Fresh Air Frankie's Carleton PS Travel Plan 26/27



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1.0 WELCOME FROM FRESH AIR FRANKIE

Hello everyone!

I'm Fresh Air Frankie, and I'm here to help our school community make journeys to and from school safer, healthier, and more environmentally friendly.

A School Travel Plan is a working document that helps schools, pupils, parents, carers, and staff think about how they travel and identify ways to encourage safer, more active, and sustainable journeys. By working together, we can improve road safety, support children's health and wellbeing, reduce traffic congestion, and create a more pleasant environment for everyone.

Why Is Reducing Traffic Around the School Gate Important?

The areas immediately outside school entrances are often some of the busiest places on the road network at the start and end of the school day. When large numbers of vehicles arrive at the same time, several issues can arise:

- Increased congestion and traffic queues.
- Reduced visibility for children crossing the road.
- Dangerous manoeuvres such as illegal parking, reversing, U-turns, and stopping on zig-zag markings.
- Difficulty for pupils, parents, and staff to move safely around the school entrance.
- Increased pollution from idling vehicles.

Children can be difficult for drivers to see, particularly when they are crossing between parked cars. Heavy traffic around the school gate increases the likelihood of near misses and can make pupils feel less confident about walking, wheeling, cycling, or scooting to school.

By reducing the number of cars travelling directly to the school gate, we can:

- Improve visibility for all road users.
- Create safer crossing opportunities for children.
- Reduce congestion and stress at peak times.
- Encourage active and independent travel skills.
- Improve air quality around the school.
- Support healthier lifestyles through regular physical activity.
- Create a more welcoming and pleasant environment for pupils, families, and staff.

2.0 FRANKIE'S ACTIVE CAMPAIGNERS TEAM

The success of this Travel Plan will be supported by **Frankie's Active Campaigners Team (FACT)**, a group of enthusiastic pupils who will act as active travel ambassadors within the school

community. FACT members will work alongside staff, pupils, parents and partners to promote safer, healthier and more sustainable journeys to and from school. Their activities may include conducting pupil travel surveys, monitoring travel patterns, leading active travel campaigns and events, promoting road safety messages, encouraging participation in walking, wheeling, cycling and scooting initiatives, and gathering feedback from their peers.

The team will help raise awareness of the benefits of active travel, identify barriers to sustainable travel, and champion positive behaviour changes that contribute to reducing congestion and improving safety around the school gate.

By giving pupils, a voice in the implementation and review of the Travel Plan, FACT will play a key role in ensuring the plan remains relevant, effective and successful over the long term.

Fresh Air Frankie's Message

"Travel Smart, Play Your Part – A Healthy Journey Is Where We Start!"

3.0 CURRENT TRAVEL HABITS

Each year, Fife schools are invited to participate in the Hands Up Scotland Survey (HUSS), which provides a snapshot of how pupils travel to school. Unfortunately, the school did not undertake the survey in 2025/26 and therefore no travel data is available for this period. As a result, it is not possible to establish a baseline or compare travel patterns over time. The school will seek to participate in future surveys to gather up-to-date information on pupil travel habits and measure the impact of initiatives aimed at increasing active travel. In the meantime, the school will continue to promote Fresh Air Frankie campaigns to encourage walking, wheeling, cycling and scooting, reduce congestion around the school gate, and remind parents and carers of the importance of safe and considerate parking and driving.

MODE	19/20	25/26	CHANGE
WALK	42%	0%	0%
CYCLE	8%	0%	0%
SCOOT	7%	0%	0%
PARK & STRIDE	18%	0%	0%
CAR	22%	0%	0%
BUS	0%	0%	0%

3.1 Family Questionnaire

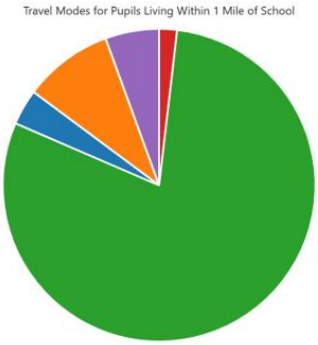
These findings are based only on the responses received and therefore represent the views of a proportion of families attending the school rather than the entire school community.

While the results provide valuable insight into current travel behaviours, barriers, and perceptions, they should be viewed as indicative of the experiences of those who participated in the survey.

