

# Errol Primary School Travel Plan



2012 - 2013

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### Introduction

Errol Primary School is set in the village of Errol half way between Dundee and Perth. The school has recently been rebuilt and a large amount of new housing is in the process of being constructed in the local area.

### Our Catchment Area

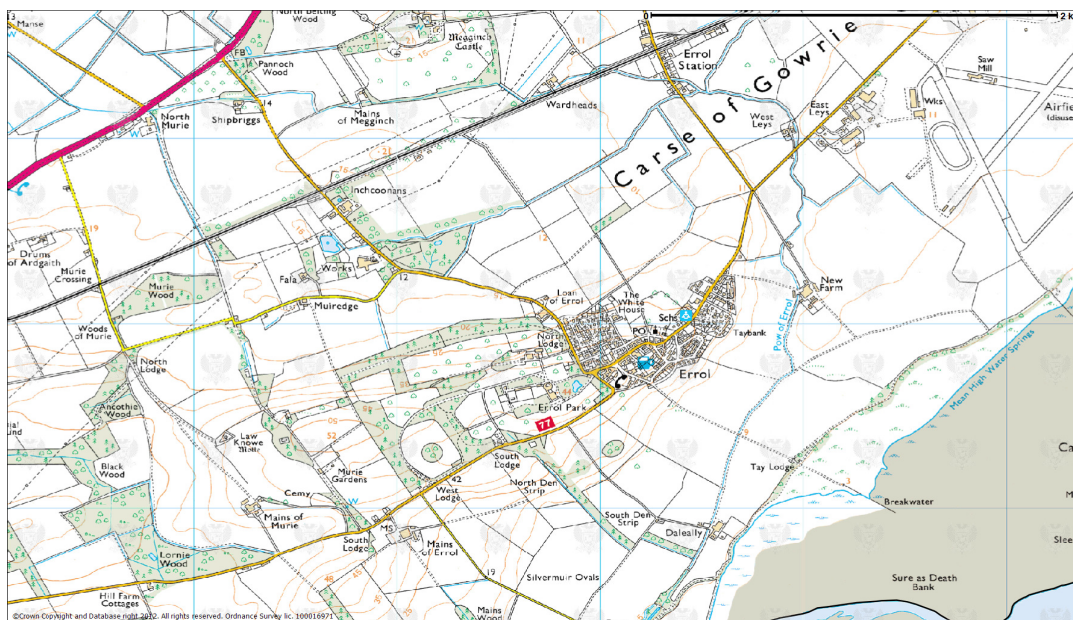
The school's catchment area is as follows;

North Boundary - the A90 Perth- Dundee Road (with the exception of Valleyfield)

East Boundary - a line extending from the Horn Milk Bar to Bogmiln Farm and Seaside

West Boundary - a line extending from Hill of Errol Farm to Muiredge Road and its Junction with the A90

Southern Boundary – the River Tay



The roll for the school session 2012 - 2013 is 221 pupils, including nursery. As a result of the growth in the area there are an increased number of children coming to school, resulting in more vehicles on the road outside in the morning and afternoon.

The results of our hands up survey in 2011 showed that there had been a large decrease in the number of children walking to school, while the percentage of those coming by car had increased. (See Appendix 1)

