

# Dollar Academy

## Travel Plan

- Final Rev A
- November 2009





# Dollar Academy

## Travel Plan

- Final Rev A
- November 2009

---

Sinclair Knight Merz  
Alberton House  
St Mary's Parsonage  
Manchester M3 2WJ  
United Kingdom  
Tel: +44 161 833 4883  
Fax: +44 161 833 4761  
Web: [www.skmconsulting.com](http://www.skmconsulting.com)

**COPYRIGHT:** The concepts and information contained in this document are the property of Sinclair Knight Merz (Europe) Limited. Use or copying of this document in whole or in part without the written permission of Sinclair Knight Merz constitutes an infringement of copyright.

**LIMITATION:** This report has been prepared on behalf of and for the exclusive use of Sinclair Knight Merz (Europe) Limited's Client, and is subject to and issued in connection with the provisions of the agreement between Sinclair Knight Merz and its Client. Sinclair Knight Merz accepts no liability or responsibility whatsoever for or in respect of any use of or reliance upon this report by any third party.

## Contents

<b>1.</b>	<b>Introduction</b>	<b>1</b>
1.1.	Background	1
1.2.	Consultation	2
<b>2.</b>	<b>Background and Site Characteristics</b>	<b>3</b>
2.1.	Site Location	3
2.2.	Local Highway Network	3
2.3.	Accessibility by Public Transport	7
2.4.	Accessibility by Pedestrians and Cyclists	7
<b>3.</b>	<b>Existing Transport Issues</b>	<b>9</b>
3.1.	Introduction	9
3.2.	Vehicles dropping off / picking up for the Academy on the surrounding residential streets	9
3.3.	Vehicles dropping off / picking up for the Prep School on Back Road	9
3.4.	Bus Drop-Off / Pick-Up	10
3.5.	Staff and Year VI Parking on Residential Streets	10
3.6.	Weekend Sports Activities	10
<b>4.</b>	<b>Why produce a Travel Plan</b>	<b>11</b>
<b>5.</b>	<b>Aims and Benefits of the STP</b>	<b>12</b>
5.1.	Aims	12
5.2.	Benefits	12
<b>6.</b>	<b>Existing Travel Behaviour</b>	<b>13</b>
6.1.	Introduction	13
6.2.	Overall Travel Mode Data for Pupils	13
6.3.	The Preparatory School	13
6.4.	The Junior School	14
6.5.	Years I to V	15
6.6.	Year VI	16
6.7.	Travel Mode Data for Staff	17
<b>7.</b>	<b>Key Initiatives</b>	<b>20</b>
7.1.	Introduction	20
7.2.	Measures to Reduce Private Car Usage and Encourage Efficient	



	<b>Use of the Available Car Parking</b>	<b>20</b>
<b>7.3.</b>	<b>Improving Awareness of the Travel Plan and Sustainable Travel Options</b>	<b>21</b>
<b>7.4.</b>	<b>Measures to increase awareness of green transport issues</b>	<b>24</b>
<b>7.5.</b>	<b>Measures to improve staff and pupils health and fitness</b>	<b>24</b>
<b>7.6.</b>	<b>Measures proposed via the Masterplan</b>	<b>24</b>
<b>8.</b>	<b>The Action Plan</b>	<b>26</b>
<b>8.1.</b>	<b>School Travel Action Plan</b>	<b>26</b>
<b>8.2.</b>	<b>Aims</b>	<b>26</b>
<b>9.</b>	<b>Monitoring, Evaluation and Review</b>	<b>28</b>
<b>10.</b>	<b>Summary</b>	<b>29</b>



## Tables

Table 1	Bus Frequency
Table 2	School Bus Frequency

## Figures

Figure 1	Site Location
Figure 2	Location of Bus Stops
Figure 3	School Bus Route
Figure 4	Junior School to Year VI Drop-Off
Figure 5	Junior School to Year VI Pick-Up
Figure 6	Pedestrian Crossing Points
Figure 7	Points Highlighted as Dangerous
Figure 8	Prep School Drop-Off
Figure 9	Prep School Pick-Up
Figure 10	Pupils Mode Of Travel To School
Figure 11	Preparatory School - How Do You Travel to School
Figure 12	Preparatory School - How Do You Travel from School
Figure 13	Preparatory School - How would You Prefer of Travel to School
Figure 14	Junior School - How Do You Travel to School
Figure 15	Junior School - How Do You Travel from School
Figure 16	Junior School - How would You Prefer of Travel to School
Figure 17	Years I to V - How Do You Travel to School



Figure 18	Years I to V - How Do You Travel from School
Figure 19	Years I to V - How would You Prefer of Travel to School
Figure 20	Year VI - How Do You Travel to School
Figure 21	Year VI - How Do You Travel from School
Figure 22	Year VI - How would You Prefer of Travel to School
Figure 23	Staff - How Do You Travel to School
Figure 24	Staff - Reasons For Mode Choice
Figure 25	Staff - What Would encourage You To Walk
Figure 26	Staff - What Would encourage You To Cycle
Figure 27	Staff - What Would encourage You To Use Public Transport

## **Appendix**

Appendix A	OS Plan
Appendix B	Cycle Routes
Appendix C	Pupil and Staff Survey
Appendix D	Pupil Survey Reults
Appendix E	Staff Survey Results
Appendix F	Action Plan
Appendix G	Travel Development Plan



## Document history and status

Revision	Date issued	Reviewed by	Approved by	Date approved	Revision type
Draft	03/02/09	MWD	MWD	03/02/09	
Final	20/05/09	LM	LM	20/05/09	
Final Rev A	02/11/09	LM	LM	02/11/09	

## Distribution of copies

Revision	Copy no	Quantity	Issued to
Draft		E-mail	Dollar Academy – Justin Wilkes
Final Draft		Email	Dollar Academy - Justin Wilkes
Final		Email	CCC – C Fraser
Final Rev A		Email	CCC – C Fraser

