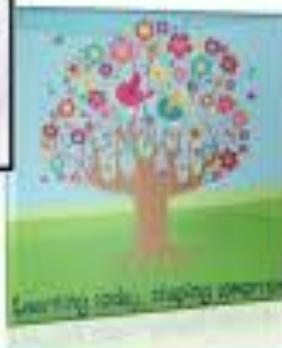




School Travel Plan

Updated March 2017



Dunblane Primary School

Doune Road, Dunblane, FK15 9AU

Tel: (01786) 822351

Email: dunbps@stirling.gov.uk

1. INTRODUCTION/BACKGROUND

What is a School Travel Plan?

A school travel plan is a live working document which sets out how the school and community promote safer, active and sustainable travel to school, with the main emphasis being on reducing the number of children being driven to and from school. Dunblane Primary School produced its first school travel plan in December 2014. The travel plan was updated on the following months - June 2014, December 2014, April 2015, August 2015, December 2015, April 2016, August 2016 and February 2017. The JRSO citizenship group within the school are responsible for writing and updating the School Travel Plan. Some of the children from the JRSO group are part of the traffic working group. We aim to update our travel plan at least every 6 months, it will next be updated in August 2017 with the same working group. Below the pupils have stated why we are writing the plan -

"To get people walking safely to school." Katy

"To encourage people to walk to school." Georgia

Our School Travel Planning Working Group

Mrs Shirley Gallivan - DHT - Chair and responsible for all reviews.

Contact Details: gallivans28s@glow.sch.uk / 01786 822351

Mrs Kelly - Parent

Mrs Dobson - Parent

Mr Ruskell - MSP

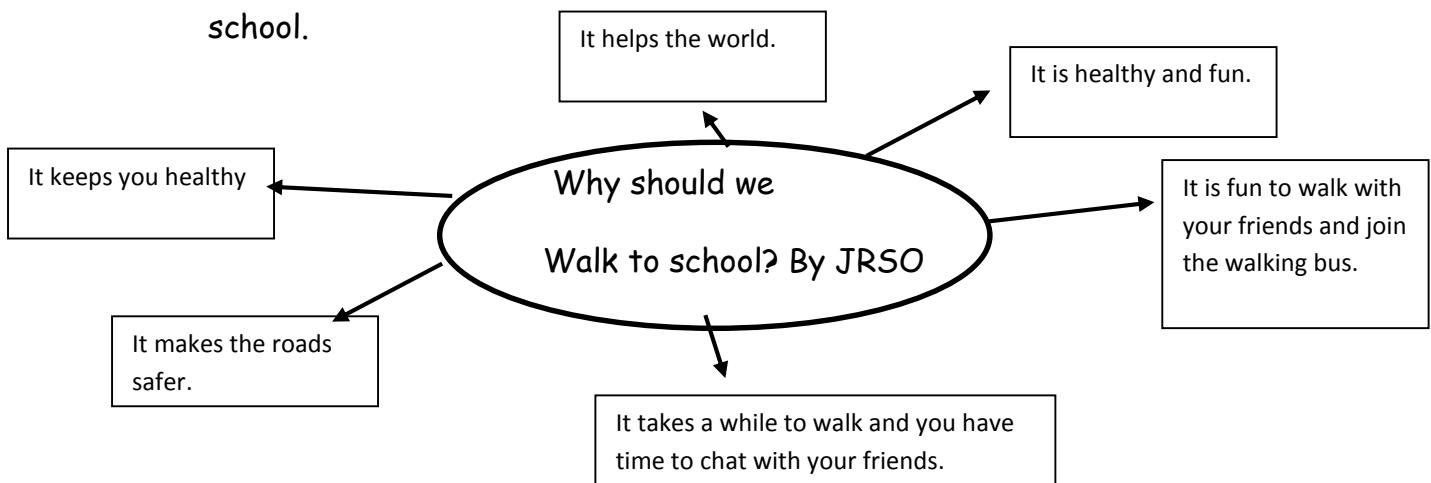
Mrs McKay - SLA

Hal Falby - Pupil

Lyall Beattie- Pupil

Aims of the Dunblane School Travel Plan

- To encourage pupils and staff to walk, cycle or scoot to school.
- To ensure that everyone in the community is aware of safe routes to walk or cycle to school.
- To provide everyone with safe cycle and walking routes to Dunblane Primary School.
- To reduce the number of cars which park in inappropriate places around the school.
- To raise awareness of the benefits of walking, cycling or scooting to school.



2. SCHOOL DETAILS

School Address Dunblane Primary School

Doune Road

Dunblane

Perthshire

FK15 9AU

Telephone: (01786) 822351

Email: dunbps@stirling.gov.uk

Website address: <http://www.dunblaneprimary.lk.org/>

The school is set in extensive grounds consisting of garden and soft and hard play areas, together with an adventure course and multi sports area. The school is a public walk way and therefore the gates are open all day every day - 24 hours a day, 7 days a week.

The building is over 51 years old, having been built in 1963. The school was completely refurbished to a high standard in 1998 and has a purpose-built nursery and games Hall. The school operates from 9am - 3.15pm. Morning interval is from 10.30-10.45am and lunch time is from 12.15 - 1.15pm.

Children enrol for Dunblane Primary School in the month of January. The Stirling Council Enrolment Policy is followed. It can be found on this link:

<http://www.stirling.gov.uk/documents/education-and-skills/schools-admissions-exclusions/admissions/nurseryadmissionsguidance.pdf>

Also on campus is Kid's Club (out of school care) which serves all of the Dunblane Community. Further information about the Kids club can be found on the following website: <https://sites.google.com/site/dunblanekidsclub/>

It operates from 8-9am and again after school from 3:15 - 6pm. There is a cycle rack outside the Kids Club (5) and a cycle rack in the senior playground.

The school currently has 16 classes and morning and afternoon nursery classes.

The present school roll is 487 which includes the nursery. The school is not currently full. The nursery AM capacity is 24 and PM capacity is 21. In session 2015-16 the school had 17 classes. We anticipated that we will continue to have 16 classes in session 2017-18.

Here are the number of children in each stage -

Stage	Nursery	P1	P2	P3	P4	P5	P6	P7	
Age	2-5	5/6	6/7	7/8	8/9	9/10	10/11	11/12	Total
Number of children	50	61	50	66	61	70	64	65	487

NURSERY

The school has a nursery which offers morning, afternoon or full day sessions. 50 pupils attend the nursery. The nursery school operates from 8.30am to 11.40am and the afternoon session is 12.30pm - 3.40pm. A full day session is from 8.30AM - 2.50PM. The nursery has 1 Senior Early Childhood Educator and 3 Early Childhood Educators. Our nursery is registered to take five 2 year old

children. We have five 2 year olds and four of our current nursery children are deferred. Nine of the children who attend the school nursery have a split placement with the following Primary nurseries - Old Doune Road, Dunblane Nature Kindergarten, Arhnall and Whitecraigs Nursery in Stirling.

Here is the current number of children who are in our nursery class:

Morning Session -

	Monday	Tuesday	Wed	Thu	Friday
Full days	5	5	6	6	3
PM	16	16	15	16	13
Total PM	21	21	21	21	16
Places Available	0	0	0	0	5

Afternoon Session -

	Monday	Tuesday	Wed	Thur	Friday
Full days	5	5	6	6	3
AM	19	19	18	18	20
Total AM	24	24	24	24	23
Places available	0	0	0	0	1

STAFF

Dunblane Primary School has 48 members of staff. There are three members in the Senior Management Team. The Head teacher is Mrs Sally Kennedy. There are two Depute Head teachers, Mrs Sarah Starrs and Mrs Shirley Gallivan. The school has 3 Principal Teachers who teach a class in the school. There are also 11 full time teachers, 2 part time teachers, 1 probationer and 5 reduced class contact teachers. The school has 7 Support for Learning Assistants. The school also has 2 clerical staff, a janitor, 4 catering staff, 4 cleaners and 2 school crossing patrols. The school crossing patrols work from 8.30AM - 9AM and again from 3.15PM - 3.45PM

Below is a breakdown of the staff at Dunblane Primary School:

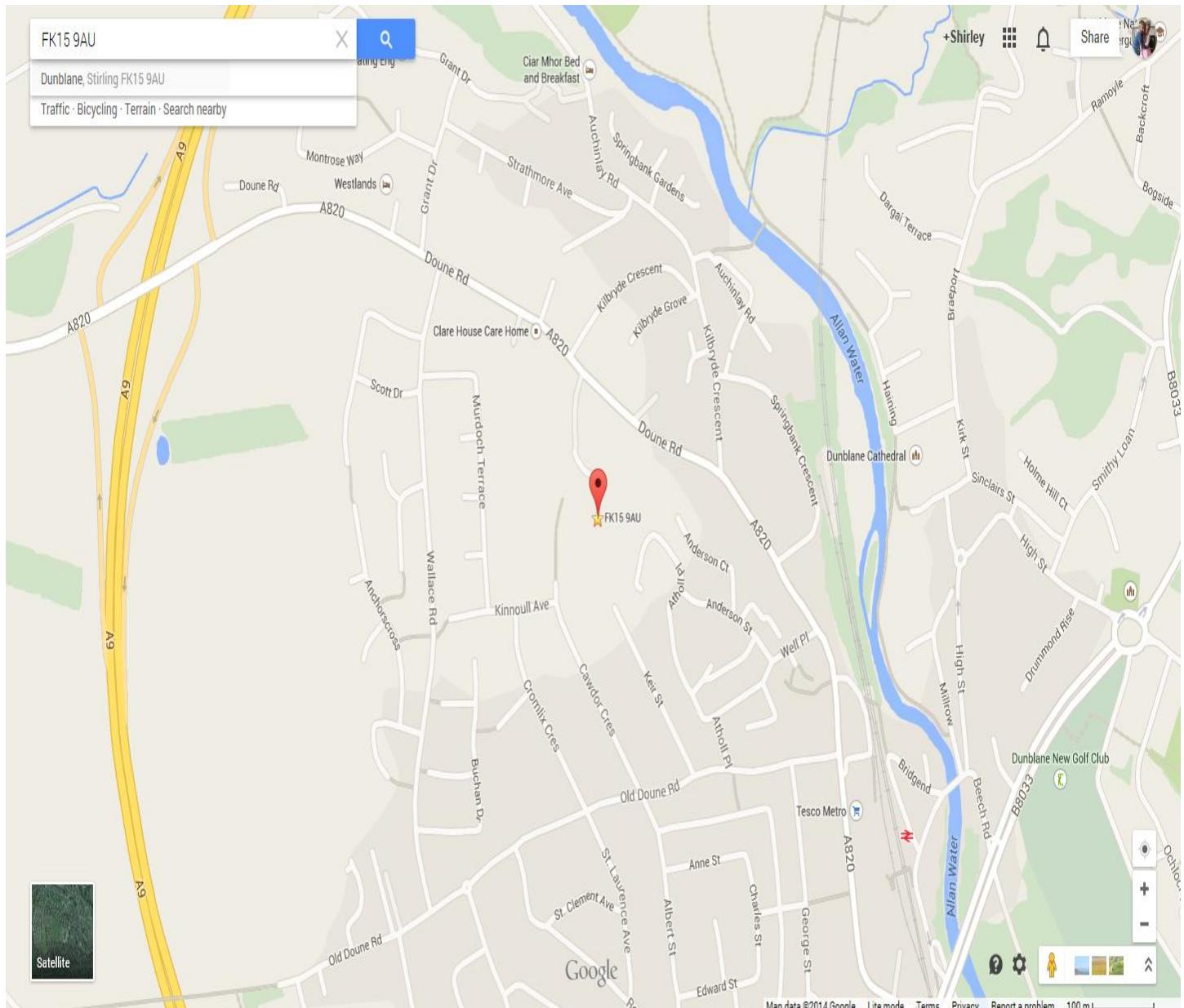
Acting HT - Mrs Sarah Starrs	DHT - Mrs Shirley Gallivan	Acting DHT - Mrs Ruth Allan
P 1 - Mrs Kat Robertson	P1- Mrs Susan Paterson	P1/2 Miss Vicky McLachlan (PT)
P2 - Miss Miranda Jones	P2/3 - Miss Josie May	P3A - Miss Rachel Aylott (Acting PT)
P3M - Miss Hannah McGregor (Probationer)	P4H - Mrs Faye Hislop (PT)	P4N - Miss Anna Nicholson
P5A - Ms Carol Anderson	P5MD - Mrs Jackie Dale (0.5) Mrs Kay McKinney (0.5)	P5/6T - Mrs Taylor
P6G - Mrs Pamela Galloway	P6S - Mrs Kerry Scott	P7G - Mr Richard Gall
P7S - Miss Sammy Spiers.	Learning Support - Mrs Seona Stevenson (SFL - 0.8 & RCCT - 0.2)	RCCT - Sharon Potter (0.5)
RCCT - Helen Wynd (0.2)	RCCT - Loretta Balmer (0.3)	Music Specialist - Karen Moore (0.2)
PE Specialist - Jill McLachlan (0.2)	Senior ECE - Mrs Mary Kinnaird	ECE - Mrs Alison McKeown (Currently on maternity leave)
ECE - Miss Kelly Robertson	ECE - Mrs Tina Stewart	ECE - Ms Louise Bellini
SLA - Mrs Sharon Carroll	SLA - Mrs Janet Fisher	SLA - Mrs Allison Howitt
SLA - Miss Monkia Massarova	SLA - Mrs Jane Inglis	SLA - Ms Sheila McGregor
SLA - Mrs Wendy McKay	Admin - Mrs Jean Grant	Admin - Mrs Sandra Stones (0.
Janitor - Mr George Waghorn	Catering - Mrs Caroline McIntosh	Catering -Ms Lizanne Clark
Catering & Cleaner - Ms Hayley Cowan	Catering - Ms Rhona Gilespie	Clearing - Mrs Katrina Gardiner
Cleaner - Ms Brenda Hazel	Cleaner and School Crossing Patrol - Margaret Finnie	School Crossing Patrol - John Cullen

The School is used by the community on a Monday - Friday evening. Kids club use the Assembly Hall and gym hall on a Monday - Friday from 3PM - 5.30PM. For session 2016-17 the following arrangements are also in place:

Monday	6-7.30PM	Assembly Hall	Brownies
Tuesday	6-9.15PM	Gym Hall	Active Stirling Gymnastics
Wednesday	6.30-7.30PM	Assembly Hall	Brownies
Thursday	7-8.30PM 5.15 - 8.30PM	Assembly Hall Gym Hall	Brownies Active Stirling Gymnastics

