

Crossgates Primary School

School Travel Plan

Last Updated: September 2020



School Address: Crossgates Primary School
97 Dunfermline Road
Crossgates,
Cowdenbeath,
Fife
KY4 8AR

20201.0 Introduction

Crossgates Primary School opened in 1858 and serves the village of Crossgates and surrounding areas. The current role for 2019-20 is 289 pupils. This includes the main nursery, under 3's nursery and primaries 1-7.

The school comprises of 10 classrooms with a shared middle area between 2 rooms, resource rooms, a newly built kitchen/ICT room, a dining hall, a gym hall and library areas. There is office accommodation for administrative staff, school management team, learning support and general meetings.

The School team is made up of the Headteacher and 34 members of staff, including teaching, support, administrative, catering and janitorial. The school is also extremely well supported by the Parent Council and PTA.

Children at Crossgates Primary School play an active part in the life of the school through contribution to a variety of committees including JRSO, Mindfulness, Community, Sports, Digital Technology and Outdoor Learning groups. Everything learners do at Crossgates is underpinned by the School Values of Respect, Responsibility, Fulfilling Potential, Honesty, Teamwork and Kindness and children know these values well.



1.2 Location



<https://www.google.co.uk/maps/place/Crossgates+Primary+School/@56.0835937,-3.3829799,17z/data=!3m1!4b1!4m5!3m4!1s0x4887cdced9d53c61:0xb24297ca111c6262!8m2!3d56.0835907!4d-3.3807912>

2.0 Site Audit

The school building houses all classrooms, assembly/dining/gym hall and school administration. A controlled entry system is in operation at the main entrances to both the main building and nursery with fire doors at all other entrances. At the front of the school there is a staff and visitor car park with 28 designated spaces. There is also a school cycle rack that holds 10 bicycles. Currently this rack is sufficient for the number of cycles brought to school; however, this provision could be expanded should there be the requirement for it. The concrete playground surrounds the school at the rear and provides ample play space. It is fenced off from the adjacent park and front car park area to provide safety for pupils.

The school is situated on Dunfermline Road which is one of the main access roads through the village. The road is subject to a temporary speed restriction of 20 mph before and after school hours. Along the front of the school, yellow zig-zag lines prohibit parking on one side of the street to the front of the school but these are extremely worn and in need of re-painting. There is also a pelican crossing and a crossing patrol at the front of the school to help children cross safely.



East Staff Carpark



West Staff Carpark



Cycle Rack



Crossing at Rear Entrance to School

2.1 Access Arrangements

Pedestrian access to the school is via two gated entrances. The first leads from the pelican crossing on Dunfermline Road, along a side path, and enters the playground adjacent to the nursery secure access door. The second entrance leads on to the playground directly from Humbug Park and a path links both entrances. It is possible for pedestrians to access the school via the main carpark driveway entrance but this is discouraged.

Children who travel to school by school taxi are dropped-off in the main car park. Parents dropping off children by car use Dunfermline Road or frequently enter the car park – access to which is prohibited. Dunfermline Road is a main thoroughfare linking surrounding areas to Dunfermline and is busy at most times of the day. It is particularly busy from 8.45 until 9am and likewise at the end of the school day. To help combat this, it is recommended parents park further away using surrounding streets; parking sensibly and walking the last short distance.



Side Entrance by Nursery



Playground South Entrance



Path Link between Entrances



Main Authorised Vehicle Access

3.0 Policy and Objectives

As a school we are aware of the increasing numbers of pupils being transported to school by car. We are also aware of the risks of this form of transport. Not only is this detrimental to our environment, each year road traffic accidents cause the majority of accidental deaths of children and young people in Scotland. As a result, there is now a heightened awareness of the physical, social and emotional benefits of active travel to school, as well as the positive environmental impact that it can have. It is for these reasons that our school is committed to developing a School Travel Plan

3.1 Formation of a Travel Action Group (TAG)

The school set up a TAG to address the issue of an increased amount of cars and vehicles around the school building due to the expansion and development of Crossgates and the main HGV thoroughfare that is Dunfermline Road. The group currently comprises of 1 class teacher, 1 Parent Council member, 1 parent and all pupil members of the Junior Road Safety Officer Committee. We also work closely with 2 members of the local Community Police.

