



# Our Lady of the Missions Primary School



## School travel plan 2018



## Introduction

Travel and the way in which we do so has a huge effect on our health and environment. In 2007 road transport in Scotland was responsible for around 25% of Scotland's carbon dioxide emissions. The transport sector also results in additional environmental impacts such as pollutants that can be found both within the air we breathe and in water. Therefore, it is due to these reasons why it is easy to understand that encouraging more efficient, convenient and sustainable travel is extremely important to all of us at OLM.

It is predictable that around one-fifth of all traffic occupying roads at 08.50am are participating in school travel and of course, our task is to impute sustainable transport measures into exercise - for example; by providing the information, support and infrastructure to help those travelling to and from school to choose to walk, cycle, take public transport, or share journeys with other families more often.

## Our Lady of the Mission's Primary School

OLM Primary School is a denominational primary school run by East Renfrewshire Council. The school teaches Primary 1-7 pupils from age 5-11. The school currently the home of 960 pupils and is a feeder school for St Ninain's High School.

OLM has a strong Eco Committee which is very popular amongst pupils and the school has gained 4th Green Flag. The school has an 'Active Schools Coordinator', Kerry Comerford, whose role it is to encourage and support opportunities for pupils to take part in regular physical activity. Initiatives at the school are supported by an active Parent Council which meets throughout the school year.



## Aims of the OLM Primary School Travel Plan

- ⊕ To improve pedestrian safety in and around the school.
- ⊕ To encourage more pupils to walk at least part of the way to school.
- ⊕ To discourage indiscriminate parking practice around the school.
- ⊕ To raise awareness amongst pupils, parents and staff of the wider health and environmental problems associated with increased car use and of the health benefits of walking, and cycling to school.
- ⊕ To ensure those pupils, parents and staff are supported and encouraged to make positive, healthy travel choices.
- ⊕ To improve the local environment for everyone by reducing pollution, congestion and addressing safety issues around the school.
- ⊕ To ensure parents are aware of, and adhere to, OLM's Primary School Travel Policy.

## Proposals to Improve Road Safety

- ⊕ A zebra crossing has recently been installed on Woodfarm Road at its junction with Commercial Road. This facility, coupled with the School Crossing Patroller greatly assists the pedestrian at this location.
- ⊕ A part-time 20mph speed limit has been installed on Commercial Road. The reduction in the speed limit from 30mph to 20mph will apply when pupils are either going to or returning from school.
- ⊕ The school is currently looking at setting up a walking bus. A walking bus can increase levels of walking to school and, in turn, reduce traffic congestion around the school gates.
- ⊕ Pupils to design banners to hang from the school railings and posters to remind parents to park responsibly.
- ⊕ 'Park and Stride' - Parents who drive to school are encouraged to drop pupils off remote from the school to reduce congestion levels around the school gates (improving road safety for other pedestrians) and to improve the fitness of the children.



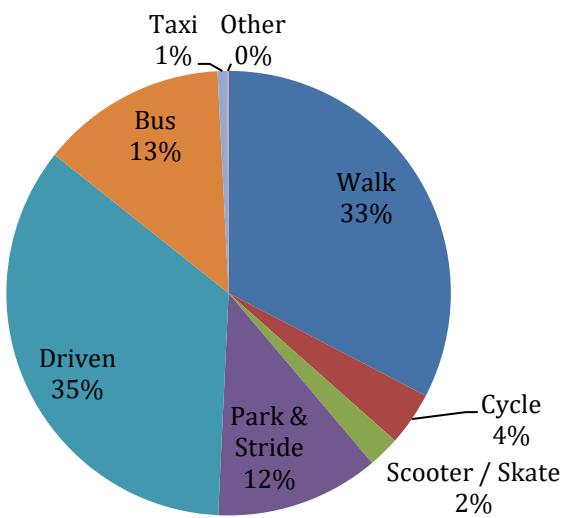
- A new cycle shelter has recently been installed.
- The Council is looking to secure funding to upgrade and widen the footpath at the rear of the school.

## 2. Current Situation

### 2.1 Current Travel Patterns

In August 2016 OLM's Primary pupils completed the annual 'National Hands Up Survey' on school travel trends. Below is a brief summary of the main findings of the survey:- The pupils were asked how they currently travel to / from school and the results are as follows:- of the 896 respondents currently 34.90% pupils are currently driven to school, 32.60% of pupils currently walk to school, 11.90% park & stride, 13.50% of pupils are bussed to school. Currently 3.90% of pupils cycle and 2.30 % scooter to school. This data will be used as base figures to set targets and objectives for the travel plan. The annual school travel 'Hands Up Survey' will be used to monitor changes in travel patterns.

