

Fresh Air Frankie's School Travel Plan

25/26



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CONTENTS PAGE

3:	1.0	WHY HAVE A SCHOOL TRAVEL PLAN
3.:	2.0	BENEFITS OF HAVING A SCHOOL TRAVEL PLAN
4:	3.0	Current Travel Habits Family and Staff Questionnaire Data
10:	4.0	MAPPING WORK AND ROUTE AUDIT 4.1 Route audit of key routes
12:	5.0	ACTION PLAN
13:	6.0	MONITORING AND EVALUATION
13:	7.0	DISTRIBUTION OF SCHOOL TRAVEL PLAN

1.0 WHY HAVE A SCHOOL TRAVEL PLAN

School-related traffic congestion and the risks congestion poses to the safety of the pupils, teachers, parents, residents, and motorists in and around school locations is a significant problem in communities around Fife.

The most obvious cause of traffic congestion around our schools is vehicles, and the biggest source of those vehicles is parents' dropping off and picking up their children from school.

Statistics highlight that 1 in 4 cars during the hours of 8:30 to 9:15 and 2:30 to 3:15 is primary school traffic.

Encouraging active travel—such as walking, cycling, or scooting to school—offers children a healthier, more energising start to their day. It helps improve physical fitness, boosts mood and concentration, and reduces traffic congestion and pollution around school gates, making the environment safer for everyone.

Fife Council's Road and Transportation Service are working with schools in Fife to develop School Travel Plans; a practical framework to promote sustainable travel and address barriers families may face by supporting Frankies Active Campaigners Team (FACT) to lead activities, raise awareness, and celebrate progress. These initiatives empower children to take pride in their choices and inspire others to get moving – making active travel a positive part of everyday school life.

2.0 BENEFITS OF HAVING A SCHOOL TRAVEL PLAN?

The benefits of encouraging active travel are clear and a school travel plan can ensure that your school has a long-term vision with aid to support your FACT group with delivering campaigns that will;-

- Improve health and well-being by reducing harmful emissions and increasing activity levels.
- Improve safety through engineering measures and increasing road safety education.
- Improve access and opportunity by developing pupils' skills for safe and independent travel.
- Improve the environment by reducing pollution and CO2 emissions.
- Gain school accreditations such as Fresh Air Frankie STP Awards, Active School Award and Eco Schools.

All work associated with School Travel Planning has been designed to fit into the Curriculum for Excellence.

3.0 CURRENT TRAVEL HABITS

Each year all Fife schools undertake the hands up survey which gives a true reflection of how pupils are travelling to school, and the 2024/25 results show that 60% of pupils are actively travelling to school. However, with over 39% still being driven to school the school must remind parents of their responsibilities around the school gate.

	Walk	Cycle	Scooter / Skate	Park & Stride	Driven	Bus	Taxi	Other	Walk	Cycle	Scooter / Skate	Park & Stride	Driven	Bus	Taxi	Other
P 1-4	44	3	4	8	23	1	0	0	53%	4%	5%	10%	28%	1%	0%	0%
P 5-7	39	3	2	4	26	1	1	0	51%	4%	3%	5%	34%	1%	1%	0%
TOTAL	83	6	6	12	49	2	1	0	52%	4%	4%	8%	31%	1%	1%	0%