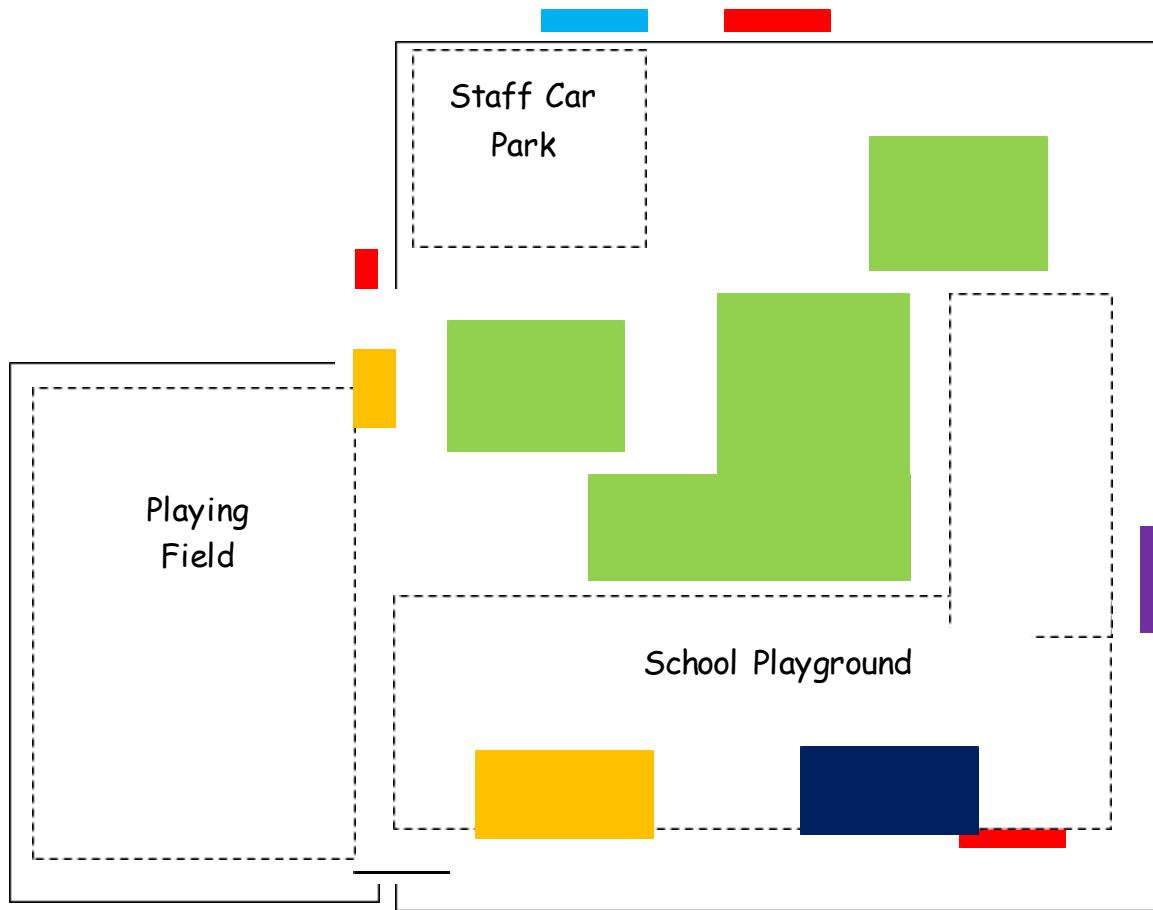
3. LOCATION AND DESCRIPTION OF SCHOOL

Dunblane Primary is situated near the outskirts of the City of Dunblane and serves the community west of the River Allan.



(googlmaps, 2017)

SCHOOL SITE PLAN



School buildings



Pedestrian exits/entrances



Vehicle entrances



Emergency vehicle entrance



Bike and Scooter Storage



Shelter

CATCHMENT AREA

Each school has its own geographic area called a catchment area. Normally children will attend the local catchment school. However some families choose to send their children to a school out with their own catchment and they are required to make a placing request. Dunblane Primary School's catchment area can be viewed on appendix 1. The school also includes the Barbush Cala Estate.

The school has 1 main entrance for cars. This is from the main Doune Road and the staff car park (1) and visitors' car park (2) are accessed from here (3). When approaching this entrance there is a sign which clearly states that cars, other than staff, are not allowed to use this gate between the stated times. (4)

1. Staff car park



2. Visitors car park



3. Main entrance for cars



4. Restrictions - Sign is at the school's main entrance



5. Bike racks close to Doune Road

6. Cawdor Crescent Entrance



7. Bike rack outside the Kids Club.

There is also an entrance for pedestrians on the Doune Road. A bike rack is located close to this entrance (5). The other entrance which is accessible by foot, bike and scooter is that from Cawdor Crescent which is a residential area (6). There are issues with parents not showing considerate parking. There is also a cycle rack close to this entrance (7).

The school has recently purchased 1 banner (8) and 4 school parking minacades (9). The Signs aim to encourage safer behaviour to reduce the number of injuries on the road each year. They display the "Supporting THINK" Logo and are easily recognizable. The banner has been put on the gate in picture 6 to help prevent parents dropping their children on at this entrance. The 4 minacades are being put out at 8.30AM and 2.45PM by the Janitor. They are located at the following places - 2 are at the main school entrance (Picture 3) and 2 are in the visitors' car park (Picture 2).



8. The school have 4 of these.



9. The school has put this banner on the gates in picture 6

During school times the Doune Road operates a 20MPH speed limit. All other roads around the school are 30MPH.

4. LOCAL TRANSPORT LINKS AND TRANSPORT FACILITIES AT SITE

PUBLIC TRANSPORT

Trains

Dunblane has a train station in the centre of the city. The station first opened in 1848. The station is busy due to Dunblane's growing status as a commuter town with its excellent links to Stirling, Perth, Glasgow and Edinburgh. The station car park and ticket hall are off Stirling Road and lead onto platform 1 (towards Glasgow and Edinburgh), where the ticket machine is located and accessible toilets. Two bridges lead to platform 2 (towards Inverness). Lifts, head to the more modern one further down the platform.

For information on trains and train times please follow the link below

<https://www.buytickets.scotrail.co.uk/buytickets/advancedsearch.aspx?Command=AdvancedSearchValidatorCommand>



Buses

We do not have a school bus which transports children to the Primary School. There is a bus to and from Dunblane High School. Anyone who lives within the catchment and is further than 2 miles away is entitled to a free bus pass (See Appendix 2. The actual route and times for the school bus can be found following this link -

<http://www.stirling.gov.uk/documents/education-and-learning/school-transport/dunblane-high-school/busd1dunblane.pdf>

See appendix 3 for the bus route.

This service is currently full (40-50 children) and it is not Council policy to allow pupils who do not fit this criteria to pay for the bus.

There are 26 local bus services from Dunblane, the main bus links take the public to - Stirling, Callendar, Perth, Crieff, Causeway Head, Dollar, Bannockburn and Kinbuck.

Follow this link for exact bus routes and times of local bus times -

<http://www.carlberry.co.uk/rfnlistr.asp?L1=DUN0520&op=B>

City link have buses which go to Glasgow, Edinburgh, Aberdeen and Inverness Edinburgh timetable -

http://www.citylink.co.uk/timetables/Winter16/WEB_DunblaneStirlingEdinburgh.pdf

Glasgow and Aberdeen Timetable -

http://www.citylink.co.uk/timetables/Winter16/WEB_GlasgowAberdeen.pdf

Glasgow and Inverness Timetable -

http://www.citylink.co.uk/timetables/Winter16/WEB_JAN17_Glasgow%20to%20Inverness.pdf

Taxi

6 children are entitled to a taxi to transport them to and from school. These children live

Cycling

A Green Travel Map of the Dunblane Area (Appendix 4) including Stirling, Bridge of Allan, Doune, Kinbuck, Braco, Greenloaning and Blairlogie has been created through community consultation to help people to walk, cycle and use public transport. It was last updated in 2016. All pupils at Dunblane Primary School received a copy of this Green Travel Map in May 2016. Appendix 5 shows the bus and rail services in the city of Dunblane. As detailed before the school has 2 bike racks which are located close to the kids club and the staff car park. These cycle racks are not covered. We have received complaints from parents as their children have been playing with their child's bike at playtimes and lunchtimes. We currently do not have any scooter racks. Pupils are expected to bring their own locks for security.

Driving

The staff car park has spaces for 20 cars with 3 of these designated spaces for the Head Teacher and 2 Depute Heads. This also includes 1 disabled space. Staff have all been allocated badges to display on their dashboard to show that they work in the school and so are entitled to park in the staff and visitors car park (if the staff car park is full). Car park spaces are allocated on a first come first served basis. The SMT have allocated parking spaces. Currently no staff members are disabled and require this space. The visitor's car park has 20 car park spaces and 2 of these are disabled spaces. We currently have 1 parent who is disabled and regularly uses one of these spaces. The visitors car park is often used by staff members as the staff car park is full by 8.30AM. The Staff from the out of school kids club also use the visitor's car park from 8-9AM and 2.30PM- 6PM. 4 staff members from the kids club use the visitor's car park in the school grounds. We do not have adequate car parking spaces. The staff car park has 20 spaces for the 48 staff members. Many of the staff have to park in the visitors' car park or on the main road. 1 member of staff cycles to school and 1 member of staff walks.

2. Staff car park



3. Visitors car park

Walking Routes

The school is a public walk way so the gates are open 24 hours a day 7 days a week.

The School Walking bus takes place every Wednesday on the routes identifies below. Here are the 5 routes. Unfortunately route 3 is not running currently due to the volume of traffic on the Old Doune Road and parents do not feel they can be responsible for crossing the children.

Route 1 Mrs Cowie, Ms Dobson (Or gran!)

Start at bottom of Grant Drive 8:40, walk to the Doune Road junction (collect others at 8:45).....continue along Doune Road to cross with the lollipop ladyEnter Dunblane Primary School

Route 2 Mrs Higgins, Ms Symington, Mrs Carr

Start time 8.25AM. Start at the top of Cockburn Avenue.....Cross the bridge to Ramoyle.....Past Braeport..... Turn right past the Cathedral.....Turn right and walk towards the Faery Bridge.....Cross the Faery Bridge.....Turn right onto Kilbryde Crescent.....Turn left to cross with the lollipop lady.....Arrive at Dunblane Primary.

Route 3 Mrs Hill, Mrs Stewart (No longer operating)

Start time 8.30AM. Start at the corner of Linsday Brae on Montgomery Cres.....Walk down Montgomery Cres onto High Fields.....Turn right onto Old Doune road....Turn left onto Wallace road.....Turn right onto Buchan Drive.....Onto Kinnoul Avenue....Arrive at Dunblane primary School Kids Club entrance.

Route 4 Mrs McLean, Mr Foster

Start 8.40PM Meet at the corner of Culdee Grove, Clements Loan and Mackenzie Court junction.....Walk along Culdee Grove.....Go over the fence into Anchorcross.....Walk along Anchorcross.....Turn left onto Wallace Rod.....Down the steps at Kinoull Ave.....Walk along Kinnoull Avenue.....Arrive at Dunblane Primary School Kids Club entrance.

Route 5 Mrs Heaton, Mrs Sinclair

Start at 8.40AM Meet at the top of Braemar Avenue (by the trees at the bottom of the park). Be at the bottom of Braemar/ roundabout at Old Doune road 8.45. Cross over and walk down Wallace to the steps and then onto school.

Pedestrian facilities

The school does not have any locker facilities in the school for children to use. The only lockers we have are for the support staff. They have a locker each which are located in the base. Pupils in the Primary School are not expected to bring lots to school, their PE kits stay in school so lockers would not be required. We also do not have any shelters which have never been highlighted as a requirement by parents or pupils. There are no shower facilities in the school for pupils or staff.

5. EXISTING PRACTICE TO PROMOTE SAFER, ACTIVE AND SUSTAINABLE TRAVEL TO SCHOOL.

- The school has a citizenship group called the Safety Superhero's for Primary 1-3 pupils who look into travel in the local area. The Well Beings is a citizenship group for Primary 4-7 pupils who also look at travel in the local area.
- The whole school participate in the Brake Road Safety week in November
- The whole school participates in the Living Streets Walk to School week in May using the Travel trackers. These Travel Trackers are also used with classes during health fortnight - 15TH May - 26TH May)
- Teachers are aware of the Living Street resources.
- 2 uncovered cycle racks are in the school grounds
- Cycle training through Bikeability is delivered to all primary 5 pupils. This is part of the school day and all Primary 5 pupils are part of this training for Bikeability level 1 and 2. Previously this was an afterschool club which 1/3 of the children attended.
- The School Crossing Patrol are located on the Doune Rd and the Old Doune Road. They work from 8.30AM - 9AM and from 3PM - 3.45PM.

The Crossing Patrol on the Doune Road has recorded the following number of pupils using the crossing patrol -

Wk Beg 7/12/15	Nu of pupils	14/3/16	13/6/16	14/11/16	30/1/17
Mon	53	58	45	51	48
Tue	46	54	42	44	54
Wed	49	81	54	61	56
Thu	54	48	51	49	55
Fri	54	49	50	57	46
Total	256	290	242	262	259

- Newsletters termly about considerate parking. We are regularly in contact with the Police about inconsiderate parking. Their response can be seen in Appendix 6. This was sent to all parents.
- Regular emails to parents to remind them of safe parking are sent out via parent mail (see appendix 7 for email sent on 7/2/17)

- Safe ways to travel and road safety is part of the school curriculum
- The school has a working group which is represented by the other cluster schools, parents, community counsellor and other volunteers who have an interest in this. We have completed car counts and survey monkey (see appendix 9) with the parents in the community.
- The school walking bus features in the school website - parent zone - walking bus.
- The janitor stands at the main gates regularly to ensure that appropriate parking are adhered to.
- Signs have recently been purchased to warn parents that areas are not safe to park in
- Cycle signs are displayed in the playground, close to the bike racks to encourage families to cycle to school.
- The school has a subgroup of pupils, parents, teachers, councillors, high school reps who look to address traffic issues in the area (See minutes.) The last meeting took place on 21st of June and the minutes are attached - appendix 8.
- Shirley Gallivan met with Stephen Campopiano from SYSTRA on the 12th of December 2016. The purpose of the meeting was to identify barriers to active travel to and from Dunblane Primary School. The minutes from the meeting can be accessed by contacting birds@stirling.gov.uk.
- A survey was carried out by Julie Redpath on the 18th of May 2016. She reported -

"I have carried out an initial survey and while the national criteria of 4 m pv2 is not met Stirling Councils criteria of 2mpv2 is met. I will carry out 2 further surveys once the high school is back to full capacity as at the moment the senior years are absent therefore the traffic count will not be accurate " Further clarity about what this meant was asked and she responded by saying -

"The survey was a count on the traffic and pedestrian aged 5-11. The busiest 30 minute period is then taken and the calculation of traffic squared times pedestrians is achieved.