<b>Printed:</b>	22 April 2010
<b>Last saved:</b>	2 November 2009 11:14 AM
<b>File name:</b>	I:\EUTG\Admin\Administration\staff folders\EUTG\Lucy Stamper\Dollar\Draft Travel Plan.doc
<b>Author:</b>	Amy Bean
<b>Project manager:</b>	Lucy Stamper
<b>Name of organisation:</b>	Dollar Academy
<b>Name of project:</b>	Dollar Academy
<b>Name of document:</b>	Travel Plan
<b>Document version:</b>	Final Rev A
<b>Project number:</b>	NE12094.01

# 1. Introduction

## 1.1. Background

- 1.1.1 This School Travel Plan (STP) has been prepared by Sinclair Knight Merz (SKM) on behalf of Dollar Academy to manage its transportation issues. It will provide a context in which the transport needs of the Academy can be accommodated, to achieve the operational requirements of the Academy whilst aiming to encourage sustainable transport choices by staff, pupils and visitors.
- 1.1.2 The STP aims to reduce the traffic associated with the Academy on the surrounding highway network which will in turn cut congestion at the start and finish times on the surrounding residential streets. A reduction in private car usage will also work towards improved road safety and reduce pollution, benefitting pupils, staff and the local community.
- 1.1.3 Dollar Academy is located in Dollar within Clackmannanshire. The current school roll is 1,239 pupils of which 70 are borders. The Academy draws pupils from a wide catchment area, including Aberdour, Dunfermline and Glenrothes.
- 1.1.4 The STP includes measures to encourage an increase in the number of pupils and staff who walk, cycle, car share or use public transport to the Academy. It describes current issues and travel patterns of pupils and staff and sets out measures to be implemented to encourage a change to more sustainable forms of transport. Clear targets that can be realistically achieved are also established.
- 1.1.5 Under the aegis of the Health and Safety Committee, the Academy's Eco Committee will help implement and run the Travel Plan. The Committee, made up of one member of staff and pupils from a range of years, will ensure the Plan is owned and run by the pupils with the support of staff.
- 1.1.6 The STP has been developed to complement the Page \ Park Masterplan, 'A Framework and Vision for Conservation & Development', June 2008. The Masterplan deals with the development needs of the Academy, including the provision of an all-weather sports pitch, replacement of the technology buildings and adaption of the Playfair buildings.
- 1.1.7 The STP has been developed in liaison with Clackmannanshire Council's (CC) Travel Plan Advisor and Dollar Academy.

1.1.8 The STP is structured as follows:

- Section 2.0 provides background information regarding the Academy and details of the site location and operation;
- Section 3.0 examines the existing transport issues;
- Section 4.0 details why a Travel Plan has been produced;
- Section 5.0 details the aims and benefits of the STP
- Section 6.0 details existing travel behaviour to and from the Academy;
- Section 7.0 details the key initiatives to be progressed as part of the STP;
- Section 8.0 details the proposed Action Plan; and
- Section 9.0 defines the monitoring regime for the STP.

1.1.9 Dollar Academy is committed to the production and implementation of its STP and has willingly embraced the concept of sustainable travel choices.

## **1.2. Consultation**

1.2.1 This draft report will be made available to senior members of staff, parents and pupils and local community groups for their comments.

## 2. Background and Site Characteristics

### 2.1. Site Location

- 2.1.1 The Academy is located in Dollar within the county of Clackmannanshire. It is bounded by Manor House Road and Mylne Avenue to the south, West Burnside to the east, Thornbank Road to the west and Back Road to the north. The location of the Academy is shown on **Figure 1**.
- 2.1.2 The current school roll is 1,239 pupils aged between 4 and 18 and there are 200 members of staff. The junior school and years I to VI are open between 0840 and 1525 hours, Monday to Friday, while the prep school finishes at 1515 hours. In the afternoon school clubs can run until 1700 hours.
- 2.1.3 Vehicular access to the Academy is via Mylne Avenue providing access to the main parking areas within the Academy site. A total of 148 marked and unmarked car parking spaces are located within the main campus with an additional 10 provided on Academy Place, off Mylne Avenue and 28 off Manor House Road. The Academy operates a strict prohibition on traffic movement within the campus between the hours of 0835 and 0900, 1230 and 1235 and between 1525 and 1535 hours, with the exception of service vehicles and visitor traffic, although these too are discouraged.
- 2.1.4 The STP has been produced to demonstrate the Academy's commitment to improving the existing traffic conditions that occur at and in the vicinity of the Academy.

### 2.2. Local Highway Network

- 2.2.1 The Academy's vehicular access forms a simple priority junction with Mylne Avenue. Mylne Avenue is a single carriageway road that forms a simple priority junction with Harviestoun Road to the south west and with Manor House Road to the south east.
- 2.2.2 On the section of Mylne Avenue leading to Thornbank Road a footway along the northern frontage is only provided between the Academy's main entrance and the adjacent school building, whilst a footway is provided along the length of the southern frontage, see **Photo 1**.

**Photo 1**

- 2.2.3 This section of Mylne Avenue is bounded by the Academy playing fields along the northern frontage and an area of vegetation along the southern frontage.
- 2.2.4 Along the western frontage of the section of Mylne Avenue leading to Manor House Road, a small section of footway is present between the Academy's main entrance and the dining hall, whilst a footway is provided along the length of the eastern frontage, see **Photo 2** and **Appendix A**.

**Photo 2**

- 2.2.5 This section of Mylne Avenue is bounded by the Academy gardens along the eastern frontage and the dining hall along the western frontage. It is street lit and is subject to a 30mph speed limit.
- 2.2.6 The Academy bus drop-off / pick-up point is located along this eastern frontage of Mylne Avenue where the carriageway has been narrowed to a single lane, see **Photo 3** and **Appendix A**.

