

Findings of the School Active Travel Surveys from April and May 2026

Active travel at **primary** schools has remained the same compared to the May 2025 audit, at **51%**.

Reports of **cycling** to and from primary school have however, continued to increase from **9%** to **11%** over the same 12-month period.

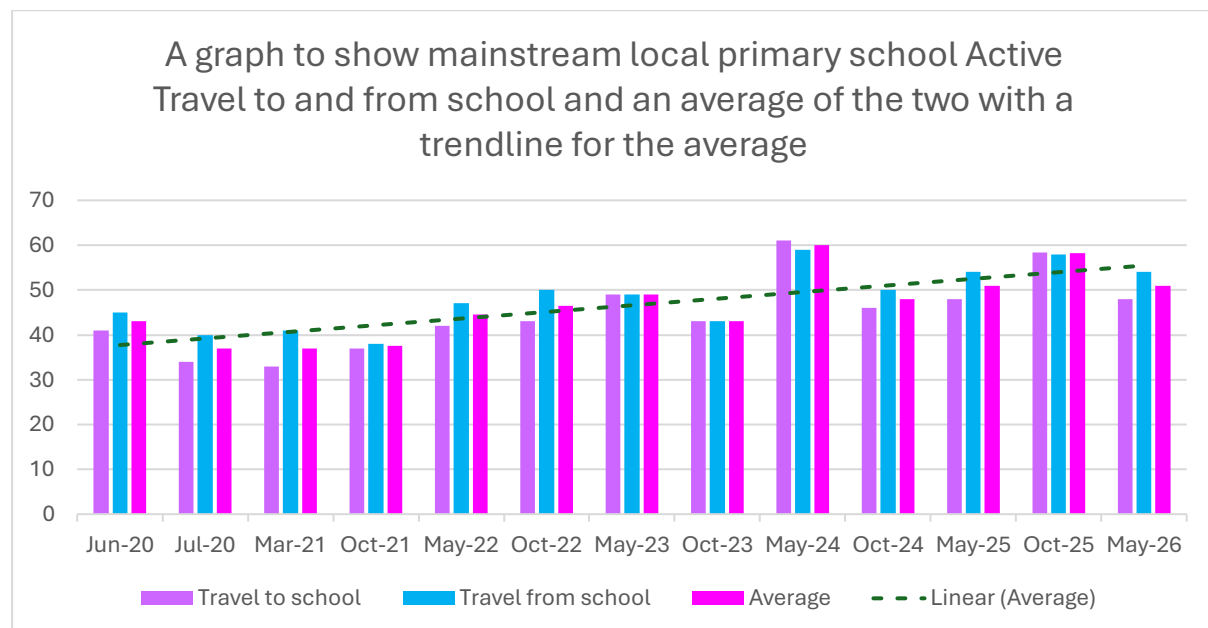
Active travel at **secondary** schools has decreased slightly compared to the May 2025 audit, from **38%** to **36%**, having been audited in April as opposed to the usual dates in late May to accommodate students who go on exam leave after Easter holidays.

Reports of active travel for **morning** journeys to secondary school have increased slightly from **34%** to **35%** over the same 12-month period.

The Health Improvement Commission recently carried out its bi-annual school travel audit. This year, primary schools and secondary schools were audited separately, with secondary schools and the Sixth Form Centre surveyed a few weeks earlier to avoid exam leave.

‘Active Travel’ is defined as walking, cycling, scooting and blended travel, whereby someone might travel part of the journey by motorised vehicle and complete their journey by an active travel mode, sometimes referred to as ‘Park and Stride’.

Mainstream primary schools in Guernsey and Alderney collectively averaged **51% Active Travel**.



Morning active travel rates have remained constant at **48%** since this time last year, as have **afternoon journeys** from school remaining at **54%**.

Despite wet and windy weather on the days of the primary schools' audit, with 20 May being particularly damp and cold during the morning school run, active travel rates remained resilient. Cycling journeys even saw a slight increase, rising from 9% to 11%. This may suggest that more parents and carers are choosing to transport children by cargo bike, regardless of weather conditions.

Family Bikeability sessions were also piloted throughout April 2026, which may have encouraged more families to cycle to school. Parents and carers reported feeling more confident riding alongside their children on Guernsey's roads, helping to support this shift.

While overall trends remained steady, there were notable increases in active travel at schools that have recently introduced initiatives to encourage walking, wheeling and cycling.