#### Hands up Survey Results 2016 - How Pupils Travel to and from School



## 2. Current Situation



## OLM Travel Policy.

- Contractors are discouraged from entering or exiting the school during break times.
- Staff and visitors must drive with extreme care at not more than 5 mph when entering or leaving the car/bus park.
- Car/bus park is not to be used as a play area.
- Our main aim is to limit and if possible to prevent the movement of vehicles when children are present.
- At the end of the school day children are lined up and accompanied to bus lines or appropriate exits if not travelling by bus.
- SMT and PT's are responsible for supervising the boarding of buses and departure.

## Parking Guidance.

As Our Lady of the Missions has grown over the last few years, parking has become very busy.

Inconsiderate and illegal parking on the roads, pavements and car parks in and around the school risks the safety of children and adults who accompany them to school.

Considerable efforts have been made recently to improve the situation but we require co-operation from all parents/carers to minimise the risk of accidents and avoid congestion. Please follow these guidelines at all times.

### GENERAL GUIDELINES

Regardless of where you park or the route you walk to school, please:

- Use all car parks – you can use car park beside the Woodfarm cages; the overflow space which is on the right at the entrance to the school car park; the Woodfarm pavilion car park at the bottom of Berryhill Drive; and some parents with children at Glenwood may prefer to park in the Glenwood car park and walk down the hill



- ⊕ Apart from using the drop off facilities DO NOT park in the school car park as this is reserved for staff unless you have a blue badge for the disabled spaces
- ⊕ If someone else is dropping off your child, please make sure they also know and understand these directions
- ⊕ Obey speed limit of 5MPH in car parks.
- ⊕ Do not cause obstruction by parking thoughtlessly.
- ⊕ Why not walk if you live close to the school?
- ⊕ Note rules on drop-off in the morning.
- ⊕ Do not double park or park on pavements. It is an offence to obstruct a pavement and offenders can be prosecuted.

### DROP-OFF FACILITY IN SCHOOL CAR PARK

- ⊕ The area to the left hand side of the school car park nearest the “cages” is for drop-off only in the morning and must not be used as a car park. There should be a constant flow of traffic here – if you park your vehicle then walk your children to the building this causes severe congestion.
- ⊕ Use the cages car park or overflow car parks if you intend to walk with your children in to the school.
- ⊕ If you do use the drop-off facility, remember children should exit by the passenger-side door for safety.

Disabled spaces adjacent to the school must only be used by those displaying a blue badge.

### WOODFARM PAVILION CAR PARK

Work carried out in this car park earlier this year has alleviated some of the problems but some drivers continue to ignore the signage designed to keep children safe

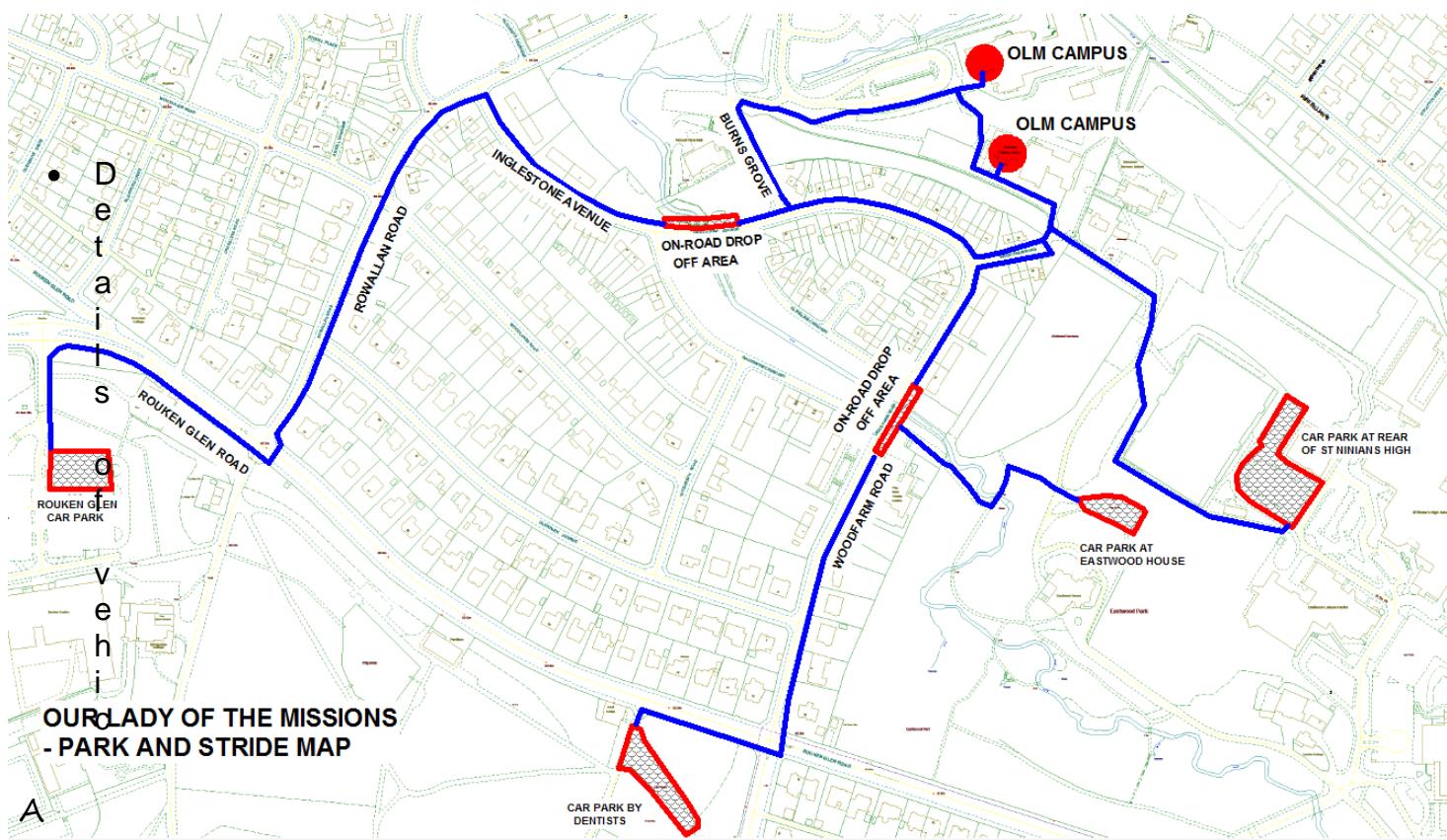
Drivers must:



- Follow the clockwise one-way system in car park.
- Obey the “No vehicles beyond this point” sign level with the pavilion. For the avoidance of doubt this means you cannot park beyond the sign or on the gravel area behind the pavilion.
- Do not allow your car to overhang the footpath adjacent to the playing fields. If you are on foot do not cut across the car park – use the pathways.
- Make sure children walking unaccompanied use the pathways.

## ACCESS TO SCHOOL

OLM Primary School can be accessed on foot, by bicycle, bus and by car, or by a combination of these methods or transport. There is a breakfast club which is available from 7:45am and informal entry starts at 8:50am and in the case of poor weather conditions this may be earlier. Pedestrian provisions within the Woodfarm area and in the immediate vicinity of OLM Primary School are generally good due to clear zebra crossings and an allocated lolly pop man at peak times. Local streets are well lit and have well maintained pedestrian footways. There are local off road footpaths which provide convenient routes to school:- see map below.



school crossing patroller currently operates on the traffic calmed Woodfarm Road. A zebra crossing further assists pedestrians at this location. OLM aims to support pupils to lead healthy lifestyles and to inspire them to walk at least part of the way to school as often as possible. This will decrease congestion outside the school gates and improve pupil's fitness levels.

## 4. Implementation

### 4.1 School Travel Plan Partnership

- ⊕ Active Schools Coordinators, teachers and parent helpers will assist pupils with training prior to examination.
- ⊕ Improve trainer to pupil ratio.
- ⊕ Consider undertaking 'Cycle Skills' training for pupils in younger stages than p6 or alternatively focus on another method of travel such as taking a scooter.
- ⊕ Increase and maintain number of pupils passing Scottish Cycle Training Scheme to over 75%.

### OLM Primary - School Travel objectives.

- ⊕ OLM Primary would like to reduce levels of car emissions around the school. Parents who drive to school are encouraged to switch off their engines whilst waiting for pupils.
- ⊕ Park and Stride:- Older pupils are expected to walk at least part of the way to school to reduce congestion around the school gates.
- ⊕ There are several traffic free footpaths around the school that can be used for this.
- ⊕ Parents are encouraged not to park on footways, as this can be dangerous for pupils walking on footways.
- ⊕ Parking close to the school also restricts visibility for pupils crossing the road.

### Summary of Objectives and Proposed Targets.



- Active Schools Coordinators, teachers and parent helpers will assist pupils with training prior to examination.
- Improve trainer to pupil ratio.
- Consider undertaking 'Cycle Skills' training for P5 pupils.
- Increase and maintain number of pupils passing Scottish Cycle Training Scheme to over 75%.

## 4.2 Consultation

Through discussions with;

- East Renfrewshire Council Road Safety department.
- Head Teacher and School staff.
- JRSO's across all levels.
- Parent Council.

