

# School Travel Plan

## ***St Columba's Primary School***

North Union Street  
Cupar  
Fife  
KY15 4AN



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# INTRODUCTION

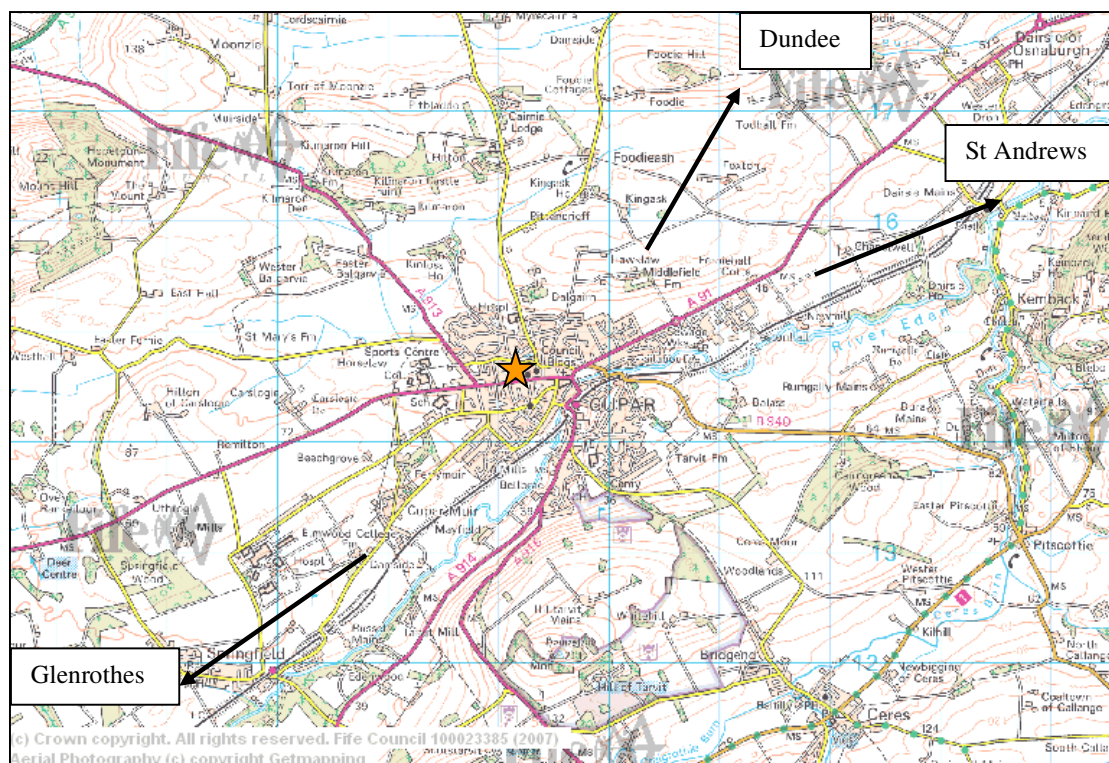
## School background

St. Columba's Primary is to be found in the heart of the old market town of Cupar. We are a denominational school serving the Catholic population of Cupar and the villages beyond.

Currently we have 160 pupils arranged in 7 single stage classes. Our roll is increasing and next session we may well move to composite classes. In November 2006 we moved to a new building which affords us 9 classrooms and it is anticipated that over the next year or two we will move to having 9 classes. There is no nursery provision and children come into the school from Westfield Nursery and from various nurseries in and around Cupar. The following members of staff work in the school:

- 1 non-teaching Head Teacher
- 1 Principal Teacher
- 7 class teachers
- 1 Learning Support Teacher (O.4)
- 2 SEN Auxiliaries
- 2 Classroom Assistants
- 2 Clerical Staff
- 2 Facility Managers
- 1 Head Cleaner
- 1 Playground Assistant
- 1 Cook
- 2 Catering Assistants

## Location



We work closely with Canon Pat and the parish and we have an active Parents Association and School Board and are in the process of forming a Parents Forum. The Parents Association holds fund raising and social events for the school and the School Board support the welfare of the school and its pupils. The school has a Pupil Council which is made up of 2 representatives from each class, an Eco Committee, 2 Junior Road Safety Officers and a Health Committee.