**Photo 3**

- 2.2.7 During term time, an informal one-way system, running from Thornbank Road to Manor House Road is in operation. At start and finish times, buses waiting to drop-off / pick-up queue along the section of Mylne Avenue between the main entrance and Thornbank Road.
- 2.2.8 Manor House Road is a single carriageway road with footways on each frontage throughout the majority of its length. It forms a simple priority junction with West Burnside to the east and the A91, Bridge Street, to the south west. Sections of the carriageway are street lit and it is subject to a 30mph speed limit. It is bounded by housing and the Academy along the northern frontage and housing along the southern frontage. Waiting is prohibited at its junctions with Cairnpark Street, McNabb Street, Mylne Avenue and Bridge Street, see **Appendix A**.
- 2.2.9 West Burnside is a single carriageway road with a footway along the western frontage only. It forms a simple priority junction with the A91, Bridge Street to the south and Back Road to the north. It is bounded by a brook along the eastern frontage and housing along the western frontage. It is street lit and subject to a 30mph speed limit. With the exception of the section at the junction with the Mylne's Bridge, which connects to East Burnside, waiting is prohibited along the eastern frontage from the junction with Bridge Street to the junction with Back Road, see **Photo 4** and **Appendix A**. Along the western frontage, waiting is prohibited at the junction with Bridge Street and from the bridge up to the junction with Back Road.

**Photo 4**

- 2.2.10 Back Road is a narrow single carriageway road that connects with West Burnside to the east and Thornbank Road to the west. It is bounded by the Academy's Prep School along the southern frontage and housing along the northern frontage. Some street lighting is provided and it is subject to a 20 mph speed limit along the Academy frontage. Speed cushions are provided to act as a traffic calming measure along the Academy frontage. Waiting and loading is prohibited between the hours of 0830 and 0915 and between 1445 and 1530 hours, Monday to Friday, in the vicinity of the Academy frontage. A small section of footway is provided on both frontages adjacent to the pedestrian access to the Academy where the carriageway narrows to single lane width. An informal one-way system from west to east is in operation during term time, see **Photos 5** and **6** and **Appendix A**.

**Photo 5****Photo 6**

2.2.11 Thornbank Road is a single carriageway road that forms a simple priority junction with Back Road to the north-west and Mylne Avenue to the south east. It is bounded by the Academy playing fields along both frontages. There are no footways along either frontage, it is not street lit and it is subject to a 30mph speed limit.

### **2.3. Accessibility by Public Transport**

2.3.1 The site is located close to existing public transport provision for the local area. The nearest public bus stops are located along Bridge Street as shown on **Figure 2**. These bus stops provide services to Alloa, Dunblane, Bannockburn and Stirling, Kinross, Glenrothes and St Andrews.

2.3.2 The existing bus stops all lie within the maximum desirable walking distance to a bus stop of 400 metres as identified in the Institution of Highways and Transportation (IHT) document 'Guidelines for Planning for Public Transport in Developments.'

2.3.3 The school is also served by a number of school buses which run between the Academy and Glenrothes, Dunfermline, Polmont and Falkirk. These services pick-up and set-down at the school bus stops located on Mylne Avenue and their routes are shown on **Figure 3**.

2.3.4 The existing public bus services and their frequencies are summarised on **Table 1** and the school bus service frequency is summarised in **Table 2**. It can be seen from **Table 1** that public buses run on an infrequent basis throughout the day with some services only running on schools days.

### **2.4. Accessibility by Pedestrians and Cyclists**

2.4.1 The site is accessible by pedestrians via the existing footway network to the south of the Academy, along Manor House Road and Mylne Avenue. These connect into the wider footway network to the south, east and west. Pedestrian access to the school is also provided on Back Road, however only a small section of footway with guard rails is provided. A pedestrian refuge is provided on Bridge Street west of Cairnpark Street and a school crossing patrol officer operates on Bridge Street east of East Burnside.

2.4.2 There are currently no cycle facilities on the school site or in the immediate vicinity of the Academy.

2.4.3 The Devon Way, National Cycle Network 76, is located to the south of Dollar, approximately 600m from the Academy. To the west the traffic-free route connects with Alloa and then continues via traffic-free and on-road routes to Stirling, while to the east the route terminates into a track. The traffic-free route to Alloa follows the former railway



line, see **Appendix B**. During the winter months the track is difficult to use as it becomes muddy and is unlit.

## **3. Existing Transport Issues**

### **3.1. Introduction**

3.1.1 The existing travel issues affecting the Academy have been discussed as part of the Page / Park Masterplan and also drawn from previous public and school consultations. They are:

- Vehicles dropping off / picking up for the Academy on the surrounding residential streets;
- Vehicles dropping off / picking up from the Prep School on Back Road;
- Bus drop-off and pick-up on Mylne Avenue;
- Staff and Form VI pupils parking on surrounding residential streets; and
- Parent parking during weekend sports activities.

### **3.2. Vehicles dropping off / picking up for the Academy on the surrounding residential streets**

3.2.1 **Figures 4 and 5** demonstrate where pupils from the junior school to Form VI are dropped-off / picked-up in the morning and afternoon. It shows the dispersion of the drop-off / pick-up points in the vicinity of the Academy, although the main drop-off / pick-up points for the junior school to Form VI are Manor House Road, Cairnpark Street, West Burnside and Thornbank Road.

3.2.2 Congestion occurs during the morning and afternoon start and finish times where parents pull up or park to drop-off / collect pupils at the Academy and buses wait to drop-off / pick-up pupils, and in some cases the narrow residential streets are forced to become one-way. This congestion can conflict with the residents and businesses in the surrounding streets. The points where pupils have indicated where they cross the highway, see **Figure 6**, can be linked to where they are dropped-off / picked-up. In some cases these are also the areas highlighted by pupils who walk as being the areas where they feel their route is dangerous, see **Figure 7**.

### **3.3. Vehicles dropping off / picking up for the Prep School on Back Road**

3.3.1 **Figures 8 and 9** demonstrate where pupils from the Prep School are currently dropped-off / picked-up in the morning and afternoon. It shows that the majority of pupils are dropped-off / picked-up on Back Road at the rear of the Academy and where the pedestrian entrance to the Prep School is located. During the start and finish times Back

Road is highly congested and as such an informal one-way system from east to west has been adopted by parents. This can cause problems when a vehicle approaches travelling west to east.