# 4. Implementation

## 4.3 Action Plan

What is to be done	Who is responsible	Cost	Funding source	Timescale for completion
Actions required to deliver the plan's objectives / targets / or issues identified through consultation.	Name individual/ pupils	Estimate where known	e.g. school funds, School Travel Plan, Grant etc.	Month and year
Maintain- Bike ability level 2	Cecilia	Met by East Renfrewshire council	Cycling Scotland	Every May/June.



Maintain Walk to school Week	JRSO	Packs provided by ER council.	East Renfrewshire council	May 2018.
Maintain Walk to school month.	JRSO	Packs provided by ER council.	East Renfrewshire council	October 2018.
Maintaining JRSO group and materials.	JRSO/ EA council.	Met by East Renfrewshire council	East Renfrewshire council	Annually.
Assembly focus.	JRSO's	School and East Renfrewshire council	N/A	Monthly.
The Big Pedal	JRSO	School	N/A	Annually.
Produce park and stride leaflet.	JRSO/ ERC Road safety Assistant.	East Renfrewshire council	East Renfrewshire council	June 2018.
P7 Travel Transition..	ERC Road safety Assistant	East Renfrewshire council	Pass For All.	May/June 18.
Travel Tracker Tuesday.	JRSO	N/A.	N/A	April/May.



Go Safe East Renfrewshire campaign	JRSO/HT.	East Renfrewshire council	East Renfrewshire council	February/ March.
Bike Ability 1	School/HT/ DHT .	East Renfrewshire council	East Renfrewshire council	?
Increase different methods of travel to school.	JRSO	East Renfrewshire council	East Renfrewshire council	?
Promoting Road Safety and Active Travel through social media platforms and the school website.	JRSO/HT/ DHT	N/A	N/A	March 18.

## 5. Monitoring and Review

### 5.1 Monitoring process/ 5.2 Review Process

- ⊕ We will aim to assess the travel plan annually. With the intent of ensuring we are meeting all our proposed targets.
- ⊕ Results obtained from the annual “Hands Up Survey” each September on travel behaviour will be used to monitor changes in travel patterns. It is envisaged that works undertaken as described in the travel plan will increase levels of walking and cycling.
- ⊕ Following each annual survey, a meeting should take place between all interested parties to identify where actions have been completed and the impact of these in meeting targets. If a target is not met, the school will review that section of the plan and revise it if necessary.



# Travel Plan Agreement

We support the content of our School Travel Plan.



Name

Christina Thomson

Position

JRSO

Craig Dalziel

ERC Road safety Assistant.

Catherine Dillon-Ruddy

Head Teacher.



# Curriculum for Excellence Links

<p><b>Brief outline of what a travel plan is</b></p> <ul style="list-style-type: none"> <li>• Why is the school are developing one</li> <li>• What is the overall vision.</li> </ul>	LIT 1-02a, 1-05a, 1-07a, 1-09a, 1-23a, 1-28a/1-29a, HWB 1-12a, 1-13a, 1-14a, 1-19a
<p><b>Map of the area</b></p> <ul style="list-style-type: none"> <li>• What is on your school's site – Nursery/Primary/Secondary/other</li> </ul>	MTH 1-17a, 1-18a, 1-10a, SOC 1-14a
<p><b>Promotion activities in the school</b></p> <ul style="list-style-type: none"> <li>• Links/case studies</li> </ul>	Literacy
<p><b>Infrastructure in the school</b></p>	Literacy
<p><b>Consultation and surveys</b></p> <ul style="list-style-type: none"> <li>• Hands Up Scotland Survey</li> <li>• Pupil/Parents/Staff Survey</li> <li>• Online Surveys</li> <li>• Collation</li> </ul>	LIT 1-05a, 1-07a, 1-09a, MTH 1-20a, 1-20b, 1-21a, 1-03a, 1-07c
<p><b>Analysis and results</b></p> <ul style="list-style-type: none"> <li>• How are people travelling now and how do you want them to travel in the future?</li> <li>• Past travel – have things changed over time – why?</li> </ul>	LIT 1-05a, 1-07a, 1-09a, MTH 1-20a, 1-20b, 1-21a, 1-03a, 1-07c
<p><b>Action Plan/SMART</b> (Specific, Measurable, Achievable, Realistic, Time-bound)</p> <ul style="list-style-type: none"> <li>• What needs to happen/when and by whom</li> <li>• Could we put in an action plan table example?</li> </ul>	HWB 0-18a, 1-20a, 1-25a, 1-27a, 1-28a, SOC 1-04a, TCH 1-01c, 1-04a, 1-04b, EXA 1-01a, 1-02a, 1-03a, 1-06a, MNU 1-10b, LIT 1-24a, 1-26a





**Cycling Scotland**

CYCLING SCOTLAND SCOTTISH CHARITY NO.SC029760