3.2 Aims of the School Travel Plan (STP)

Several aims were identified in producing the STP. These include:

- To identify, improve and promote safer routes to school.
- To reduce dangerous car congestion around the school.
- To improve road safety education and raise awareness of and encourage walking as a healthy, beneficial and preferred mode of transport to and from school.
- Where pupils or staff travel some distance to school, to promote environmentally friendlier modes of transport such as public transport or car sharing.

3.3 Benefits of the STP

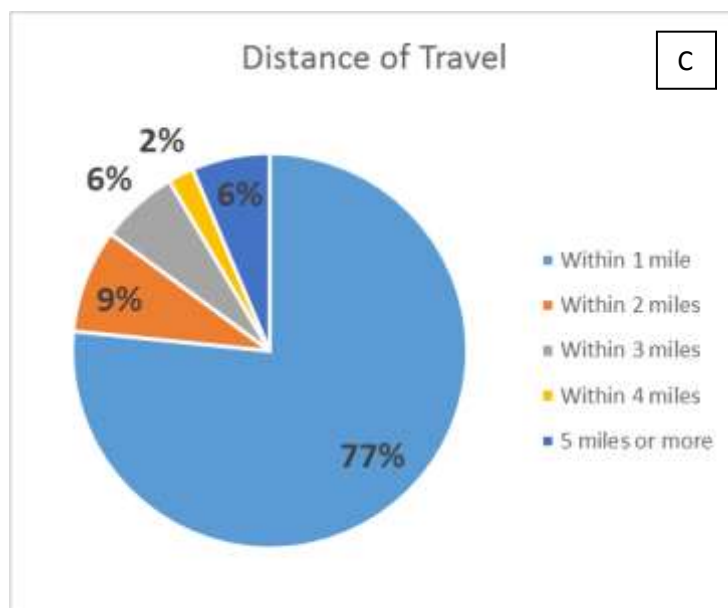
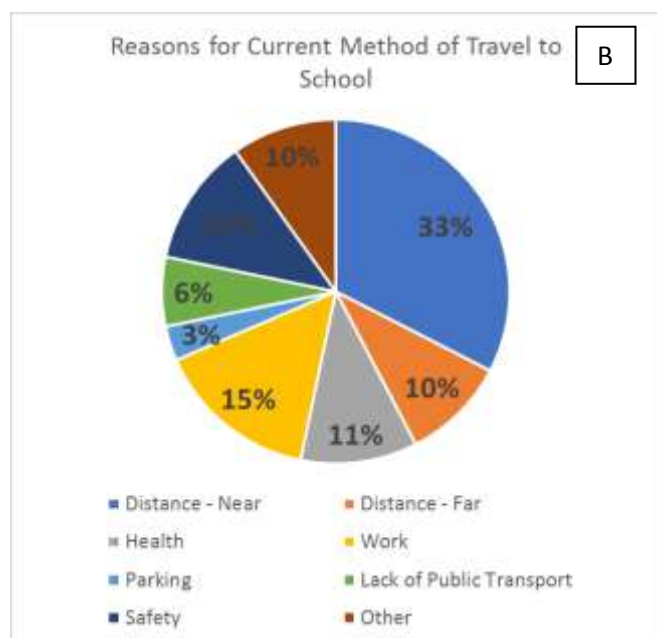
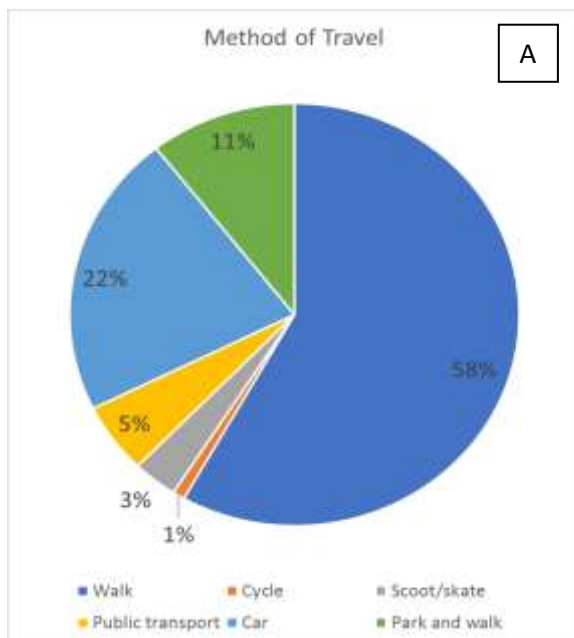
It is hoped that the development of the STP will result in improvement for safety pupils, parents and staff travelling to school and result in the area around the school becoming less congested. It is also hoped that we can show a commitment to improving both the environment and the health and wellbeing of those travelling to school daily.