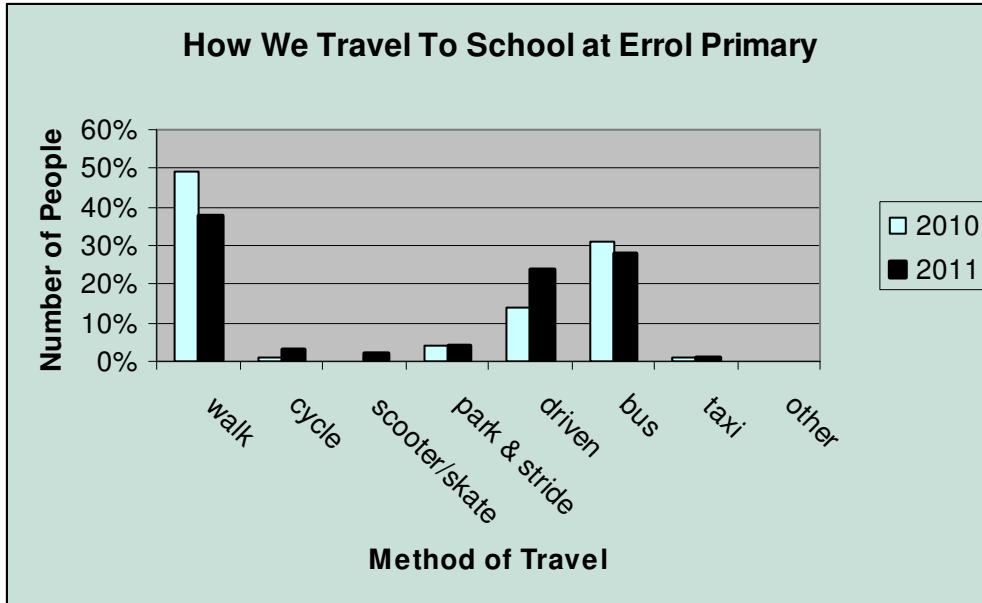


Figure A – Graph of Hands Up Survey 2010 & 2011

There have also been a significant number of comments from parents who were concerned about the safety of children in the area of the recently demolished Highwayman Garage, where people park to pick up and drop off their children. Errol Primary School is applying for Green Flag status as an Eco-school and we are keen to improve the health and wellbeing of our pupils in line with the Scottish Government’s initiatives. Therefore, in considering our school travel plan objectives we have focused on;

- Ways to reduce the volume of traffic around the school at peak times.
- Finding more environmentally friendly ways to travel to school.
- Encouraging pupils to be healthier in the way they travel to school.

## **Objectives**

Our aims are:

- To encourage people who have to come by car to park & stride therefore reducing the amount of traffic at the front of the school. It is hoped that parking spaces at the church or the community centre could be used and other areas identified.
- Encourage people who live near to the school to walk, cycle or scooter.
- To encourage people to enter the school from the park.
- To encourage drivers to drive responsibly and be aware of the dangers they pose to pupils walking, cycling or scooting.
- To educate the pupils about road safety and the importance of the Green Cross Code.
- To promote a healthy lifestyle and increased levels of activity for pupils by encouraging and celebrating safe walking, cycling and scooting to and from school.

## **Research**

We began by forming a Travel Plan committee consisting of teachers, support staff, children and parents. We created a questionnaire for children and parents to complete as a family to find out how they travelled to school and any concerns they had over safety. We received approximately 75% of the forms completed. We then collated the results and graphed them in order to analyse the responses.

## **The results of our survey**

(See Appendix 2)

From our survey we discovered the following;

- A high percentage of children walk to school (33.7%) but the second highest percentage come by car (20%).

- 35% of children felt it was too far to walk to school but 45% felt unsafe walking to school because of traffic related factors (too much traffic or lack of road safety knowledge).
- 25% of respondents said they would cycle if there were designated cycle paths while 20% said they would walk if there were better pavements and crossings. 27% said they would walk, bike or scooter if there was less traffic.
- 20% said they would walk if there were others doing the same, if there was a walking bus or if they had more road safety education.

### **Problems**

- Many children feel unsafe walking to school because of busy traffic and congestion at the front of the school.
- Many children feel they need more information about keeping safe when walking/cycling to school.
- Parents are reluctant to give up using their cars to drop the children at school because of safety fears.
- Children won't cycle or scooter because there is too much traffic.

### **What We Will Do Now**

The issues highlighted are all interlinked. The Travel Plan Committee have therefore come up with the following action plan that we will put into place to try and increase the number of pupils walking, cycling or scooting to school and to reduce the amount of traffic at the front of the school.

