

EAGLESHAM PRIMARY AND NURSERY

SCHOOL TRAVEL PLAN VOLUME 2 - MARCH 2010



INTRODUCTION

The way we travel has a huge impact on our economy, health, environment, and the resources available for future generations. In 2007 road transport in Scotland accounted for approximately 25% of Scotland's carbon dioxide emissions. The transport sector also generates other environmental impacts like airborne and waterborne pollutants. For these reasons it is easy to understand why encouraging more efficient, convenient and sustainable travel is important.

It is estimated that one-fifth of all vehicles on our roads at 08.50am are involved in school travel and of course, the challenge is to put sustainable transport measures into practice - for example; by providing the information, support and infrastructure to help those travelling to and from school to choose to walk, cycle, take public transport, or trip share more often than they currently do.

EAGLESHAM PRIMARY and Nursery School

Eaglesham Primary School is a non-denominational primary school run by East Renfrewshire Council. The school teaches Nursery to Primary 7 pupils from age 5-11. The school catchment takes in approximately 440 pupils at present and Eaglesham is a feeder school to Mearns Castle High.

Eaglesham has a strong Eco Schools committee which is very popular amongst pupils and the school has attained a silver award from Eco Schools Scotland. The school also has a resident 'Active Schools' Coordinator, Barry Cook, whose role it is to encourage and support opportunities for pupils to take part in regular physical activity. Eaglesham has also recently appointed two Junior Road Safety Officers who are tasked with raising awareness of road safety issues amongst their fellow pupils. These initiatives are supported by an active Parent Council which meets monthly.

The school can be accessed from Cheapside Street via Bowling Green Lane and via the main entrance on Strathaven Road. Two school crossing patrollers operate in the vicinity of the school. Pedestrian crossing facilities are available at the Cheapside Street / Gilmour Street traffic signalised junction.

The recent construction of the M77 and Glasgow Southern Orbital has resulted in a significant reduction in through traffic and HGV movements through the village making it a more attractive environment for walking and cycling to school.

Existing Infrastructure

Local streets already have a number of measures in place in to help ensure a safe environment for pedestrians, cyclists and children travelling to school. These measures include:

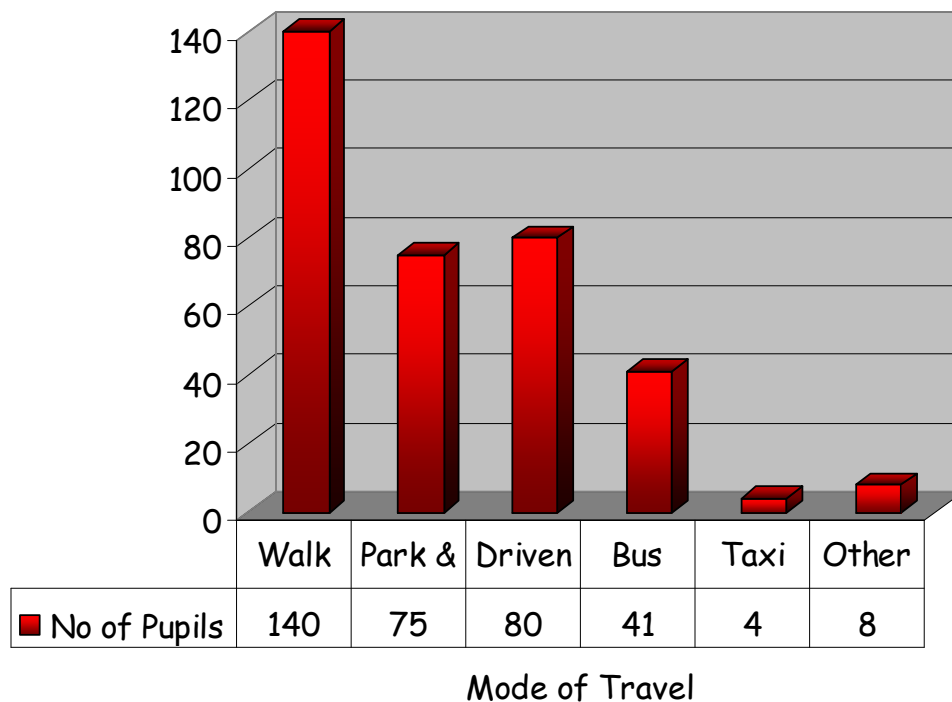
- A part-time 20mph speed limits outside the main entrance to the school;
- 'SCHOOL KEEP CLEAR' markings outside the school;
- Bollards to prevent cars from mounting the footway;
- The traffic signals have pedestrian phases on all legs.