## Site Audit

Accommodation is brand new and purpose built. We have a library, a music room and excellent PE facilities. The school building has won a secure by design award. Playground facilities are very good with plenty of space and segregated areas for younger and older pupils.

In March 2007, TAG pupils Edward and Izzy accompanied School Travel Plan Co-ordinator Mrs McKie in carrying out a Site Audit. The aim was to assess current access and transport arrangements and to identify measures which could increase safety / numbers of pupils choosing active travel.



## Access Arrangements

Being a new build, there are good security measures in place for access. Access to the school grounds is via three gates: one up the footpath from West Port, one at the rear of the building, by the zebra crossing on Moathill Road, and the other being the entrance to the staff/visitor car park on North Union Street.

The main school entrance is on the east side of the school building and it has a security buzzer entry system. This door tends to be used by staff using the car park and also visitors. Pupils use various doors specified for particular classes to enter/exit the school building. These doors can only be opened from the inside and are opened by teachers when the bell goes in the morning. There is also a door leading out from the dining room.



*Main entrance*



*Dining door*

## Travel Arrangements

- **Pedestrians**

Pupils, staff and visitors arriving on foot, can approach the school either using the footpath from West Port or the pedestrian entrance at the rear, on Moathill Road. On West Port there is a puffin crossing and School Crossing Patrol Officer to help pupils cross the busy road. On Moathill Road there is a zebra crossing to the school entrance and this road is within a 20mph zone with traffic calming build outs.





*Puffin crossing and pedestrian barrier on Westport*



*Footpath from Westport to school entrance gate*

The new building offers good cloakroom facilities for pupils, with adequate space for hanging coats and bags and also shoe racks for outdoor shoes. There are also lockable changing rooms.

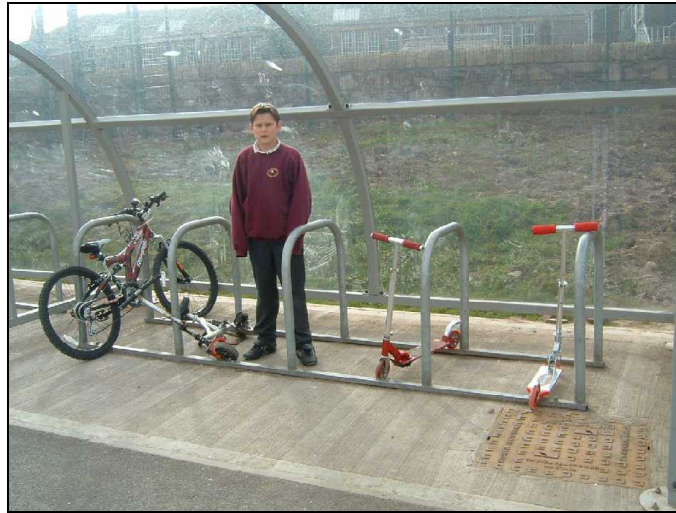


*Cloakroom area with shoe racks*

#### • Cyclists

Cyclists can use the two footpath entrances as detailed above. Construction of the new school included the installation of two covered cycle shelters incorporating 'sheffield' style cycle racks to hold 20 bicycles in total. The shelters are located at the south east corner of the school, about half way between the two footpath entrances. Access into the school is easy from here and security does not appear to be a problem. The shelter area is well lit and easily visible from the school building. Shower facilities are available at school.

On the day of the audit, there was just one bicycle in the shelter but also a number of scooters. The TAG felt that more pupils would be likely to bring bicycles to school once a programme of P6/7 Cycle Proficiency training (along with other measures outlined in the Action Plan) was re-established.



*Cycle shelter*

- **Bus users**

Bus bays for the school are located on West Port. Pupils arriving / leaving by bus use the pedestrian footpath on West Port to get to school.

- **Car users**

There are 20 spaces in the staff / visitor car park, accessed from North Union Street. These spaces include 2 designated for disabled drivers. The number of spaces seems to be adequate to cater for all staff plus one or two visitors at a time.