The national criteria is 4million PV2 but Stirling Council adopted 2million PV2. On the day we took the Survey the senior school pupils were not in so I have still to carry out a further 2 surveys to achieve a more accurate account."

POLICIES

At Dunblane primary School we follow Council Policies with regards to travel around the school.

1. Transport Policy (Follow this link)

http://www.stirling.gov.uk/__documents/education-and-learning/school-transport/schooltransportpolicy.pdf

7. TRAVEL ISSUES & EVIDENCE

The Dunblane Learning Community undertook a survey monkey which was completed 10th of June. This was to help the Learning Community to identify why more children do not walk to the 3 Primary Schools and to the High School. The full results of the survey monkey are in Appendix 9. 534 people completed the survey, 196 of which were Dunblane Primary School children. A clear priority highlighted throughout the survey monkey, June 2016 (Appendix 9) is to reduce congestion on Old Doune Road in order to promote pedestrian safety (Appendix 11 is a summary of parental comments from this survey). Safe places for children to cross are required. Safety concerns were highlighted by parents and children when Bridget Clark joined every school walking bus route, and added them to her report - Improvements to Walking and Cycling routes in Dunblane Area - July 2016 (Appendix 14). These include safer crossing points, traffic free link paths, extending pavements, no parking zones and 20 mph in residential areas.

Speeding Vehicles

- Over the last academic year we have had 3 reports of near missed on the Old Doune Road, between the junction with Wallace Road and High Fields. These are only the ones identified to the school but we are aware there have been more incidents.
- The chicanes on the Old Doune Road encourage traffic to speed up so they are not having to wait on the next passage of returning traffic from to High School. An accident happened early 2015 when 2 cars attempted to drive through the chicanes at the same time. A speed survey was undertaken by Tracsis Traffic and Data Survey (Appendix 13). It took

place on the Old Doune Road East of Atholl Place on the 26th of February 2016. The survey showed that 31% of traffic travels over 25MPH westbound and 38% over 25MPH East Bound.

West Bound

0-10mph	10-15mph	15-20mph	20-25mph	25-30mph	30-35mph	35-40mph
2%	12%	19%	35%	25%	5%	1%

East Bound

0-10mph	10-15mph	15-20mph	20-25mph	25-30mph	30-35mph	35-40mph
1%	2%	11%	38%	38%	9%	1%

Volume of Vehicles

- The volume of cars driving up and down the Old Doune road related to school transport makes it very dangerous for children to cross.
- Due to the Old Doune Rd being so congested High School parents are using alternative routes and this is spreading out to quieter roads which are not designed to withstand that volume of traffic.

Cars	192 going to the High School	175 leaving the High School	17 cars belonging to teachers
Vans	2 going to the High School	2 leaving the High School	
Bikes	0		
Bus	1		

- The Old Doune Road is particularly busy as many parents drive their children to the High School and they have to go up and back down the Old Doune Road. A car count took place with pupils from the school on the Old Doune Road. The car count has highlighted to us that no children currently cycle to the High School. Almost exclusively it is parents who are driving to the High School. Here are the results -

Car count on the Old Doune Road

Date - Thursday 31st March 2016 from 8.35AM. Weather - Dry

- Cars leaving Dunblane to go onto the A9 from Wallace Rd and cars from Grant Dr going into Dunblane make the Doune Rd very busy with traffic and therefore unsafe.

- Clare House Care Home is located on the Doune Rd, opposite one of the school entrances. It employs 25 members of staff. On one shift they tend to have about 14 members of staff. They also have visitors regularly coming to the care home such as doctors, nurses and resident's visitors. The care home has 12 car park spaces. There is therefore not suitable parking within the home's grounds and therefore staff and visitors need to park on the Doune Rd, close to the school entrance.
- The Doune Rd is an obvious place for many parents to park because of the route they are coming from and due to its close proximity to the A9 entrance.
- Parent's park on the Doune Road inappropriately, dropping off their child and tend to park against the flow of traffic and are dropping their children onto the main road.
- Cromlix Crescent and Cawdor Crescent are busy with cars dropping off and picking up. An unofficial one way system has been set up by the school but this is not always adhered to by all parents.
- Parents are worried about their child's safety as they have to cross busy roads with no lollipop person. The location of the lollipop person at Cawdor Cres would require children coming from High Fields to cross 2 busy side streets, one with a mini roundabout at Braemar. The lollipop person on the Doune Rd is located too far away from the children coming from the Grant drive area which would take them past the 1st entrance to the Primary School.

Other

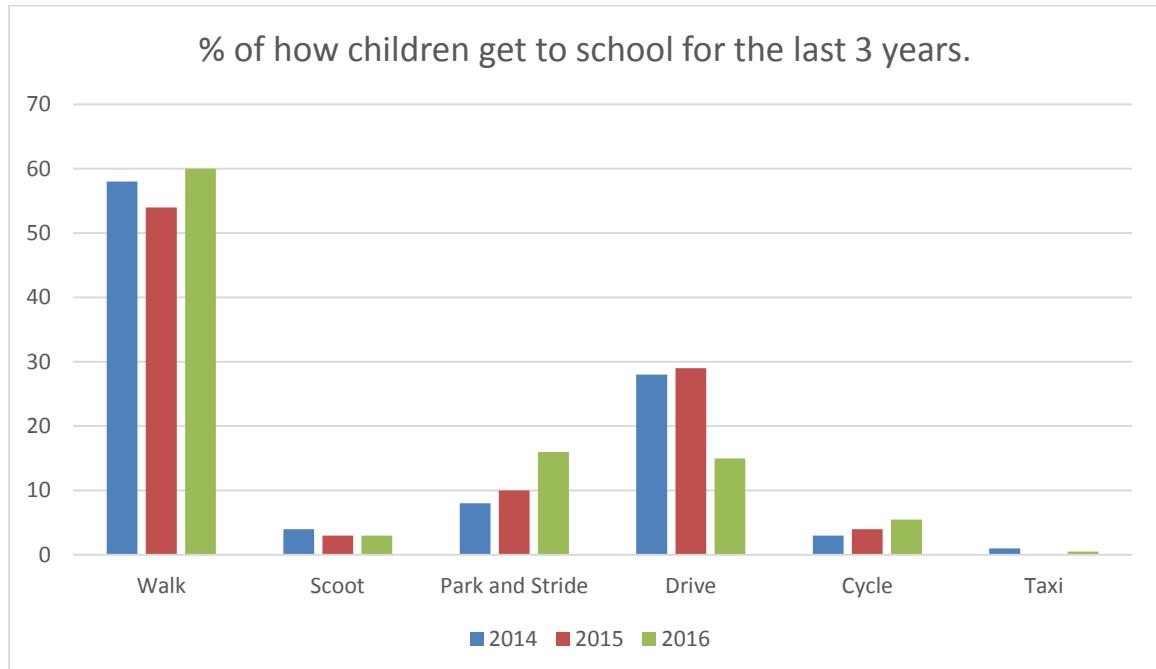
- The recent changes to the recycling policy has increased the obstacles to children when walking and crossing throughout Dunblane. This is due to the frequency, bin size and number of bins increasing. Pavements are now blocked and we are seeing more incidents of children having to walk on the main road.
- Stirling Council usually collect the bins between 8.15-9.00AM on a Monday morning. This is during busy times when children are walking to school.

- Due to the size of the bins children are unable to see upcoming traffic.
- Overgrown vegetation from private gardens further narrow the footpaths along the Old Doune Road.
- There is no safe area for any children, primary or secondary, to cross between Grant Drive and the first entrance to the primary School.
- There is a staggered junction at Wallace Rd and Grant drive. This makes it unsafe for primary and secondary children to cross.
- Between Grant Dr and the main school entrance there are 2 bus stops on either side of the road.
- The Doune Rd also has the same issues with regards to recycling as the Old Doune Road.
- An obvious and safe access route for children coming to the school would be to cross the school playing fields. However due to unsuitable drainage the fields are so wet children are unable to walk across it.
- The pavements at times can be very narrow and are currently dominated by High School pupils walking up the roads.
- 45% of the pupils at Dunblane Primary School attend the Kids club which starts at 8AM. Some parents who commute to work drop their children off at the kids club from 8.30AM onwards. They drop them at the back entrance to the school, often on the yellow zig zig lines. This is unsafe as children walking, cycling or scooting see this as a safe area. These parents are unable to rely on the walking buses which depart later.
- Parent's drop off their children at the kids club entrance to the school which has yellow zig zig lines. This is unsafe as children walking, cycling or scooting see this as a safe area.

8. THE CURRENT TRAVEL SITUATION

On Wednesday the 14th of September 2016 all the pupils at Dunblane Primary School and its nursery class participated in the Hands Up Scotland Survey which shows how pupils normally travel to school. The results are shown below. The next hands up survey will take place during September 2017.

Hands Up Survey September for the last 3 years -



Actual numbers -

	2014	2014 %	2015	2015 %	2016	2016 %
Walk	246	58%	263	54%	262	60%
Scoot	17	4%	15	3%	14	3%
Park and Stride	36	8%	51	10%	70	16%
Drive	124	28%	143	29%	66	15%
Cycle	13	3%	18	4%	21	5.5%
Taxi	3	1%	0	0%	2	0.5%

Observations from the Graph

The results from 2016 are very positive. More children are walking, cycling and using the park and stride option than last year and the year before. We have seen a large drop in the number of children who are

being driven to school and this information is very promising. We will continue to work on reducing the number of children who are driven to school.

During Walk to School month in October we used the living street travel tracker. Every day pupils recorded how they travelled to school.

Analysing the above graph and the travel tracker results it shows us that most pupils at Dunblane Primary School walk to school. However a large percentage of pupils are driven to school. Since last session more children are using park and stride. We aim to work together to reduce this number. Below is a table showing the % of pupils who live less than 1 mile, between 1 & 2 miles and > 2 miles. This is based on postcode data:

Number of pupils at postcode	< 1 mile	%	1 < 2 miles	%	>= 2 miles	%
489	459	93.9%	12	2.5%	18.0	3.7%

Of the 49 staff within the school. 1 member of staff cycles daily to school and 4 staff regularly walk to school.

9. STP WORKING GROUP

Mrs Shirley Gallivan - DHT - Chair and responsible for all reviews. **Contact Details:** gallivans28s@glow.sch.uk / 01786 822351

Mrs Kelly - Parent

Mrs Dobson - Parent

Mr Ruskell - MSP

Mrs McKay - SLA

Hal Falby - Pupil

Lyall Beattie- Pupil

10. OUR OBJECTIVES

OBJECTIVE	TARGET
Reduce the number of cars driving to the school at the beginning and end of the school day and encourage more pupils to walk to school.	Reduce the number of pupils travelling by car by 15% (from 66 to 76 pupils)
Make the Old Doune Road and Doune Road safer for children to cross.	Have a crossing on both these roads.
Encourage more cycling or scooting to school in order to increase the number of pupils cycling to school.	Increase the number of pupils who cycling and scoot to school by 15% (from - cycle - 21 to 27 and scoot from 14 to 16)
Promote the take up of 'Park and Stride'	Increase the number of pupils who take part in park and stride by 10% (from 70 to 77)

11. ACTION PLAN - EVALUATED January 2017

Action Point	How will we achieve it?	Responsibility and date to be completed	How will we know it has been achieved?
Encourage pupils to walk to school	<p>-JRSO group to do a presentation at assembly about the benefits if walking to school</p> <p>- Set up a school walking bus every Wednesday with 5 different routes. Advertise this initiative around the school and on website. Talk about it regularly at assembly. JRSO pupils to attend parents evening, promoting the walking bus.</p> <p>-Participate in walk to school month - May use the Living Streets Travel Tracker with a certificates for the winning class. This will be used in May</p> <p>- Lollipop person to continue to help pupils across the road on the Doune Road.</p>	<p>JRSO Group. Road Safety week 21st-27th Nov</p> <p>Achieved March 2014</p> <p>May</p> <p>Ongoing</p>	<p>More pupils are walking to school and this will be evident in the Hands up Survey and the travel tracker.</p> <p>Termly JRSO newsletter.</p> <p>Travel Tracker website</p>

	<p>-Create a school traffic subgroups to address the concerns regarding the busy roads on the Old Doune Road and Doune Road</p>	<p>Meetings in April & June. Minutes available with action points. Achieved - 1st meeting 13th May 2016</p>	<p>Safe ways to cross on both these roads. Reduce the volume of traffic going to DHS</p>
Pupils to keep safe when walking and cycling to and from school	<p>-JRSO group to do a presentation at assembly before the clocks change about being seen in the dark</p> <p>- Have a Be Safe Be Seen day where pupils wear bright clothes.</p> <p>-As part of the curriculum pupils will be education in how to walk safely to school and reminded of the green cross code.</p> <p>- JRSO pupils will go into the nursery and infant classes to support the delivery of this.</p> <p>-The Old Doune Road needs to be made safer</p> <p>-Identify and promote appropriate park and stride places for the High School pupils to avoid traffic on the OLR.</p> <p>- JRSO group to email companies to receive free high vis products and distribute them.</p> <p>-Police talk to the wholeschool health fortnight to talk to pupils about road safety.</p> <p>- Pupils mapping out their own routes from home to school - using photocopies of the GTM to draw on, or free drawing their own style of route.</p>	<p>Achieved</p> <p>Achieved</p> <p>Road safety week 21-27th Nov</p> <p>Took place during Health fortnight</p> <p>Update STP in order for the Council to look at this</p> <p>Achieved Nov 2014</p> <p>Health Fortnight every year. May/June</p> <p>Health fortnight</p>	<p>Pupils are seen to be wearing bright clothes and reflectors</p> <p>Included in HWB planners</p> <p>A reduction in the volume of traffic on the ORD and Doune Road.</p> <p>50% of pupils have high Vis products to use when walking on the to school walking bus.</p>
Encourage pupils to cycle or scooter to school	<p>-Produce a safe walking route map for scooting and cycling to school.</p> <p>-Add scooter racks to the school playground.</p> <p>- Use Give Me Cycle Space which is a Cycling campaign to encourage more children to cycle to</p>	<p>Appendix 4 and 5 was given to all pupils June 16</p>	<p>More pupils are scooting and cycling to school</p>

	<p>school. It aims to create high levels of driver awareness around child cyclists to make the roads around schools more cycle-friendly.</p> <ul style="list-style-type: none"> - Continue to use Bikeability within the school - Continue to work closely with Recycle a Bike who provide safety checks on the children's bikes before they conduct Bikeability. <p>Participate in THE BIG CYCLE</p>	<p>Banner displayed Aug '16</p> <p>Bikeability 1 & 2 for P5's on a Tuesday evening</p> <p>Dr Bike did checks April '16</p> <p>27th - 31st of March</p>	
Encourage families to park and stride to school.	<ul style="list-style-type: none"> -Create a map and identify suitable places to be able to park and then walk to school. Share this via parent mail. -Create a leaflet which include maps identifying safe walking, cycling, scooting and park and stride routes. 	<p>May 2015 met to discuss this with Bridget Clarke. Areas identified but not shared with parents yet. No leaflet yet. Roads must be safer first</p>	More pupils are parking and then walking to school
Encourage parents to be responsible road users and think of others when parking	<ul style="list-style-type: none"> -JRSO group to talk to parent who have parked in an unsafe places -Regular articles in school and JRSO newsletter about being responsible road users. -School car park not be accessed between 8.30 - 9.15AM, 12.15 - 1.15PM and 2.45 - 3.30PM -Staff members to be distributed car park badges so they are easily identified. 	<p>Ongoing</p> <p>May 2015 - Janitor only letting staff cars into the school.</p> <p>Badges distributed May 2015</p>	<p>No complaints by residents about inconsiderate parking.</p> <p>Parents not coming into the school during these times.</p>

CURRENT ACTION PLAN - February 2017 - August 2017

Action Point	How will we achieve it?	Responsibility /date to be completed	How will we know it has been achieved?

