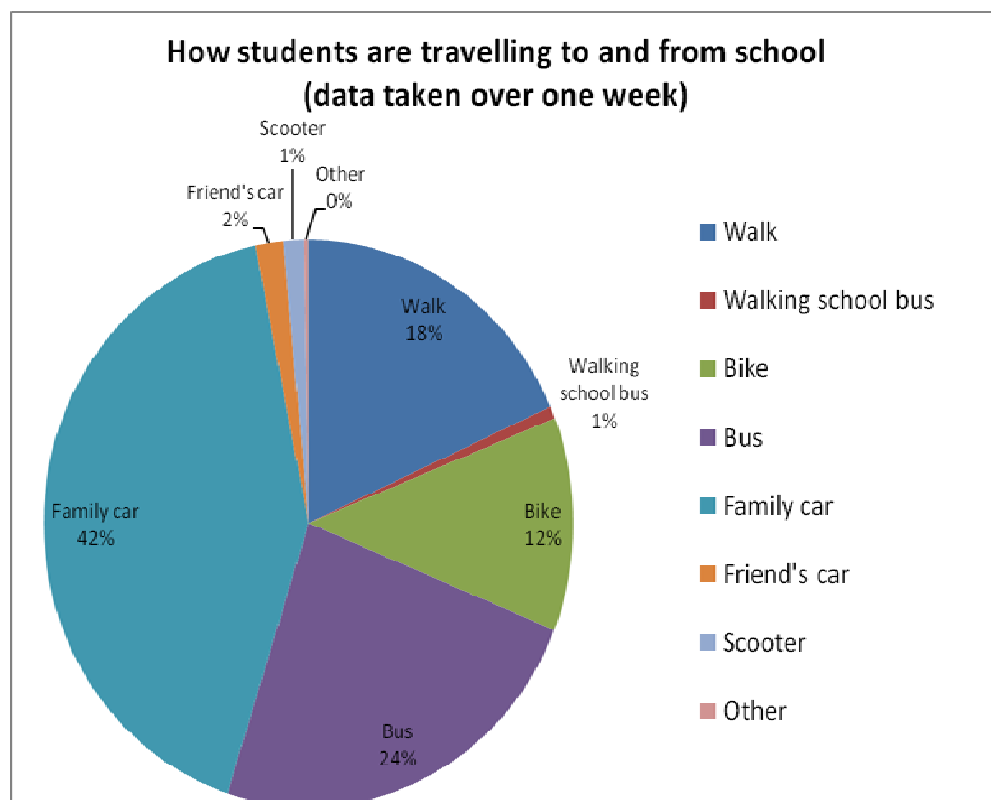
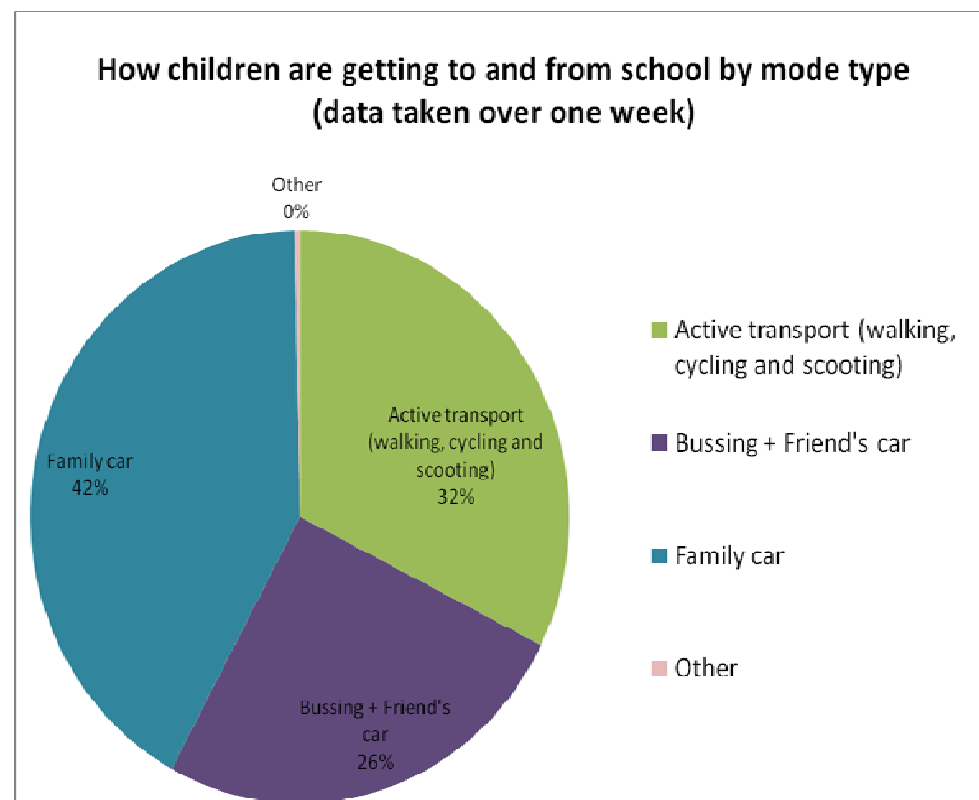