<b>Problem</b>	<b>Action</b>	<b>How?</b>	<b>Who?</b>	<b>Timetable</b>	<b>Progress</b>	<b>Next steps</b>
Children feel unsafe walking to school	Allow access to the playground from the park before and after school. Ask council to create paths through/round the park to enable winter access.	Travel plan committee will organise a "Park & Stride" event where we will all meet and walk to school together over the park. We will photograph the event and provide evidence to council of the need for footpaths.	Mrs Clarke, Mrs Wallace, Travel plan committee	Walk to be held sometime in October/November. Travel plan to be submitted to the council before October holidays if possible.	Monitor to see if more children are using the park entrance.	Repeat as necessary encouraging parents to walk with/supervise the group in the mornings or after school.
Congestion and dangerous driving at the front of school before and after school.	Encourage parents to park further away and walk to school at start & end of the day.	Create information board for parent's night to highlight the dangers facing pedestrians outside the school in the morning & afternoon. Advertise our park & stride events to encourage people to leave their cars at home.	JRSOs Miss Gilchrist Mrs Clarke	Information made available to parents at November Parent's Nights Road Safety Week in November to advertise to classes about walking/cycling to school.	Travel plan committee and JRSOs to monitor the parking at the front of the school and to carry out traffic surveys before & after input.	Continue to advertise the benefits of walking as required following our monitoring of the car park.
Children feel they do not know enough about road safety.	Improve children's road safety knowledge.	Assemblies and workshops during road safety week to highlight the importance of walking/ cycling safely to school. Teachers to lead road safety activities with their classes in road safety week.	JRSOs and travel plan committee Class teachers	JRSO training 21 <sup>st</sup> Sept W.B. Nov 19 <sup>th</sup> Road Safety Week – workshops & lessons to be delivered regarding road safety.	Questionnaires for children to see how their confidence has improved. Observation of children when walking to & from school to see if they display good road sense.	Continue to include road safety regularly in lessons throughout the year and next year in November in Road Safety Week
Children won't cycle or scooter because there is too much traffic and they don't know enough about road safety.	Carry out cycle training with P7	Deliver National Standard Cycle Training Scheme "Bikeability Scotland"	Miss Leslie Miss Gilchrist, Mrs Boal, Parent helpers	March 2013	Children will be assessed after completing the cycle training.	Cascade to younger year groups at lunchtime sessions- P7s & House Captains to provide advice on basic bike checks and safety. Possibly set up a bike club to show younger children how to be safe on their bikes.

The Travel Plan Committee will monitor the effects of these actions and meet in June 2013 to plan for further activities as required.

## **Appendix 1**

### Results of the Hands Up Survey For Errol Primary School 2008 - 2011

*Hands Up Scotland* is the largest national dataset in Scotland designed to look at mode of transport to school across the country. The survey is funded by Transport Scotland and delivered by Sustrans in partnership with Scottish local authorities. Hands Up Scotland was first delivered in 2008 and is repeated annually. In each year the question 'How do you normally travel to school?' is asked.

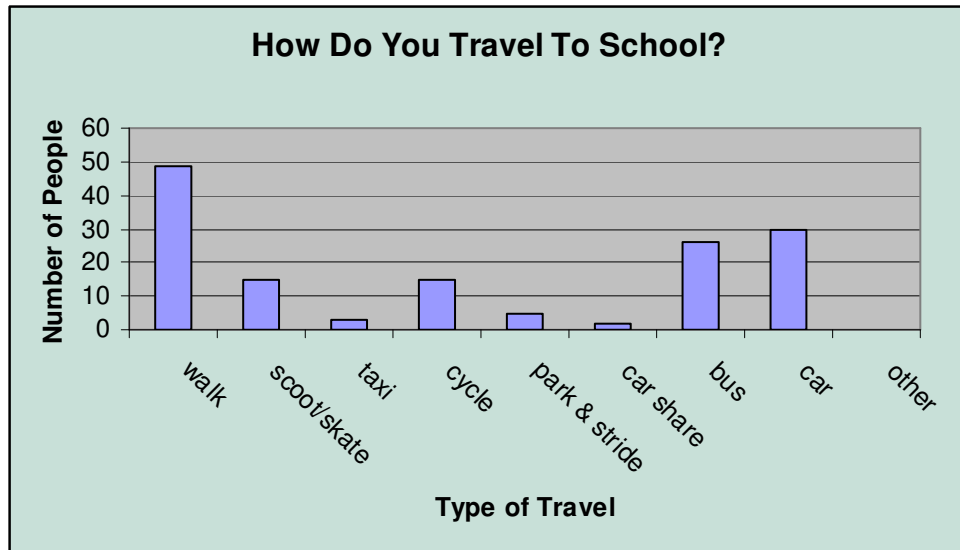
		Walk	Cycle	Scooter / Skate	Park & Stride	Driven	Bus	Taxi	Other	Total
Errol	2008	44.3%	0.0%	0.0%	10.4%	22.6%	22.6%	0.0%	0.0%	115
Errol	2009	44.0%	*	0.0%	5.2%	17.2%	31.0%	0.0%	*	116
Errol	2010	48.6%	*	0.0%	4.1%	14.2%	31.1%	*	0.0%	148
Errol	2011	37.6%	3.2%	*	4.5%	24.2%	28.0%	*	0.0%	157