3.1 Family Questionnaire

PARENTS

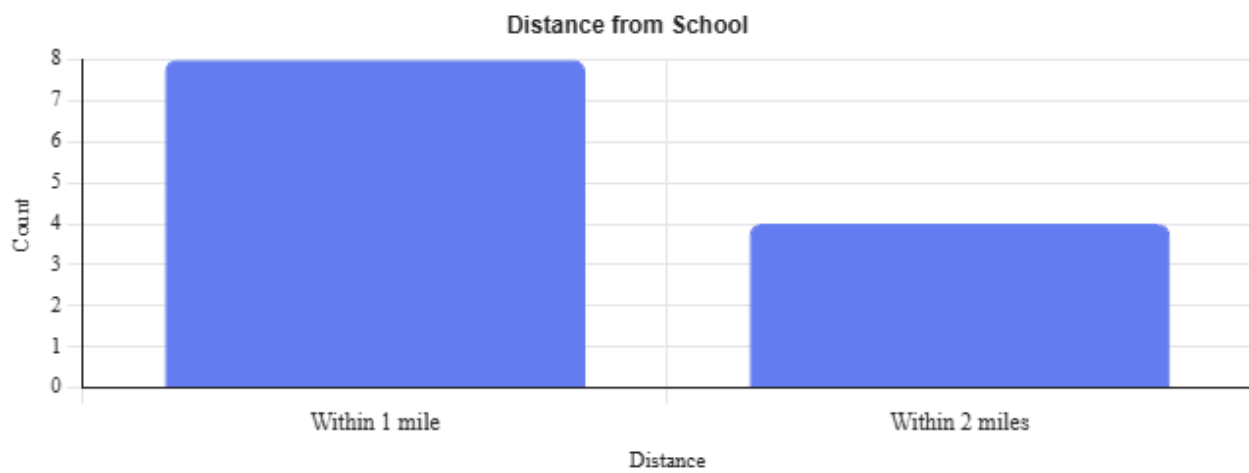
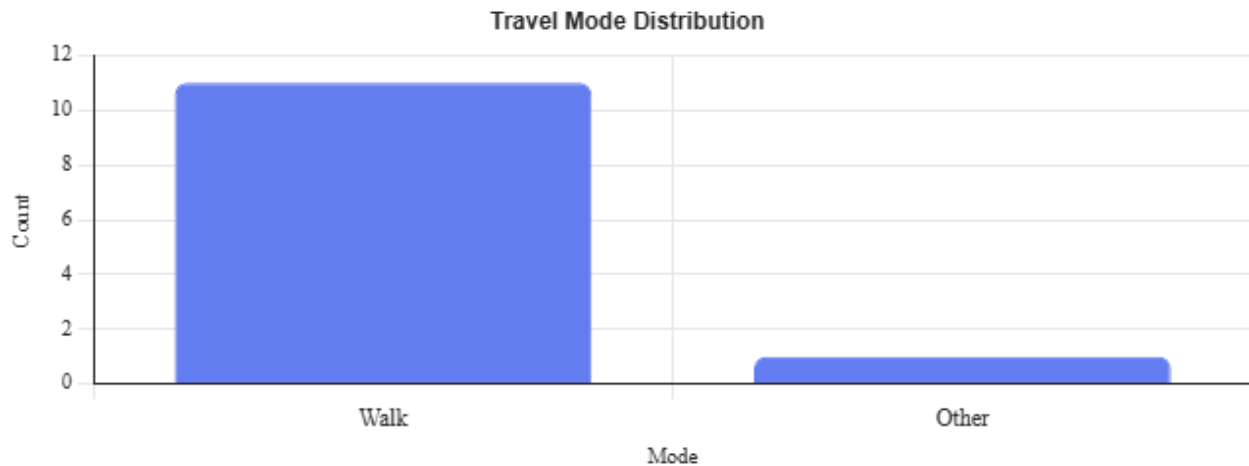
Summary of Responses – Out of all the parents at Pittencrieff Primary School only 12 families responded to the online questionnaire.

Total Responses 12

Majority Travel Mode Walking

Common Distance to School Within 1 mile

Most Common Journey Time Less than 10 minutes / 20–30 minutes



Identified Barriers

- Unsafe active travel routes (multiple mentions)
- Traffic congestion
- Poor visibility due to parked cars (Grieve Street, Maitland Street, Ross Lane)
- Faulty traffic lights near the school
- Safety concerns on the climb after McLean Primary crossing
- Time pressures
- Lights between the school and the Glen often out

Proposed Actions

- Work with the School Travel Plan Team to remind parents of parking restrictions near junctions.
- Request inspection and repairs for faulty traffic lights. (School Travel Plan team will investigate)

- Assess unsafe walking routes including Grieve Street, Maitland Street, Ross Lane, and routes near McLean Primary. (School Travel Plan team will investigate)
- Promote walking bus options and expand if needed.
- Provide Bikeability support and contact families interested in cycle training.