### **3.4. Bus Drop-Off / Pick-Up**

3.4.1 The bus stop for the Academy buses is located along the Academy's frontage, on Mylne Avenue, as shown on **Figure 2**. In the morning and afternoon buses approach the Academy from Harviestoun Road onto Mylne Avenue. Buses then 'stack' in single file along both sections of Mylne Avenue. This results in blocking Mylne Avenue to passing traffic. A sign is located at the junction of Mylne Avenue with Thornbank Road stating delays are to be expected at school pick up times. Once loaded / unloaded, the buses leave via McNabb Street onto Bridge Street, see **Figure 3**.

### **3.5. Staff and Year VI Parking on Residential Streets**

3.5.1 To ensure pupil safety, the Academy has a strict prohibition on traffic movement within the campus between the hours of 0835 and 0900, 1230 and 1235 and between 1525 and 1535 hours, with the exception of service vehicles and visitor traffic.

3.5.2 This can result in members of staff who arrive at the Academy by car during these times parking in the surrounding residential streets. This causes conflict with the local residents and businesses.

3.5.3 As discussed previously, these issues will be addressed through the development of the STP and the measures and initiatives to be implemented.

### **3.6. Weekend Sports Activities**

3.6.1 Mylne Avenue becomes highly congested when sporting events are taking place at the Academy on Saturdays. Parent parking occurs along the length of Mylne Avenue and in the residential streets south of the Academy.

## **4. Why produce a Travel Plan**

- 4.1 The STP pulls together a package of measures that aim to encourage and promote sustainable forms of travel to and from the Academy. It provides information on incentives to reduce the need to travel and raise awareness of alternatives to using the car for every journey. It is a living document that will be monitored and revised over time to match any change in circumstances of the Academy.
- 4.2 The STP will address the traffic issues identified in Section 4 including, parent drop-off / pick-up and staff and Form VI pupil car parking.
- 4.3 The STP works towards providing pupils, staff and in turn local residents with a safer and cleaner environment by encouraging travel to and from the Academy by sustainable forms of transport thus reducing the number of private cars in the vicinity of the school.
- 4.4 It also highlights where possible future CC investment could be made to improve safety and accessibility for pupils, staff and local residents.

## **5. Aims and Benefits of the STP**

### **5.1. Aims**

5.1.1 The aims of the STP were discussed and agreed with the Academy Bursar and are as follows:

- To reduce the number of people who travel to the school by private car, in particular, those journeys carried out in single occupancy vehicles, or vehicles occupied by one pupil passenger;
- To promote the use of alternative means of travel which are more sustainable and environmentally friendly;
- To encourage efficient use of car parking;
- To increase awareness of green transport issues; and
- To improve pupil health and fitness levels.

### **5.2. Benefits**

5.2.1 The implementation of the STP will work towards reducing traffic associated with the Academy on the surrounding highway network as it aims to decrease the use of private cars. This will help to cut congestion at start and finish times and at weekends on the residential streets, namely Manor House Road, Mylne Avenue, McNabb Street, Cairnpark Road, West Burnside and Back Road. Not only will this promote road safety of the surrounding highway network for pupils but also for the local residents and businesses.

5.2.2 A reduction in private vehicles will also address the existing issue of staff and pupil car parking during the day in the residential streets south of the Academy.

5.2.3 A reduction in the number private vehicles on the local highway network will result in a reduction in pollution benefitting staff, pupils and the local community.

5.2.4 Implementing a STP will also provide health and fitness benefits for pupils and staff. Through the encouragement of alternative transport modes to the car, particularly walking and cycling, the health and fitness of both staff and pupils should improve.

5.2.5 Increasing the travel awareness of pupils will be an objective of the STP. With the new school policy which will promote the use of sustainable modes of transport alongside road safety initiatives, pupils will increasingly become more aware of travel options to the Academy, the environment and the issues affecting the local community.

## **6. Existing Travel Behaviour**

### **6.1. Introduction**

- 6.1.1 To enable the current travel choices of staff and pupils at the school to be examined, a survey of travel behaviour was undertaken between September and October 2008. The results of analysis of this data has been used to identify current travel patterns and to inform the STP, to ensure that future sustainable travel measures will be effectively targeted.
- 6.1.2 All pupils within the Prep and Junior schools, Years I to VI and staff members were invited to complete a questionnaire on their travel behaviour and choices, a copy of the staff and pupil survey is included as **Appendix C**. The exercise was supported by the school management which distributed and collected the questionnaires. The results of the survey are included as **Appendix D** and **E**. The main trends are identified below.
- 6.1.3 A total of 187 staff surveys were completed, equating to a 75% response rate and a total of 1,134 pupil surveys were completed, equating to a 93% response rate.
- 6.1.4 The survey requested information on travel mode, distance and questioned how different types of sustainable transport use could be encouraged.

### **6.2. Overall Travel Mode Data for Pupils**

- 6.2.1 The overall split of mode of travel for pupils attending the Academy shows that in total 69% of pupils travelling to school use alternative modes of transport to the private car, see **Figure 10** and **Appendix D**. The mode split shows that 45% of respondents travel to the Academy by bus, while 31% of pupils travel by private car. No pupils who responded currently travel by bicycle. The overall split of mode of travel when leaving the Academy shows that 72% of pupils travel by alternative modes of transport, an increase of 5%.

### **6.3. The Preparatory School**

- 6.3.1 Owing to the age range of the pupils at the Preparatory School, these surveys were undertaken by parents on behalf of the pupils.
- 6.3.2 A total of 49% of parents identified that they take their children to school by car and do not car share. A total of 18% said that they walk to and from school with others, while 14% catch the school bus and a further 14% travel by car with other pupils to school. A total of 3% travel on a public bus and 2% identified that they walk alone, see **Figure 11**.