The car park is ideally located to access the main school entrance.



*Staff / visitor car park*

Pupils arriving by car tend to be dropped off on West Port. Some use the car park at the Co-op store. The school has also suggested that parents use the public car park on Bonnygate. There are some issues with parents occasionally parking in the bus bay on West Port or on double yellow lines and therefore the school sends regular reminders to parents about considerate parking, for example using the school newsletter.

## **POLICY AND OBJECTIVES**

A School Travel Plan (STP) is a working document that identifies aims and objectives to reduce the use of cars on the school journey. Through a whole school survey it aims to identify how pupils and staff travel to school and examines issues raised which prevent them from choosing a different mode of transport which would reduce congestion, environmentally damaging emissions and could promote a healthier lifestyle.

### **School Development Plan**

The School Travel Plan was initially incorporated into the School Development Plan for 2005/2006 and was to be developed by December 2006. It was then postponed due to the change of the School Travel Plan Co-ordinator and was included in the School Improvement Plan 2007/2008; to be developed and launched by September 2007. The pupils, parents and staff, in conjunction with the School Travel Co-ordinator, would work to promote safe ways of travelling to and from school.

### **Travel Action Group**

St Columba's School's Travel Action Group (TAG), was initially formed in May 2005 and developed the STP until September. Development recommenced in August 2006 with a new School Travel Plan Co-ordinator and a new school building.



*A Travel Action Group outing*

**Members of the TAG are:**



(insert names here)

## Aims of the STP

- To reduce the number of people using cars on the school journey.
- To raise awareness amongst pupils, parents and staff of alternative ways to travel to school which are safe and healthy.
- To improve the environment by reducing pollution, congestion and danger on the road.

## Benefits

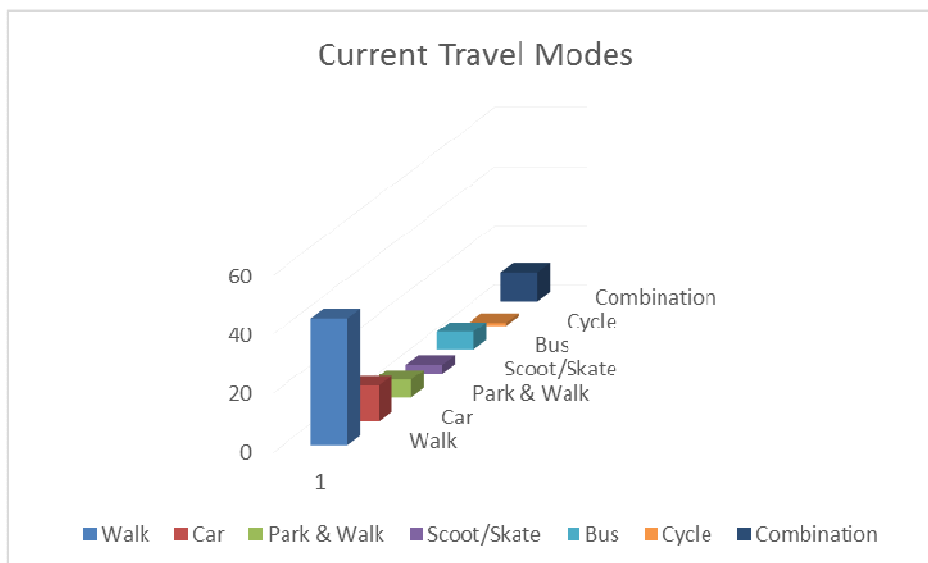
The School Travel Plan will benefit the health and safety of pupils and staff on the school journey. It will identify options other than using the car and reduce pollution and congestion.

