



Largoward Primary

School Travel Plan



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Largoward
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SUMMARY PAGE

The following travel plan is a collaborative plan by parents, children, staff and stakeholders who have researched and devised the content, agreeing the actions and aims to make the overall journeys to and from Largoward PS safer, healthier and more enjoyable by:

- 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.

There were no key issues relating to journeys to and from school due to the rural location of the school. All routes around the school are well sign posted, there is clear visibility across the main St Andrews Road which is serviced by a school crossing patrol officer.

Largoward is one of the few schools in Fife that is not affected by congestion around the school gate.

96% of those surveyed highlighted that they lived within a 2-mile radius of the school.

Routes identified as safer routes to school are:

1. St Andrews Road
2. Hall Park
3. Mid Street

Proposed Behavioural Actions

Promote Active Travel School

Promote Safer Routes to School

Road Safety Education School/Parents/Fife Council

Deliver Cycle Training School/Fife Council

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

1.0 INTRODUCTION

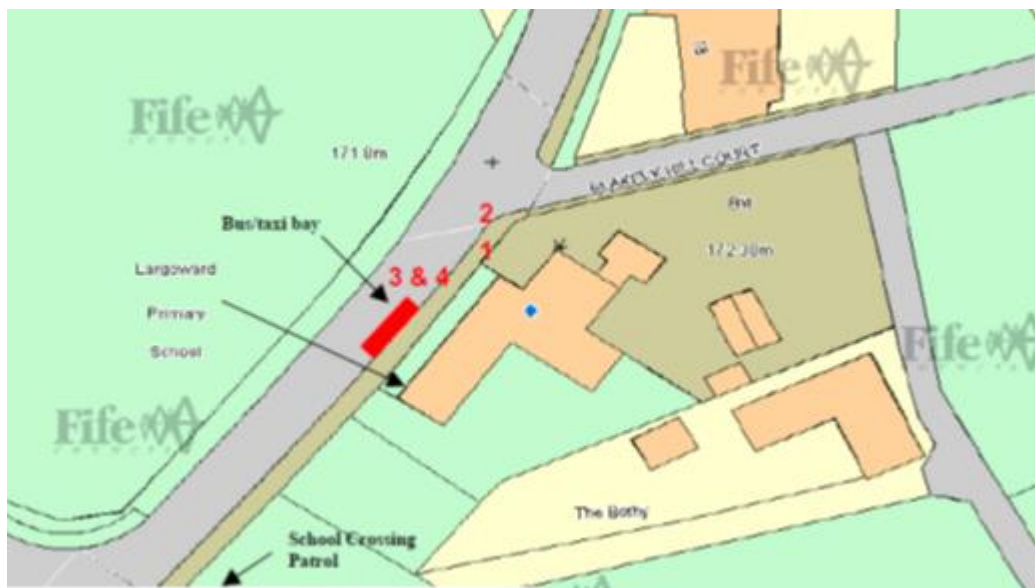
1.1 School background

Largoward Primary School celebrated its 150th anniversary in 2002.

The school building is Victorian and, unusually, has an Ordnance Survey bench mark actually placed within one of the outside walls. It indicates the school is 600ft above sea level. This has advantages in the form of spectacular vistas around the village but disadvantages as being too exposed in the event of bad weather.

The main building houses two classrooms areas, a small dining room, staffroom and office. The playground area has a multi-purpose sports court and a small garden. Produce from the garden is used to facilitate science projects and baking enterprises. We use our rural environment to enhance the curriculum.

The school has a Site Management Plan that informs users about the site rules for pedestrians and vehicles and will be displayed within 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 and parent volunteers.