6.3.3 The pattern for travelling home was very similar to that of travelling to school, see **Figure 12**.

6.3.4 When asked how they would like to travel to and from school, 32% of parents stated that they would prefer their children to travel by car, 23% said that they would like their children to walk and 17% said that they would prefer their children to travel by bus, see **Figure 13**.

#### *Potential For Changes of Mode of Transport*

6.3.5 Of the parents who responded, 20% answered that if they could choose, they would prefer their children to travel by car with other pupils compared to the 14% that currently car share. Also, only 12% of parents wanted their children to travel by car with just the parent, see **Figure 13** and **Appendix D**, compared with the 49% that currently travel to the Academy in this manner. These statistics highlight the need to promote and encourage car sharing as a sustainable form of transport to parents.

#### *Potential Walking and Cycling Improvements*

6.3.6 **Figure 13** and **Appendix D** show that 20% of parents would prefer their children to cycle to the Academy, a significant potential increase compared to no pupils cycling as is the case now. A total of 20% of parents responded that they would prefer their children to car share compared to the current level of 14%. These results highlight the importance of focussing on promoting cycling, providing cycle facilities and promoting car sharing to parents.

6.3.7 It should be noted that no pupils currently cycle to the Academy.

#### *Potential Bus Improvements*

6.3.8 **Figure 13** and **Appendix D** show that 17% of parents would prefer their children to use the bus to travel to the Academy. This is a similar level to the existing travel behaviour. This highlights the need to promote the overall benefits of using the bus, especially the school bus, where possible to parents.

### **6.4. The Junior School**

6.4.1 A total of 37% of pupils identified that they travel to the Academy by car of which only 11% car share. A total of 24% said that they walk to and from school, while 21% catch the school bus and a further 18% travel by public bus, see **Figure 14** and **Appendix D**.

- 6.4.2 The pattern for travelling home was very similar to that of travelling to school, although the number catching the bus does increase slightly indicating a lower level of parent pick-up compared to drop-off in the morning, see **Figure 15** and **Appendix D**.
- 6.4.3 When asked how they would like to travel to and from school, 27% of respondents said that they would prefer to travel to school by bus. A total of 26% said that they would like to travel by car and 15% said that they would prefer to walk to the Academy. A total of 25% of respondents identified they would like to cycle to the Academy, see **Figure 16** and **Appendix D**.

#### *Potential For Changes of Mode of Transport*

- 6.4.4 Of those who responded, only 8% answered that if they could choose, they would choose to travel by car with other pupils to the Academy, compared to the existing level of 11%, see **Figure 16** and **Appendix D**. Although at a similar level, it highlights the need to promote the benefits of and encourage car sharing as a sustainable form of transport to both parents and pupils.

#### *Potential Walking and Cycling Improvements*

- 6.4.5 **Figure 16** and **Appendix D** shows that 25% of pupils would prefer to cycle, 12% with others and 13% alone, compared to the current level of no pupils cycling. This result highlights the importance of encouraging cycling and of providing cycle facilities, such as cycle parking.
- 6.4.6 The number of pupils who stated that they would prefer to walk is lower than the level that already takes place with 15% and 25% respectively. The Academy will review why junior pupils who currently walk would prefer to use other modes of travel.

#### *Potential Bus Improvements*

- 6.4.7 **Figure 16** and **Appendix D** shows that 27% of respondents would prefer to use the bus to travel to the Academy. This figure is lower than currently takes place, therefore the benefits of travelling by public transport, where possible, should be actively promoted and encouraged.

### **6.5. Years I to V**

- 6.5.1 On average, a total of 52% of pupils between Year 1 and Year V identified that they travel to the Academy by public and private bus. On average, 26% travel by private car while 22% walked to the Academy, see **Figure 17** and **Appendix D**.

6.5.2 The pattern for travelling home was very similar to that of travelling to school, although the number catching the bus increased slightly indicating that a higher percentage of parent drop-off occurs in the morning compared with parent pick-up in the afternoon, see **Figure 18** and **Appendix D**.

6.5.3 When asked how they would like to travel to and from school, 35% of respondents said that they would prefer to travel to the Academy by bus. A total of 27% said that they would like to travel by car, 15% said that they would prefer to walk to the Academy while 10% would prefer to cycle, see **Figure 19** and **Appendix D**.

#### *Potential For Changes of Mode of Transport*

6.5.4 Of those who responded, 7% answered that if they could choose, they would choose to travel to the Academy by car with other pupils, see **Figure 19** and **Appendix D**, a small increase to the 4% that is the existing level. This highlights the need to promote the benefits of and encourage car sharing as a sustainable form of transport to both parents and pupils.

#### *Potential Walking and Cycling Improvements*

6.5.5 **Figure 19** and **Appendix D** shows that 18% of pupils would prefer to walk to the Academy, a similar level to that currently undertaken with 21% of pupils.

6.5.6 A total of 11% of pupils would prefer to cycle to the Academy, compared to the current number of zero pupils cycling. This result highlights the importance of providing cycle facilities, such as cycle parking and improved cycle routes to allow pupils to cycle to the Academy.

#### *Potential Public Transport Improvements*

6.5.7 **Figure 19** and **Appendix D** shows that 35% of pupils would prefer to use the bus to travel to the Academy, less than the current level of 52% using the bus, highlighting the need to promote the benefits of using the bus to both pupils and parents. The Academy will also undertake a review of why pupils would prefer not to catch the bus, especially the school buses.

### **6.6. Year VI**

6.6.1 A total of 45% of pupils in Year VI identified that they travel to the Academy by bus. A total of 34% walked to the Academy while 17% travelled by private car see **Figure 20** and **Appendix D**.

6.6.2 The pattern for travelling home was very similar to that of travelling to school, see **Figure 21** and **Appendix D**.

6.6.3 When asked how they would like to travel to and from school, 48% of respondents stated they would prefer to travel by car while 22% would prefer to catch the bus. A total of 11% would prefer to walk to the Academy and 10% would prefer to cycle, see **Figure 22** and **Appendix D**.