For more information on the *Hands Up* survey and the work of Sustrans, visit <http://www.sustrans.org.uk/>

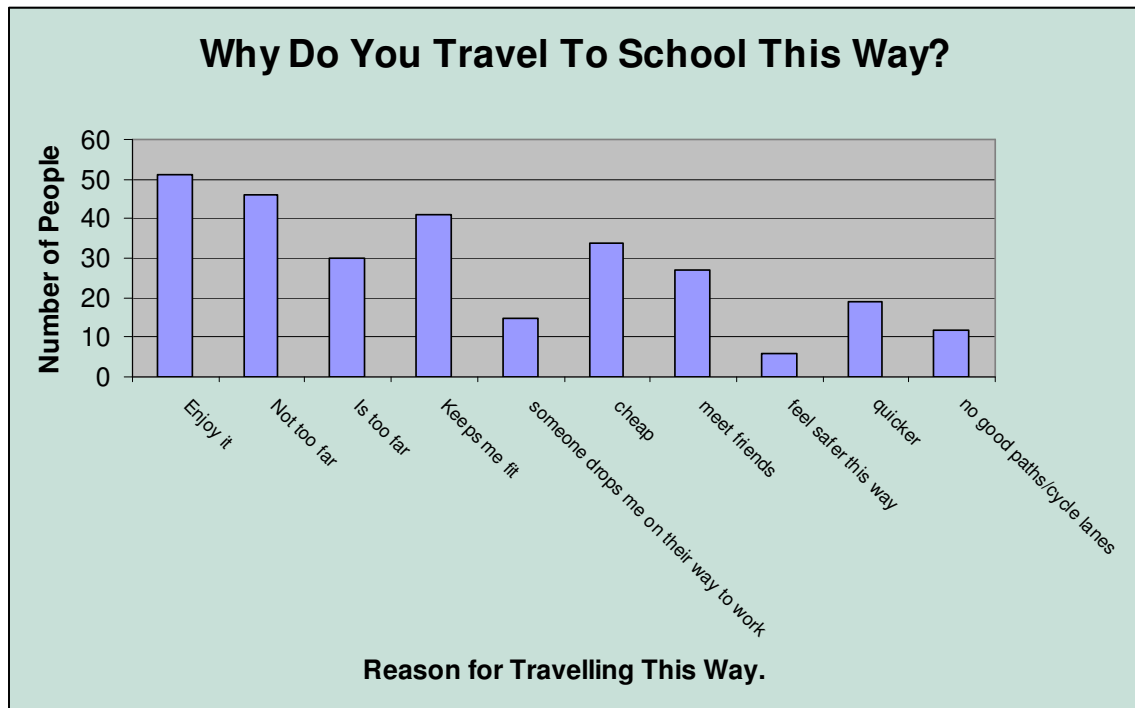
## Appendix 2

### Travel Plan Questionnaire Results