Harley Bain

Lewis Meek

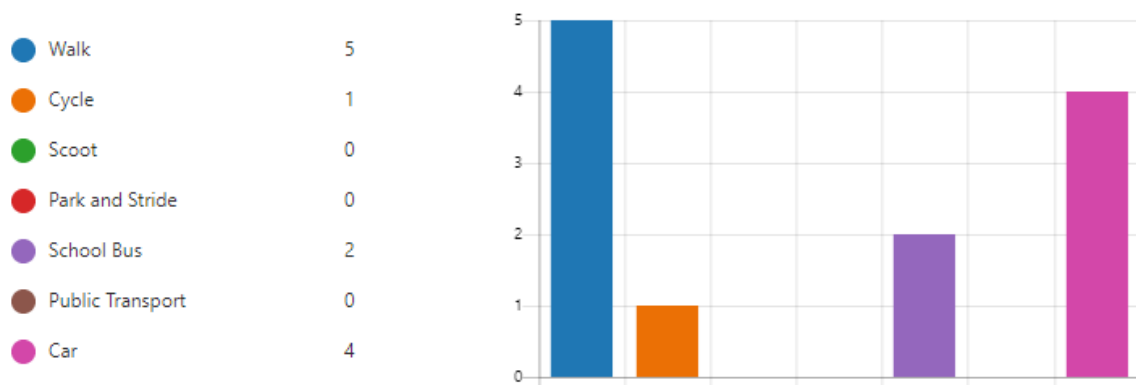
3. CURRENT TRAVEL PATTERNS

3.1 Questionnaire Surveys

During the consultation period **12** families and **3** staff members responded, and the following analysis is based on the data from those surveys.

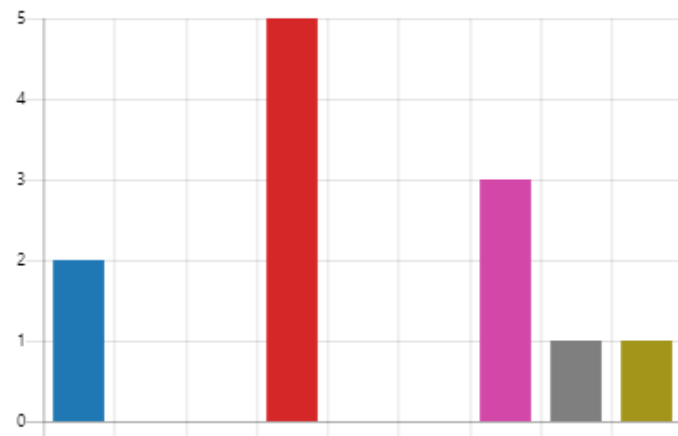
3.1.1 Family Survey Data

6 families highlighted that active travel was their main mode of travel to school followed by **4** families citing that they drive to school. The other 2 families use the school bus.



The main reasons given for travel mode choices are:

● It is good for my child's health.	2
● It is good for the environment.	0
● There is limited parking aroun...	0
● It is the fastest.	5
● It is the safest.	0
● It is the cheapest.	0
● It fits in with my family routine.	3
● It is the only mode of travel av...	1
● It is too far	1



When asked “How far do you live from School” only **4** families answered this question. The diagram below highlights this data but does not give a true reflection on the number of pupils that live within proximity to the school.

● Within 1 mile	2
● Within 2 miles	2
● Within 3 miles	0
● Within 4 miles	0
● 5 miles or more	0



