



**ST MARKS PRIMARY SCHOOL**  
**SCHOOL TRAVEL PLAN**  
**FEBRUARY 2011**



## **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.

## **ST MARKS PRIMARY**

St Mark's Primary School is a Roman Catholic denominational primary school run by East Renfrewshire Council. The school teaches Primary 1-7 pupils from age 5-11. The school catchment takes in approximately 247 pupils and St Mark's is a feeder school for St Luke's High School.

St Mark's have a strong Eco Schools committee which is very popular amongst pupils and the school is working towards its fourth Eco School's green flag. The school has a resident 'Active Schools' Coordinator, Kirsteen Torrance, who's role it is to encourage and support opportunities for pupils to take part in regular physical activity. In October 2009, Kirsteen applied to the Energy Saving Trust for a grant of consultancy assistance to assist in formulation of this plan. More recently Kirsteen has set up a 'Go-Active' walking project whereby pupils who walk to school build up credits that can be exchanged for Silverburn vouchers.

St Mark's has also 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 regularly.

## Access to School

St Mark's Primary School can be accessed on foot, by bicycle, public transport and by car, or by a combination of these modes or transport. The normal school day starts at 9:00am and finishes at 3pm with school activities occasionally running until 5pm. There is a breakfast club available from 8:30am and supervised arrival starts from around this time every school day.

Pedestrian provision within Barrhead and in the immediate vicinity of St Mark's Primary School is generally good. Local streets generally have well lit and well maintained pedestrian footways. There are also a number of local off road footpaths which may provide convenient routes to school including those through Auchenback Community Park (see photo below) and to St Luke's High School from nearby Divernia Way. For more information see:

[http://www.gobarrhead.co.uk/assets/GoBarrhead\\_MapLeaflet\\_WEB.pdf](http://www.gobarrhead.co.uk/assets/GoBarrhead_MapLeaflet_WEB.pdf)



## **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:

- 20 mph speed limits on a number of local streets. The chance of a child being seriously injured or killed if hit by a car travelling within the speed limit is significantly reduced compared with a car travelling at 30 mph or more;
- A part time 20 mph is in effect outside the school during school peak hours;
- Speed cushions on Roebank Drive (see Figure 9 above);
- Yellow lines on Roebank Drive to prevent cars parking near the school;
- 'Keep Clear' road marking at the junction of Fenwick Drive and Roebank Drive;
- A school crossing patrol outside the main entrance to the school each morning, and;
- Bollards to prevent cars from mounting the footway.

## **Illegal and Inconsiderate Parking at School Start and Finish**

A large number of cars are regularly parked on yellow zig zags road markings and double yellow lines on Roebank Drive as well as on the 'Keep Clear' on Fenwick Drive. Vehicles are also frequently parked on pedestrian footways near the school. Such illegal and inconsiderate parking not only creates an unsafe environment for children walking to and from school, as well as for other vulnerable pedestrians such as the elderly or disabled, but it also teaches and reinforces poor road safety skills by necessitating children cross between parked cars.

## **Public Transport**

There is a bus stop located directly outside St Mark's on Roebank Drive. The stop is served by Arriva bus services 1 and 3 to/from Paisley and to/ from Glasgow, respectively. Services are regular (every 10-20 minutes), start before 7am in the morning and finish after 7pm at night. Travel times are time competitive with the See: [http://www.spt.co.uk/wmslib/Documents\\_Bus/spt\\_bus\\_map\\_jul09.pdf](http://www.spt.co.uk/wmslib/Documents_Bus/spt_bus_map_jul09.pdf) for full details.