Travel Patterns by Distance from School - Pupils Living Within 1 Mile

A total of 53 responses were received from families living within one mile of the school.
Mode of Travel

- Walk: 43 (81.1%)
- Cycle: 5 (9.4%)
- Scoot: 3 (5.7%)
- Other: 2 (3.8%)
- Car: 1 (1.9%)



Key Findings

The survey demonstrates exceptionally high levels of active travel amongst pupils living within one mile of the school.

- Over 96% of these journeys are made by walking, cycling or scooting.
- Walking is the dominant mode of transport, used by more than four out of five pupils.
- Car use is extremely low at less than 2%.
- The findings indicate a strong culture of active travel and good accessibility for families living close to the school.

Pupils Living Within 2 Miles

A total of 16 responses were received from families living within two miles of the school.
Mode of Travel

- Car: 8 (50%)
- School Bus: 3 (18.8%)
- Walk: 3 (18.8%)
- Scoot: 1 (6.3%)
- Other: 1 (6.3%)



Key Findings

Travel choices change significantly as distance increases.

- Half of pupil's travel by car.
- One quarter continue to travel actively by walking or scooting.
- School bus use becomes an important transport option.
- Distance, traffic conditions and safety concerns appear to influence travel decisions.

Pupils Living Within 3 Miles

A total of 5 responses were received.
Mode of Travel

- Car: 5 (100%)

Key Findings

- All respondents reported travelling by car.
- Distance appears to be a significant barrier to walking, cycling and scooting.

Parent Feedback Analysis

Parents were invited to provide additional comments about their journey to school and any barriers they experience.

Main Themes Identified

Road Safety and Crossing Facilities - This was the strongest theme within the survey.
Parents highlighted difficulties crossing roads safely, particularly around the local Spar and main road.

Common Comments

- Request for a lollipop person/school crossing patrol.
- Calls for a zebra crossing near the Spar.
- Concerns about children crossing busy roads.
- Concerns regarding traffic speeds near crossing points.

Implications
Parents feel that improved crossing facilities would increase safety and confidence for children walking to school.

Parking and Congestion - Parking was the most reported issue.

Common Concerns

- Vehicles parking on dropped kerbs.
- Pavement parking.
- Parents parking close to the school entrance.
- Difficulties crossing roads due to parked vehicles.
- Congestion at drop-off and pick-up times.

Implications
Poor parking behaviour creates safety concerns, reduces visibility and contributes to congestion around the school gate.

Speeding Traffic - Several parents expressed concerns about vehicle speeds.

Common Concerns

- Vehicles travelling too fast near the school.

- Drivers not adhering to speed limits.
- Speeding reducing confidence in active travel.

Implications
Concerns regarding speed may discourage walking, cycling and scooting and contribute to perceptions of an unsafe environment.

Barriers to Cycling and Scooting - Some parents reported that busy roads discourage them from allowing their children to cycle or scoot to school.
Implications
While active travel levels are already high, there may be opportunities to increase cycling and scooting if safety concerns can be addressed.

Infrastructure Concerns - Parents reported occasional issues with crossing infrastructure.

Common Concerns
- Traffic signals not always functioning correctly.
- School crossing facilities occasionally unavailable.

Implications
Reliable infrastructure is important to maintain confidence in active travel routes.

Positive Feedback
Many parents reported no concerns and described the journey as easy and convenient.

3.2 Staff Questionnaire - Based on responses from 10 members of staff.

Overview

The staff travel questionnaire indicates that the car remains the dominant mode of travel for staff commuting to school. Distance travelled, childcare commitments, convenience, and limited public transport options were the main factors influencing travel choices.

Key Findings: Distance Travelled to Work

Under 2 miles: 1 respondent (10%)
2 to 5 miles: 2 respondents (20%)
6 to 10 miles: 5 respondents (50%)
11+ miles: 3 respondents (30%)

Many staff travel significant distances to reach the school, with 80% commuting more than 5 miles.

Mode of Travel

Car: 9 respondents (90%)
Bus: 1 respondent (10%)

Private car use is overwhelmingly the preferred mode of transport.

Parking

All staff who drive currently park within the school grounds.

Bikeability Training

Two staff members expressed an interest in supporting the delivery of Bikeability cycle training within the school.