#### *Potential For Changes of Mode of Transport*

6.6.4 Of those who responded, 48% answered that if they could choose, they would choose to travel to the Academy by car, of which 35% would prefer to travel with other pupils, see **Figure 22** and **Appendix D**, a much greater number than the existing 1% who car share. This highlights the need to promote and encourage car sharing as a sustainable form of transport to Year VI pupils.

#### *Potential Walking and Cycling Improvements*

6.6.5 **Figure 22** and **Appendix D** shows that 11% of pupils would prefer to walk to the Academy, of which 9% would prefer to walk with others. Currently, 32% of pupils walk to the Academy highlighting the need to promote the benefits, both health and environmental, of walking. The Academy will review why those walking would prefer not to.

6.6.6 A total of 9% of pupils would prefer to cycle to the Academy, compared to the current number of zero pupils. This result highlights the importance providing cycle facilities, such as cycle parking and improved cycle routes to allow pupils to cycle to the Academy.

#### *Potential Public Transport Improvements*

6.6.7 **Figure 22** and **Appendix D** shows that 22% of pupils would prefer to use the bus to travel to the Academy, of which 18% would prefer to use the school bus. This figure is much lower than the current use of the bus, (45% of which 34% use the school bus), highlighting the need to promote the benefits of public transport. The Academy will also review why pupils who currently use public transport, including the school bus, would prefer to use an alternative form of transport.

### **6.7. Travel Mode Data for Staff**

6.7.1 The overall mode travel split for staff working at the Academy shows that only 35% of staff travelling to the Academy use alternative modes of travel to the private car, see **Figure 23** and **Appendix E**. The mode split shows that 64% of respondents were car

users. The second most popular mode of travel was walking accounting for 28% of the mode split. A certain level of car sharing already exists with 13% of respondents already car sharing.

#### *Reasons for Choice of Mode of Transport*

- 6.7.2 Respondents stated that the most influential factor for choosing to travel by car to school is that there is no alternative, accounting for 27% of responses, followed by the response that using the car was convenient, see **Figure 24** and **Appendix E**. Also, the results show that 49% of staff travel in excess of 6 miles to the Academy.

#### *Potential for Changes in Mode of Transport*

- 6.7.3 Of the staff who travelled to the Academy by car, 89% of respondents said that they would not be encouraged to walk to work, 71% would not be encouraged to cycle to school and 41% would not be encouraged to use public transport. Comments on why staff are unwilling to change their mode of transport away from the car have been provided on some of the survey forms. Reasons given included living too far from the school to walk or cycle, (49% of staff travel in excess of 6 miles), and that there was no public transport available where they live. However, up to 7% of respondents could be encouraged to walk, up to 12% could be encouraged to cycle and up to 22% could be encouraged to use public transport if the issues given below were addressed.

#### *Potential Walking and Cycling Improvements*

- 6.7.4 Of those who travelled to school by car, the most influential factors that would encourage staff to walk to the Academy is infrastructure such as better paving and lighting, 7%, see **Figure 25** and **Appendix E**. Currently 28% of staff walk to the Academy and 36% travel one mile.
- 6.7.5 The most influential factor to encourage staff to cycle to the Academy was safe cycle routes and provision of changing facilities with 12% of responses. A total of 5% of staff stated that they would be encouraged to cycle if cycle parking was provided, see **Figure 26** and **Appendix E**. Currently, only 1% of staff cycles to the Academy while 4% travel between one and 3 miles.
- 6.7.6 These results highlight the potential of up to 36% of staff walking to the Academy and 4% cycling. It also demonstrates the need for cycle facilities, such as cycle parking, to be provided at the school and that improvements to the walking and cycling network in the surrounding area would encourage staff to use these modes.



*Potential Public Transport Improvements*

- 6.7.7 Of those who travelled to the Academy by car, the most influential factors that would encourage staff to use public transport would be more frequent services, 22%, and faster journeys, 13%, see **Figure 27** and **Appendix E**. Currently 6% of staff catch the bus to the Academy. These results highlight the potential increase in staff using public transport and the need for public transport services in the area to be extended and increased in frequency.

*Potential Car Sharing*

- 6.7.8 Of the total staff respondents, 50% would be prepared to car share with a colleague, see **Appendix E**. This result shows the potential for car sharing as a measure for reducing the use of the private car.

## **7. Key Initiatives**

### **7.1. Introduction**

7.1.1 The STP measures to be adopted and implemented at Dollar Academy are detailed below. The measures outlined are designed to influence modal shift from single pupil and staff occupancy car trips to more sustainable forms of transport, and have been informed by the results of the staff and pupil surveys undertaken and consultation with the school.

7.1.2 The co-ordination of the STP will be undertaken by the Health and Safety Committee, which will ensure that information is readily available and updated, that measures are implemented and provide a monitoring service.

7.1.3 The Academy's Eco Committee will undertake the co-ordination of the Travel Plan with the Health and Safety Committee.

7.1.4 The initiatives in the STP have been developed to concentrate measures on the following transport issues:

- Improving awareness of the Travel Plan and sustainable travel options;
- Supporting walking and cycling;
- Supporting public transport; and
- Encouraging more efficient car use.

### **7.2. Measures to Reduce Private Car Usage and Encourage Efficient Use of the Available Car Parking**

7.2.1 It is recognised that the private car will still be the preferred mode of transport to the school for some staff and parents, with up to 90% of staff car drivers responding that nothing would encourage them to change their mode of transport. Reasons for this include, no availability of public transport, they live too far from the Academy to walk or cycle, the winter weather does not encourage walking or cycling and the lack of safe cycle routes available. Dollar Academy will therefore implement measures which will try to encourage a more sustainable use of this mode to increase car occupancy and therefore reduce the number of car trips.

7.2.2 The Academy does not have a formal car sharing scheme for staff however, of those who responded 16% already car share and 50% are prepared to car share. The Academy will therefore establish a car sharing register which will be actively promoted to staff. The

Clackmannanshire Council car share scheme ‘tripshareclacks.com’ will also be promoted by the Academy. The take up will be monitored and reviewed annually.

