

# KIRKHILL PRIMARY SCHOOL, NEWTON MEARNS

SCHOOL TRAVEL PLAN  
VOLUME 1 – APRIL 2007



## **Introduction**

### **Kirkhill Primary, Newton Mearns**

Kirkhill Primary School is situated within a residential area on the eastern edge of Newton Mearns. It is a large modern primary school, which currently has a school roll of 544 pupils.

The local traffic distributor road, Mearns Road lies to the north and west of the school and carries a large volume of traffic throughout the day. Broom Road East is another busy road which lies to the west of the school.

School Crossing Patrollers currently operate on Broom Road East at its junction with Kirkhill Road and Mearns Road near its junction with Broom Road East.

Kirkhill Primary School is one of the first schools in East Renfrewshire to undertake their School Travel Plan. The Council is offering support to the school in terms of personnel and funding for road safety improvements.

### **What is a School Travel Plan?**

A School Travel Plan (STP) is a document written by the school with input from interested parties, such as teachers, pupils, school travel co-ordinator, Police, local Councillor and parents. The document outlines the schools needs and problems regarding travel to school with the aim to address related issues.

School Travel Plans are not just about transport though, they are also about improving health, broadening education, improving the environment, contributing to the community and combating social exclusion. Improvements may therefore cover a range of areas including physical changes to the area around the school, curriculum work, promotional events, raising awareness, training and so forth.

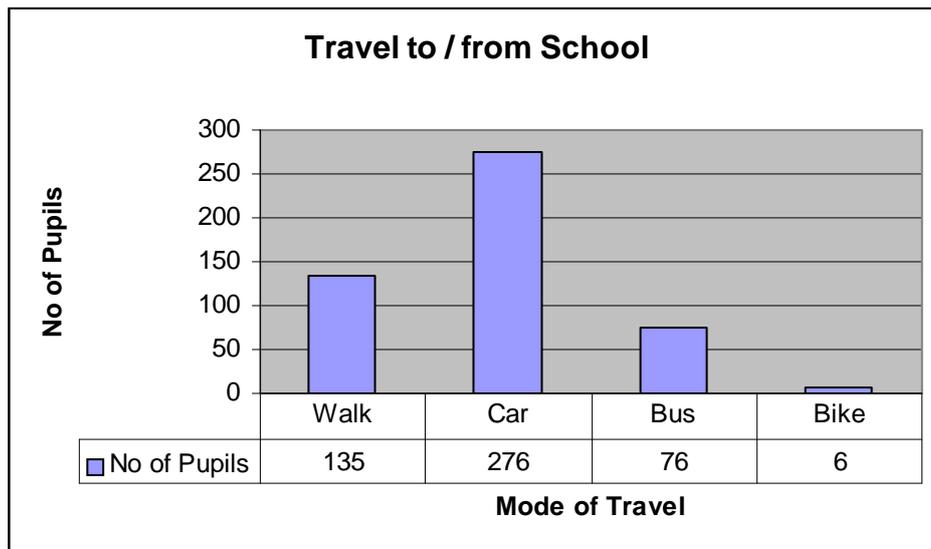


## Identifying Travel Trends

In February 2006 over 500 pupils completed a travel survey questionnaire which asked about their existing and preferred mode of travel, distance travelled to school and safety concerns on the school run. Not all pupils answered all the questions, therefore the number of respondents differ from question to question. Below is a brief summary of the main findings of the survey:-

The pupils were asked how they currently travel to / from school and the results are as follows:- of the respondents currently 276 (56%) pupils are currently driven to / from school, 135 (27%) pupils currently walk to / from school, 76 (15%) pupils are bussed to school and 6 (1%) of pupils cycle to school.

The walking percentage is less than half and the driven percentage is more than double the national average. This may be in part due to traffic danger. Car ownership rates are also significantly above the national average.