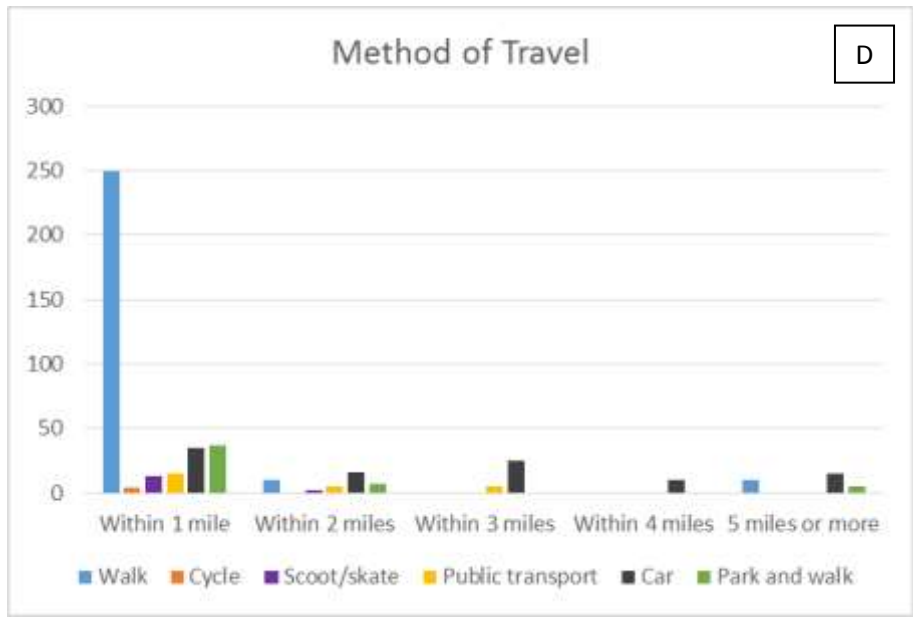
4.0 Current Travel Patterns

4.1 Parent/Guardian and Pupil Questionnaire

A joint pupil and carer questionnaire was sent out as homework to all pupils across the school in March 2017. There was a total of 95 family responses returned.

The main method of travel to Crossgates Primary that pupils and parents identified was walking at 58%. Reasons for this preferred method may be that 33% of families reported that they live very close to the school and have no issues walking to Crossgates. This is supported by graph D that demonstrates a direct correlation between the distance from school and the method of travel. Car was the second most popular method as it is extremely common for parents to drop their children of at school on route to their work for speed and convenience (15%). 11% of families stated that they walked or cycled for health reasons.





According to the survey 88% of parents would prefer that their child travelled to school in a more active manner and 86% were happy for their child to take part in active travel initiatives throughout the year such as Bikeability cycle training, Walk to school week, Active travel month etc.

4.3 Staff Questionnaire

In March 2017, staff throughout the school were also asked to complete a survey to find out how they travel to and from work. 16 members of staff completed the survey.

50% of staff surveyed highlighted that they lived between 2-5 miles away from Crossgates Primary School. 38% of staff live 6 miles or more away from Crossgates.



9 staff that responded to the questionnaire said that they drive to work alone. 3 members of staff car share occasionally but they indicated that they would consider car sharing with a nearby colleague. Only 1 member of staff is able to walk to work and 1 uses public transport.

Although few members of staff car share to work, staff readily share cars to cluster events or meetings. When asked what would encourage them to consider an alternative form of transport, many staff said there were very few alternatives but that they would use public transport if it were more readily available. One staff member also stated that they would readily cycle or walk to work if they lived closer.