Assessment of Current Travel Trends

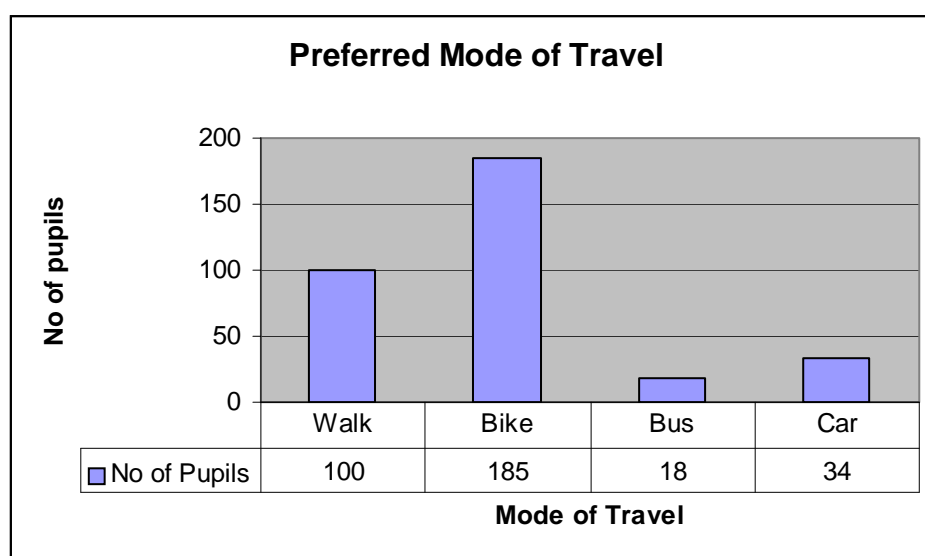
Parents were asked how their child or children usually travel to school (Fig 1 - School Travel, Sept 2009). 40% of respondents replied that their child usually walked to school. 23% of parents indicated that their child or children usually travel to school by car. 22% currently park remotely from the school and walk the rest of the way on foot. No pupils cycled to school on the day of the survey which is disappointing given the excellent results the school obtained in the Scottish Cycle Training Scheme and the suitability of the village for cycling. However, by committing to additional training in P5 it is envisaged that cycling levels will increase.

Fig 1 - Existing School Travel Trends



Preferred Mode of Travel

The pupils were asked what their preferred mode of travel to school would be and interestingly, 30% of pupils would like to walk to school, 55% of pupils would like to cycle to school, 10% of pupils would like to be driven to school, 5% would like to be bussed to school. These statistics are encouraging as it shows that 85% of respondents would like to travel to school by sustainable means (walking or cycling).