<p>Encourage Pupils to walk to School</p>	<ul style="list-style-type: none"> -JRSO group to do a presentation at assembly about the benefits of walking to school - Advertise the walking bus more around the school and at assembly. Talk about it regularly at assembly. - Identify and promote appropriate park and stride places for the High School pupils to avoid traffic on the OLR. -The Living Streets Travel Tracker can be used daily to encourage pupils to walk/cycle/scoot or use park and stride. This can be linked to earning travel tracker badges and certificates at achievement assemblies -Participate in walk to school month - May use the Living Streets Travel Tracker with a certificates for the winning class. This will be used in May. - Lollipop person to continue to help pupils across the road on the Doune Road. -Meet again with the school traffic subgroups to address the traffic concerns around the school -Continue to remind parent of considerate parking around the school. -As part of the curriculum pupils will be education in how to walk safely to school and reminded of the green cross code. - JRSO pupils will go into the nursery and infant classes to support the delivery of this. -Discuss with the High School the possibility of encouraging parents to car share - Pupils mapping out their own routes from home to school - using photocopies of the GTM to draw on, or free drawing their own style of route. 	<p>Citizenship group -Wk of 15-19th of May Miss Nicholson and Wellbeing group Shirley and DHS pupils by June '17 Class Teachers to begin April '17 Whole School 15-19th of May Ongoing Next meeting - 10/2/17 Ongoing Ongoing 15-19th of May Shirley Gallivan and Graham Boyce Health Fortnight</p>	<p>More pupils walk to school evident in travel trackers and hand up survey Sept '17 School Travel Plan updated and new Action Plan drawn up</p>
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Pupils to keep safe when walking and cycling to and from school	<ul style="list-style-type: none"> -JRSO group to do a presentation at assembly before the clocks change about being seen in the dark - Have a Be Safe Be Seen day where pupils wear bright clothes. -The areas identified in the traffic survey monkey to be made safer. For example Doune Road and Old Doune Road - Identify and promote appropriate park and stride places for the High School pupils to avoid traffic on the OLR. -Police in during health fortnight to talk to p1-4 pupils about road safety. -School car park not be accessed between 8.30 - 9.15AM, 12.15 - 1.15PM and 2.45 - 3.30PM, The janitor will do regular checks and stop parents entering the school car park at 8.30AM and 2.45PM. -Ensure that the roads around the school are safe and all parent feel comfortable allowing their children to walk to school. 	Oct '17 Oct '17 By June '17 By June '17 with DHS pupils and Graham Boyce Rachel Aylott 15 th -26 th May '17 Ongoing Janitor. 4 Signs and 1 banner purchased Feb 2017 and placed in 2 different areas of the school Ongoing	No complaints from parents regarding near accidents. More pupils walk to school evident in travel trackers and hand up survey Sept '17 Children can talk about how to cross the road and walk to school safely
Encourage pupils to cycle to school	<ul style="list-style-type: none"> -All children in Primary 5 will complete Bikeability level 1 which will include a full check of their bike with Dr Bike -All pupils in Primary 5 will complete Bikeability Level 2 Look for possible grants to get covered bike racks which also allow bikes to be locked for security. 	5 and parent volunteers - 21 st March 15-18 th of May - P5 and Recyce a bike. March 2016 Mrs Sinclair	More children cycle to school - Evident in hands up survey Sept '17 and Travel Tracker
Encourage pupils scoot to school	<ul style="list-style-type: none"> -Look for possible grants to get covered scooter racks which also allow scooters to be locked for security. - Hold a scoot to school week during health fortnight 	Mrs Sinclair Miss Aylott Day during health fortnight 15-26 th May	More children to scoot to school - Evident in hands up survey Sept '17 and Travel Tracker

Encourage families to Park and Stride to School	Create a map and identify suitable places to be able to park and then walk to school. This needs to have a clear definition of what park and stride means. Share this via parent mail.	Shirley with DHS pupils by June 2017	More families using Park and Stride - Evident in hands up survey Sept '17 and Travel Tracker. Less traffic around the school.
Encourage parents to be responsible road users and think of others when parking	<ul style="list-style-type: none"> -Regular articles in school and JRSO newsletter about being responsible road users. -Purchase triangular signs which will be put out every morning and night stating that this is an unsafe place to park. -School car park not be accessed between 8.30 - 9.15AM, 12.15 - 1.15PM and 2.45 - 3.30PM, the signs will be put out every morning in the visitors car park and kids club entrance. The janitor will also do spot checks 	<p>Monthly newsletter Janitor / Daily Janitor Ongoing</p>	No complaints from local residents or at parent council meetings

12. STP MONITORING & REVIEW

The travel plan will be updated on 28th of August 2017 and 6 months thereafter. Mrs Shirley Gallivan has responsibility for the monitoring and reviewing of the School Travel Plan. The Travel Plan will be shared with all parents and stakeholders via the school website. At Parent's will be informed that it is on the website in the next school newsletter. Feedback from parents will be asked for at this stage. Parents will be invited to attend the working group to review the plan on the 28th of August.

13. SIGNATURES

(Mrs Sarah Starrs Acting Head Teacher)

(Mrs Shirley Gallivan DHT with responsibility for the School Travel Plan)

_____ (Hal Falby and Lyall Beattie Pupils JRSO representative)

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Appendix 1

School Catchment Map



Dunblane Primary School Catchment

Based upon Ordnance Survey mapping with the permission of the controller of Her Majesty's Stationery Office (HMSO) (c) Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.
Stirling Council 100020780(2004)



Planning & Resources
Children's Services
Viewforth
Stirling FK8 2ET
01786 442605

The catchment schools of exact properties
can be checked by phoning the above number



Stirling Council Education Privilege Pass Scheme 2016 - 2017

What is a Privilege Pass?

Stirling Council provides free school transport to pupils who live more than the statutory distance from their catchment school. Service buses are often used for this home to school transport but where there are no service buses operating at school times, Stirling Council provides private contract buses or taxis.

Once free transport spaces have been allocated, there are sometimes additional seats available on these contracted school transport vehicles that may be offered to pupils who are not entitled to free transport. This is a concessionary school transport space that is only available on a contracted service and is called a Privilege Pass. This leaflet explains the policy on concessionary school transport and will provide details on how to apply for a Privilege Pass.

How do I find out if there is a space available on a private contract vehicle for my child who is not entitled to free school transport?

You should complete the application form contained in this pack and return it to the address on the back of this booklet. Once all entitled school transport spaces have been allocated, we will contact you to let you know if there are spaces available on the vehicle and route that you require. You should be aware that we may not be able to offer Privilege Passes until after the start of the school term as it is important to know that we have first met the needs of all pupils who are entitled to free school transport.

How much does a Privilege Pass cost?

The cost of a Privilege Pass is currently £519 per child, per school year if payment is made for the whole session. You can either pay this as a one-off payment, before the start of the school year or you may prefer to pay it in 3 instalments, before the start of each new term. If you apply for a Privilege Pass after a school term has started, you will be charged for that term on a pro-rata basis. If your child is entitled to free school meals, on the basis of household income, there will be no charge made for a Privilege Pass.

School Session 2016/17

23 August 2016 to 30 June 2017 £519

Autumn/Winter Terms

23 Aug 2016 to 21 Dec 2016 £224

*Please note that a Privilege Pass may not be offered until 2 weeks after the new school year has started.

Spring Term

5 Jan 2017 to 31 March 2017 £161
Summer Term
18 April 2017 to 30 June 2017 £134

Once I have been offered and have paid for a Privilege Pass, is this space on the vehicle guaranteed for the duration of the term or school year?

Unfortunately, we cannot guarantee a space for the duration of a term or a school year. We may have to withdraw your Privilege Pass at any time to give access to an entitled pupil. We will try to give you one week's notice, but this may not always be possible. Where this happens we would, of course, refund your payment on a pro-rata basis.

How do you allocate spaces?

Spaces will be allocated on a first come, first served basis. We will accept a completed application form up to one term before you would like your child to travel on a Privilege Pass. If we are able to offer you a space we will send you a letter confirming the date when your child may start to travel on the contract vehicle and request payment from you. You will be contacted approximately four weeks before the space is due to expire, either at the end of a term (if you have chosen to pay termly) or prior to the start of a new school year, to confirm if you wish to reapply for a Privilege Pass. If we do not receive the appropriate payment by the stated date on the letter we may allocate your space to another child.

Are Privilege Passes available on all school transport?

No. Where home to school transport is provided by an operator running a local registered bus service, Privilege Passes are not available.

I know that there is a space on a private hire vehicle. Can I use it immediately?
You must apply for a Privilege Pass and if a space is available we will confirm this to you and request payment. Once we have received your payment, we will write to you and confirm the date from when your child may start to travel using the Privilege Pass. All operators providing school transport services are prohibited from allowing a child to travel in a private contract vehicle without the prior approval of Stirling Council.

What if I have further questions on Privilege Passes?

Please contact us at Stirling Council on 01786 233222 if you require any further information on concessionary school transport.

Stirling Council
Children, Young People and Education
Learning Communities, Planning and Performance
Municipal Buildings
8-10 Corn Exchange Road
Stirling,
FK8 2HU
Tel: 01786 233222 Email: schooltravel@stirling.gov.uk

Appendix 3

Dunblane High School School Transport Timetable

D1

	MTWThF
Ashfield Rail Bridge	0829
Perth Road at Queen Victoria School	0832
Perth Road opp Whitecross Avenue	0833
Perth Road opp Ardleighton Court	0835
Dunblane High School	0845

	MTW ThF
Vehicle arrives in boarding area	1539 1504
Dunblane High School	1544 1509
Perth Road at Ardleighton Court	1555 1520
Perth Road near Whitecross Avenue	1557 1522
Ashfield Rail Bridge	1601 1526

Notes:

Pupils will only be picked up and dropped off at the designated stops listed above.
Schooldays only

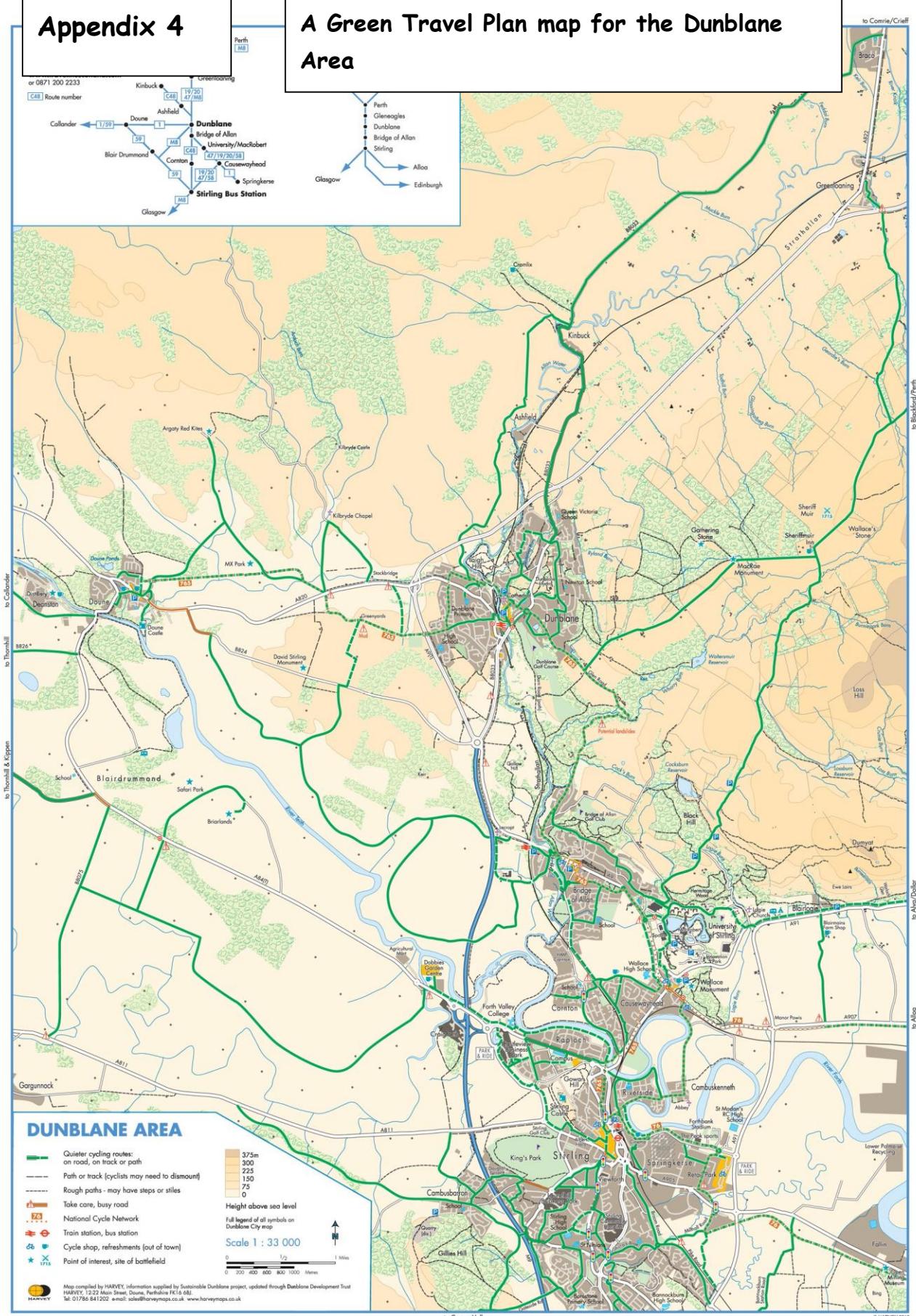
Children should be at their boarding point 5 minutes before bus departure time.