4.4 Are we moving in the right direction?

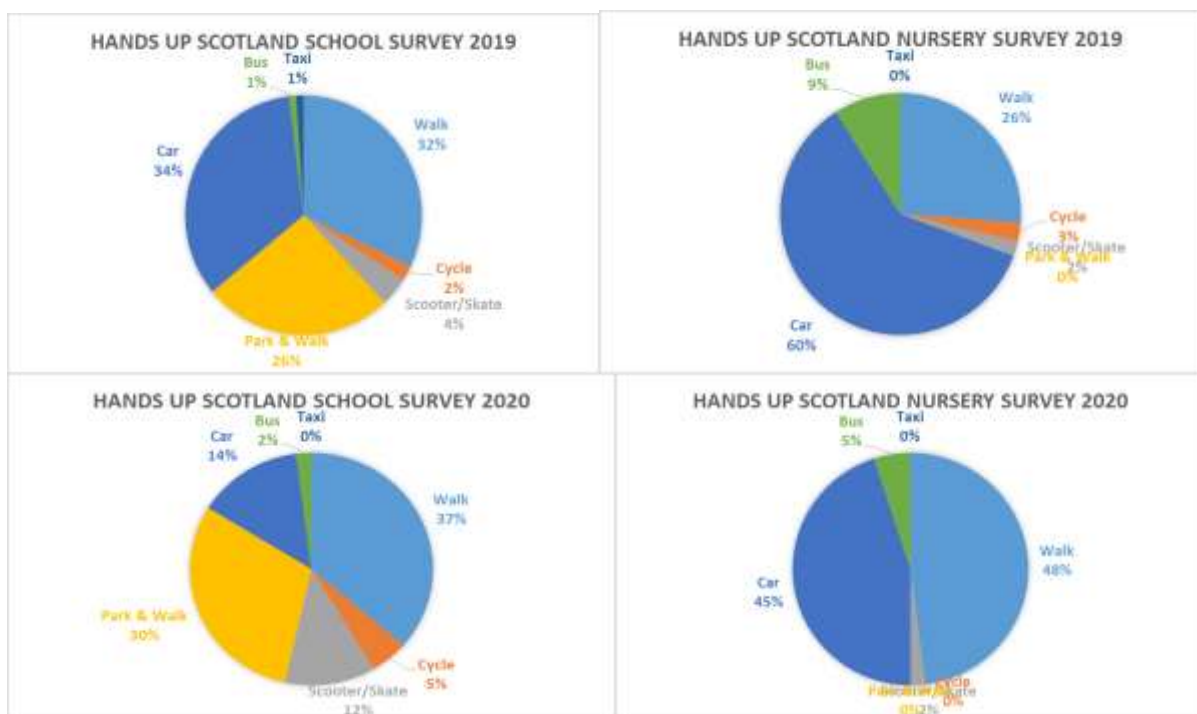
The annual “Hands Up Scotland” survey was completed with pupils on the 8th September 2020 and we have compared the results with the 2019 survey to see if any progress has been made over the past year. The whole school results of these snap-shot surveys, as volunteered by pupils in each class that morning, are shown below.

This comparative survey results shows a positive increase in the number of children walking to school in both nursery and school. In 2019 the nursery survey showed 26% of children walking to school that morning and in 2020 we see that this has increased to 48% of children. A slightly smaller increase can be seen in the school results rising from 32% in 2019 to 36% in 2020.

Importantly the number of families who are unable to walk the full way to school have been making an effort to park and walk showing an increase of 4%. We have seen a high increase in the number of pupils bringing scooters and bicycles to school rising from 6% in 2019 to 18% in 2020.