## CURRENT TRAVEL PATTERNS

### Questionnaire Surveys

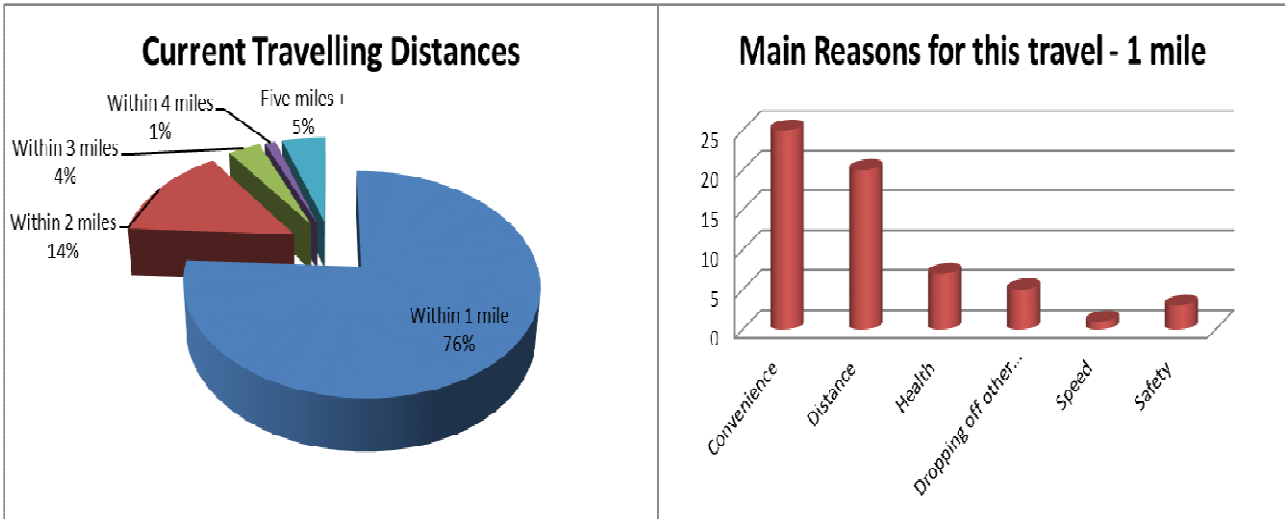
Travel surveys were completed by pupils, parents and staff in the summer term of 2016.

Key results from these surveys are outlined below.



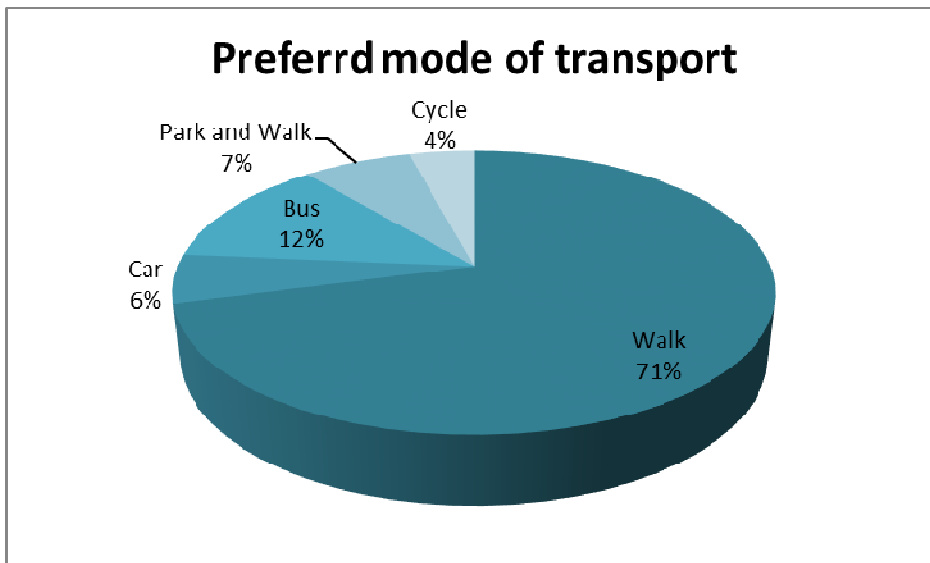
The graphs show that 67% of those who took part in the survey currently walk to school which matches

well with the proportion of pupils living within a mile of the school (76%). The main reasons for choosing this travel mode is convenience. However, of those who live within a 1 mile radius 9% choose to travel by car.



