

**Carnegie Primary School**

**School Travel Action Plan**



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 Dunfermline

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**Summary Page**

The following travel plan is a collaborative plan involving parents, children, staff and stakeholders in researching and devising the content, agreeing the actions and aims to make the overall journeys to and from Carnegie Primary School safer, healthier and more enjoyable. Our aims are to:

* Make journeys to and from school safer for everyone;
* Reduce traffic in front of the school by reducing the total number of cars used for the

 school journey;

* Increase awareness of active travel and educating all about road safety;
* Improving Active Travel facilities (bike and scooter storage, helmet storage, etc.);
* Promoting alternatives to car travel (cycling, walking and scooting), increasing the

 percentages of active travel;

The key issues and perceptions relating to journeys to and from school were identified as: inconsiderate parking around the school gate and surrounding streets. This causes problems including: -

* Congestion
* Blocked vision for walkers and cyclists
* Blocked vision for other drivers
* Low proportion of children actively travelling to school, especially in bad

weather

* Concerns about road safety and speed of traffic

**76 %** of those pupils surveyed highlighted that they walk to school, with a further **24%** who cycle or scoot. The survey also highlighted that **33%** are driven to school most days.

**Routes identified as safer routes to school are:**

1. The enclosed walkway up McBaith Way
2. The residential areas leading from Braemar Drive
3. Crossing further back from the open junction at Kellock Avenue
4. The wide pathway leading up Dunlin Drive
5. Crossing at the pedestrian crossings near the school

**Proposed Behavioural Actions**

* Promote active travel to school
* Promote safer routes to school
* Road safety education
* Reduce congestion around the school gates
* Deliver cycle training at school (Bikeability)

This plan is valid for 6 years and will be reviewed during year 3.

**1.0 INTRODUCTION**

**1.1 School background**

Carnegie Primary School was established in August 2009 and the school community moved into the new building in August 2011. It is a non-denominational school serving part of the eastern expansion of Dunfermline and the more established area of Halbeath. Our school caters for the mainstream education of Primary and Nursery children. The school was subsequently extended in 2017 to accommodate a continued increase in roll.

The combined school and nursery roll is 733. The school currently caters for 653 pupils across 23 classes. The Nursery accommodates 81 children aged 3-5.

Carnegie’s vision is ‘Growing Together, Soaring to Success’. All of our children are on a learning journey and we aim to promote this journey through our Values of Kindness, Respect and Ambition.

**Highlighted are the main entrances into the school**

**2.0** **POLICY AND OBJECTIVES**

**2.1 Formation of Junior Road Safety Officers**

To address the issues raised with congestion around the school gate and to work on future initiatives, the school formed its Travel Action Group which consists of Junior Road Safety Officers and members of the School Parent Council.

Amaia Wilkinson-Quinn (Pupil)

Harris Ewing (Pupil)

Jamie Baxter (Pupil)

Cruz McKenzie (Pupil)

Josh Dalgleish (Pupil)

Aaron Knapman (Pupil)

Abby Fenning (Pupil)

Lynette Thomson (Parent Council)

**3. CURRENT TRAVEL PATTERNS**

**3.1 Questionnaire Surveys**

During the consultation period, **147** families and **30**  staff members responded, and the following analysis is based on the data from those surveys.

**3.1.1 Family Survey Data** **Analysis**

**Question 1. How do most of our pupils travel to school?**

77% of parents stated their children walked to school

33% take the car to school

24% cycle or scooter to school

**Question 2. What should our priorities be?**

65% of parents felt a priority for our Travel Action Plan needs to be making the surrounding streets safer.

57% feel that we need to prioritise encouraging drivers to park in safer places.

33% feel we need to prioritise encouraging more children to walk to school.

**Question 3. What are the current challenges?**

Kellock Avenue – very congested with children crossing and cars trying to get parked. This was a common theme and mentioned by many. Cars parking with little awareness of children crossing and an accident waiting to happen.

Fife College car park – full of potholes / muddy etc. Difficult to walk over across, particularly in bad weather. In ‘terrible’ condition and in need of resurface. Lower car park has no safe walking route.

Finding a parking space in general can be challenging

Cars that park in Fleet Street are a hazard

Cars parking in residential streets on pavements

No traffic warden or lollipop person to man the area around Kellock Avenue

No zebra crossing near the school

No ‘drop and go’ zone for working parents

Cars parking and congesting McBaith Way

**Question 4. Suggestions moving forward.**

Show more understanding that some parents have no other option but to drive their children to school

Get the overflow car park at Fife College resurfaced

Employ a lollipop person down near Kellock Avenue

Have a zebra crossing near the school gates

Reward system for pupils walking to school

Tighter restrictions at Kellock Avenue – double yellow lines?

Widening of pavements along Pittsburgh Road to cope with volume of people

Having a safe drop off area

Zebra crossing at entrance to college car park

More bike/scooter sheds in the playground

**Question 4. Suggestions moving forward continued.**

Parking cones in Fleet Street to deter people from parking there

A direct pathway from Fife College to the school, utilising the empty space between the staff car park and overflow

Easier access to Fife College

No parking on Pittsburgh Road at school start and finish times

**Pupil Audit – 16 Class Responses**

**How safe do you feel travelling to and from school – Average 4/5**

**What makes you feel unsafe?**

Cars driving unsafely

Fear of cars not stopping at lights

Drivers not paying attention to you crossing

Drivers parking on pavements

Drivers parking in the streets where people live

Roads are so busy and people drive fast

Not enough crossings

Kellock Avenue is very dangerous with too many cars.