STAFF

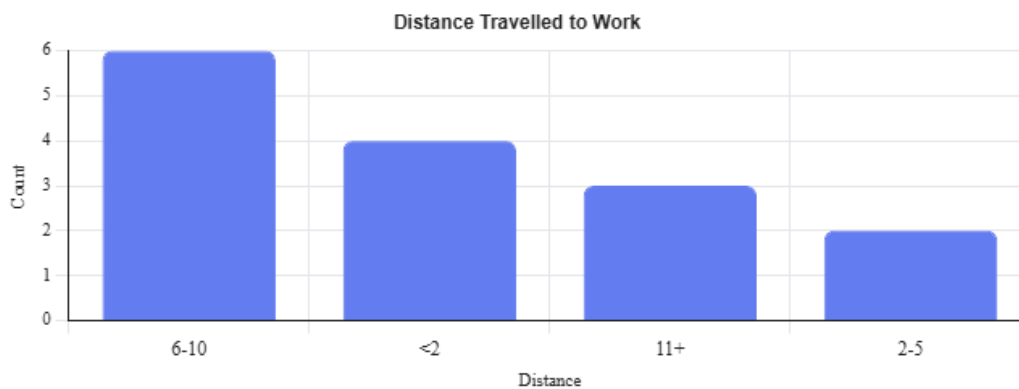
Introduction

The Staff Travel Survey was conducted to better understand how school staff travel to work, the challenges they face, and the impacts of staff parking on congestion around the school gate. These insights help inform actions that support safer, healthier, and more sustainable travel choices for the whole school community. The survey also explored staff willingness to take part in Bikeability delivery, car sharing, and parking behaviour changes to reduce congestion around the school, particularly at peak times.

Summary of Statistics

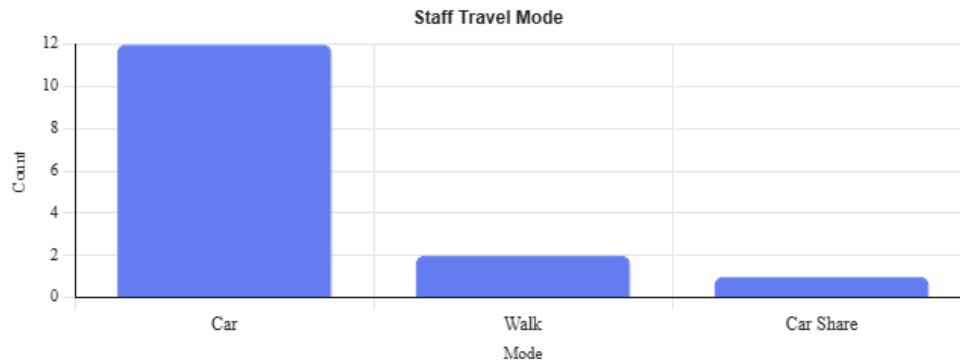
Travel Distance to Work

- Most staff travel between 6–10 miles to work.
- A smaller number travel under 2 miles, 2–5 miles, or over 11 miles.



Modes of Travel

- The overwhelming majority drive to work.
- A small number travel by walking.
- Only one respondent car shares regularly.



Parking Locations

- Most staff park within the school car park.
- Several park on streets around the school, including:
 - Pittencrieff Street
 - Dewar Street
- One staff member parks out with the school grounds.



Willingness to Modify Parking Habits

- Mixed responses to parking further away to reduce congestion.
- Many staff expressed reluctance due to limited parking availability, workload, and needing quick access for meetings.

Car Sharing

Most staff not willing to car share, citing reasons such as:

- Irregular schedules
- Needing flexibility

- No suitable car share partner
- Long or complex journeys

Bikeability Support

- Several staff members indicated willingness to deliver Bikeability and provided emails.
- A few are already Bikeability trained but lack access to bikes.