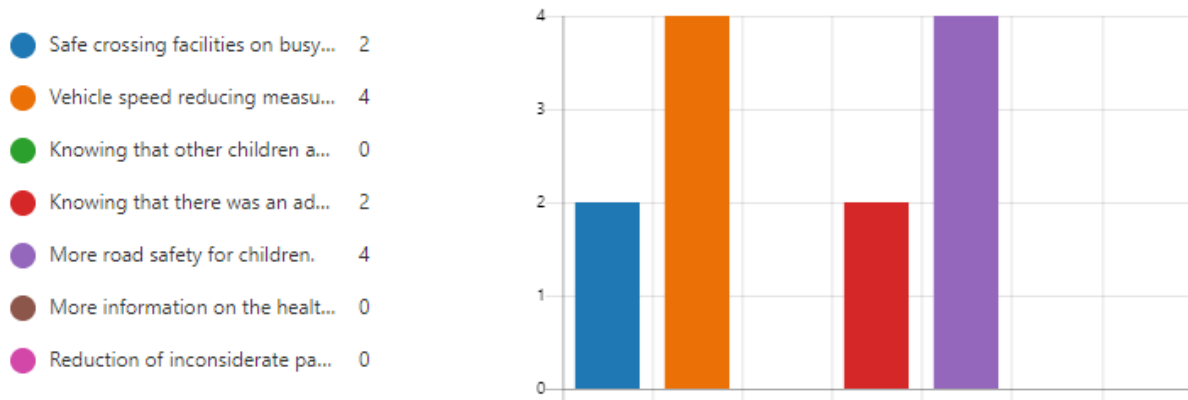
The following diagram showcases the answers from the question “How long does your journey to school take” with **10** families indicating that their journey to school takes less than 5 mins.

● Less than 5 mins	10
● 5- 10 mins	1
● 10- 15 mins	0
● 15 - 20 mins	1
● More than 20 mins	0



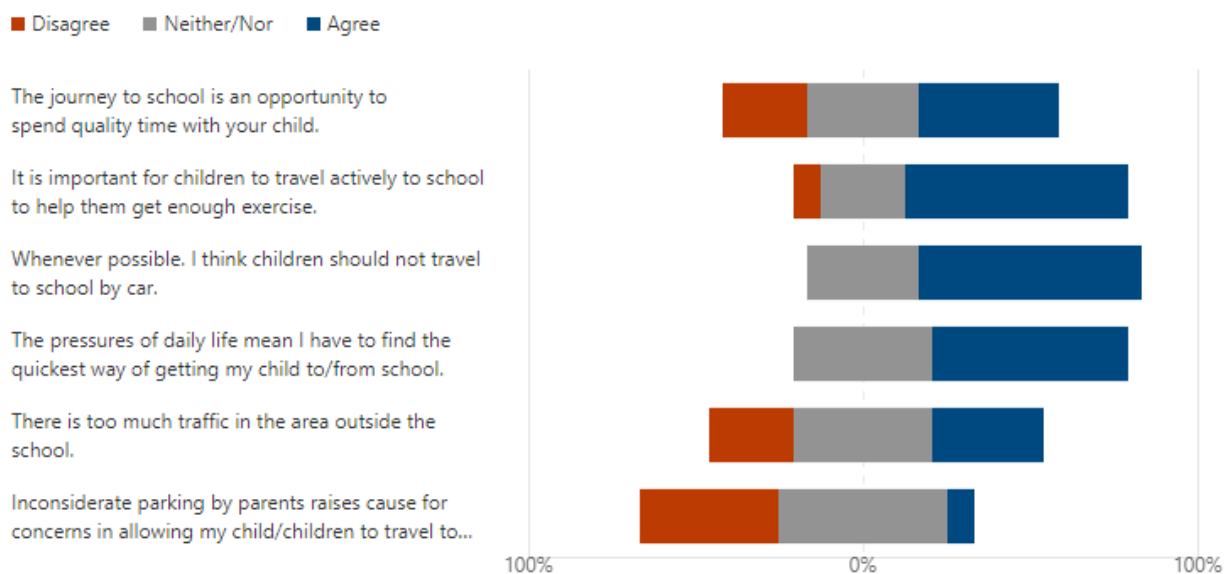
According to the survey **67 % of families** are happy with the way their child/children travel to school with only **33%** stating that they were neither satisfied nor dissatisfied. However, of those citing they were dissatisfied none gave an explanation to why!

When asked "What factors might affect your decision whether to let your child/ren travel actively to school, or to the bus stop families indicated that vehicle speed reducing measures and more road safety education were important factors in their decision making.