Overall 71% of those stated that they would choose to walk to school and the key improvements they would like to see are:

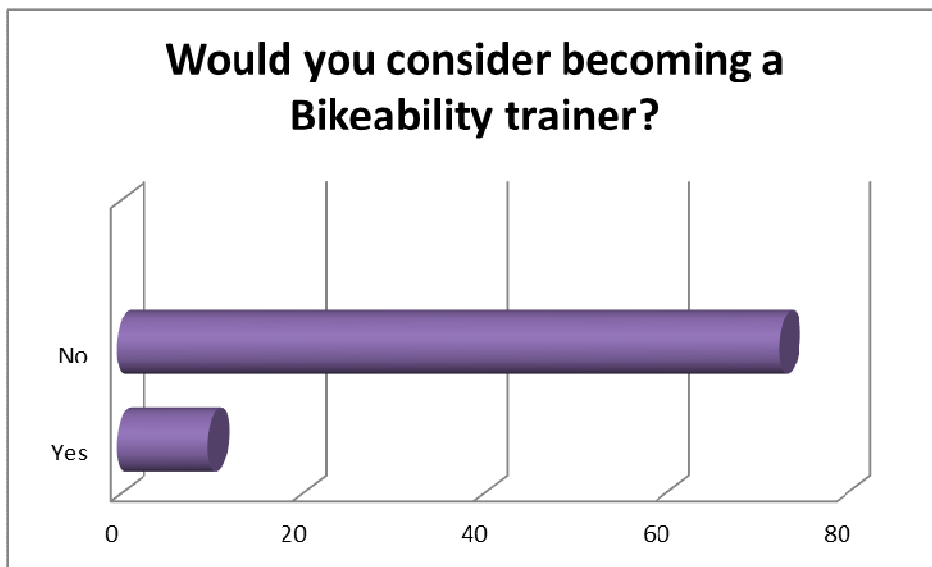
1. Less traffic
2. Slower traffic
3. More school crossing patrol officers.



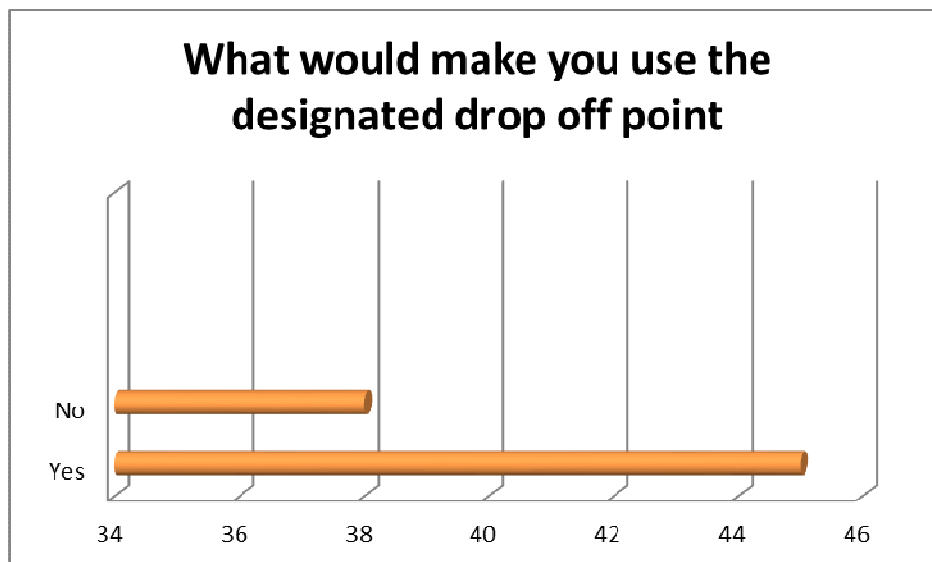
Few currently cycle but pupils did state that they would prefer to cycle if possible. Those that said they would prefer to cycle to school, ranked the following suggested improvements highest:

1. More cycle lanes
2. Less traffic
3. Cycle training.

At present the school offers cycle training through Bikeability Scotland and when asked if parents would like to become a volunteer and help deliver the programme less than 2% said yes.