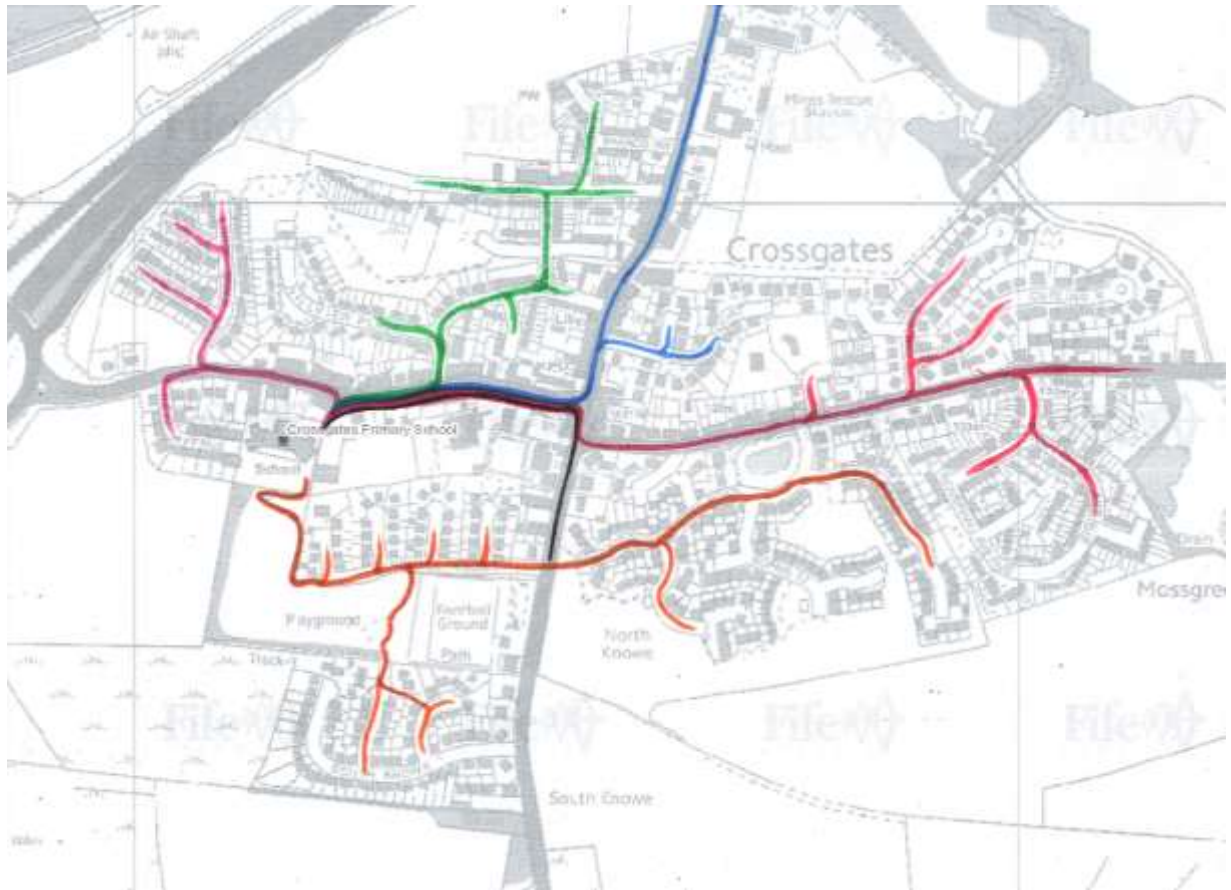
The most important comparison we can see from these results is in the decrease in the number of children travelling by car to school each day in both the nursery and school. In 2019 60% of children travelled to nursery by car and in 2020 this decreased to 45%. A similar decrease can be seen in the school results with 34% travelling by car in 2019 and only 14% travelling by car in 2020.

Hopefully these findings demonstrate that through raising awareness with school and community initiatives children and families are making changes wherever possible. However it is important to note that this information is from just one day and that our surveys were an overall view of daily travel.



5.0 Mapping Work

In March 2017 a class teacher and a member of the Parent Council carried out a mapping exercise to identify the main transport routes to school. The exercise was carried out with a sample of children from each class across the school. During this exercise children drew on their route to school and discussed the positive and negative parts of their journey. The mapping exercise identified the following main routes to school:



6.0 Route Audit of Key Routes to School

FIFE COUNCIL TRANSPORTATION SERVICES

ROUTE SAFETY AUDIT

INTRODUCTION

6.1 This report results from a Safety Audit of key routes taken by children attending Crossgates Primary School at the request of the Travel Action Group.