7 families indicated that they were aware of Bikeability taking place at school to encourage pupils to be more sustainable but were not aware of any further active travel initiatives.

The following diagram highlights family responses to whether they agree or disagree on what is important about their child's journey to school.



Finally, families were asked if there was one thing that would improve your child's journey to school, what would it be. The following are a few of the main answers.

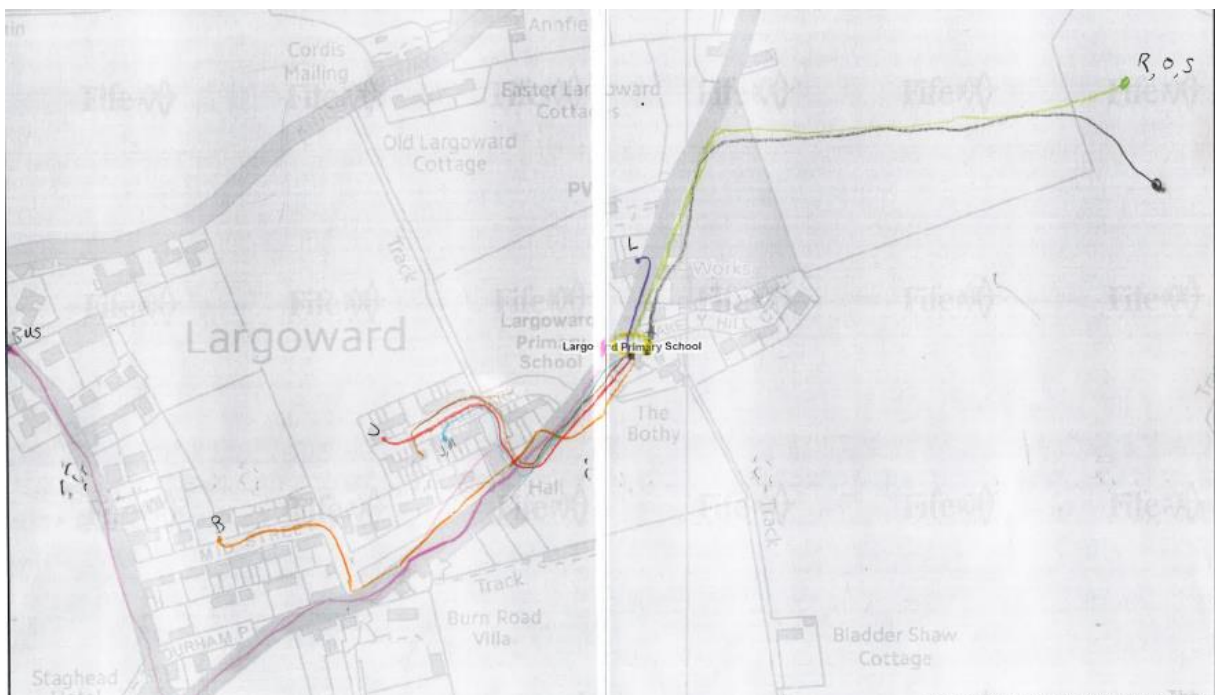
More traffic calming measures through the village

School Bus pass for my child

4.0 MAPPING WORK

A mapping exercise was carried out within the school to identify the routes pupils travelled. These were then analysed and the four main routes to school were identified.

Final Map and identified routes



5.0 ROUTE AUDIT OF KEY ROUTES TO SCHOOL

A site visit of the above key routes was carried out on 31st January 2022 at 1pm. The weather conditions were cold but bright and sunny.

St Andrews Road

This route is the main carriageway from Leven to St. Andrews and at certain times can be quite busy. Pupils stated that they had no issues with crossing this road as the surrounding streets link to the Village Hall where there is a crossing patrol officer to aid them across the

road. Pupils did identify that at times the traffic did seem to be going faster than the speed limit but this did not cause them any issues with travelling actively to school.

There were no engineering issues identified.