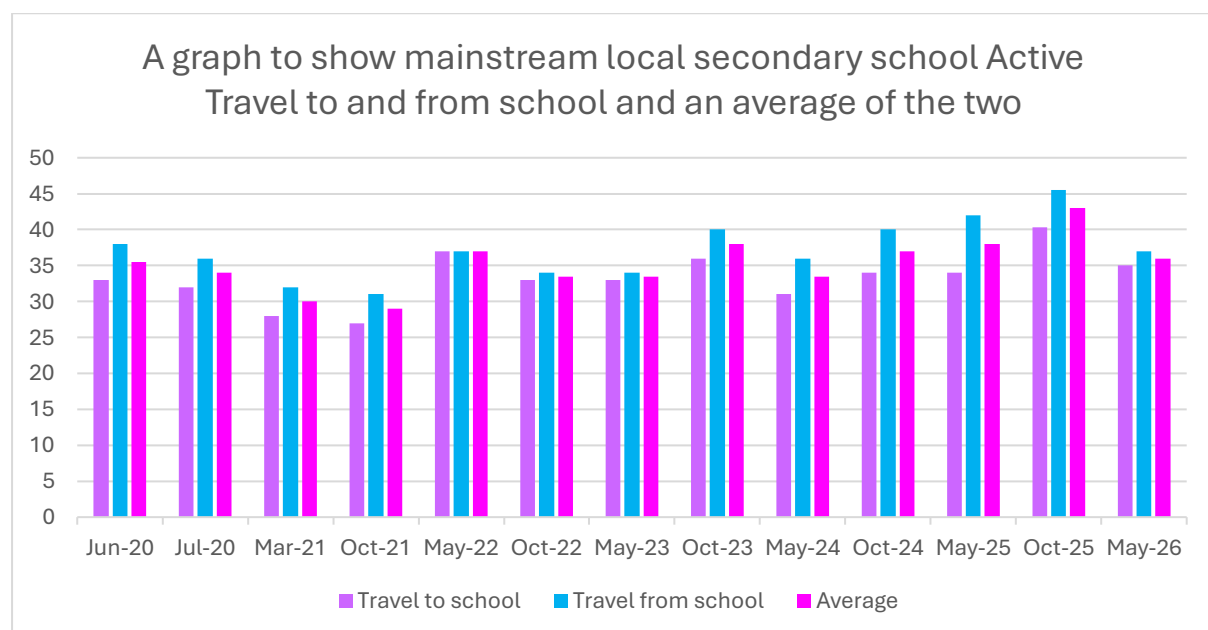
Vale Primary and La Houquette Primary, both of which run weekly walking buses during the spring and summer months, saw increases in active travel of 12% and 5% respectively compared to the October 2025 audit.

Castel Primary, which launched a pilot School Street scheme in April, recorded a 5% rise in active travel over the same period. Changes implemented by Traffic and Highway Services near the school, allowing cyclists to turn into the 'No Entry' school street supported a 4% increase in cycling rates, while the closure of La Ruelle de la Generotte

to motor vehicles has enabled a safer Park and Stride route from Saumarez Park, contributing to a 2% rise in blended travel.

“This demonstrates that when schools can introduce practical, sustainable initiatives that make active travel safer and more accessible, it can have a real impact on families, empowering them to make a healthier choice. The more attractive the active option becomes, the more likely it is that walking, wheeling and cycling will become the norm for children and their journeys to school.” said Amy Woollaston, Active Travel Officer for The Health Improvement Commission.

Mainstream secondary schools in Guernsey and Alderney collectively averaged **36% Active Travel**.



Morning active travel rates have continued to rise steadily year on year, increasing from **34%** in May 2025 to **35%** in May 2026. This suggests fewer students are being driven directly to school gates as supported by a reported continued reduction in **car use**, with school journeys by car dropping from **40%** in May 2025 to **38%** in May 2026.

Two secondary schools have been piloting the School Street initiative which may have encouraged families to consider alternatives to driving in the mornings.

“This is very encouraging. The healthiest way to travel is to walk, wheel or cycle, but even taking the bus brings health benefits over single-car journeys because it reduces traffic and pollution around schools,” commented Amy.

For the first time, this year's secondary school audit differentiated between pushbikes and e-bikes. Across all schools taking part, including the private colleges and the Sixth Form Centre, **24%** of active travel journeys were made by **e-bike**. This figure almost matched **traditional bicycles**, which accounted for **26%** of active travel reported.

"At this stage there is no trend to draw conclusions from, as this is the first year the question has been asked, but it is something worth monitoring. Data gathered by the Better Journeys Project already shows an increase in adults using e-bikes to commute to work. It could be that, as adults upgrade their bikes, older e-bikes may increasingly be passed on to teenagers, in much the same way mobile phones often are." noted Amy.

If we are seeing an era where teenagers are increasingly being given access to e-bikes, this could create more opportunities for young people to travel independently to all corners of the island without relying on lifts from parents and carers helping more young people become more active, more often, while also reducing congestion at peak travel times?

For more on active travel at schools, visit **[healthimprovement.gg/active travel schools](https://healthimprovement.gg/active-travel-schools)**