Figure 2:



**Figure 1** gives a full breakdown of travel modes for students over the 5 day period. Nearly one quarter of students travel by bus, with 42% travelling by car. Relatively high numbers are walking or biking to school.

**Figure 2** shows travel modes grouped into; active forms of transport (walking, cycling and scooting), shared motorised transport (bus and carpooling) compared to trips in the family car. Nearly a third of students get to school via 'active transport', and overall nearly 60% get to school by active or shared transport means (compared to 42% coming by car).

# How students are travelling to school: Comparisons of two surveys

These graphs compare data from March 2011 from an earlier survey carried out in May 2010

Figure 3: Breakdown of *all modes* in February 2011:

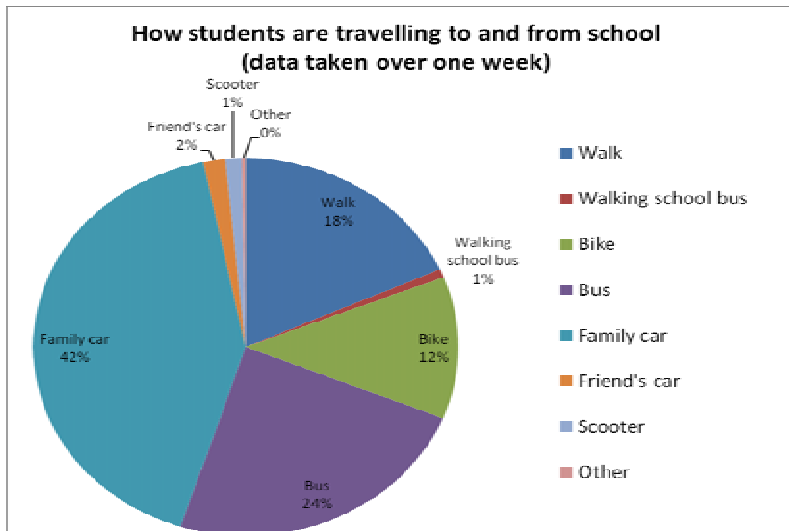


Figure 4: Breakdown of *all modes* for September 2010:

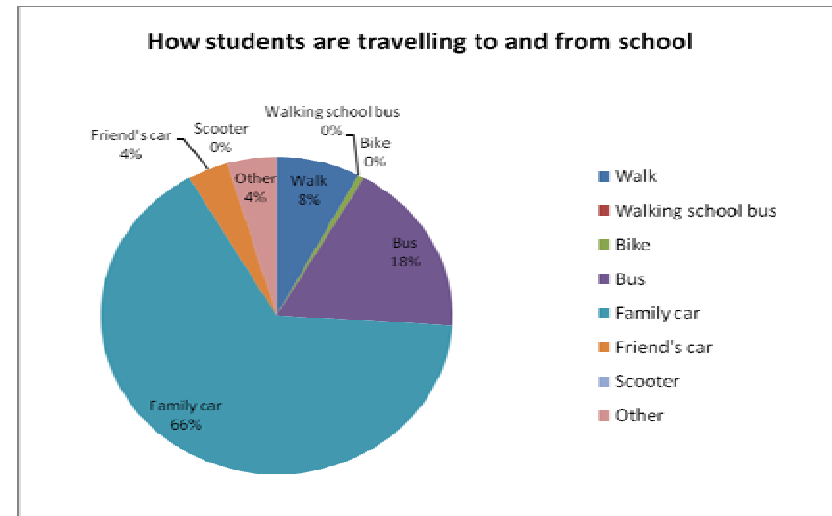


Figure 5: Groups of *transport type* in February 2011:

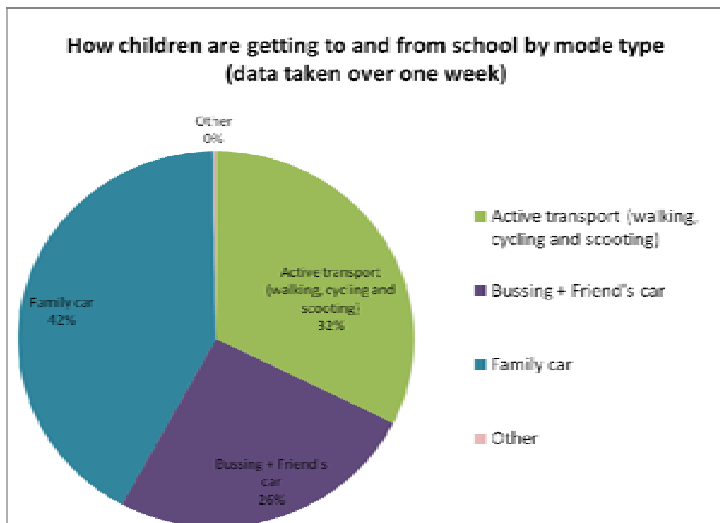
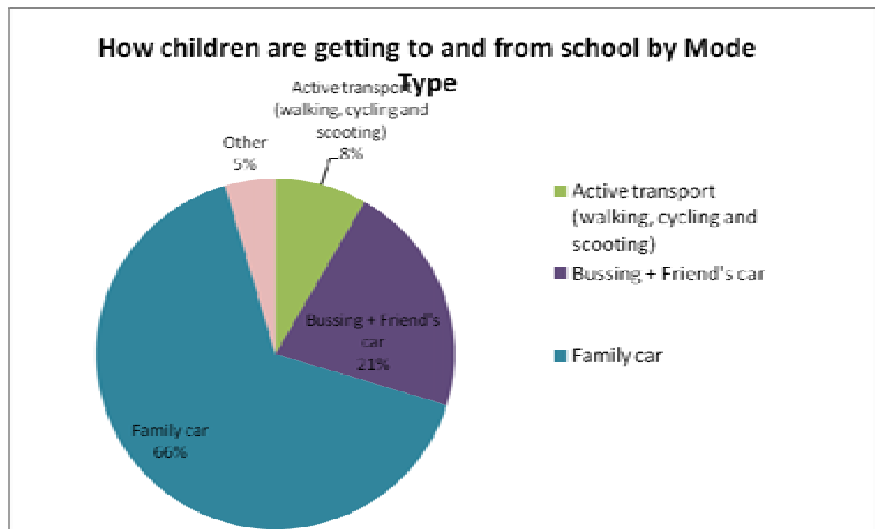


Figure 6: Groups of *transport type* in September 2010:



## How children *currently* travel to school and how they would *like* to travel

Figure 7: Data from February 2011:

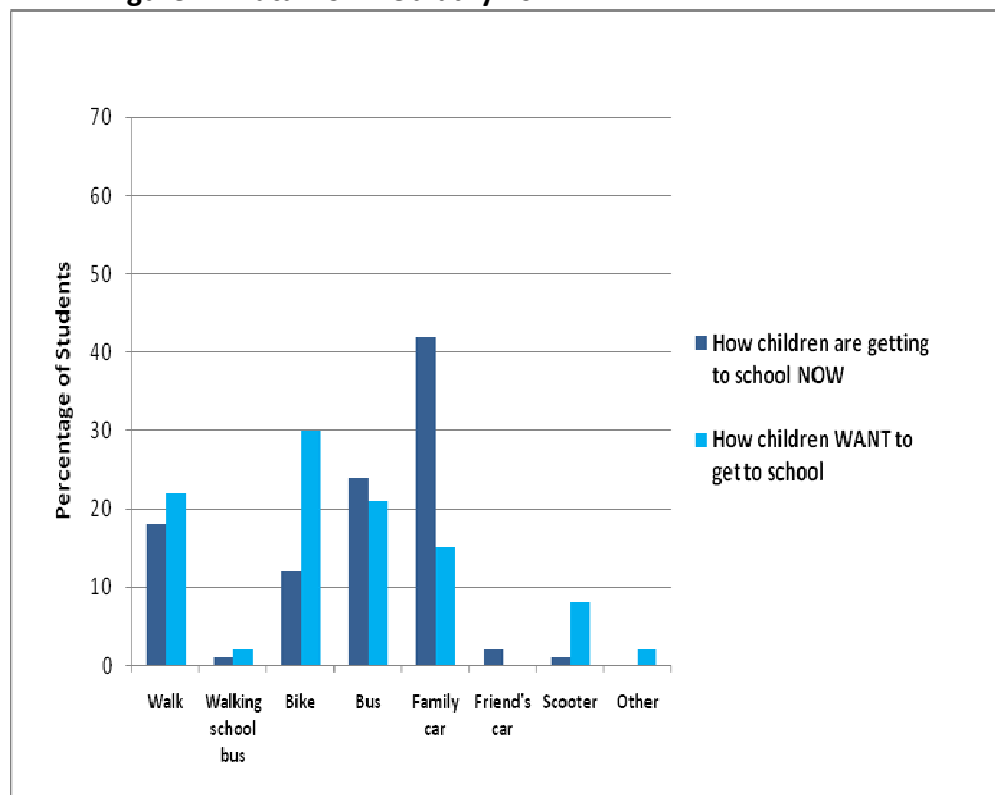
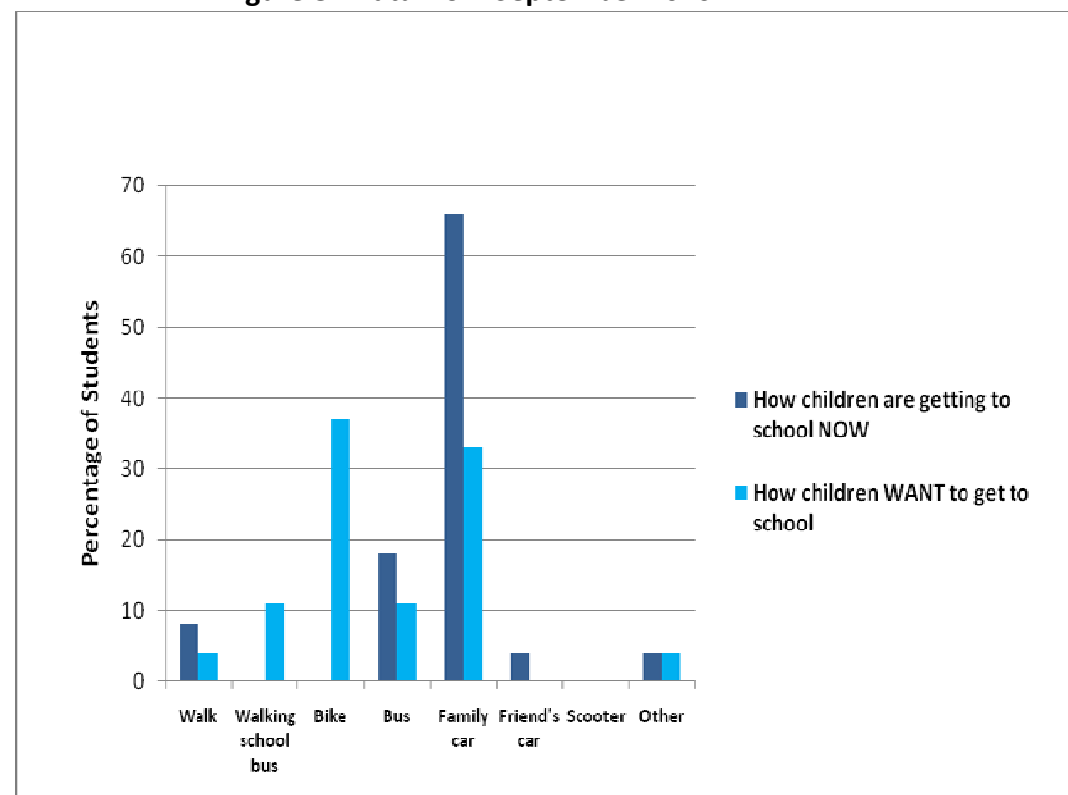