**Suggestions Moving Forward:**

Another lollipop person

A bigger bike shed to encourage more people to cycle to school

The JRSOs to teach more about Road Safety

Bikeability to start again

Speed control measures around the school

 **4.0** **MAPPING WORK**

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**5.0 ROUTE AUDIT OF KEY ROUTES TO SCHOOL**

A site visit of the above key routes was carried out on Thursday 17th March at 11:15am. The weather conditions were bright, sunny but cold.

The routes around the schools are well established multi-use paths that connect well and are managed by a number of crossing points.

For full audit report please refer to appendix 1.

**5.0 STAFF DATA**

**How do staff currently travel to work?**

93% of staff drive to work, with 87% using the staff car park.

Those who live close enough, tend to walk to school where possible. Others have no other option than to drive.

**What are the challenges to the current situation?**

Not enough spaces for all in the staff car park

Parents parking in unsafe areas

Overflow car park not being used as it should

**Suggestions Moving Forward:**

Better signage for use of Fife College as our overflow

60% feel we should make encouraging our children to walk to school more often, a priority

57% feel we need to encourage parents to park in safer areas

A ‘Walking Bus’

Resurface of the overflow car park

**6.0 BEHAVIOURAL ACTION PLAN**

|  |  |  |  |
| --- | --- | --- | --- |
|  **Action**   | **Solution**   | **Action Owner**   | **Target Date (Academic year)**   |
| Promote Active Travel   | Take part in Active Travel Months      Take part in Bike Week    Take part in the SUSTRANS BIG PEDAL    Walk to school week   | School/TAG      School/TAG    School/TAG    School/TAG       | Term 2 & Term 4     Term 4    Term 3    Term 2   |
| Promote Safer routes to school   | Upload map to website    Put information board up at Parents Nights    Articles in school newsletters, social media and assemblies     | School    School/TAG      School/TAG     | Term 1    Term 2  Term 4    Ongoing   |
| Road Safety Education   | Run poster campaigns    Take part in Road Safety Week.     | School/TAG   | Ongoing    Term 2   |
| Reduce congestion around school gate   | Develop the following:    Parking Pledge  Park N Stride Site  Walking Bus   | School/TAG   | Ongoing   |
| Bikeability   | Offer cycle training to all P6 and P7 pupils   | School   | Ongoing   |

**7.0 Physical Measures**

|  |  |  |
| --- | --- | --- |
| **Action**   | **Action Owner**   | **Target Date**   |
| No physical engineering works were identified at this time |  |  |

**8.0 MONITORING & EVALUATION**

The JRSO’s will continue to meet periodically to monitor progress and will review the Travel Plan on an annual basis.

Specific progress will be monitored by participation in the “Hands Up Travel Tally” each year and a repeat of the full travel survey will take place 6 years after initial launch.

The school’s ongoing commitment to travel planning will be publicised on the school website, the school newsletters, the Parent’s notice board, the school Twitter page and through Huddles.

**10. DISTRIBUTION OF SCHOOL TRAVEL PLAN**

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

* Fife Council Assets, Transport and Environment via the Travel Plan Team
* Fife Council Education Service
* Fife Council School Estates Team
* Parent Partnership
* Active Schools
* Copies will also be made available to the parents from the School Office and

 via the school website.

**FIFE COUNCIL**
**ASSETS, TRANSPORTATION & ENVIRONMENT**

**CARNEGIE PRIMARY SCHOOL, DUNFERMLINE**

**ROUTE SAFETY AUDIT**

**INTRODUCTION**

This report results from an Audit of key routes undertaken at Carnegie Primary School at the request of the school to facilitate their School Travel Plan.

The school is situated within a 20-mph zone on Pittsburgh Road, Dunfermline. All pupils enter the school site from the front of the building and there is an additional entrance for the staff car park. At the time of undertaking the route audit it was noted that parents taking pupils to the nursery walk along a dedicated path within the school car park.

A site visit of the key routes was carried out on the morning of 17th March, 2022. The weather conditions were bright, sunny and cold.

The audit team consisted of:

Marta Ramage – **School Travel Plan Coordinator**

Ashley Paterson – **Principal Teacher**

Amaia Wilkinson-Quinn

Harris Ewing

Josh Dalgleish

Cruz McKenzie **Junior Road Safety Officers**

Jamie Baxter

Abby Fenning

Aaron Knapman

The key routes audited were:

Pittsburgh Road

Kellock Ave

Dunlin Drive

Braemar Drive

Greenshank Drive

**Findings and Recommendations**

These streets were identified as the main routes taken by all pupils attending Carnegie. The streets were audited with no engineering requirements recorded. The streets are set within a 20-mph zone, visibility is good at junctions, all junctions have dropped kerbs. JRSO’s stated that at times they felt the traffic speed was excessive, but none stated that this made them feel unsafe.

JRSO’s also noted that at the junction of Pittsburgh Road and Kellock Drive parents were causing congestion due to gathering at the junction, while waiting to cross the road, waiting for pupils and just chatting, making visibility for pupils very difficult.

It was agreed to disperse parents by creating a map highlighting an alternative route along Kellock Ave and then joining Strathouse Crescent; thus then leading onto McBaith Way.

Pavements along McBaith Way narrowed at points and again causes congestion with pupils walking on the road. JRSO’s to highlight this during their Road Safety talks and remind pupils to cross at other sections of the path where visibility is clearer.

**SUMMARY**

Carnegie Primary School is situated on a main distributor road with a 20-mph speed limit. The school is well connected with paths and has various traffic management processes in place. During the route audit it was identified that no engineering works were needed and that the issues identified were of a behavioural change nature.

The school will work with the travel plan coordinator to develop an action plan that will be reviewed in year 3 of this report.