Barriers Identified

Barriers to Alternative Travel Modes

- Lack of time and pressure to arrive promptly.
- No suitable alternatives (public transport too slow or unreliable).
- Need for a car during the school day for meetings or multi-site duties.
- Carrying heavy materials or resources, especially supply teachers.
- Weather concerns and lack of facilities to freshen up after cycling.
- Limited bike access for those willing to deliver Bikeability.

Parking-Related Barriers

- Car park too small for staff numbers.
- Overspill onto surrounding streets due to:
 - Council building next door using available parking.
 - Part-time staff struggling to find space at peak times.
- Congestion around the school gate, exacerbated by:
 - Staff parking on streets close to the entrance.
 - Limited on-site capacity leading to parking competition.

Infrastructure & Route Concerns

- Requests for:
 - Better coordinated roadworks
 - Pothole repairs

- Speed bump repainting
- Concerns over vehicles blocking roads (e.g., at Rumblingwell/traffic lights).

Proposed Actions

1. Reduce Congestion Around the School Gate

- Develop a Staff Parking Management Plan prioritising:
 - Encouraging staff to use *designated* car park areas first.
 - Mapping safe, appropriate overspill parking streets.
- Introduce or expand a park-and-stride option for staff, similar to parents.
- Work with Fife Council to explore additional marked parking spaces.

2. Support Alternative Travel Options

- Conduct a feasibility review for:
 - Improved cycling facilities (secure storage, changing area, drying space).
 - Access to staff pool bikes to enable Bikeability delivery.
- Provide guidance on local public transport routes and times.

3. Improve Safety and Infrastructure around the School

- Report and escalate:
 - Potholes
 - Faded road markings
 - Blocked or obstructive parking locations
- Liaise with Roads & Transportation to monitor:
 - Traffic flow during peak times
 - Streets frequently used by staff for overspill parking

4. Promote Car Sharing Where Feasible

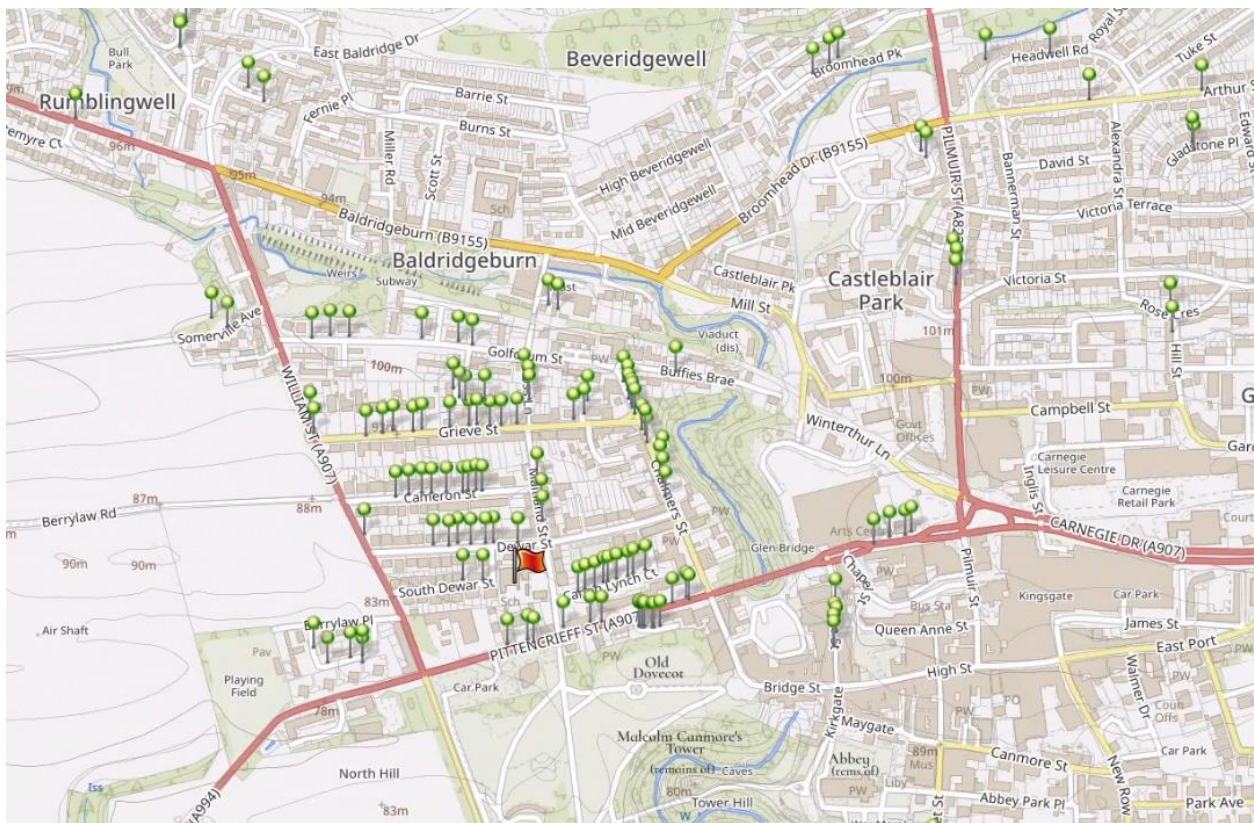
- Identify staff travelling from similar areas and offer **voluntary matching**.
- Provide information about **Fife Council car-share schemes**, if applicable.