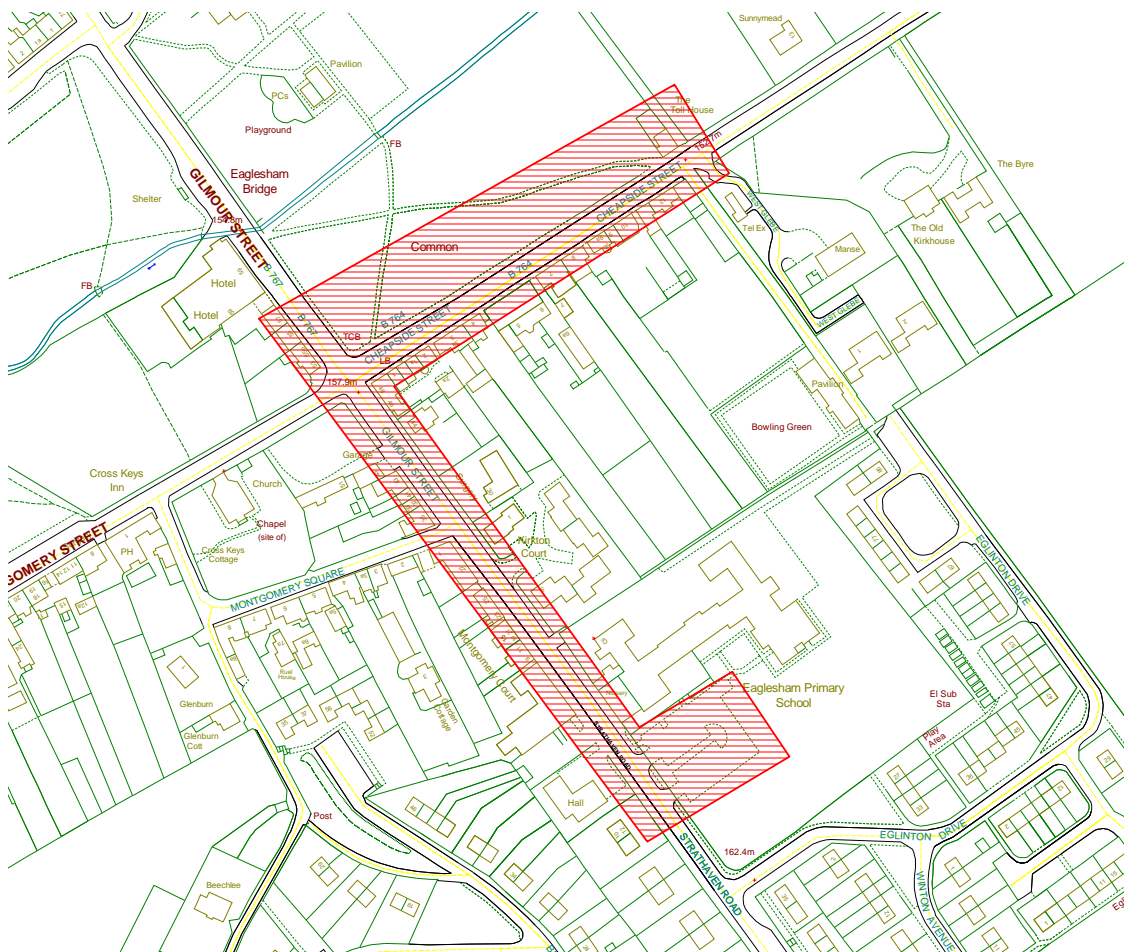
Additional Survey Information

- 97% of pupils own a bike. This figure is well above the national average of 85% for school children. 99% of parents own a car; this is also significantly above the national average.
- Pupils who are driven to school cited distance as the main reason, followed by time and parents dropping off on the way to work. Whilst these pupils, many of whom are from Waterfoot, cannot feasibly walk to school it is feasible for them to walk part of the way to school, for example parents can drop their pupils off at Walking Bus stops. This would give the pupils exercise and reduce congestion around the school gates.

- Pupils were asked to identify traffic dangers around the school. These were:- congestion around the school gates, lack of segregation in the car park, parking on bus-bays / yellow zig-zag lines. The pupils also noted the speed of traffic and the difficulty crossing the road between parked cars outside the school entrance.

Park & Stride Initiative

A Travel Plan is not an anti-car exercise as Eaglesham Primary fully understand that some pupils have to be driven to school for various reasons. We encourage parents who do drive to school to park outwith the zone shown on the plan below. This will reduce congestion levels outside the school gates and give the pupils a bit of exercise.



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 currently walk to school. Parents who drive to school are encouraged to park remote from the front gates.
- Traffic congestion on Strathaven Road outside the school gates.
- Volume of traffic parked around the school gates at peak times make it difficult for pupils who currently walk to school to cross the road safely.
- Cars waiting to collect pupils are often waiting with their engines running. This practice is causing localised air pollution.
- Parents parking on the yellow 'SCHOOL KEEP CLEAR' markings.
- Double parking is taking place in the school car park. This practice can lead to cars being blocked in.

Aims of the Eaglesham Primary School Travel Plan

- To improve pedestrian safety in and around the school.
- To encourage more local pupils to walk to school.
- To increase and maintain numbers cycling to school.
- To discourage indiscriminate parking practice around the school.
- To raise awareness amongst pupils of the wider health and environmental problems associated with increased car use.
- Raise awareness of the health benefits of walking and cycling to school.
- To improve the local environment for everyone by reducing pollution, congestion and addressing safety issues around the school.
- To ensure parents are aware of, and adhere to, Eaglesham Primary's School Travel Policy.

Eglesham Primary - School Travel Policy

- Eaglesham Primary would like to encourage parents who drive to school to switch off their engines whilst waiting for pupils. This will reduce the amount of localised pollution around the school.
- P6 and P7 Pupils will be encouraged to cycle to school if:-
 - :- they have undertaken cycling proficiency training.