12% travel to school by bus and the same proportion would choose to travel by this method. Of those who completed the survey 10% of pupils travel by car, half of which will be accounted for by the living more than 2 miles away. However, 6% of this figure, who live within a 1 mile radius do bring their cars to school.



A further 7% have stated that they would like more information about setting up a park and walk site to ease congestion around the school.

However, when parents were asked directly if they would consider utilising a park and walk initiative around 60% said yes.

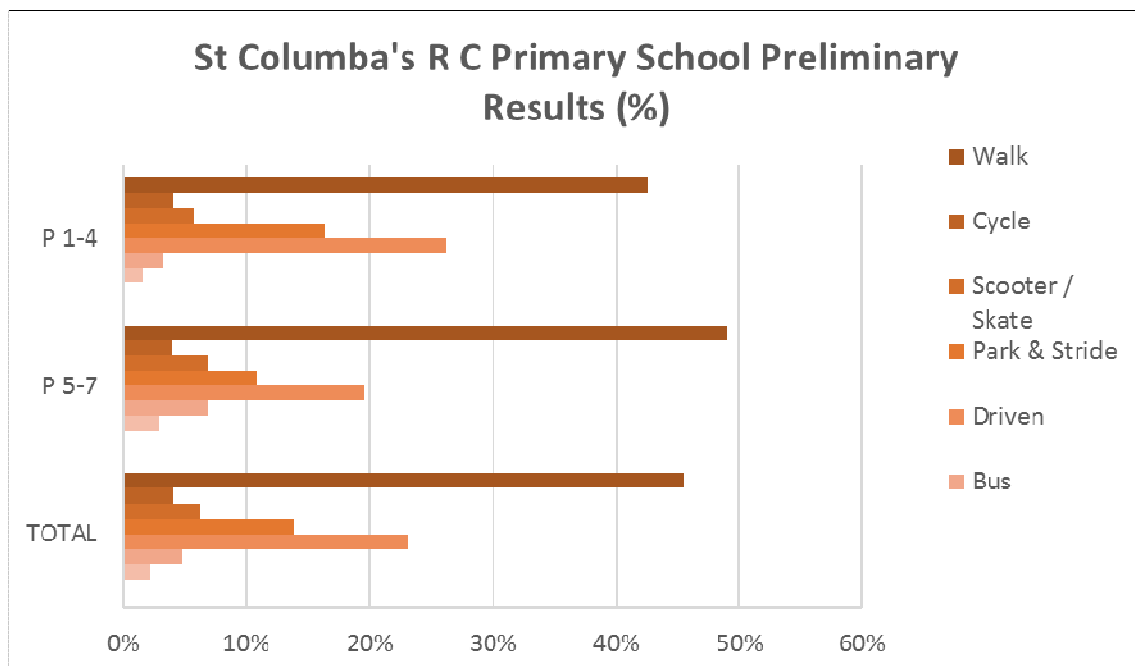
When asked what further information would you like to supply with regards to your journey to school the following comments were made.

1. More Cycle Routes
2. Bin day is a nightmare as we have to walk on the roads
3. There is too much dog poo
4. There are 13 roads to cross, no lollipop person and no traffic island at Tesco.
5. Pavements are too narrow by very busy roads
6. Speeding traffic makes it difficult to walk
7. Concerns over the Pelican Crossing and that fact that the school is behind houses and not clearly marked
8. Tom the bus driver is brilliant

### Hands up Survey Scotland Comparison table

Each year every school in Fife is asked to complete a tally of how pupils travelled to school that day. The graph below shows how travel modes have changed at St. Columbas since 2007 and the data gained from this form has been used in conjunction with findings from the STP process to form the basis for improving active travel within the school.