ROUTE AM From Ashfield (Rail Bridge) via B8033, Dunblane (Perth Road, Claredon Place, Springfield Terrace and Old Doune Road) to Dunblane High School.

ROUTE PM From Dunblane High School via Dunblane (Old Doune Road, Springfield Terrace, Sunnyside, Perth Road) and B8033 to Ashfield Rail Bridge)
Pupils are required to carry a valid boarding pass for this vehicle and produce it on a daily basis.

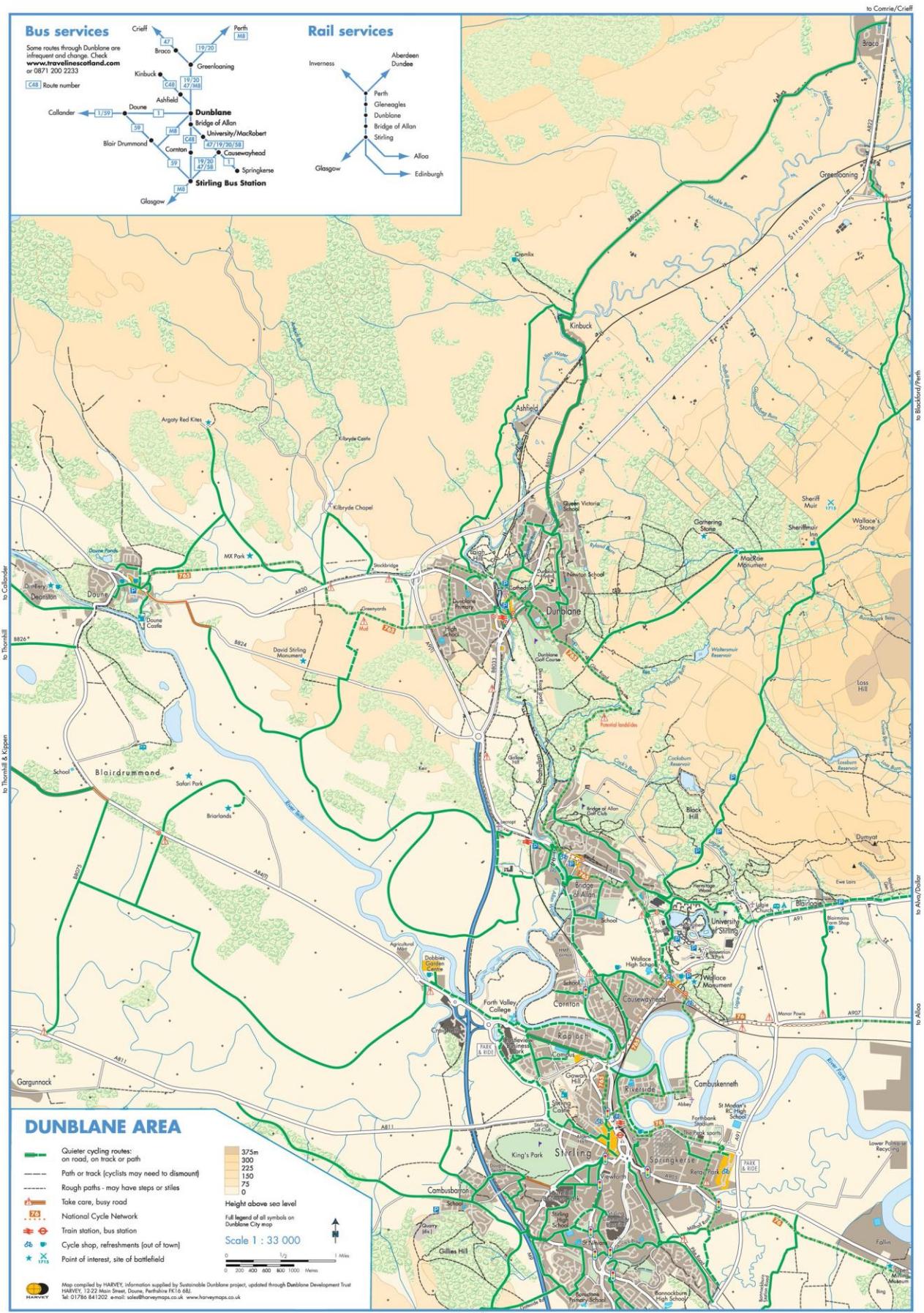
Appendix 4

A Green Travel Plan map for the Dunblane Area



Appendix 5

A Green Travel Plan map for the Dunblane Area with bus and rail services



APPENDIX 6

Parent Mails issued to all parents from the police

This was what was sent to all parents via parent mail -

I have been disappointed to learn that some parents are parking indiscriminately or in a dangerous manner when dropping off and picking up their children from Dunblane Primary. Its common sense to know that parking on zig zag or on single / double yellow lines is an offence. These road markings are there for a reason as vehicles parked / stopped there are more likely to cause an obstruction, reduce visibility to other road users and pedestrians and increase the likelihood of a road accident occurring.

We will be monitoring parking outside of the school and if we see any vehicle parking on these restricted areas or in a dangerous manner (such as double parking) we will be taking a zero tolerance approach and issue a fixed penalty or report the driver to the Procurator Fiscal depending on the circumstances. There will be no warnings and we won't be accepting any excuses from offenders so please keep that in mind when attending at the school in your vehicle.

Please work with us and Dunblane Primary school to help us Increase the road safety of the children, your children.'

Inspector Jim Young

APPENDIX 7

Examples of Parent Mails issued to all parents

YELLOW "SCHOOL KEEP CLEAR" LINES AT SCHOOL ENTRANCES

Please can I remind all parents that the yellow zigzags at the school entrances are there to keep ALL children and adults entering the school premises safe. I realise that they are not too clear at the Cawdor/Cromlix Crescent gates, particularly when covered in snow, but they are there. Their purpose is to keep that area clear so that everyone can have a clear view when crossing the road there and therefore know when it is safe to do so. Children in particular need that extra security while they learn about keeping themselves safe on the roads.

We have been advised by the police that they will be making spot checks during school drop off/pick up times but when they are not there, if a car is photographed stopped on those lines their owner may be traced and dealt with accordingly. Please do not stop on those lines.

Many thanks

Annie Crozier

Appendix 8

Minutes from Travel Plan meeting

21st June at 2.30PM

Minutes

- Discuss the Survey Monkey and possible next steps.
- School Traffic Planning Officer
- Edinburgh Schools Update
- Mr O'Byrne update on Police
- AOCB

People in green were present. Other wished to be emailed all minutes.

Name	Role	Email	Present
Bridget Clarke	Involved with green maps and safe routes	slvrbn1113@gmail.com	No
Shirley Gallivan Chair	Depute Head Teacher at DPS	gallivans28s@glow.sch.uk	Yes
Graham Boyce	Depute Head Teacher at DHS	Boyceg03s@glow.sch.uk	No
Terence O'Byrne	Dunblane Community Councillor	tmobyrne1@gmail.com	Yes
Mark Ruskell	Scottish Green Party	ruskellm@stirling.gov.uk	No
Cameron McMillan	Bikeability	cmsportscoaching@gmail.com	Yes
Denise Kelly	Parent	denise_kelly80@hotmail.com	No
Mrs Cowie	Parent	cowiejulie@yahoo.co.uk	No
Kelda Ralston	Parent	ralston_stephen@yahoo.com	Yes
Mrs MacKenzie	Parent	lynette.mackenzie@nhs.net	No
Mrs Crothers	Parent	crothers@rocketmail.com	Yes
Mrs Ross	Parent	lynnerross@live.com	No
Mrs Alexander	Parent	the.alexanders@outlook.com	No

Mrs Mcara	Parent	dawnmcara@gmail.com	No
Mrs Heaton	Parent	family@theheatons.org.uk	No
David Williams	Parent	david_jm_williams@yahoo.co.uk	No
Mrs Leithead	Parent	diane.leithead@sky.com	Yes
Caroline Earnshaw	Parent	caroline.earnshaw@hotmail.co.uk	Yes
Annie Crozier	Parent Chair of parent Council	ajmcrozier@gmail.com	Yes
Ann Marie Sinclair	Parent	Ann.m.sinclair@btinternet.com	Yes

Survey Monkey and possible next steps

This morning a small group met at the High School to look at the survey monkey in more detail. 534 people completed the survey 196 of which were Dunblane Primary School children.

Following a discussion at the High School and a further discussion this afternoon the following decisions were made -

- A clear priority from the survey is to reduce congestion on Old Doune Road in order to promote pedestrian safety. Safe places for children to cross are required. These would be -
 - A zebra crossing is needed on the Old Doune Road between Braemar and Wallace Road
 - A zebra crossing at the chicanes on Wallace Road. The meeting this afternoon also discussed that a drop off zone at the grass area on Wallace Road would be useful with a 15 minute parking zone for parents walking younger children to school. A roundabout on Wallace Road at either Anchorscross or Coldstream Avenue would allow traffic to turn and reduce the traffic on the Old Doune Road.
 - An additional zebra crossing on the Doune Road, coming from Tesco's, past the Old Doune Road.
 - A zebra crossing at the chicanes at the top of the Old Doune Road.

The meeting recognised that other measures may also be helpful but will take longer to research, consult upon and implement, such as changing the times of Dunblane High School and

Dunblane Primary School. Further information is needed from Stirling Council to understand options to upgrade crossing points for pedestrians on and/or around Old Doune Road. Whilst the council has given clarification that national criteria on traffic intensity govern provision decisions, it is not yet clear how this applies in practice. Wider information about the process and options will be sought. Action: Shirley Gallivan. Timescale: ongoing.

- It was agreed to share with all parents the high level survey findings (the PDF document) and a summary of initial action points by the end of term (Action: schools. Timescale: end of this term).
- A leaflet will be created to promote various suggested informal drop-off points to DHS parents. This will describe the locations, remaining distances on foot to school and duration in minutes of walking those distances. This advice will be promoted in the context of healthy and active commuting choices for pupils. It is intended to achieve a strong role for JRSO primary pupils and DHS pupils at various stages in terms of leaflet content, design and distribution. The leaflet will encourage car sharing without offering to organise sharing schemes (Action: Shirley Gallivan and Graham Boyce. Timescale: kick-off August). The suggested drop off points would be -
 - Aygill Way circuit
 - Wallace Road Circuit
 - Tesco's
 - The Haining.
 - Grant Drive.
- It was agreed to investigate options around the bus provision for DHS building on past experience (Action: Lynne Ross and Ann Marie Sinclair. Timescale: immediate start, longer term project delivery).

School Traffic Planning Officer

There is a protocol for dealing with matters concerning 'Safer routes to school' and this is by way of the School Travel Planning officer. We are unsure of who the school traffic planning officer is. Cameron will look into this. Dunblane Primary School has an up to date School Travel Plan which reflects the decisions made today.

Edinburgh Schools Update

Shirley contacted the schools in Edinburgh who have imposed a traffic ban for a set period of time around the school. The email said-

"The parent council wanted to ban traffic driving down two streets which lead to all the schools and are dead ends. The council said the residents wouldn't like it so the parent council decided to knock on doors and carry out a survey. They got a positive response so the council went ahead with a trial which, as I said, was made permanent.

Some neighbours do moan about the ban but on the whole most are very supportive - they can still get deliveries and emergency vehicles have access. Some parents ignore the ban and occasionally the police come along to show the uniform but generally it's been a success. Before this was made permanent the council wanted an evaluation. This has changed the traffic flow in the streets but obviously pushed traffic out to other parts of the town. We have always recommended park and stride."

This group have decided that if progress is not made with the other action points then we might revisit this in a year's time.

Mr O'Byrne update on Police

The school sent out a parent mail from the police regarding safe driving and parking in the area. Mr O'Byrne would like a copy of the actual spreadsheet that contains all the data obtained from the traffic survey. The pages provided only shows a 7 day average. Ann Marie will provide this information.

AOCB

Newton have installed bike and scooter racks which are covered. They have seen a rise in the number of children using their scooter to come to school and this was evident in the traffic survey. Terence has further analysed and broken down to show each school's preferences of how they travel to school. At Dunblane PS 1 person uses a scooter however 11 scoot to school at Newton. Some funding has been available from Sustrans. We will look at putting in a joint bid with the High School. Caroline will look into this and she will liaise with the High School.

Police presence

A police presence around the primary school will help parents who drop their children off at the yellow zig zag lines at the back of the school. At the back of the school there is white lines and we are unsure about what these mean. Shirley will take some pictures and look into this.

Dunblane High School Lockers

Parents at the meeting who have children at Dunblane High School do not believe that they have enough lockers for all the children who require them. Shirley will contact Graham Boyce to investigate this further.