- :- their parents sign a disclaimer that they are happy with their child cycling.
- :- they wear high visibility reflective clothing (supplied by the council).
- :- the pupils promise to cycle responsibly at all times.

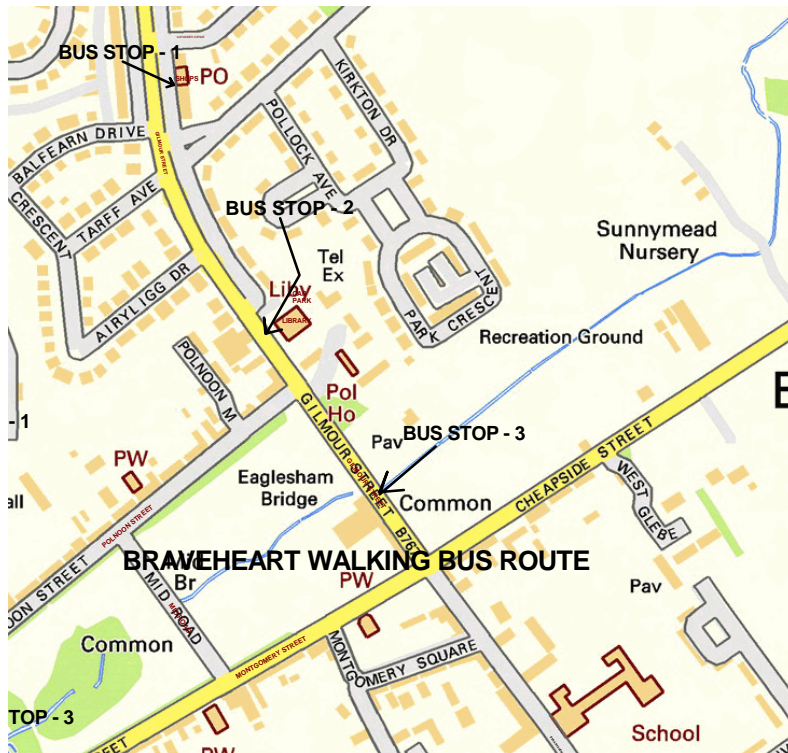
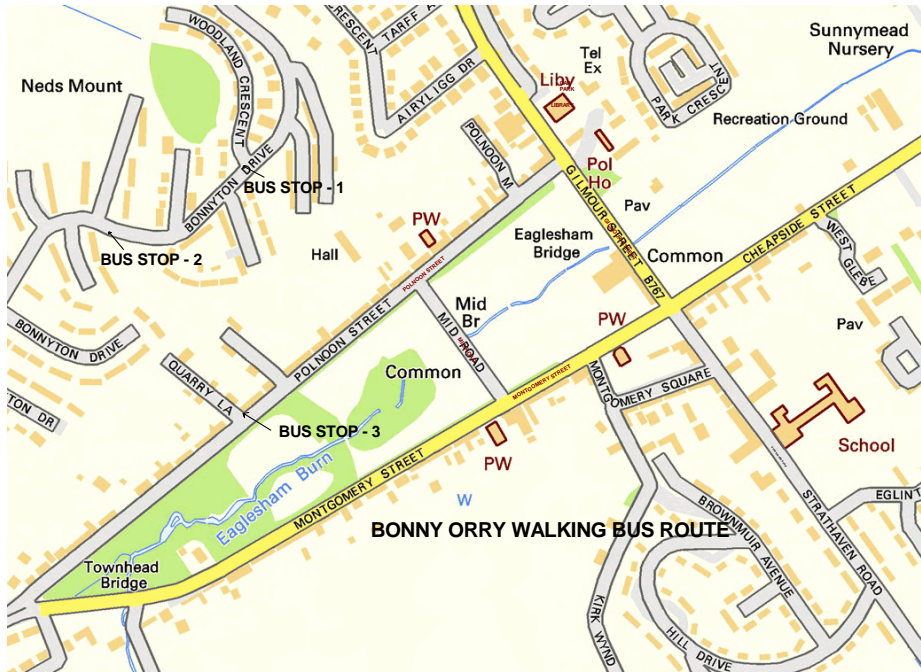
NB// Pupils of all year groups are allowed to cycle/scooter to school at their parents/guardians discretion.