June 2012

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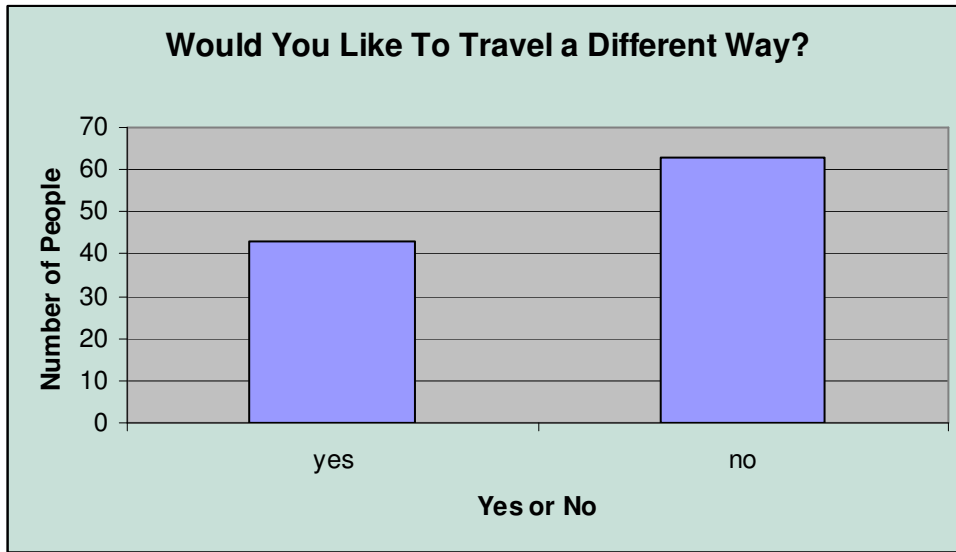


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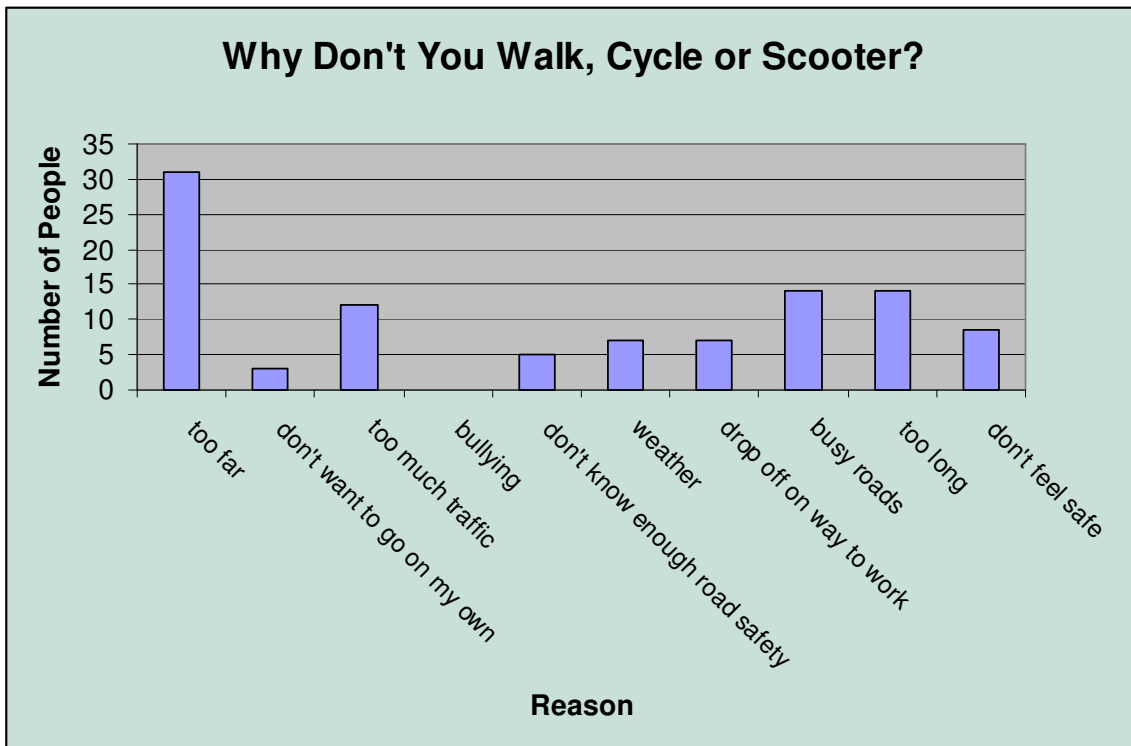