Figure 8: Data from September 2010:



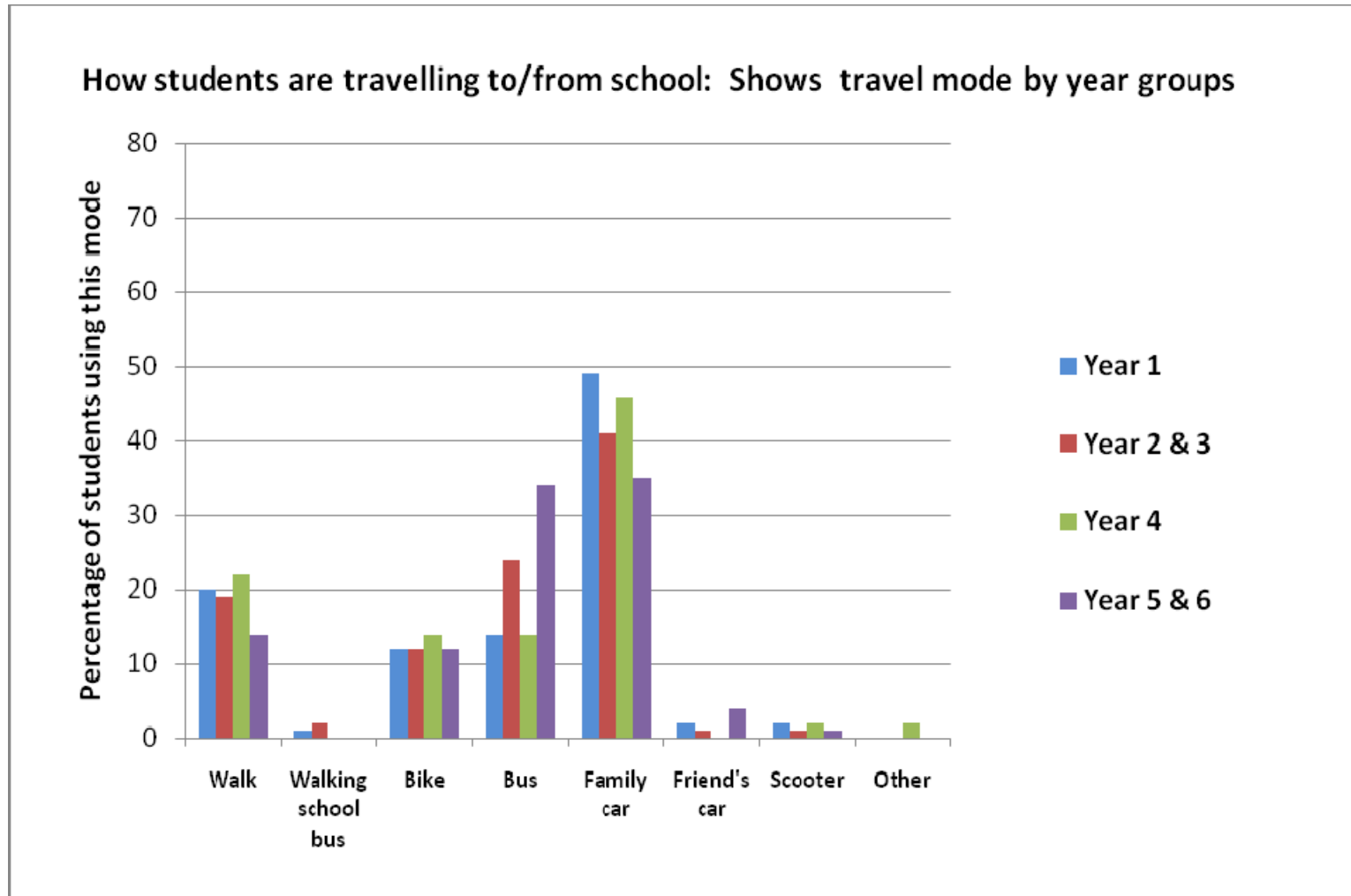
This data shows how children are *currently* getting to school compared to *preferred travel modes* in two different surveys; February 2011 and September 2010.