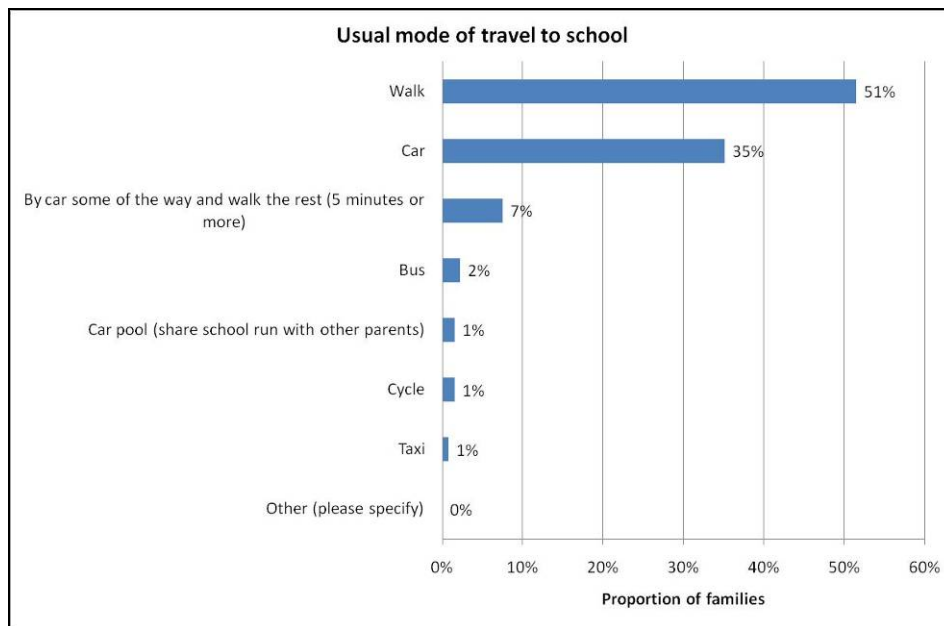
Information the full range of public transport services available to the whole school community can be found by using the free journey planning services offered by Traveline Scotland: <http://www.travelinescotland.com/> or Transport Direct: <http://www.transportdirect.info>. Each of these websites allow users to plan any public transport journey within Scotland and from Scotland to the rest of the UK and they provide up to date and impartial information on how to get to a chosen destination by the quickest public transport mode. The Traveline service is also available by phoning: 0871 200 22 33 and Transport Direct allows users to plan car journeys as well as public transport journeys or journeys comprising both.

## **Car Sharing**

Encouraging staff to share a lift with a colleague and parents to share the school run with other parents is another way to help reduce car traffic outside the school gates. SPT operate an online journey sharing service for the whole of greater Glasgow including Barrhead. This online service helps users match up journeys by car, taxi, on foot or by cycle. It is free to join and offers users guidance on safety and forming a successful journey sharing arrangement. St Mark's Primary School should actively promote lift sharing to school staff to reduce the demand for car parking at the school. This could include the significant financial savings lift sharers can enjoy. More information can be found at: <https://spt.liftshare.com/>.

## Assesment of Current Travel Trends

Parents were asked how their child or children usually travel to school. A little over half of respondents (51%) replied that their child or children usually walked to school. However just over a third (35%) of parents indicated that their child or children usually travel to school by car (see Figure 1 below).



**Figure 1 – Usual mode of travel to school**

7% of parents reported that they usually park a distance from the school and walked the rest of the way, 1% indicated that their child or children usually cycle to school and the remaining 4% usually car pool, take the bus, or take a taxi to school.

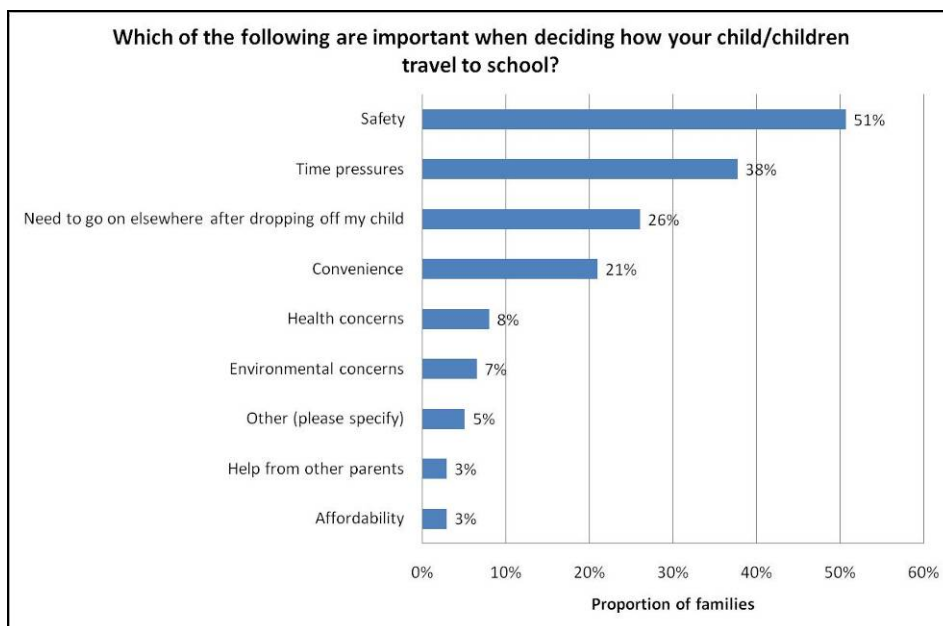
St Mark's were keen to find out if travel patterns varied as this gives an idea of what kind of alternative travel options are available.