APPENDIX 9

The completed survey monkey

(Sent by email)

APPENDIX 11

Summary of the parent comments in survey monkey

Results of Traffic survey for Dunblane Primary School

Old Doune Road	<p>At the bottom of montgomery crescent/highfields this gets very busy and it is hard for my younger son to cross to go to primary school</p> <p>Volume of traffic around Old Doune/Wallace junction. Inconsiderate parking. Narrow pavements near top of Old Doune Rd.</p> <p>Traffic around high school is the main problem</p> <p>Lack of safe crossing on Wallace road at bottleneck. Cars do not give way to children</p> <p>I have to accompany as we live near the High school and the traffic on Old Doune Road is very busy with few drivers willing to let us cross. We have no safe place to cross - zebra crossing/ pelican crossing etc and traffic does not voluntarily stop for us.</p> <p>Cars constantly speeding and speeding up to get through traffic calming system. High school staff and senior pupils as well as some parents are equally as bad.</p> <p>Zebra crossings on Doune Road, top of Wallace Road and Old Doune Road. My child is in P7 and I have been surprised at the traffic levels going to and high school during visits there.</p> <p>Roads are narrowed leading to frustration from drivers who have to use it. There are no clear crossing points for those walking.</p> <p>bottle neck at the top of old Doune road</p> <p>Dangerous driving and congestion at top of Old Doune Rd, poor provision for pedestrians, including at foot of Old Doune Road</p> <p>No pedestrian crossings on main routes - Doune Road or Old Doune Road</p> <p>From end of Wallace Road to entrance leading up to school parking on street means poor visibility for pupils crossing even at narrowing bollards section</p> <p>Very busy. Can take a while to get across roads. Particularly dangerous for younger pupils .</p> <p>Crossing Old Doune Road to go along Wallace Road in morning is dangerous with all high school traffic</p> <p>Always walks accompanied by me - Old Doune Road and WallaceRoad are v busy with High school traffic who do not give way to pedestrians.</p> <p>High School traffic - too much of it and people always in a rush not willing to let children cross.</p> <p>High School traffic doesn't give way to pedestrians at Old DouneRoad and Wallace Road.</p> <p>Traffic calming bollards cause too many bottle necks.</p> <p>no crossing point on Old Doune Road, unsafe access for cyclists.</p> <p>Where the road narrows at high school at top of Old Doune Road it is very difficult for children to cross. The two sections of traffic restrictions should be replaced with a Zebra crossing</p>
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<p>Congestion at school run time but road structure around Dunblane high was never designed to cope with this. Traffic calming just before school entrance causes a lot of problems/holds up traffic but does make it safer for pupils as speed is reduced.</p> <p>The children walk very close to traffic which is very high on smallish roads. It is hard for them to cross the road at the top of Wallace road and also the old done rd near the school . Bollards help but are very busy with cars parked and cars trying to get through both ways.</p> <p>People trying to bear each other through the bollards before turning round the corner at Dunblane High at peak times - feel sorry for the people who stay closest to the school</p> <p>Narrow pavements on Old Doune Rd. Bollards make it more dangerous - negotiating when to go through, children walking on road, lollipop man and cars going too fast down the hill to get through first.</p> <p>Too many drivers heading to school at the same time and not safe place to cross from one side of the road to the other.</p> <p>Volume of traffic between us and the school as we live near the high school and they have to cross old doune road. Also sheer volume of high school kids means they could end up pushed (not deliberately) onto roads they are going against the flow of bigger children.</p> <p>Very busy road to cross that leads to high school</p> <p>Mainly congested heading to high school and coming up Wallace road</p> <p>Traffic calming causing bottlenecks.</p> <p>Very busy with traffic leading into and out of the High school</p> <p>Old Doune Road and Wallace Road are very busy, mostly with high school parents using it as a drop off loop.</p> <p>Old Doune Road and Wallace Road are so busy, mainly with parents using it as a loop for High School drop off</p> <p>congestion/bottle neck at top of old doune road</p>
<p>Too young to walk without adult being present. Would have to cross busy Doune Road and there is no crossing patroller at the top end of this road. Large vehicles (buses, lorries and refuse trucks) frequently use this road as well as cars and pavements are obstructed with wheelie bins every Monday, forcing pedestrians to squeeze past dangerously close to the road.</p> <p>Would have to cross Old Doune Road near Highfields/Wallace Rd and there isn't a save place or way to cross.</p> <p>Traffic at the top of Old Doune Rd and congestion near rear entrance to school. An informal one way system works well when used properly but if a car tries to go the 'wrong way' then it is dangerous to car drivers and pedestrians.</p> <p>Doune Road is very busy</p> <p>Dunblane primary school parents clog up doune road. Parents of children with disabilities should be allowed to park within the school grounds but why not have an arrangement with Tesco and then have a walking bus from Tesco car park for everyone else?</p> <p>Paths on old doune road not wide enough, children end up walking on road</p> <p>poor driving/parking in the roads nearer the High School</p> <p>Very congested roads leading to High school no crossing areas for kids, too many kids getting driven to school even on fair weather days.</p> <p>Too many busy roads to cross on his own especially junction of highfields with old Doune road.</p> <p>Far too many cars dropping off at High school</p> <p>Too congested & busy at each end of the school day (High School)</p> <p>Very congested & busy before & after school. To be fair children often walk into road without looking (High School)</p> <p>Pavements are too narrow on Old Doune Road</p> <p>Pavements up to high school are too narrow</p>

Traffic congestion, high volumes cars (High School)
The roads heading towards the school from Old Doune Road become very clogged with cars. Most drivers follow the informal one-way route, but not all.
Old DOune Raod and Wallace Road are very busy at school commute times with many drivers going faster than 20 mph.
Too many cars trying to drop off near entrance to school - congestion and pollution being key issues - and also the speed of cars travelling up/down Old Doune Road to/from the High School is a serious concern especially at the end of the day when there is no crossing facility. Bottom of Highfields crossing very dangerous with all the high school traffic, wasn't as bad in the afternoon when the high school got out later than primary
HUGE, impatient bottle necks of traffic before and after school around top of Wallace Rd, Old Doune Rd, Highfields
The top of Old Doune Road is terrible with high school kids everywhere, parked cars all over the place and loads of traffic. Wallace Road has a lot of fast heavy traffic too.
Crossing busy Old Doune Road, and lack of safe place to cross. I think there needs to be a pedestrian crossing on Old Doune Road
Too much traffic going to and from high school. Too many cars parked on Wallace Road waiting to pick up from high school.
Very busy near to high school. Old Doune Road very busy with cars. Danger increases on wet and dark days.
Traffic very heavy at top of Old Doune road, high fields.flats getting built-more traffic on road. Conjestion in and around the school, particularly at the very top of Old Doune Road, where the road narrows to a single lane
The Old Doune Road and Wallace Road are v busy during school hours and at other times. Cars do not obey the speed limit and try to avoid being stopped at the traffic calming. High school pypils walking fill pavements in large groups that spill onto thd roads and do not thin out for younger children or indeedyoung childrenand adults together to walk safely.
The Old Doune Road and Wallace Roadare v busy during school hours
Road layout near the high school creates bottleneck with too many cars around when pupils are having to cross roads/or spilling out on to the roads. Particularly dangerous in the winter months when dark and traffic most likely heavier.
So busy on Old Doune Road with cars rushing to get through the chicanes before having to stop for oncoming traffic.
Could not cross Old Doune Road safely.
The traffic calming measures on Old Doune Road cause more problems than they are intended to solve.
The cars parked at the top of the Old Doune Road hinder the flow of traffic in and out of the school, thus making it a more dangerous area as cars dodge in and out of parked cars
Traffic levels, difficulty crossing Old Doune Road
Traffic levels on ODR, Wallacr rd
Volume and speed of cars on old doune road in particular
far too many cars travelling at speed up the old doune road. no proper accessible crossing near the high school. due to large volumes of traffic people are speeding up to get through traffic calming areas
Too mnay cars, Old DOune Road too bus with people driving to the High School,
The old doune road is too busy for my P3 son to cross alone
It is very difficult for my P1 daughter to cross the old doune road
Very c There is considerable congestion on the road towards the High School, the road is not suitable for the volume of trafficcongested traffic up to high school
Very busy road going up to high school

Amount of traffic on Old Doune and Wallace Roads (particularly where they meet) - the traffic itself is heavy but some of the drivers are also thoughtless when it comes to allowing pedestrians to cross.

All the High School traffic on Wallace Rd.

Wallace road can be very busy after 8.45 until 9 also bad parking at the back of the school gates can make it difficult for the children to be able to see when it is safe to cross

They are very busy with collection (no experience of drop-off yet) and everybody is always rushing about and parking awkwardly so other cars that are passing the school cant safely and thats when accidents happen as someone is annoyed and ends up taking a risk and in turn driving too fast when there are lots of kids out and about being kids maybe not quite paying enough attention. Also the high school kids walking down the hill 4 or 5 wide ends up push us with little ones off the pavement and cars are skimming past us all at the same time.

Parents speed up the road to the high school to drop off kids.

danger crossing Old Doune Road due to volume of High School traffic

The high school children seem to get driven to the school door. The traffic heading to and fro the high school from 8:45 as I come out of Mackenzie court is horrendous and they travel at such a speed. The pavements in that area are full of kids and mums as well as all the traffic. It's an accident waiting to happen

She would have to cross Old Doune Road where there is a high volume of high school traffic. This crossing would be dangerous especially as many drivers are inconsiderate. There is a crossing much further down the road but this would require walking down alongside the busy traffic on Old Doune Road. The pavement is already busy with older, bigger kids coming in the opposite direction so its hard to keep on the pavement.

Old doune road too busy to enable her to cross safely as I often struggle to get them across safely and rely on drivers stopping to let us cross which is not a decision a child that age can make

Old Doune road is heavily congested and drivers take too many risks

High School is at end of a single track road. Houses are situated on this road and a housing development leads off it too. Road gets backed up with vehicles either entering or leaving school car park or surrounding houses. This congestion of obvious danger to pupils entering or leaving the school grounds on foot and also of danger to house owners and their families. I live on Wallace Road, it is 5 minutes from the Primary School. Unfortunately the traffic on Wallace Road in the morning is incredibly busy with parents driving their children to Dunblane High School. My 11 year old sometimes needs help crossing the road because of the sheer quantity of cars. She will be walking to the High School from August - why can't the ot Crossing Old Doune Road. Dangerous level of traffic to High School. Parking outside school gates at Cromlix Crescent hers?

Crossing Old Doune Road to Wallace Road is far too dangerous. Traffic will not give way to pedestrians, large volumes of High school pupils take up the pavements. I struggle to cross this road as an adult.

Parents should be stopped from dropping of children at the high school and have a designated stop elsewhere. The single road is not designed for that volume of traffic heading to and from high school

There is no safe crossing place at the top of Old Doune Road or along Wallace Road, it is too far for him to walk down to the lolly pop lady at Cawdor Crescent

Too much traffic in around the high school which makes crossing roads difficult

Very busy traffic on old doune road

Large number of students walking up/down Old Doune Road. Pavement very narrow, students often walking in road.

Volume of traffic travelling past the bottom of Highfields to the High School is ridiculous. With no crossing it is on some days very difficult to get across.

Doune Road	<p>Too young to walk without adult being present. Would have to cross busy Doune Road and there is no crossing patroller at the top end of this road. Large vehicles (buses, lorries and refuse trucks) frequently use this road as well as cars and pavements are obstructed with wheelie bins every Monday, forcing pedestrians to squeeze past dangerously close to the road.</p> <p>Dangerous parking, driving too fast, parking in a line creating a single lane along Kilbryde Crescent from the junction with Doune Road with no place for cars or bikes to give way safely. It is a very short walk and the only road he has to cross has a lollipop lady at it. He goes to High School in August and I am less confident that the walk to school is safe given the need to cross Doune Road.</p> <p>I can only talk from the Doune Road perspective. It becomes congested and there are major problems when people decide to park on both sides of the road and not just along the one side, which is sensible to aid traffic flow.</p> <p>No level crossing on Doune road</p> <p>The road at the Doune Road entrances is far too busy</p> <p>Only due to the number of parked cars close to the school entrances on Doune Road and also the cars that park far too close to the corner with Doune Road at the top of Kilbryde Crescent. Much improved since the double yellow lines were painted on Doune Road but there needs to be more at the corner with Kilbryde Crescent.</p> <p>Cars travelling too fast, parking restrictions force cars to park on both sides of Doune road between school car entrance and Wallace road making visibility of kids walking to school on the narrow pavements extremely poor.</p> <p>Too young at age 7 & busy Doune road to cross</p>
Cawdor/ Cromlix	<p>Cawdor/cromlix area always busy with cars going in both directions and blocking flow of traffic.</p> <p>Cromlix Crescent side is busy and junction confusing, blind and tight.</p> <p>Too many cars trying to park right at the gate on Cawdor.</p> <p>Calder crescent could do with being one way</p> <p>Parking around Cromlix Crescent</p>
Inconsiderate Parking	<p>Inconsiderate parking at Cawdor gates, too much traffic on Old Doune Rd.</p> <p>Only when parents drive up to the school. Gates should be closed or manned.</p> <p>Vehicles drive too quickly and there are often parents parking in inappropriate and dangerous places.</p> <p>Parking is difficult and it's not always possible to walk</p> <p>Bad parking, double sides of the road, near to junctions.</p> <p>People park stupidly at junctions and on both sides of the main road</p> <p>Inconsiderate parking and general bad manners on roads, particularly Old Doune Rd. Not adhering to give way road markings !</p> <p>Unnecessary cars dropping off close to school</p> <p>Parents parking in unsuitable places ouside of the school</p> <p>Parking is also not working and needs addressed I.e. Police need to be present to book those who are violating parking restrictions</p> <p>Inconsiderate parents parking and dropping off at the primary school.</p> <p>They become congested and many times inconsiderate parking eg parking on both sides of busy roads only makes matters worse. Common sense should prevail but often does not. congestion caused by parents parking outside school/ driving their children into school grounds (especially parents of nursery children). Too many parents drive their children even those who live within walking distance, and this is not acceptable except under extreme circumstances. Many of our neighbours drive their children around the corner to school, despite it being a 5 min walk.</p>

	<p>Parking is difficult, it's not always possible to walk to/from school</p> <p>Inconsiderate parking by parents</p> <p>Indiscriminate parking</p> <p>Parents parking in and around school grounds</p> <p>Too many irresponsible drivers around the primray school, parking on double yellow lines and zig zags</p> <p>Inconsiderate and selfish parking by parents</p> <p>Parking by inconsiderate parents too close to the school gate. They stop as close to the zigzag as possible.</p> <p>Immediately outside DPS, numerous parents park/drop off in inappropriate places. Also, just plain bad driving - for example my kids have been splashed by an irate mum who drove through a puddle at speed and then opened the window to yell at my children for standing too close to the road. She lived round the corner!</p> <p>TOO MANY PARENTS IN A HURRY AND PARKING INCONSIDERATELY</p> <p>Driving too fast, inconsiderate parking</p>
	<p>The roads are too busy.</p> <p>Too congested at drop off pick up parents not always follow highway code!!</p> <p>Speed of traffic, cars entering the school grounds</p> <p>Cars travel too fast in residential area</p> <p>TOO MANY PARENTS DRIVING CHILDREN RIGHT UP TO THE SCHOOL AND NOT ALWAYS DRIVING CONSIDERATELY</p> <p>Cars drive faster than 20mph and park in dangerous locations blocking visibility.</p> <p>Generally fine but issues at the steps and at the corner of Murdoch Terrace and Kinnoull Ave. Her sister is at the High School there is a constant stream of traffic making it difficult for children to cross.</p> <p>too many cars at Kinoull avenue with parents picking up in cars when they could easily walk. The traffic signage is very clear (though could be reiterated closer to the school).</p> <p>Too much road traffic and no considered drop off zones away from the schools and also coming out of the estates where children have to cross the busy roads</p> <p>Not necessarily the roads, but pavement. Parents have been asked to drive carefully around the school when picking children up which is fair, however, I see children walking on the road, e.g. three walking in a row, 2 on the pavement and one on the road. This puts the child at risk.</p>

APPENDIX 12

Information sent by a local resident

The lounge of my house at 1 Highfields, Dunblane is situated on the south east corner of the junction of Highfields / Old Doune Road and overlooks both this junction and that of Old Doune Road / Wallace Road. Old Doune Road runs broadly east to west and both Highfields and Wallace Road run broadly north to south and south to north off Old Doune Road respectively. Due our close proximity to these junctions I am in an excellent position to observe traffic and pedestrian movement on a daily basis with particular reference to school access and egress times which are from 8.30am to 9.00 am and 3.10pm to 3.45pm daily Monday to Friday during school terms. For the purposes of these comments these times will be regarded as 'Peak

times' I offer the following observations as regards road and pedestrian safety in these regards:

The existing road configuration concentrates traffic and pedestrian movement for pupils and their parents and staff accessing and egress Dunblane High School. Due to the large and ever growing number of houses in the Braemar, Highfields and Anchorscross Farm areas there are volumes of pupils attending the Dunblane Primary School who are travelling in the opposite direction to the High School at the same times as the High School pupils. This adds to the volume of pedestrian and vehicular traffic on these roads also.