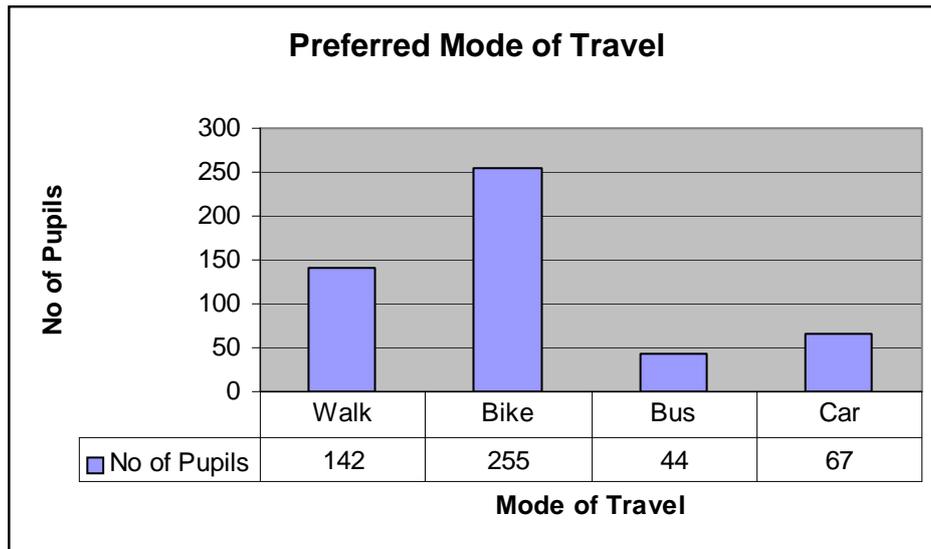


The above table will be used as base figures to set targets and objectives for the travel plan. It is proposed to re-survey the pupils in the future once travel initiatives outlined in this document are up and running in order to gauge progress that has been made.



## Preferred Mode of Travel

The pupils were asked what their preferred mode of travel to school would be and interestingly, the results are as follows:- 142 (28%) pupils would like to walk to school, 255 (50%) pupils would like to cycle to school, 67 (13%) pupils would like to be driven to school, 44 (9%) would like to be bussed to school. These statistics are encouraging as it shows that 78% of respondents would like to travel to school by sustainable means (walking or cycling).



- 97% of pupils own a bike. This figure is above the national average of 85% for school children. 99% of parents own a car, this is significantly above the national average.



## **Summary of the School's Transport and Road Safety Concerns**

- The current level of pupils being driven to school makes it more dangerous for pupils who walk to school. The current level of vehicular traffic and the associated safety risk may be preventing more pupils from walking.
- Parents parking in teacher's car park.
- Parents parking around the bus-bays make it difficult for the bus to access its space safely.
- Indiscriminate parking around both entrances to the school:-
  - Parking on 'KEEP CLEAR' and 'SCHOOL KEEP CLEAR' markings.
  - Parking on the footways.
  - Driving on the footways.
- Volume of traffic parked at both school entrances makes it difficult for pupils who currently walk to school to cross the road safely. Parked cars restrict visibility making it more difficult to cross.
- Local residents have expressed concern that parents on the school run are, on occasion, restricting access to their properties.
- Many parents waiting to collect their children are leaving their engine running causing localised pollution.

These concerns are sending negative messages to the children regarding the importance of sustainable travel and environmental problems.

## **Aims of the Kirkhill Primary School Travel Plan**

- To improve pedestrian safety in and around the school.
- To encourage more local pupils to walk and cycle to school.
- To discourage indiscriminate parking practice around the school.
- To raise awareness amongst pupils, parents and staff of the wider health and environmental problems associated with increased car use.
- To raise awareness amongst pupils, parents and staff of the health benefits of walking, and cycling to school.
- To ensure those pupils, parents and staff are supported and encouraged to make positive, healthy travel choices.
- To improve the local environment for everyone by reducing pollution, congestion and addressing safety issues around the school and the schools car park.
- To ensure parents are aware of, and adhere to, Kirkhill Primary's School Travel Policy.



## **Kirkhill Primary - School Travel Policy**

- Kirkhill Primary would like to reduce levels of car emissions around the school. Parents who drive to school are encouraged to switch off their engines whilst waiting for pupils.
- Parents are encouraged not to park on footways, as this can be dangerous for pupils walking on footways. Parking close to the school also restricts visibility for pupils crossing the road.
- Restricting access to bus-bays is strictly forbidden.
- Parents are encouraged to car-share when possible. This reduces emissions and congestion around the school.
- Pupils will have the option of cycling to school if:-
  - :- they have passed their cycling proficiency training.
  - :- their parents sign a disclaimer that they are happy with their child cycling.
  - :- they wear a high visibility reflective vest (supplied by the council).
  - :- the pupils promise to cycle responsibly at all times and dismount on approach to the school.
  - :- cycling is not permitted inside school grounds.
- Park and Stride:- Older pupils are expected to walk at least part of the way to school to reduce congestion around the school gates.

## **Proposals to Improve Road Safety**

- A part-time 20mph speed limit will be implemented around Kirkhill Primary. This enforceable speed limit would cover all approaches to the school. The reduction in the speed limit from 30mph to 20mph will apply when pupils are either going to or returning from school. Road users will be alerted to the change in the speed limit by flashing amber lights in the corners of the 20mph part-time speed limit signs. This is an enforceable speed limit.
- Bollards and pedestrian guard-rail will be considered on Kirkvale Court to prevent vehicles driving on the footway.
- 'Park and Stride' - Parents who drive to school are encouraged to drop pupils off remote from the school to reduce congestion levels around the school gates (improving road safety for other pedestrians) and to improve the fitness of the children.
- Pupils to design banners to hang from the school railings to remind parents to park responsibly.