57% of parents whose children usually travelled to school by car indicated that their children occasionally walked to school, a further 9% occasionally cycle and 13% occasionally travel by bus. If the St Marks Travel Plan can help these families walk, cycle or take the bus to school more often this could result in a reduction in the number of cars outside the school gate by more than 50%.

## Assesment of Current Travel Trends - Continued

Parents were asked which factors were important when deciding how their child/children travel to school in the morning. Figure 2 (below) shows which factors were identified most frequently. These are:

- Safety (51% of parents);
- Time pressures (38% of parents);
- Need to go on somewhere else after dropping off my child (38%), and;
- Convenience (21%).



**Figure 2 - Important factors when deciding how their child/children travel to school**

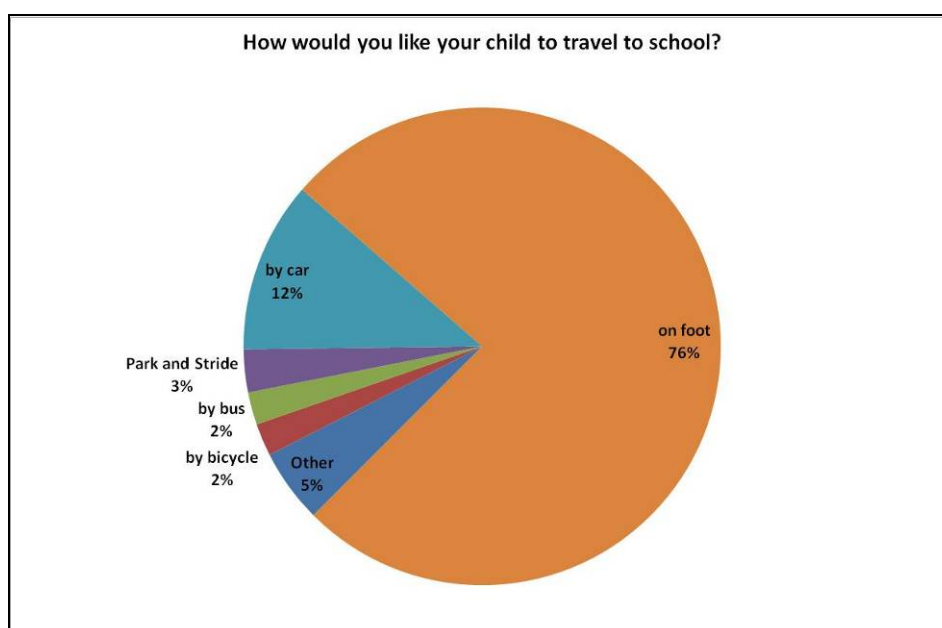
When asked if their children experienced any problems on the journey to school:

- 41% of parents said that there was 'too much traffic near the school gates';
- 39% said that there was a 'lack of parking near the school';
- 36% experienced 'congestion', and;

- 21% experienced 'difficulties in crossing safely to the school'.

### **Assessment of Current Travel Trends - Continued**

Parents were asked how they would like their children to travel to school. As can be seen from Figure 3 below, over three quarters (76%) responded that they would like their child or children to walk to school (including 57% of parents who normally drive to school). Just 12% would like their child to travel by car.



**Figure 3 - How parents would like their child/children to travel to school**

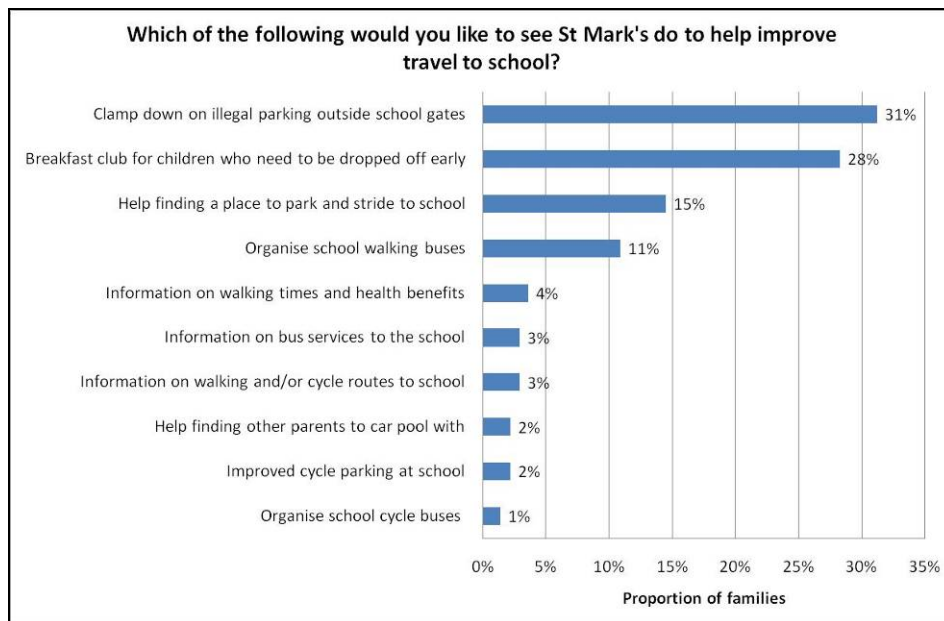
These responses are extremely positive and suggest that a significant proportion of parents would like to see a change in the way their children travel to school. If St Marks' can help these parents realise these aspirations through encouragement and support there could be a significant improvement in conditions outside the school gates.