The road calming measures adopted on these stretches of roads consist of large platform speed humps and road narrowing sections on Old Doune Road principally but also one road narrowing section on Wallace Road broadly opposite Kinnoull Avenue. It has been my experience and I have observed that the road narrowing options used on Old Doune Road are less effective than standard 'speed humps' as they encourage drivers to try to 'beat' the give way as they race through these obstructions in order to avoid having to wait stationary whilst traffic which has priority proceeds. This stop-start process seems to add to driver frustration and on days where the road is icy can actually create further hazards with drivers attempting hill starts on icy road conditions. I have been involved in a number of 'near misses' whilst driving my own car in Old Doune Road when other drivers ignore the Give Way and speed through the hazards of the road narrowing measures. Speed bumps would be much more effective whilst allowing traffic to flow in both directions. The Wallace Road / Kinnoull Avenue restriction has no 'priority' signage so drivers take chances in trying to get through the hazard before having to stop. A speed bump in the centre of this restriction, priority signage and possible pedestrian crossing marking may improve safety considerably at this point.

The large raised platform speed restriction ramp at the junction of Old Doune Road and Wallace Road, by virtue of its size is acting like a launching ramp in some instances as drivers, having slowed down to enter the platform, then speed up to exit it. Even when not actually viewing traffic on this stretch of road I can hear cars and other vehicles 'bottoming' as their vehicles exit the ramp at speed. This platform is also the main crossing point used by many pedestrians trying to cross the Old Doune Road, and the scene of many 'near misses' caused by congestion and driver frustration during peak traffic times.

The close proximity of the junctions of Wallace Road, Braemar Avenue and Highfields with Old Doune Road, and the large volume of vehicular traffic at peak times causes significant congestion and knock on effects between these junctions. The congestion effect is further exacerbated by Old Doune Road being the only access and egress route for traffic going to and from the High School which means traffic using the road for this purpose travels it twice during the peak times.

On Monday 20th February, 2017, I took video footage of the traffic situation at these junctions for a 17 minute period leading up to 9.00am. During that one period I reviewed the footage several times and counted 145 vehicles travelling west to the High School excluding in that number those turning right onto Wallace Road whilst at the same time 154 vehicles travelled in the opposite direction I filmed one 'near miss' involving several young children trying to cross Wallace Road at the junction of Old Doune Road through stationary traffic backed up from the junction. I also filmed primary school age children spending several minutes on the south footpath of Old Doune Road at this junction whilst awaiting a safe break in the traffic to cross. Most time they have to 'run the gauntlet' or depend on a courteous driver stopping to permit them to cross whilst praying that traffic coming from the other direction will do likewise when they reach the middle of the road crossing. This is hardly a safe or managed system and during my 25 tenure at this property I have never once observed the presence of the local police to monitor this situation during peak times.

The congestion at these junctions is regularly causing traffic to back up on all roads around these junction meeting points. The road narrowing measure on Old Doune Road just west of the Highfields junction restricts traffic entering and leaving the High School to the point where traffic returning from the High School cannot exit past this without holding up traffic travelling westwards towards the school. When drivers stop to permit traffic to egress from the school, vehicles back up across the Highfields junction and down to the Wallace Road junction which again also impacts on pedestrian traffic. Granted these situations only occur during peak times but this is also when pedestrian traffic is at its peak too and requiring to cross these busy and now dangerous roads.

There is no form of safe road crossing for pedestrians at or near these junctions despite repeated calls and requests for there to be a managed crossing point. It is only a matter of time before one of these 'near misses' converts to a serious or perhaps fatal road accident and the Local Authority cannot continue to ignore this situation without accepting the potentially dire consequences of such a decision.

I would add that there are a number of other safety considerations which should be included in this assessment. The congestion at these junctions could provide a major obstacle for emergency vehicles trying to negotiate these junctions at peak times. Airborne pollution from exhaust fumes caused by queuing stationary vehicles will also be a factor as many pedestrians have to wait for some time by the roadside whilst attempting to cross safely. Younger children are at greater risk from such pollution.

I would comment that drivers who experience congestion on a daily basis exhibit greater levels of frustration and are likely to take chances with road safety as a result. Children who have to wait long times by the roadside will get anxious as the time for getting to school is reduced and are therefore likely to take chances with their safety as a consequence of having to wait longer. Put these two things in the

melting pot and you have a recipe for tragedy which will occur unless swift and effective action is taken to address these concerns.

Refuse bins now litter the footpaths and on some instances are not collected on the designated days and await collection for several days. These are hazards to pedestrians and obstruct the view of smaller pedestrians trying to cross roads. Drivers views of pedestrians are likewise obstructed. On main routes to and from schools it should be permissible for households to leave these receptacles in their driveways or gardens, close to the footpaths, for collections in order to avoid such problems.

Weather conditions also affect driving habits and on wet days the volume of traffic increases whilst visibility is impaired. The East West direction of Old Doune Road is also impacted upon with low sunlight on winter's mornings affecting drivers vision. Individually these events are perhaps less significant but when they are considered as a whole, their impact on road and pedestrian safety cannot be understated.

APPENDIX 13

TRANCSIS Traffic and data Survey

(Sent by email)

APPENDIX 14

Improvements to Walking and Cycling routes in Dunblane Area - July 2016

1. Introduction

This document updates the 2011 report, which came from extensive local consultations to create the Green Travel Map. The Map Survey in 2015 showed that local people and visitors valued the map to travel and explore by walking, cycling and link with public transport. The Map was also used by new projects for information boards, leaflets, health walks, road safety and cycle training. The maps are available locally and online at www.Dunblane.info and from Stirling Cycle HUB.

This report has been updated alongside the Green Travel Map, and includes new input from schools developing their travel plans, local cycle trainers, local organisations, Sustrans and Stirling Council.

The report aims to assist organisations, planners, developers to improve local travel and access by walking and cycling. The benefits of active travel are now well documented as improving individual health, education, inclusion and economic productivity, environmental improvements by reducing noise, pollutants, and increasing tourism, economy and more people-centred towns.

2. National policies and best practice inform the report

The original project was funded by the Climate Challenge Fund to help reduce transport related carbon emissions. Recent government policy, such as the National Planning Framework NPF3, promotes integrated travel <http://www.gov.scot/Publications/2014/01/3724/6> and funds projects to increase active travel, as below. Better road design for cycling is now starting to be applied.

- a. Road Design standards at <http://www.makingspaceforcycling.org/#TFL> street design, and Cycling by Design, advise segregation, slowing traffic to 20mph in residential areas, 2-way cycling on one way streets, removing barriers and other methods to assist walking, cycling and access for disabled people.
- b. Cycling Action Plan for Scotland 2013 (CAPS) aims for 10% journeys by 2020.
- c. TACTRAN Regional Transport Strategy promotes accessible, integrated transport with active travel, a high quality infrastructure, school travel plans etc
- d. Sustrans provides Community Links funds for local active travel, and National Cycle Networks.
- e. Transform Scotland report on the economic potential of Cycle tourism in Scotland at <http://transformscotland.org.uk/wp/wp-content/uploads/2014/12/The-Value-of-Cycle-Tourism-full-report.pdf>
- f. Central Scotland Green Network promotes a green infrastructure with 'high quality routes for active travel and recreation'.
- g. Stirling Council Active Travel Plan is being developed, available for consultation from July 2016.

3. Dunblane and Area characteristics

Dunblane is an attractive, ancient 'city' with a population of approximately 10,000 people and it provides services for neighbouring villages. Centrally situated on main transport networks, roads, train, Citylink bus, near international airports, it is a popular commuting town to Stirling (6 miles), University (4 miles) and to all the Central Belt cities and airports.

It is a compact town with main destinations within walkable distance for most people, but car use is high for trips to school, local services and local commuting. The train also attracts parking commuters from nearby communities. Traffic speed and volume is noted as a deterrent to walking and cycling on key roads; B8033/Perth Road, Old Doune Road, Doune Road, and also Wallace Road and Ochiltree at school times. Outside Dunblane, cycle commuting to Stirling along the A9 is hazardous amongst busy and heavy traffic; although Glen Road offers an attractive, virtually traffic free option, it is more indirect and hilly for residents from West Dunblane. Glen Road now extends NCN 765 from Stirling through Dunblane towards Doune and the Trossachs.

Dunblane is particularly well positioned for recreational cycling to the Trossachs, Perthshire and Highlands, Forth Valley, Carron Valley, Clackmannanshire and Edinburgh, and links well through the mainline station with the UK.

4. Changes since 2010 - to walking and cycling networks and links with Public Transport

- a. Dunblane is constantly under pressure for housing development, large and small; developments provide opportunities to improve the path network, such as in retaining the underpass at Barbush/Glassingall Road, but others need to be planned better; eg Culdee Grove to Anchorscross link, High School path, and Bogside paths.
- b. Marks and Spencer and the Dunblane Centre are new popular destinations 'across' the busy dual carriageway, and need clearer routes to assist walking and cycling.
- c. Bus services are currently provided by 6? companies and change quite regularly. They have reduced in range, frequency, evenings and weekends to become limited but are valued by those without car access.
- d. Train services remain generally good and popular, and the new station bridge and lifts mean it is now accessible to all users.
- e. The streetscape around the station, High Street and dual carriageway is currently being redesigned, aiming to assist pedestrians, cyclists and people with disabilities.
- f. NCN 765 now passes from Stirling through Dunblane towards the Trossachs via Glen Road, which was rescued by a partnership of Dunblane and Bridge of Allan communities, Sustrans, IKM, SNH and Stirling Council, with support from the 3 landowners. It is maintained by community volunteers through Sustrans. It attracts up to 1000 people a week for walking, running, cycling, commuting to the University and Stirling, and increasingly tourists.
- g. Some of the riverside garden paths have been restored by community volunteers. A collapsed path section will hopefully be restored through community input.
- h. The Laighills Park now has a masterplan, but it needs an accessible route through it.
- i. The new community website www.Dunblane.info provides online maps and information for locals and tourists, on walking and cycling. The maps get a high number of 'hits'.
- j. Cycle training has become more established in schools, though it depends on volunteers and parent input, and does not normally cover the busier local roads. Cycle training for adults and children, cycle maintenance and advice is available from Stirling projects; Stirling Cycle HUB, Recyke a bike, <http://www.stirlingcycletraining.com>.

- k. Some areas around schools have been traffic calmed, restricted to 20 mph, or with parking restrictions, but new traffic hotspots are creating barriers to walking or cycling to school. DPS walking buses provide an attractive option for children to walk to school supervised by parent volunteers once a week.

5. The Recommendations

Town Centre – access around railway to shops and Perth Road

Access to/from the railway station is difficult for cyclists and people on disabled scooters. Hopefully the new street design will address these problems and improve access for all.

1. Allow 2-way cycle access from Perth Road to station, from Bridgend footbridge to Stirling Road, and across the old Allan Water bridge to the bottom of the High Street. Cycling Design standards recommends 2-way cycle flow as the default position.
2. Enable access across Bridgend railway footbridge for buggies, disabled scooters, adapted cycles, as well as able bodied pedestrians; by dropped kerbs at Caledonian Place and Bridgend and removal of barriers. This is the only direct traffic-free access point across town and is underused. The Equality Act 2010 states “reasonable adjustments” should be made to enable access.
3. Replace 3 steps with a ramp on the path from Caledonian Place to Tesco car park beside the railway. Cut back the encroaching vegetation.
4. Information/signposting routes from station and town centre
5. Crossing point for pedestrians from Beech Road over Perth Road to bus stop by Darn Road.
6. The bus stop by the Bowling Club needs some sort of seating bar.
7. Key footpaths need seasonal clearing for leaves or ice; eg to main bus stops along Perth Road, golf club steps.
8. Although most of the changes at Fourways roundabout help walkers and novice cyclists to negotiate the traffic, the new bollard in the cycle lane travelling south is a sudden hazard to cyclists on the road, requiring sudden merging into traffic to avoid it.
9. Cycle lanes on Perth Road south require more width away from door zone of parked cars, and continuation of lane/or warning to merge before kerb end at roundabout to Dunblane Centre and M&S.
10. Cycle Lanes on Perth road to north require continuation from Dunblane Centre roundabout up to Fourways roundabout.
11. Extend 20 mph from Fourways Roundabout to High Street and Glen Road – NCN 765.

Riverside path from Millrow to Memorial bridge

This section of path has collapsed, restricting access to the river from town. It offered an attractive level traffic free path for walkers, younger cyclists and wheelchair users from/to the town centre and Millrow carpark.