## Summary of Objectives and Proposals

<b>Objectives</b>	<b>How</b>	<b>By When</b>	<b>Who</b>
Sustain number of pupils passing cycling proficiency test at over 90%.	* Teachers and parent helpers will assist pupils with training prior to cycling proficiency tests. Improve trainer to pupil ratio.	Ongoing	Teacher and Parent helpers
	<b>Cost:- N/A</b>		
To encourage an improvement in the number of pupils walking to and from school. Target 34% by summer 2008.	* Set up additional 'walking bus' to serve school.	Ongoing	Teachers, Pupil Council, Parent Volunteers
	* Identify 'Park & Walk' or 'Park & Stride' drop-off and collection zones.	Ongoing	Teachers, Pupil Council, Greg Brown – School Travel Co-ordinator
	* Whole school take part in 'Walk to School' week events.	Twice annually (May and October).	Pupils
	* Look into setting up pedometer projects to encourage walking.	Ongoing	Active Schools Co-ordinator, Teachers Greg Brown – School Travel Co-ordinator to provide pedometers and walking resources.
	<b>Cost:- To be met by East Renfrewshire Council</b>		
To reduce level of traffic congestion around school at the beginning and end of the school day.	* Encourage use of 'Park & Walk' initiative and car sharing.	Ongoing	Whole School.
	* Stop parking on footways surrounding school. ERC to produce leaflet to discourage poor parking practice.	Ongoing	East Renfrewshire Council Community Police
	* Pupils to design banners and posters to discourage school-gate parking and promote healthy travel.	Ongoing	Pupils
	<b>Cost:- To be met by East Renfrewshire Council</b>		

<b>Objectives</b>	<b>How</b>	<b>By When</b>	<b>Who</b>
To improve road safety around school.	* Install part-time 20 mph speed limits;  * Consider guard-rail or bollards on Kirkvale Court.	April 2007  Ongoing	Greg Brown – School Travel Co-ordinator  Greg Brown – School Travel Co-ordinator
	<b>Cost:- To be met by East Renfrewshire Council</b>		
To encourage pupil, parent and teacher awareness of road safety and safe travel to and from school.	* Develop school policy and programme of study for P1 to 7 on road safety, establishing link with Health Promoting School and Eco-Schools	Ongoing	Teachers, Community Police
	* Involve the 'Junior Road Safety Officers' and undertake Street-Sense.	Ongoing	Teachers, pupils
	* Promote sustainable travel through educational theatre.	Ongoing	Greg Brown – School Travel Co-ordinator
	* Whole school 'health promotion week'.	Ongoing	Teachers and pupils, J.R.S.O's
	<b>Cost:- To be met by East Renfrewshire Council</b>		
Encourage an increase in the numbers of pupils cycling to school	* Install additional cycle parking facilities.	To meet demand	Greg Brown – School Travel Co-ordinator
	* Consider 'Cycle Skills' training for P5 pupils.	Ongoing	Active School Co-ordinator
	* Supply reflective tabards to cyclists	When Required	School Travel Co-ordinator
	* Additional training	Ongoing	Road Safety Training Officer, Active School Co-ordinator
	* See Kirkhill Primary cycling policy.		
	<b>Cost:- To be met by East Renfrewshire Council</b>		
Raise awareness of sustainable travel initiatives and encourage new ideas from the pupils.	* Create and update section on school wall for school-travel issues.	Ongoing	Pupil Council, Eco-Council, J.R.S.O's.
	* Start up a school travel suggestion box.	Summer 2006	Kirkhill Primary Office Staff, J.R.S.O's
	<b>Cost:- N/A</b>		

<b>Objectives</b>	<b>How</b>	<b>By When</b>	<b>Who</b>
Park and Stride	* Identify locations where pupils can be dropped off to walk remainder of way to school eg. Broom Church and Broom shops.	Ongoing	School Travel Co-ordinator, Pupils, Teachers
	<b>Cost:- N/A</b>		
'Fit Friday'	* Pupils are given stamps if they travel to school by sustainable means. Stamps become credits for Friday Funday activities.	Ongoing	Pupils, Teachers
	<b>Cost:- To be met by East Renfrewshire Council</b>		

### **Evaluation and Monitoring**

- In order to gauge progress and to see if targets have been met, it will be necessary to re-survey the pupils every year. It will not be necessary to complete questionnaires in the future; a simple 'hands-up' survey will be adequate to compare travel figures with our existing figures.
- Following each annual survey, a meeting should take place between all interested parties and a brief progress report compiled identifying where actions have been completed and the impact of these in meeting targets. If a target is not met, the school will review that section of the plan and revise it if necessary.