- Parents are encouraged to car-share when possible. This reduces emissions and congestion around the school.
- Parents are encouraged not to park on footways, as this can be dangerous for pedestrians. Parking close to the school restricts visibility for pupils crossing the road.
- 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

- Two walking buses have been running every Monday and Tuesday morning since May 2008. This is thanks to the dedication of the parent volunteers. One bus runs from outside the shops on Gilmour Street to the school. The other bus runs from Bonnyton Drive. Maps of the walking bus routes and bus stops overleaf. If you would like to participate or find out more information on the Walking Bus, please contact Holly Bayton at the school.
- Look to upgrade/maintain local path networks.
- Ensure road markings are in good order.
- '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. Walking Bus stops are potential 'Park and Stride' sites.
- Pupils to design banners to hang from the school railings to remind parents to park responsibly.

Walking Bus Routes



Summary of Objectives and Proposals

<u>Objectives</u>	<u>How</u>	<u>When</u>	<u>Who</u>
Look to sustain cycle proficiency pass rate at over 90%.	* Active schools co-ordinator (ASC), teachers and parent helpers will assist pupils with training prior to cycling proficiency tests.	Annual review of pass rate	Teachers and Parent helpers
P5 pupils will complete cycle skills training.	* School Travel Co-ordinator to train trainers to train pupils.	Ongoing	Greg Brown - Schools Travel Co-ordinator (STC), Teachers and Parent helpers
School to register for Cycling Scotland "Cycle Friendly School" award.	* Online registration	Ongoing	Cycling Scotland, School Travel Co-ordinator (STC)
Increase cycling levels.	* Engage with organisations such as Sustrans and Cycling Scotland. Look to organise cycling events.	Ongoing	Teachers, Active School Co-ordinator (ASC)
	* Install cycle parking to meet demand.	New stands installed July 2008	East Renfrewshire Council (ERC)
	* Continue to monitor cycle usage via the Cycle Register.	Ongoing	Pupils
	* Move P6 cycle training from playground to on-road.	April 2010	ASC, STC, Parent Volunteers, Teachers

	<u>Cost To be met by East Renfrewshire Council</u>		
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<u>Objectives</u>	<u>How</u>	<u>When</u>	<u>Who</u>
To improve safety around school.	* Install part-time 20 mph speed limits;	Completed	Greg Brown - School Travel Co-ordinator
	* Reduce congestion by encouraging sustainable travel and sensible parking.	Ongoing	Whole School
	* Ensure road markings in good order.	Refresh markings as required	ERC
	<u>Cost To be met by East Renfrewshire Council</u>		
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-School projects.	Ongoing	Whole School
	* Continue to support 'Junior Road Safety Officer' scheme.	Ongoing	Eaglesham Primary, Road Safety Training Officer, Louise Murphy - JRSO
	<u>Cost To be met by East Renfrewshire Council</u>		
Link Travel Plan activities with Eco-school project	* Liaison between Eco-school and Travel Plan staff to ensure continuity.	Ongoing	Holly Baton - Principal Teacher
	<u>Cost To be met by East Renfrewshire Council</u>		

<u>Objectives</u>	<u>How</u>	<u>When</u>	<u>Who</u>
To reduce level of traffic congestion around school at the beginning and end of the school day.	* Encourage sustainable travel, car sharing and parking away from the school gates.	Ongoing.	Whole School
	<u>Cost To be met by East Renfrewshire Council</u>		
To encourage an improvement in the number of pupils walking to school. Target 50% by summer 2011.	* Maintain and build upon the success of the schools walking buses.	Ongoing	Holly Baton - Principal Teacher
	* Whole school take part in 'Walk to School' week events.	May and October	Whole School
	* Class based pedometer projects.	Ongoing	ASC
	* Devise incentive based green travel ideas.	Ongoing	Whole School STC, ASC
<u>Cost To be met by East Renfrewshire Council</u>			
Undertake 'Travelling Green' with P5 pupils	* This resource encourages and raises awareness of the many benefits of sustainable travel	Ongoing	P5 Pupils, Teachers
	<u>Cost To be met by East Renfrewshire Council</u>		

Evaluation and Monitoring

- Subsequent annual 'Hands Up' survey data will be used to record trends in travel behaviour and assess progress that has been made.
- Following each annual survey, a meeting will take place between all interested parties and a report compiled to assess the Travel Plan and revise it as necessary.