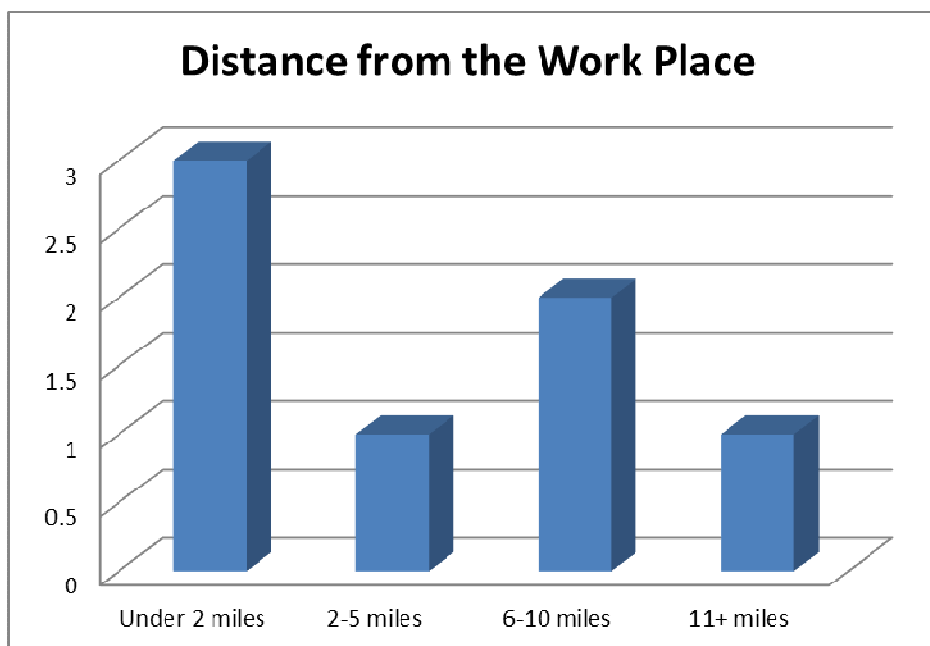
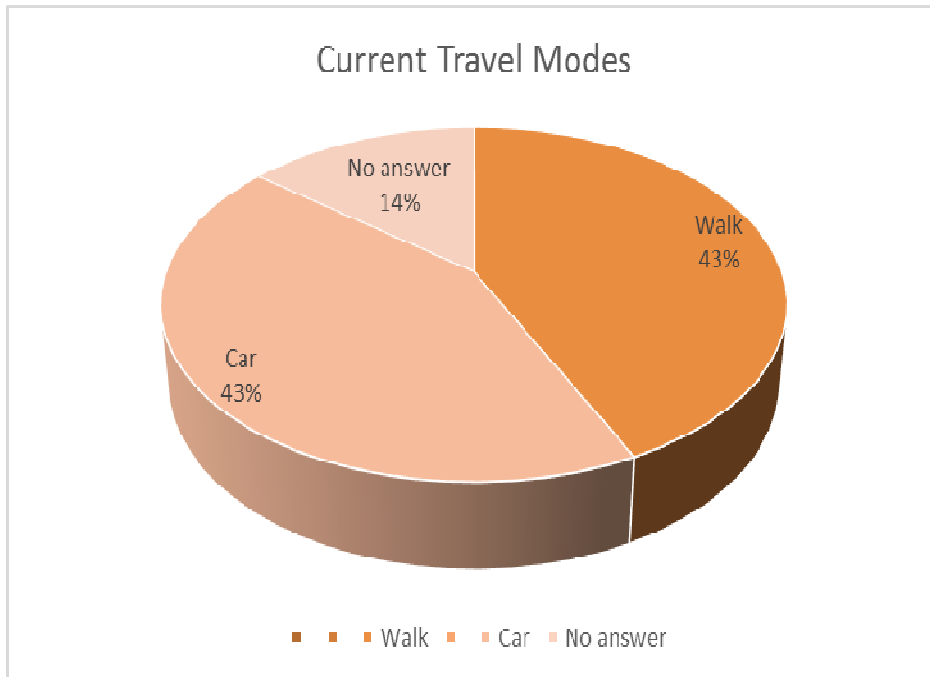
% / Year	Walk	Cycle	Scooter/Skate	Park & Walk	Car	Bus	Taxi	Other
Percentage Sept 16	45.5	4.0	6.3	13.8	23.2	4.9	2.2	0.0
Percentage Sept 15	43.8	6.4	7.6	12.7	21.5	6.0	1.6	0.4
Percentage Sept 14	45.6	2.9	7.1	15.4	20.7	3.3	4.1	0.8
Percentage Sept 13	37.4	6.2	7.4	14.8	21.0	9.1	4.1	0.0
Percentage Sept 12	44.3	5.1	1.7	0.9	38.3	5.5	4.3	0.0
Percentage Sept 11	35.2	3.7	4.1	15.1	29.2	5.5	7.3	0.0
Percentage Sept 10	43.4	1.5	3.5	9.6	29.8	4.0	8.1	0.0
Percentage Sept 09	33.9	2.3	0.6	20.3	31.6	5.1	6.2	0.0
Percentage Sept 08	38.8	2.4	1.8	5.9	39.4	9.4	2.4	0.0
Percentage Nov 07	54.5	3.6			30.3	7.3	4.2	0.0