The audit team consisted of:

- Hannah Nisbet, Teacher TAG
- Maddie Hardie, P7
- Lana Wilson, P7
- Joshua Simonetti, P6
- Theo Brown, P6
- Connor Curran, P3
- Owen Laurence, P3
- Layla Biggerstaff, P3
- Melyssa Moffat, P3
- Aaron MacGregor, P3
- Margaret Simms, Parent TAG
- Lesley Craig – Technician Engineer, Traffic Management Unit (South Fife)
- Robyn Steven – Travel Plan Co-ordinator



6.2 A site visit of key routes was carried out on 29th May 2017.

6.3 The routes audited were the south pedestrian access to Windmill Knowe, Scott Court, Baxter Road, Springhill Brae, Dunfermline Road and Hillview Place.

6.4 The school is situated off Dunfermline Road where there is a part-time 20mph speed limit and all of the surrounding residential streets are within mandatory 20mph zones.

7.0 Key Issues and Barriers

South pedestrian access gate - path

Problem – Slippery path

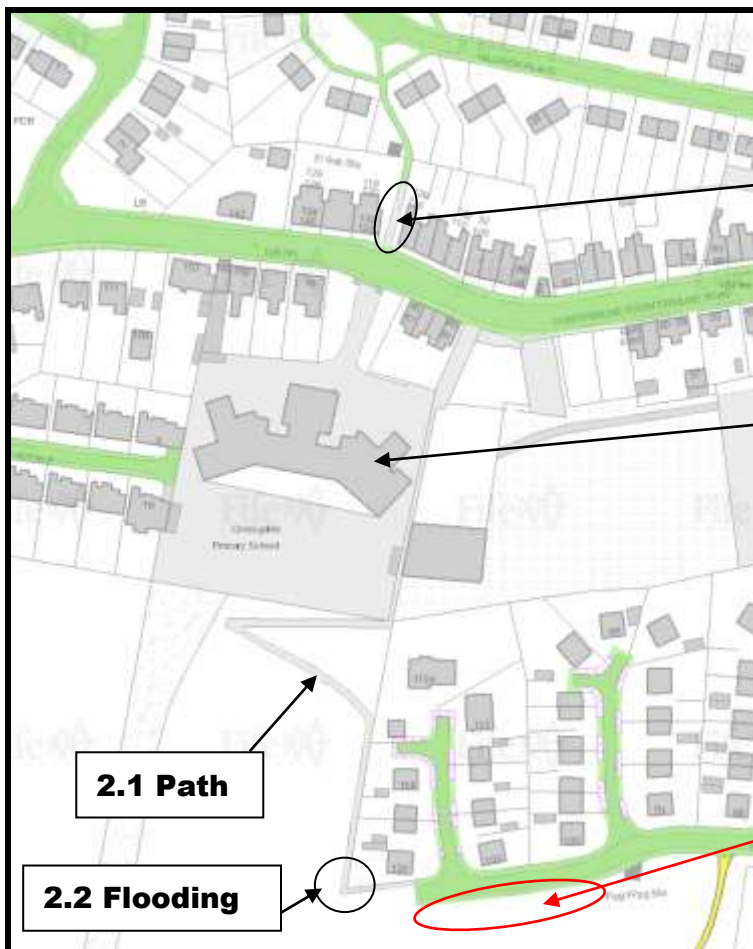
The path to the rear of the school is on a slope and leads through the Humbug Park to Windmill Knowe. This path is used by the children but in winter it is extremely slippery because it doesn't get gritted.

Recommendations

The path is not adopted by Fife Council Transportation Services (shown in the plan below – green areas are adopted).

It would seem from Council records that the park and path are on Fife Council's Community Services – Area Services account. The school could approach CS Area Services to see if they would grit the path during the winter.

School: – short term



4.3 Unadopted Road

School

2.1 Path

2.2 Flooding

3.1 Parking Bays?



Problem – Corner of Path Flooding

The corner of the path at the end of Windmill Knowe floods and the children either get wet feet or have to trail round in the muddy grass to get round to the path.

Recommendations

Any improvement works would have to be requested through CS - Area Services.

School - Short Term

Windmill Knowe

Problem

Many of the parents choose to drive to the bottom of Windmill Knowe to drop children off at the Humbug Park path. This is better than parking at the front gate on Dunfermline Road but it can cause congestion and it can be difficult to manoeuvre at the end of the street.

Recommendations

The best way to cut congestion at the school gate and in Windmill Knowe is to keep working on trying to get those parents who can walk to school to leave the car at home.