Hall Park and Mid Street

Both routes are within a 20 mph zone and provide wide pavements that connect with off road footways linking to St Andrews Road. Pupils who actively travel these routes stated that they felt safe and enjoyed the walk to school.

Again, no engineering issues were identified.

6.0 STAFF DATA

Members of staff undertook an online survey on how they travel to school and the impact this has on the school run. The following analysis highlights their mode of travel.

How far do you travel for work?

● Under 2 miles	0
● 2 - 5 miles	1
● 6 - 10 miles	2
● 11+ miles	0



All staff cited that they drove to school and parked within the school grounds. When asked what would encourage them to consider alternative modes of transport some said that car sharing would be an option, others stated better public transport connections.

7.0 BEHAVIOURAL ACTION PLAN

Action	Solution	Action Owner	Target Date (Academic year)
Promote Active Travel	Take part in Active Travel Months	School/TAG	Term 2 & Term 4
	Take part in Bike Week	School/TAG	Term 4
	Take part in the Sustrans Big Walk and Wheel	School/TAG	Term 3
	Walk to school week	School/TAG	Term 2
Promote Safer routes to school	Upload map to website	School	Term 1
	Put information board up at parents nights	School/TAG	Term 2 Term 4
	Articles in school newsletters, social media and assemblies	School/TAG	Ongoing
Road Safety Education	Run poster campaigns	School/TAG	Ongoing
	Take part in Road Safety Week.		Term 2
Bikeability	Offer cycle training to all P6 and P7 pupils – look at moving cycle parking to front of the building. Apply for cycle parking fund and investigate becoming a Cycle Friendly school.	School	Ongoing

8.0 Physical Measures

Action	Action Owner	Target Date
No engineering works identified		

9.0 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 in the school handbook, the school newsletters, the Parent's notice board and through assemblies.

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 information site.

**FIFE COUNCIL
ASSETS, TRANSPORTATION & ENVIRONMENT**

DULOCH PRIMARY SCHOOL, DUNFERMLINE

ROUTE SAFETY AUDIT

INTRODUCTION

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

The school is situated on the main St Andrews Road in Largoward.

A site visit of the key routes was carried out on the afternoon of 31st January at 1:30pm. The weather conditions were cold but bright and sunny.

The audit team consisted of:

Marta Ramage	School Travel Plan Coordinator
Donna Bain	Head Teacher
	JRSO Harley Bain
	JRSO Lewis Meek
	JRSO Jaime-Leigh Warrender

The key routes audited were:

- St Andrews Road
- Hall Park
- Mid Street

FINDINGS AND RECOMMENDATIONS

St Andrews Road

This is a main carriageway that serves through traffic between the towns of St. Andrews and Leven. It has a speed restriction of 30mph and is well sign posted. The school is sited just off the carriageway with the main school entrance leading onto the pavement adjoining the carriageway. There is also a dedicated school bus drop off and pick up point.

During the route audit pupils stated that they had no road safety issues travelling to school as visibility is clear, traffic was very sparse at school times and those cars that did pass seemed to be travelling at a reasonable speed.

There is a school crossing patrol officer adjacent the village hall where most pupils cross the road.

At the time of undertaking the audit there were no engineering works identified and pupils agreed that they were lucky to be able to travel to school actively.

Hall Park/Mid Street

Both streets are within a 20mph zone that connect via off road footways to the village hall where they are aided in crossing St Andrews Road by a school crossing patrol officer.

Again, pupils had no concerns with active travel to school.

SUMMARY

Largoward Primary school is well served by existing crossing points and footways and has no issues with congestion around the school gate. It is one of a few schools in Fife that most pupils travel to school actively.

There were no engineering works required within the area and JRSO's agreed that they were lucky to live in area where they felt safe and could cycle and walk to school with no issues.

They agreed to look at the delivery of Bikeability to all pupils as being a rural school most pupils could cycle, even those in P1. They also agreed to work to undertake the promotion of the benefits of active travel on health and the environment.