Barriers to Sustainable Travel

The most commonly reported barriers were:

- Childcare and school drop-off commitments.
- Long commuting distances.
- Limited reliability and availability of public transport.
- Concerns about road safety for cycling.
- The convenience and time efficiency of travelling by car.

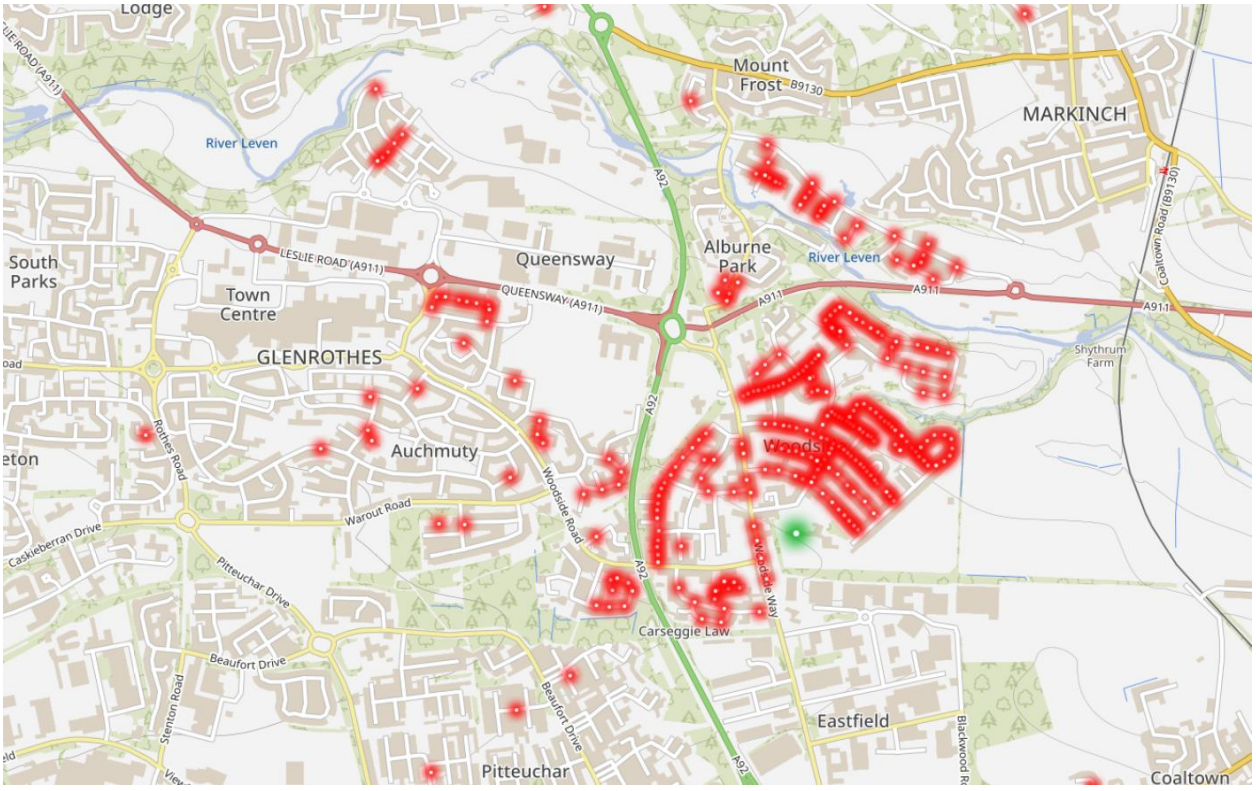
Several staff stated that alternative travel options would only be considered if public transport services were more direct, more frequent, and more reliable.

Summary

The survey highlights that staff travel patterns are heavily influenced by long commuting distances and personal commitments, making a significant shift away from car use challenging. However, there is evidence of staff willingness to support active travel initiatives and adopt alternative travel methods where practical.

4.0 MAPPING WORK AND ROUTE AUDIT

By analysing the geographic distribution of pupil residences, we identified key clusters and common travel corridors that assisted in creating a strategic map of routes that prioritise safety, accessibility and connectivity to the school using existing infrastructur



4.1 Access Arrangements and Route Audit

There are 2 entrances to the school building. The main school pedestrian entrance is located on Happer Crescent adjacent to the staff/visitor entrance. There is a further entrance at the side of the school on Carleton Avenue that leads to the back of the school.