- Encourage occasional car-sharing days rather than daily commitment.

5. Support Staff Delivering Bikeability

- Create a central list of **trained and willing staff**.
- Source additional **training bikes** and risk-assessed storage.
- Provide induction for new staff volunteers.

4.0 MAPPING WORK AND ROUTE AUDIT



4.1 ROUTE AUDIT OF KEY ROUTES TO SCHOOL

This audit assesses the pedestrian infrastructure and safety features along key routes to school within the residential area around the school.

The area benefits from wide pavements, adequate dropped kerbs, and traffic calming measures including 20 mph speed zones.

Key Findings:

1. 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.

2. 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.

3. Traffic Calming and Speed Limits:

- The 20mph speed limit is clearly signposted and contributes to a safer environment for school children. The map highlights that most pupils who actively travel to school travel through these 20mph zones.
- Residential streets show evidence of traffic calming features such as speed humps and zebra crossings.

4. 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.

5. Signage and Wayfinding:

- There is adequate signage outlining the 20mph zone and a school crossing. The School Keep Clears are still in good condition and visible.

5.0 ACTION PLAN

Action	Solution	Action Owner
Promote School Travel Plan	<ul style="list-style-type: none"> • Upload plan to website and social media pages. • Create a FACT notice board. • Upload generic social media posts throughout each term. • Keep the school travel plan team updated on all work carried out by completing your FACT floor book. 	School
Fresh Air Frankie Awards Campaigns	<p>Term 1 Hands up Survey Active Travel FACT Assembly about Active Travel Month Send out generic Social Media Posts Active Travel Month</p> <p>Term 2 Launch #dontparkhere Campaign FACT Assembly Send out generic Social Media Posts Road Safety Week</p> <p>Term 3 Frankie's Step into Spring Campaign FACT Assembly Big Walk and Wheel</p> <p>Term 4 FACT Assembly about Active Travel Month Send out generic Social Media Posts Active Travel Month</p>	School – full details held within your FACT folder
Reduce congestion	Consider developing the following:- Parking Pledge Walking Bus Campaigns to increase active travel to school.	School – full details held within your FACT folder
Bikeability	Deliver Level 2 Bikeability and apply for Cycle Friendly School Award	School/Bikeability
Annual Active Travel Award	Top 3 schools that can showcase the largest increase in Active Travel to School 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 FACT will continue to meet periodically to monitor progress and amend strategies to comply with the actions set out in this plan. 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 in 2029/30.

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.

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
- Parent Partnership
- Copies will also be made available to the parents from the School Office and via the school information sites.