## Staff Surveys

7 staff completed a travel questionnaire. Around half of those staff members (43%) travel to school either by walking or bringing the car. 14% declined to answer the question. All staff that drive, park in the staff car park at school.



When asked about the level of danger that they felt congestion was causing around the school, staff were generally unsure (probably because they arrive at school before most pupils and therefore cannot assess the level of congestion out on the main road). However, the majority of staff felt that the danger associated with congestion was worrying. When asked if they would consider car sharing to reduce the number of cars 50% said they would.

Key factors that staff mentioned to make the school journey safer were:

- Less traffic / traffic calming measures
- Parent cars not using the vehicle entrance to the school or parking on the zig zag lines
- Pupils provided with more training on road safety awareness when crossing the main road
- Less potholes
- Improve the A92
- Cheaper bus fares would encourage them to use public transport instead of driving
- Accessible public transport

## SAFETY AUDIT AND MAPPING EXERCISE

In August, 2016, all P4-7 pupils marked their routes to school on 2 large A0 size maps of Cupar. They used different colours to indicate different modes of travel – green for walking, blue for cycling, red for car and yellow for bus/taxi. The completed maps enabled the TAG to identify the key routes to school.

*One of the maps showing routes to school*



## Safety Audit of key routes to school

Following the mapping work, a Safety Audit of the key routes to school was carried out in September 2016. The Audit was carried out by Stuart Goodfellow, Technician Engineer in Fife Council's AT&E service. He was accompanied by:

Marta Ramage – Travel Plan Co-ordinator  
Pauline McCorquodale – Parent Travel Action Group  
Jo Soares – Parent Travel Action Group  
Kim Morrison – Pupil, Primary 7  
Keira Clark – Pupil, Primary 7  
Sophie Milner – Pupil, Primary 7  
Logan Manson – Pupil, Primary 7

Full report included in Appendix A of this document and its findings are implemented into the Action Plan.







## Action Plan

Issue	Solution	Who	Timescale
Car use: - Congestion around the school and the proportion of children being driven to school who live within a 1 mile radius	Set up one or more Park & Walk sites together with an incentive scheme.	School / TAG	
	Set up a Walking Bus (initially from Kinloss Pk) with incentive scheme.	School / TAG	
	Continue to promote walking through campaigns	TAG/Travel Plan Co-ordinator	Ongoing
	Continue to promote considerate parking and liaise with police where needed.	School / TAG/Community Police	Ongoing
	Introduce a no car day	School / TAG/Community Police	March2017
Junction North Union Street, Skinner Steps and Moathill	Encourage pupils to avoid junction by taking appropriate routes – this solution could be assisted by application of thermoplastic mats.	TAG/TPC/TM	Ongoing
Balgarive Crescent	Lack of signage to indicate pedestrian lane between 95 and 97.	TM	Short term
	Promote as a safer route to school.	TAG	Ongoing
Concerns over speeds in the area around school	Carryout speed surveys.	TM/ CP	Long Term
Access issues Hill Street	No scope to change street layout due to restricted road space, therefore no possibility to widen footway and/or road. Fife Council Traffic Management to review existing signage.	TM	Med Term
Pedestrian route through old Bell Baxter School	Monitor situation with site visits at pick-up/drop-off and discuss with neighbours how they can work together to resolve.	TAG/CP/TPC	Ongoing