12. Restore the collapsed riverside path.

East Dunblane school routes

Improve paths to help children and families to walk, cycle and wheel buggies on routes to Newton and St Mary's schools. Improve disabled access to bus stop and along paths.

13. North Ochiltree East from the bustop to the path through Newton Park to school requires a 25 metres extension of the sealed path to replace muddy grass.
14. North Ochiltree West core path to Ledcameroch requires 25 metres link of sealed path over muddy grass.
15. Bogside/Perth Road/Ledcameroch Gardens – A crossing point to the bus stop and a wider pavement from Ledcameroch gardens, would assist current and proposed disabled residents to access local core paths and green spaces.
16. Improve/widen path from Bogside to Ramoyle and remove barriers for cycles/disability scooters.
17. Upgrade and realign the direct path from Menteith View via Newton Park to school, through the wood, avoiding steps; thus suitable for buggies and cycles.
18. Path from Newton Loan to St Margarets Loan requires two dropped kerbs
19. Newton Loan/Ochiltree crossing point – restrict parking to improve visibility for crossing,
20. Perth Road/Newton Loan/Smithy Loan - permanent crossing point required.
21. Signage on entrance to Smithy Loan warning of pedestrians and cyclists exiting.
22. Residential areas – speed restrictions to 20 mph in line with best practice.
23. Improve path from Leighton Avenue to Glen Road via Dykedale and Kennels Wood for traffic free alternatives.

Ashfield, Kinbuck to town centre – safer routes to school and local services

Safety concerns of walking and cycling along the busy B8033/Perth Road

24. From Glassingall Road underpass, upgrade the old quarry track and core path to Ashfield as a traffic free route to school and town.

Barbush/Laighhills

Restoring a no-step railway crossing and upgrading the main access paths would offer access to all and an attractive traffic free school, commuting and leisure route to town. Removing barriers across cycle paths would enable cycles and disability scooters to use them.

25. Level access across the railway, by ramps/new footbridge as assessed in a feasibility study.
26. High quality path between the Faery bridge and Laighhill Place/Cockburn Avenue for cycles, buggies and disability scooters.
27. High quality link path between Laighills and Cala estate – on boggy path by the substation.
28. Remove 8 double barriers across the cycle paths around Barbush/Cala estate – at Barbush, Alpin Drive, Cockburn Avenue, Daniel Avenue, Laighhill Place and replace with a bollard if required to deter vehicle use. Dropped kerbs are needed at Cockburn Avenue, and the playpark/Alpin Drive spur.
29. Seasonal leaf clearance at Laighhill Place.
30. NCN 765 – rotate/change the drain cover on Haining by Leighton House – wheels might get stuck.

West Dunblane - safer routes to school

Traffic congestion at school times is hazardous for walkers and cyclists on Doune Road, Old Doune Road and Wallace Road

31. Doune Road/Kilbryde Crescent - this key cross town route requires extending parking restrictions into Kilbryde Crescent, extended pavements and a crossing point to DPS.
32. Doune Road/Wallace Road/Grant Drive junction – busy, fast traffic comes from the bypass to the High School. A crossing point from Grant Drive to Wallace Road is needed (also NCN

765), and lower speeds from the bypass slip roads coming into Dunblane. This is also a popular walking and cycling route towards Doune; narrower radius of slip roads with signs warnings of pedestrians and cyclists crossing would assist them.

33. An all weather path from Murdoch Crescent across the playing field to DPS would be direct and avoid the busy traffic on Doune Road and Kinnoull Avenue.
34. Highlight the Wallace Road crossing to Kinnoull Avenue, with warning signs of pedestrians crossing.
35. A link path from new development Culdee Grove to Anchorscross would avoid the busy junction at Old Doune Road/Wallace Road for walkers and cyclists to/from Anchorscross and Bruce Avenue.
36. A crossing point on Old Doune Road near Highfields/Braemar Avenue is required. Vehicles are currently encouraged to drive into DHS and out again on Old Doune Road. (Typically 367 vehicles in 25 minutes). Earlier drop offs would reduce this heavy traffic congestion where pupils for DPS and DHS are walking and crossing Old Doune Road.
37. Remove barriers along new adjacent housing link path to DHS. Also remove the barriers to paths around Highfields/Montgomery Crescent.
38. Residential areas – extend speed restrictions to 20 mph in line with best practice.

To Doune, Callander and the Trossachs – inadequate NCN links

Access to the popular traffic free railway path to Doune is either via the muddy NCN, or direct along a busy road, or the overgrown pavement, or quiet indirect rural roads.

39. NCN 765 from the footbridge past Greenyards to Argaty link has very muddy areas which need draining and surfacing, currently impossible for cycle commuting or touring.
40. Doune Road by Stockbridge and to Argaty junction – the narrow, rough pavement is well used by walkers and cyclists but needs maintenance and pruning back of vegetation.

Direct Route South to Bridge of Allan, University and Stirling

Direct access south is very hazardous for commuting cyclists via the dual B8803 and busy A9. A high quality off road cycle path is a high priority, but meantime the following would mitigate some risks.

41. Since most of the dual carriageway from Dunblane to Keir roundabout is now single lanes, there is room for cycle lanes in both directions or on one carriageway.
42. Keir roundabout path avoids the road – need dropped kerbs across Park of Keir access road.
43. From Keir roundabout path – indicate a crossing point over dual carriageway to north carriageway to Dunblane.
44. South of Keir roundabout opposite house - drop kerb for crossing point with signage.
45. A9 south to Bridge of Allan – improve path surface, regularly cut back vegetation, drop kerbs at Lecropt junctions and at end of cycle lane (going north).
46. Sign cyclists to Station Road, Bridge of Allan via path link to Station road
47. Improve muddy section between Baxters Loan/Wanderwrang to link directly with B8033.

Dunblane via Stirling University to Clackmannanshire

Dunblane has excellent access to Clackmannanshire via Stirling University campus, and onward to Fife, Edinburgh and Falkirk.

48. Upgrade path from campus/Alexander Court to Logie church road.

Cycle Parking in Dunblane

Generally not widely available, covered, secure.

49. Assess for Health Centre, Victoria Hall, Supermarkets, Dunblane Centre, Dunblane Kids Club, High Street, Car parks, Community Halls, Schools, Hotels.

Signage

A variety of signage systems are in place which need to be reviewed to help people to walk and cycle.

Route South from Bridge of Allan to Stirling via the Carse Road and Pipe bridge at Craigforth

Improving the core path would provide a direct traffic free walking and cycling route to major employers; Prudential, Castlevue Business Park, Forth College, Raploch Campus, Dobbies, Agricultural Mart.

50. Upgrade the core path (1km) into a cycle path from phone mast at Carse Road, along east side of hedgerow, north side of trees by river and improve access to pipe bridge (ramp?) to minimise steps and flooding.

Doune to Stirling - via Cuthill Brae, Blairdrummond, Chalmerston Road, Drip bridge,

Craigforth The A84 is a busy trunk road to Stirling, with large rural attraction and employers at Camphill Blair Drummond, the Safari Park and Briarlands farm. The main road can be avoided by improving connections with the quieter Carse roads. There are also links with routes to Thornhill, Kippen and Gargunnock.

51. Signage to enable two way cycle access along George St, Doune, in line with best practice.
52. Widen pavement along A84 to shared cycle use from Muir Crescent to Teith bridge, and from Teith bridge to Cuthill Brae.
53. Improve access/surface along Cuthill Brae.
54. On A84 by the bus stops and school, extend the pavement as shared cycle path to Kirk Lane and Chalmerston Road.
55. From old Drip bridge identify crossing point to Dobbies, and improve links via Craigforth.

Stirling West - Craigforth key to North, West, South and East

Craigforth is in a key position to open up quiet cycle routes in all directions. As above to North and West, and also to the South by a direct traffic free route to Cambusbarron, and East into Stirling.

56. Upgrade the track surface of North Kersebonny Road to cross the A811 to Kersebonny Road and Cambusbarron.

Dobbies/Craigforth to Raploch and Stirling town centre

This important short link needs to be improved for cyclists and pedestrians, and barriers on new paths prevent access by legitimate users. Perhaps the Park & Ride bus could extend to Dobbies.

57. Complete/improve path under motorway/or beside A84 to link with the paths to Forth Valley College.
58. Replace the barriers on the new paths with a bollard if required.
59. The steps on the riverside path from Forth Valley college to Raploch need a ramp beside them to improve access for cycles and disability scooters.

Stirling Station bridges, Forthside bridge and access through town centre

The Stirling Gateway project will hopefully address some of the problems of safe/easy cycle access around the station and town centre and integration with public transport hubs. There are also opportunities to improve strategic links with Craigs roundabout and Forthside.

60. Cycle channels up Stirling station steps, lift to Alloa line. Ramp on Forthside bridge would mitigate 48 steps and operational problems with the lift. Link routes from Colquoun St through Burghmuir paths/Goosecroft Road, west side of the railway (via new station car park) to station, and to the east side of the railway behind STEP to Forthside.

6. Stirling strategic missing links

It is beyond the scope of this report to detail more missing links within Stirling, beyond their relationship with travel from Dunblane. However it is worth noting the strategic missing links to the East, West and South, as well as to the North of Stirling.

Stirling to Clackmannanshire

61. Priority cycle links are missing between Stirling and Clackmannanshire via Manor Powis roundabout to NCN 76, along A804 Causewayhead/Cambuskenneth
62. and along A91 Springkerse Retail Park. Discussions are taking place regarding one or both? of these.

Stirling to Western villages and Trossachs from Cambusbarron

63. Touch road provides a good alternative to part of the busy A811, but then there are missing links into Gargunnock, Kippen, Arnsprior, Buchlyvie and the Trossachs. These would provide important Community Links and major tourist opportunities along the “Kings Highway”.

Stirling to South to Denny/Falkirk and Canal NCN 754

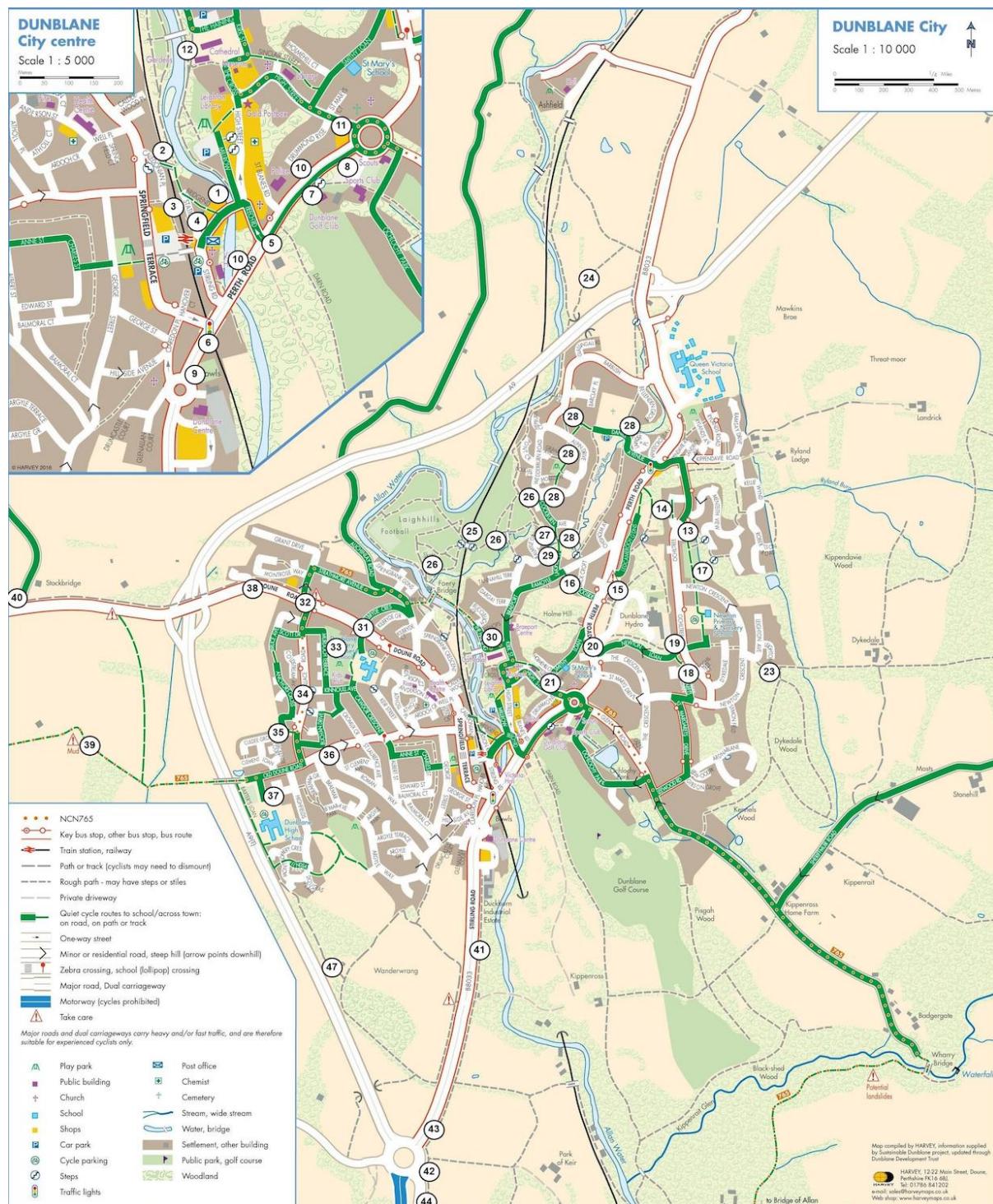
64. The Pirnhall junction, motorways, A9 and A872 create significant barriers to cycling south of Stirling to FVRH, nearby communities, and nearby tourist hotspots along the canal NCN 754.

7. Conclusion

This report highlights some specific low cost opportunities to enhance the path networks to make walking and cycling to school, work, shops, leisure and public transport more safe, convenient and attractive. Increasing active travel and reducing dependence on cars, improves health, inclusion, the environment and the local economy. People will use good infrastructure, but they also need to know that it exists. The green travel map helps to show what is in place now, and good signage would also encourage people to explore. Dunblane and the rural area are well positioned to attract the growing market in walking and cycling tourism.

Dunblane's historic green spaces, path networks and good strategic links offer excellent potential, but can easily be lost through piecemeal development and lack of maintenance. Coordination between local groups, planners and funders would help to protect and improve networks to benefit local people and visitors.

Proposed Improvements - Dunblane City



Proposed Improvements - Dunblane Area