Parents who have to bring their vehicles should be commended for using surrounding streets like Windmill Knowe as they are not causing an issue on Dunfermline Road right outside the school. However, parking much further up Windmill Knowe and walking from further away would reduce the congestion right at the end of the road.

School – short term

The TAG felt that constructing parking bays along the north kerb of the Humbug Park would be helpful as a drop-off area for parents that would keep the carriageway clearer. However, providing parking bays would encourage more parents to use their cars to come to school. The more parking you provide the more people will use it and the congestion just gets worse. If this is something that the TAG feels strongly about a discussion would have to be held with CS – Area Services (Parks Development) to see if they would be willing to provide parking bays and if there would be any funding for it.

School – Long Term

DUNFERMLINE ROAD

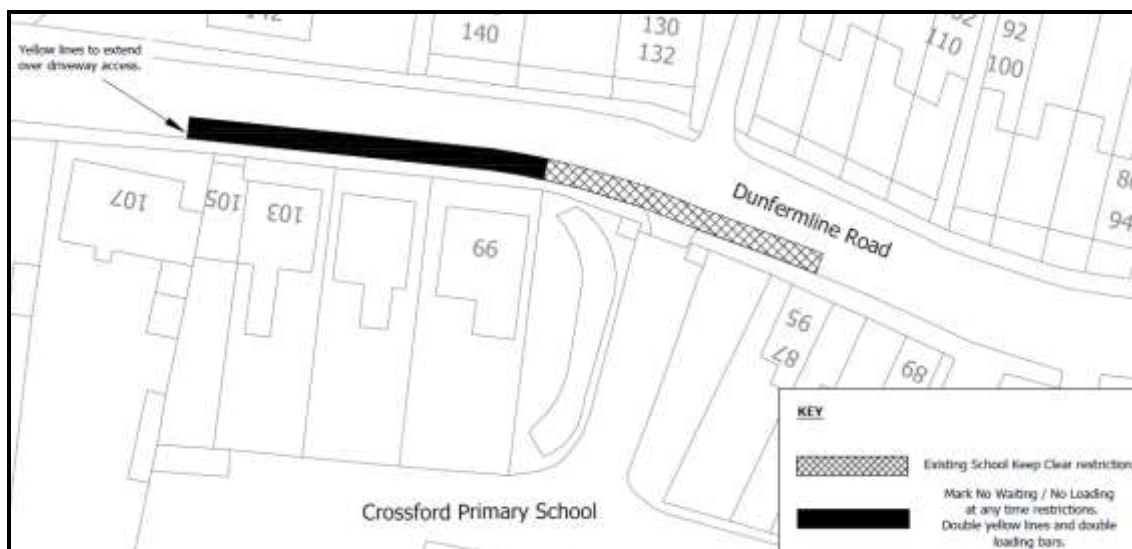
Problem

The School Keep Clear zigzags and the double yellow lines have faded and need refreshed.

Recommendations

Lesley Craig has already passed this on to Roads Network to have them repainted.

Road marking – Roads Network Management (South) – Short term



Problem

The footway on both sides of the road between nos. 11 & 33 are very narrow (less than 1metre in places).



Recommendations

Widening this 82m length would provide a more suitable footway for pedestrians and narrow the carriageway, which if possible should help reduce traffic speeds on Dunfermline Road.

Investigate the viability of a possible footway widening scheme for the south side.

Traffic Management (Medium Term)

Problem

The short section of road between nos. 116 & 118 (opposite the school car park entrance) connects Dunfermline Road with an adopted path leading to Hillview Place. The road surface is rough and loose but the road is not adopted by the council and is not on council land. Therefore, any upgrade to the road would have to be discussed with the owner.



Unadopted road looking towards school



Adopted path to Hillview Place

7.1 SUMMARY

The challenge at every school is to encourage walking to school to reduce congestion and improve safety. This develops children's life skills in relation to road safety. Promoting safe walking routes and seeking the implementation of the recommendations should make the trip to school more enjoyable and encourage more participation in walking.

This is not an exhaustive list of risks or issues on the streets audited. It identifies areas of concern with recommendations to reduce risks for users.