7.2.3 Car sharing and its benefits to the local community and the environment will be actively promoted to parents and pupils.

7.2.4 The up-take of car sharing will reduce the number of parents dropping-off and picking-up and reduce the number of private cars driven by staff on the local highway network, thus reducing the congestion on the surrounding residential streets, namely Manor House Road, Mylne Avenue, Cainrpark Street, West Burnside, Thornbank Road and Back Road.

### **7.3. Improving Awareness of the Travel Plan and Sustainable Travel Options**

7.3.1 The STP and its main objectives will be introduced to staff, pupils and the local community through the school’s newsletter. A notice board will be erected within the school where information on public transport, the Devon Way cycle route and information on the STP will be posted and updated when necessary. Promotion of the Plan to pupils and staff will continue through assemblies, the introduction of travel packs for pupils and staff and updates within the school newsletter. Information will also be posted onto the school web site.

7.3.2 The STP will be launched by the Academy to staff, pupils and parents at a forthcoming school event.

7.3.3 Parents play a large part in the decision of how pupils travel to and from school. It is vital that the objectives of the STP and promotional material and information are relayed back to parents to ensure their participation in ensuring that the STP is successful. Parents will be informed of the latest developments and initiatives via parent evenings, open days and newsletters. Information on the STP and its objectives will also be included in the next publication of the School Prospectus.

7.3.4 Based on the adoption of the STP, a new school policy will be established which will promote the use of sustainable modes of transport to the school alongside road safety initiatives for staff and pupils. This will form part of the Energy and Environmental Policy.

7.3.5 In addition, where possible, visitors will be encouraged to travel to the school using sustainable travel options via the website.

7.3.6 Through the promotion and encouragement of pupils, parents and visitors to use more sustainable forms of transport, ie walking, cycling and public transport, the number of

private vehicles on the surrounding residential streets will be reduced, improving the environment and safety for the Academy and the local community.

### *Supporting Walking and Cycling*

7.3.7 Walking and cycling are a healthy, cheap and convenient method of transport and are particularly useful for short distance, regular trips, such as journeys to school. At present 24% of pupils walk and no pupils cycle to the Academy. The following are measures that are being addressed and will be introduced to maximise the potential of these modes of travel and increase their mode share.

7.3.8 Pupils will undertake an exercise to identify the safest routes from Dollar into the Academy. These will be plotted onto a plan and included as part of the developing Travel Plan.

#### *Walking*

7.3.9 The pupil travel survey revealed that 24% of pupils and 28% of staff walk to the Academy.

7.3.10 The Academy will implement ‘walk to school’ campaigns through on-site activities and promotions. This will include support for national walking campaigns. The Academy will also encourage parents and pupils to discuss with each other the route they walk to and from school to promote road safety awareness and to encourage pupils / parents to form walking groups. This will be especially relevant to the younger school years.

7.3.11 CC has confirmed that enhancements are proposed for Bridge Street, including widening the footways.

7.3.12 The Academy already undertakes road and personal safety education. These will continue to support walking as a method travel.

7.3.13 It is worth noting that a total of 7% of staff respondents stated that better paving and lighting would encourage them to walk to the Academy.

#### *Cycling*

7.3.14 The travel surveys revealed that no pupils and only 1% of staff respondents travelled to and from the Academy by bicycle. A total of 17% of staff respondents stated they would be encouraged to cycle to school if cycle parking and changing facilities were provided. A total of 13% of pupil respondents would prefer to cycle to the Academy.

- 7.3.15 As part of the Masterplan development of the Academy, the provision of cycle parking spaces for staff and pupils will be investigated. These will be located adjacent to building accesses, and be secure and overlooked. A mixture of covered and uncovered cycle spaces will be provided. CC has indicated that funding maybe available to aid the provision of cycle parking. Changing facilities are already provided by the Academy.
- 7.3.16 The Academy will investigate external cycle training for pupils within the older years of the junior school.
- 7.3.17 Information on the Devon Way cycle route will be provided on the STP information board and within the information packs for pupils and staff.
- 7.3.18 The school will also promote the importance of the use of cycle helmets and high visibility clothing, to both staff and pupils, via the STP notice board, travel information packs, newsletters and the school travel policy.
- 7.3.19 A total of 12% of staff respondents stated that safer cycle routes would encourage them to cycle to and from the Academy. As mentioned in Section 2 the Devon Way cycle route is difficult and undesirable to use during bad weather as it is poorly surfaced and lit. In addition, there are no on road cycle facilities in the vicinity of the Academy. The upgrade and extension of the 'Devon Way' cycle way and the provision of safe cycle routes to the Academy would further encourage staff and pupils to cycle.
- 7.3.20 A Bike User Group (BUG) will be established to encourage pupils and staff to cycle. Information on local bicycle equipment and repair shops will be made available.
- 7.3.21 In tandem with walking campaigns, cycle campaigns will also be promoted by the school, for example National Cycle Week.

#### ***Supporting Public Transport***

- 7.3.22 A total of 22% of staff respondents stated that they would be encouraged to use public transport if it were more frequent, while 10% would be encouraged if services were more reliable. Although out of the remit of the STP, it is worth noting the number who would be encouraged if bus services were more frequent, reliable and the fares were cheaper.
- 7.3.23 As part of the Plan, the Academy will review the current use of buses by pupils. They will investigate whether new routes could be provided for by a school service.
- 7.3.24 The Academy will continue to provide information on the local bus routes and times, bus operator details and information on school bus passes on the STP notice board and within the travel information packs to be issued to pupils and staff.

#### **7.4. Measures to increase awareness of green transport issues**

7.4.1 Awareness of the Travel Plan has already started with the completion of the staff and pupil surveys. The Plan, the issues it is trying to address and the measures to be implemented will be officially launched at a forthcoming Academy event. Travel planning and the environment will be promoted to the pupils within their curriculum.