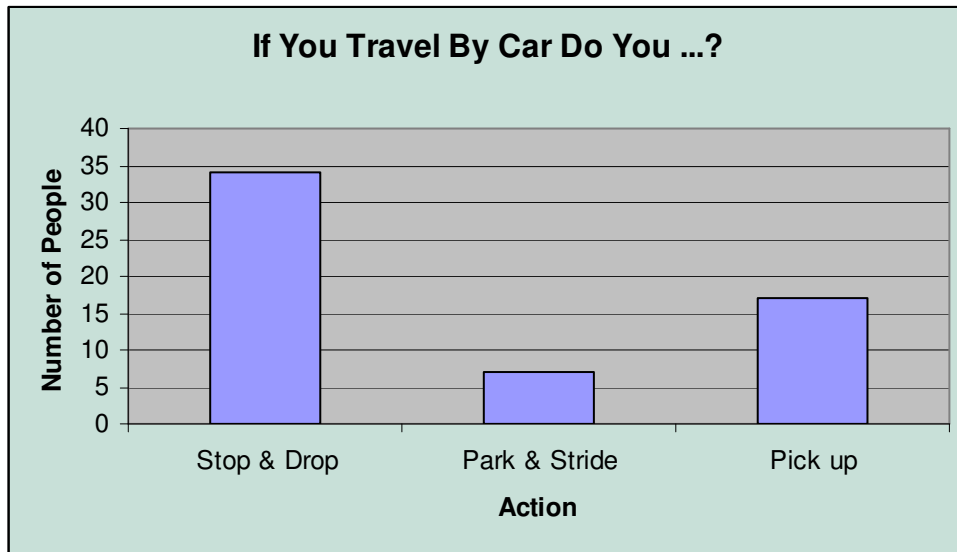
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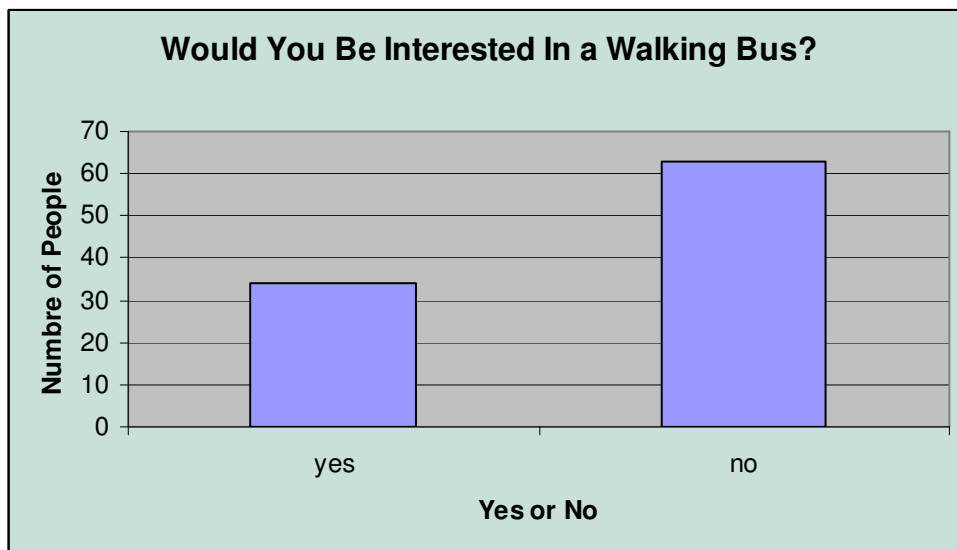
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