Term	Estimate
Short	Around 1 Year
Medium	1-3 Years
Long	Over 3 Years

Department	Current Contact
Traffic Management	Lesley Craig
Community Services – Area Services (Parks Development & Countryside)	Andrew Haworth (Parks Development Officer) (South)
School Travel Plan Coordinator	Robyn Steven
Police	Community Police via 101



8.0 Action Plan

The following actions have been identified as priorities to help tackle the issues, barriers and concerns identified above:

Behavioural Initiatives

Action	Task	Lead	Target Date	Outcome/Update
Road Safety Education as part of the Health and Wellbeing programme.	Education in school and at home.	School, Pupils and Parents	Ongoing	This continues to be a priority through specific lessons in all classes and through the work and promotion by the JRSO committee. Focus weeks organised to promote road safety and travel organised throughout year.
Promote the use of identified safe routes to school.	Posters, Information given in newsletters and assemblies	School, TAG and Parents	Ongoing throughout year when needed	To be a series of sessions for JRSO next session.
Continue to participate in incentive schemes that encourage sustainable methods of travel to school.	Active Travel Month, Walk to school Week, Scoot to School Day etc.	School, TAG and JRSO Committee,	Annual/Ongoing	We participated in Walk to School week and raised the profile through whole school assemblies. We enrolled in Sustrans Big Pedal 2020 however this was cancelled due to Covid-19.
Distribute travel plan to the appropriate bodies and make available to parents.	This will be put on the school website for access by all parents, shared at parent council and summarised in the school newsletter.	School	September 2020	Plan has been updated again in September 2020 to review Hands Up Survey and is now available on the school website to view and future updated versions will also be added.

Continue to participate in Bikeability Scheme and offer level 2 training.		School	Ongoing	Level 1 and 2 Bikeability training ongoing.
JRSO Committee to produce letter and posters to encourage parents to drive and park safely around our school area.	These will be given out to people parking on Dunfermline Road and using our school carpark to encourage safe driving/parking.	JRSO Committee with Community Police assistance	2020/21	Community Police worked with JRSO Committee 13/3/20 link made with PC Louise Wallace, Cowdenbeath Community Officer.

Physical Measures

Action	Task	Target Date	Outcome/Update/Priority
The school could approach CS Area Services to see if they would grit the sloped path at the rear of the school during the winter.	School to contact CS Area Services	Winter 2020	Contacted winter 2018. No response as yet. Follow up August 2020. Monitor situation when colder weather begins.
Flood prevention works on path adjacent to Windmill Knowe.	Any improvement works would have to be requested through CS - Area Services.	2020/21	Contacted winter 2018. No response as yet. Follow up Autumn 2020- will also contact community council.
The best way to cut congestion at the school gate and in Windmill Knowe is to keep working on trying to get those parents who can walk to school to leave the car at home.	School/Parents	Ongoing	Slight improvements according to Hands Up Survey results. Continue to encourage active methods of travel through JRSO initiatives.
Parent Council request for School Crossing Patrol Officer to man crossing on Inverkeithing Road.	Parent Council/School to contact relevant services	2020/21	Medium

<p>Construction of possible parking bays along the north kerb of the Humbug Park</p>	<p>Discussion would have to be held with CS – Area Services (Parks Development) to see if there would be any funding for it.</p>	<p>2020/21</p>	<p>Medium- will ask JRSO committee to write letters and contact relevant services.</p>
<p>Widening footway for pedestrians and narrow the carriageway on Dunfermline Road. Investigate the viability of a possible footway widening scheme for the south side.</p>	<p>Traffic Management</p>	<p>2020/21</p>	<p>Long term-will contact relevant services and ask JRSO Committee to draft letters regarding this area.</p>

9.0 Monitoring and Evaluation

The JRSO Committee will continue to monitor the progress of the Travel Action Plan at their regular meetings. School Leadership Team and Parent Council will also be involved in discussion of the progress. Specific progress will be monitored by participation in the annual “Hands Up Survey”. The school’s ongoing commitment to travel planning will be publicised on the school website, in the school newsletters, at assemblies and the Travel Plan will be displayed in our external display board. A review of the Travel Action Plan will be repeated in Spring 2021 to assess how the action plan has impacted the community.

10.0 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 Council
- Active Schools Co-ordinator

Copies will also be made available to the parents from the School Office and via the school website.