7.4.2 ‘Good Practice’ guidelines for parents who drop-off and pick-up pupils at the Academy will be developed by the pupils. These will include measures such as appropriate places to drop-off / pick-up and the discouragement of idling vehicle engines when parents are waiting. The guidelines will be regularly promoted to parents and published within the annual Parent Information booklet.

#### **7.5. Measures to improve staff and pupils health and fitness**

7.5.1 Through the promotion of walking and cycling to school, pupil and staff health and fitness should in turn improve. Information on health and fitness and the benefits of walking and cycling to school will be promoted and provided on the STP information board.

#### **7.6. Measures proposed via the Masterplan**

7.6.1 In addition to the initiatives to be implemented and promoted by the Academy described above a number of measures are also suggested via the development of the Academy Masterplan.

7.6.2 This includes the proposal of time limited parking restrictions during drop-off and pick-up times on the residential streets south of the Academy and the provision of a new car park off Mylne Avenue to provide off-site car parking and a parent drop-off / pick-up point. These are to be discussed further with CC.



## **8. The Action Plan**

### **8.1. School Travel Action Plan**

8.1.1 A School Travel Action Plan and Development Plan have been developed in accordance with CC's requirements for the STP. The Action Plan lists the proposed targets and the timescales by which the agreed targets are to be achieved, as shown in **Appendix F**. The Development Plan details the measures to be implemented and who will be responsible for their implementation as shown in **Appendix G**.

### **8.2. Aims**

*To promote the use of alternative means of travel which are more sustainable and environmentally friendly*

8.2.1 As discussed in Section 5, Dollar Academy will implement a number of measures to promote the use of sustainable modes of transport and reduce the number of single car occupancy journeys made to the school. The Academy has set itself targets to increase the number of pupils walking to school by 5%, the number of pupils cycling to school by 4% and the number of pupils using public transport to school by 5%. The targets were set using the travel survey responses as a bench mark.

8.2.2 Targets for increasing the number of staff walking to the Academy by 7% and the number of staff cycling by 4% have been set by the school. Those members of staff within living a 1 mile radius will be actively encouraged to walk or cycle to the Academy. Through the survey results, the catchment area and comments from staff, it is felt that it would be difficult to encourage staff to use public transport due to an infrequent service, therefore a lower target of a 2% increase has been set.

8.2.3 The proposed measures set out in Section 5 are to be implemented between September 2009 and February 2010. This will allow time for the new cycling facilities to be provided and for pupils, parents and staff to be encouraged to evaluate their or their children's current travel choices and adopt sustainable options available. The up-take of the cycling facilities will be monitored, updated and reviewed by the School Travel Champion and the Eco Committee.

*To reduce the number of people who travel to school by private car, in particular, those journeys carried out in single occupancy vehicles or vehicles occupied by one pupil passenger.*

- 8.2.4 With regards to increasing the pupil occupancy of vehicles, the school has set itself a target of increasing the number of pupils who car share by 10%. Rather than a formal pupil car share scheme being set up, car sharing will be promoted to pupils and parents via newsletters, the website and at open evenings.
- 8.2.5 A target of increasing car sharing amongst staff of 8% has been set by the school. A car share scheme will be developed for staff. The car share scheme will be implemented by the School Travel Plan Champion and regularly monitored.

*To increase awareness of green transport issues*

- 8.2.6 The school will promote green transport issues, such as sustainable transport and the effect of vehicles on the environment, within their curriculum. It is hoped that 100% of the Academy will have been educated in green transport issues by December 2009.

*To improve the level of health and fitness of staff and pupils*

- 8.2.7 By increasing the numbers of pupils and staff walking and cycling to school and using public transport the level of health and fitness within the school should improve.

## **9. Monitoring, Evaluation and Review**

- 9.1 It is important that the success of the measures implemented are assessed on a regular basis to ensure they meet the needs of the students and staff.
- 9.2 Therefore, a Monitoring Statement will be produced bi-annually, in co-operation with CC. The Monitoring Statement will include a travel survey, monitoring information, a summary of the objectives and mode shift versus targets, whether these are being met and if not what changes are being made to achieve the targets.
- 9.3 The Bi-Annual Monitoring Statement, after the first year of the Travel Plan will examine both staff and pupil travel behaviour.
- 9.4 As part of the Monitoring Statement a student and staff travel survey will be undertaken to track the progress of the Plan. The survey will request information on travel type and the uptake of measures implemented. The same survey will be used for each Monitoring Statement.
- 9.5 The uptake and use of the measures will be monitored by the Academy's Eco Committee. Use of the cycle storage by students and staff will also feed into the Monitoring Statement. The Academy Travel Champion and the Eco Group will be responsible for collating information on the uptake and use of the staff car sharing scheme. The results of the monitoring exercise will enable the Academy to evaluate whether additional facilities are required, or the emphasis of the STP should change. It will also enable progress versus mode shift targets to be analysed and future targets to be set and agreed with CC.

## 10. Summary

- 10.1 This School Travel Plan (STP) has been produced by Sinclair Knight Merz (SKM), and details the main constituents of the STP to be developed at Dollar Academy, within Clackmannanshire.
- 10.2 It has provided a context in which the transport needs of the school are to be accommodated, to achieve the operational requirements of the school, whilst encouraging sustainable transport choices by staff, pupils and visitors.
- 10.3 A staff and pupil survey was undertaken between September and October 2008 to establish the current travel choices of staff and pupils.
- 10.4 The STP details the main travel issues affecting the school, the objectives of the STP and measures to be introduced to encourage pupils and staff to use sustainable modes of transport to travel to school.
- 10.5 Under the aegis of the Health and Safety Committee, the Academy's Eco Committee will help implement and run the Travel Plan. The Committee, made up of one member of staff and pupils from a range of years, will ensure the Plan is owned and run by the pupils with the support of staff.
- 10.6 An Action Plan and Development Plan has been developed setting out the measures to be implemented, the targets and timescales.
- 10.7 A Bi-annual Monitoring Statement will be produced in co-operation with CC. This will contain a staff and pupil survey to establish the success of measures and if necessary, what changes are to be made to achieve the targets.