In both surveys, being driven to school is the main travel mode although the proportion of students being driven in the February survey is significantly less than what was recorded in September. Because of the nature of Remarkables Primary School's roll-growth, there tends to be a "bottom heavy" demograph (higher numbers of new entrants and young children). A younger age of child often correlates with driving being a preferred travel choice. These differences are not surprising therefore, given the school roll has doubled in size. Similarly, the February survey shows more children are walking, biking and bussing.

In both surveys over half of students preferred to walk or bike to school, compared to the 8% who *actually did* walk and bike in September and the 31% who walked/biked in February.

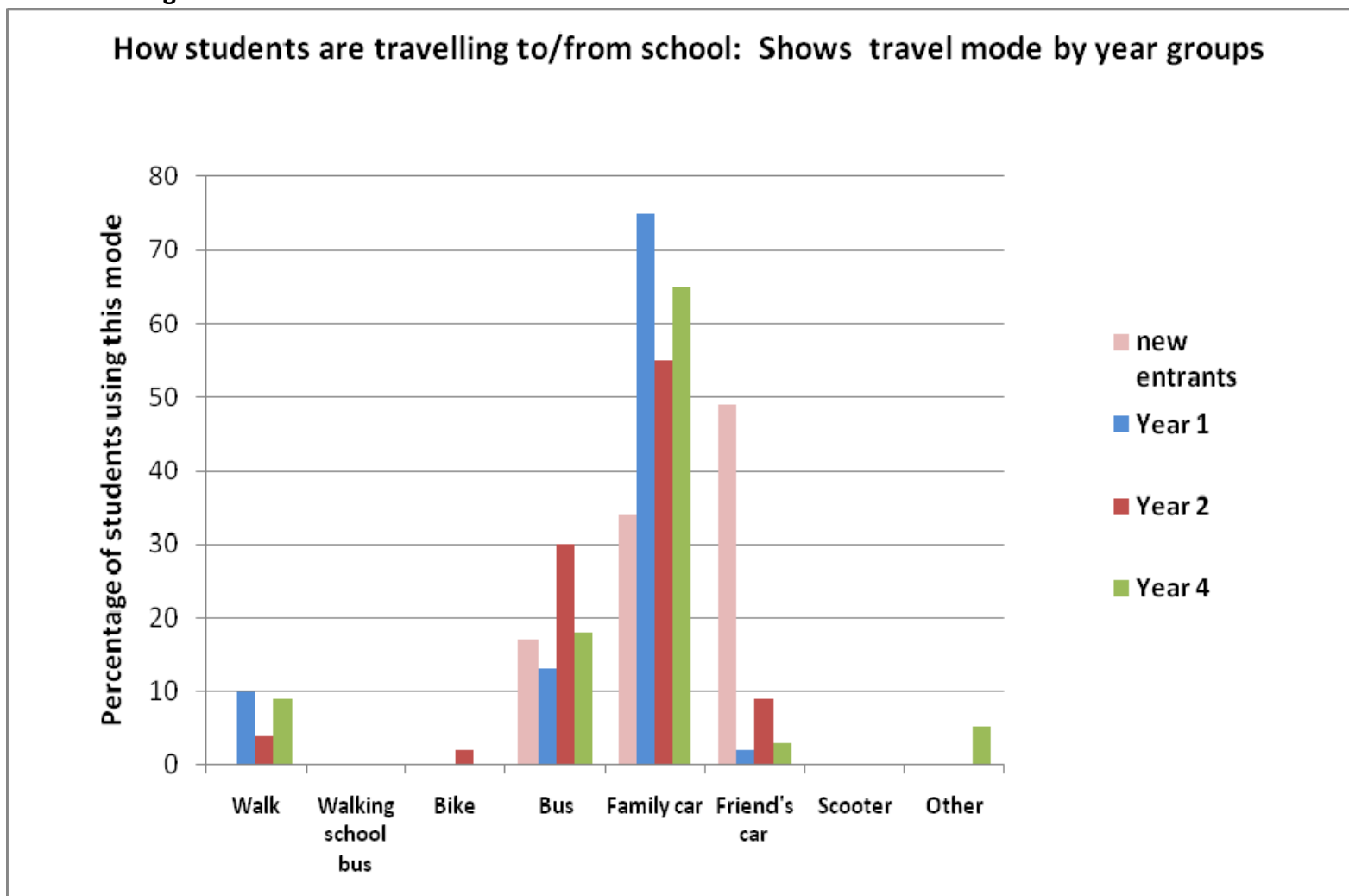
## Mode of Travel for Different Year Groups (February 2011 data)

Figure 9:



## Mode of Travel for Different Year Groups (September 2010 data)

Figure 10:



Note: The high numbers of Year 4 students being driven to school shown in Figures 10 and 11 may be misleading, as there was only one small class to gather data from compared to 4-6 classes of new entrants and year 1 students.

## OPPORTUNITIES

- Choosing to drive is a transport mode that may be on the decrease as the age spread of the school road continues to balance over time. Continuing annual surveys will help to indicate how travel behaviour patterns are evolving.
- The numbers walking and cycling have showed a marked increase and are relatively high compared to other Queenstown Lakes schools (refer to report titled “School Comparison Hands up Surveys”).
- Biking to school remains the most popular transport choice for students, a trend shared at all primary schools in the area. There is a lot of potential to tap into students’ enthusiasm to encourage safe cycling, particularly in the warmer months and for older children who can access safe routes to school. Special bike to school days, cycle skills and bike safety checks have proved popular and can continue to support cycling as a safe travel mode.

*For more information about the travel plan programme, please contact Kirsty Barr on 03 443 8609 or [barrkerr@ts.co.nz](mailto:barrkerr@ts.co.nz). You can also contact Denis Mander at Queenstown Lakes District Council on 03 441 0499 or visit [www.qldc.govt.nz](http://www.qldc.govt.nz).*