Route Audit Report: Catchment Area

Overview:
This audit assesses the pedestrian infrastructure and safety features along key routes to school within the residential area around the school grounds. The area benefits from wide pavements, adequate dropped kerbs, and traffic calming measures including 20 mph speed zones.

However. As outlined in the family questionnaire parking outside the school gate is a real concern for most parents.

Key Findings:

Pavement Quality and Width:

- Pavements throughout the area are consistently wide, allowing for safe passage of children, parents, and mobility aid users.
- Surfaces are generally smooth and well-maintained, with minimal trip hazards or obstructions.

Dropped Kerbs and Crossing Points:

- Dropped kerbs are present at major junctions and crossing points, supporting accessibility for wheelchairs, pushchairs, and visually impaired pedestrians. However, like most towns and villages in Fife there are a few missing along the routes to school.
- Tactile paving is in place at most crossings, enhancing safety for visually impaired users.

Traffic Calming and Speed Limits:

- The 20 mph speed limit is clearly signposted and contributes to a safer environment for school children. The strategic map highlights that most pupils who actively travel to school travel through these 20 mph zones.
- Residential streets show evidence of traffic calming features such as speed humps and narrowed carriageways.
- Parents have stressed the need for a zebra crossing in Bighty Avenue adjacent the SPAR shop.

Visibility and Lighting:

- Street lighting is adequate along main routes, ensuring visibility during early morning and late afternoon travel times.
- Sightlines at junctions and crossings are generally clear, reducing the risk of vehicle-pedestrian conflict.

Signage and Wayfinding:

- There is adequate signage around the area outlining the 20 mph zone. The School Keep Clears have just been refreshed.

Conclusion:

Feedback suggests that parking behaviour around the school gate can be a barrier to Active Travel. Vehicles stopping on School Keep Clear markings and close to school entrances can increase congestion and affect perceptions of road safety. Addressing these issues through awareness-raising and encouraging alternative parking arrangements could help improve confidence in active travel routes and support more families to choose sustainable modes of travel.

5.0 ACTION PLAN

Action	Solution	Action Owner
Promote School Travel Plan	• Upload plan to website and social media pages. • Create and maintain a FACT notice board. • Keep the school travel plan team updated on all work carried out by completing your FACT floor book.	School/FACT
Fresh Air Frankie Awards Campaigns	**Term 1** Hands up Survey Active Travel FACT Assembly about Active Travel Month Active Travel Month (distribute and collect Fresh Air Frankie Travel Passports) **Term 2** Launch #dontparkhere Campaign FACT Assembly Road Safety Week **Term 3** FACT Assembly about the Big Walk and Wheel Big Walk and Wheel **Term 4** FACT Assembly about Active Travel Month Active Travel Month (Travel Tracker)	School
Reduce congestion	Consider developing the following: - Parking Pledge Walking Bus	School –
Annual Active Travel Award	Top 3 schools that can showcase the largest increase in Active Travel to School and take part in all our campaigns will be crowned champions. Data will be collated from the HUSS and our own travel tracker.	School/Travel Plan Team

6.0 MONITORING & EVALUATION

The **Frankie's Active Campaigners Team (FACT)** will continue to meet regularly to review progress, evaluate the effectiveness of initiatives, and update strategies as required to support the actions outlined within this Travel Plan.

Progress will be monitored annually through participation in the **Hands Up Travel Survey** until 2029 followed by a 3 year review questionnaire and report. A full review of the Travel Plan will then be undertaken, with a comprehensive travel survey scheduled for the **2032/33 academic year** to assess long-term trends and inform future priorities.

The school's ongoing commitment to promoting sustainable, healthy, and safe travel will be communicated through a range of channels, including the **school handbook, newsletters, parent noticeboards, school website, social media platforms, and pupil assemblies**, ensuring that the wider school community remains informed and engaged in the travel planning process.

7.0 DISTRIBUTION OF SCHOOL TRAVEL PLAN

The following bodies will receive a copy of the School Travel Plan:

- Fife Council Sustainable Transport and Travel via the Travel Plan Team
- Fife Council Education Service via school
- Parent Partnership vis school
- Copies will also be made available to the parents from the School Office and via the school information sites.