When asked what (if anything) they would like to improve about their child or children's journey to school parents almost half (48%) replied that they would like the journey to be safer, 16% would like the journey to be less stressful and 15% would like the journey to be healthier. 18% of those parents who usually drive their child/children to school would like their journey to be more environmentally friendly.



## Assesment of Current Travel Trends - Continued

Parents were asked what kind of things they would like St Mark's to do to help improve the journey to school. Figure 4 shows which options were most popular.



**Figure 4 - What measures can improve travel to school?**

Approximately one third of parent respondents (31%) wanted to see St Mark's clamp down on illegal parking outside the school gates (including 32% of those parents who usually drive their child/children to school). 28% would like to see a Breakfast Club for children who have to be dropped off early (there is one), 15% would like help finding a place to park away from the school and walk with their child and 11% would like the school to organise a walking bus.

When asked whether they thought that a regular walk to school day was a good idea 67% of respondents replied that they did.

Parents were asked if they were interested in being a parent volunteer on a school walking bus. 19 parents responded positively and a further 27 indicated that they would 'maybe' be interested. Assuming that the parents that responded positively are indeed able to commit to walking with the walking bus on one or more days a week the survey suggests

that the pool of potential parent volunteers is likely to be sufficient to run one or more walking buses to school.

**Summary of Objectives**

OBJECTIVE	HOW	BY WHEN	WHO
Maintain cycling proficiency pass rate at over 80%	Teachers and parent helpers to train pupils prior to test	Ongoing	Teacher and parent helpers  Greg Brown - ERC to assist trainers as required
Raise awareness of sustainable travel initiatives	Create and update section on school wall for school travel issues	Ongoing	JRSO's, Eco-Committee
Increase number of pupils walking to and from school to 60% by September 2012	Identify 'Park and Stride' drop off zones  Continue to participate in 'Walk to School' week events  Consider setting up a Walking Bus	Ongoing	Teachers, Pupil's, Active School Co-ordinator (ASC)
Support those who cycle to school	Push towards 'cycle friendly school' award  Consider undertaking 'cycle skills' training for P5 pupils  Supply cyclists with reflective tabards	Ongoing	Teachers, pupil's, ASC, School Travel Co-ordinator

### Summary of Objectives - Continued

OBJECTIVE	HOW	BY WHEN	WHO
Consider undertaking 'Travelling Green' with P5 pupils	This resource encourages and raises awareness of the many benefits of sustainable travel	Ongoing	P5 pupils, Teachers
Primary to Secondary Transition:- Ensure effective continuity between P7 pupils going to S1	Encourage Community Police and St Lukes Pupils to discuss travel and personal safety issues with P7's	Ongoing	P7 pupils, Community Police, St Lukes pupil's

### 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.

## **Appendix**

Links to national programmes and initiatives that are supportive (e.g. in terms of provision of advice, information and other resources) of the goals of many of the recommendations put forward in this document:

- Energy Saving Trust: [www.est.org.uk](http://www.est.org.uk)
- Bike Week: [www.bikeweek.org.uk](http://www.bikeweek.org.uk)
- Paths to Health: [www.pathsforall.org.uk/pathstohealth/](http://www.pathsforall.org.uk/pathstohealth/)
- Road Safety Scotland: [www.road-safety.org.uk](http://www.road-safety.org.uk)
- Choose Another Way: [www.chooseanotherway.com](http://www.chooseanotherway.com)

Links to websites that provide a range of useful information:

- Travel Line Scotland - Public Transport Information: [www.travelinescotland.com](http://www.travelinescotland.com)
- UK Sustainable Transport Charity : [www.sustrans.org.uk](http://www.sustrans.org.uk)
- Walk It Glasgow : <http://www.walkit.com/glasgow/>

