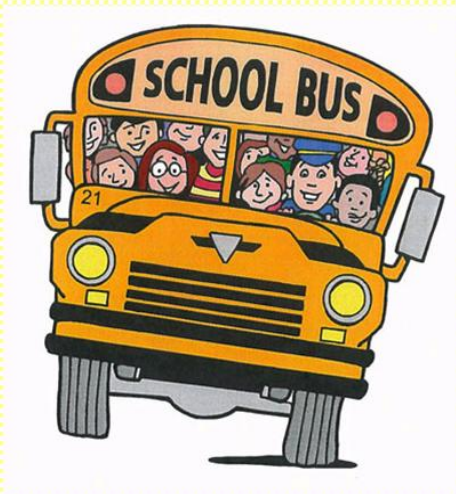


EARLSTON HIGH SCHOOL

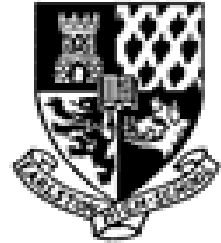


BE SEEN BE SAFE

ON THE ROADS

SCHOOL TRAVEL PLAN

Earlston High School – School Travel Plan



What is a School Travel Plan?

A School Travel Plan (STP) outlines travel issues around the school and how they are to be addressed both at present and in the future. In order to write a STP research needs to be done on the current situation and then suggested areas for improvement need to be outlined. All school stakeholders are given the chance to contribute to the research.

STPs are not only about transport, but about improving health, broadening education, improving the environment and contributing to the community. Improvements may therefore cover a range of areas including physical changes to the area around the school and further afield, curriculum work, promotional events, training etc.

A group was formed consisting of the Depute Head Teacher, SBC personnel, L&B Police Road Safety Officer, Parents, Pupils, Councillors and Community Council representatives.



School description

Earlston High School is often described as the secondary school of the A68. Students travel from Oxtou in the north to St Boswells in the south. The school has 8 feeder primaries; Earlston, Gordon, Channelkirk, Westruther, Lauder, Newtown, St Boswells and Melrose. We also have a large number of students who take advantage of the placing request system and choose to come to the school from outside the feeder primaries.

In August 2009 we moved in to our new school building. The new Earlston High School is no longer in the centre of the village but sits on its own at the end of the village on the road to Gordon. In January 2011 we calculated that 86% of students are transported to school, either by bus, minibus, taxi or private car. This creates a huge volume of traffic at the beginning and end of each day and for safety reasons requires careful monitoring.

Access and Car Parking Arrangements

- Pedestrians are encouraged to walk to school using the Georgefield entrance. There is less traffic on this route and there is a good path leading round the sports pitches and in to school.
- Pedestrians using the entrance at the front of the school are asked to take particular care especially if crossing the busy main road.
- There are two service entries to the school but these are not used by staff or pupils.
- Staff are expected to park in the staff car park. This is clearly marked and is out of the way so no pupil would have a reason to be in this area.
- Buses have their own bus parking area, which only buses use. This is monitored very carefully at bus pick-up times.
- There are a few parking spaces at the very front of the school. These spaces are reserved for visitors and disabled access.
- Parents are asked to use the drop-off lay-by when dropping off or collecting students rather than use the visitor parking. This area is clearly marked.
- S6 students who drive to school are asked to park their cars in the lay-by on the way out of the main entrance.

The aims of Earlston High School travel plan

The aims of the School Travel Plan for Earlston High School are to:

- Ensure that pupils and staff are supported and encouraged in making positive, healthy travel choices
- Raise awareness of the health benefits of active travel
- Improve the safety of the children on their journey to school
- Increase the number of local pupils walking to school
- Raise awareness of the existing problems faced at the school and surrounding area.

Travel modes of Earlston High School students and staff

In 2008 the national school travel survey was introduced, designed to look at mode of travel to school across Scotland annually. The question "How do you normally travel to school?" is asked over the same one week period each September.

The information below shows the national and regional travel modes for 2009 and 2010.

National travel modes of secondary students

Year	Walk	Cycle	Scooter	Park & Stride	Driven	Bus	Taxi	Other
2009	42.8%	1.2%	0.2%	3.5%	14.3%	35.9%	1.2%	0.9%
2010	41.9%	1.2%	0.2%	4.1%	14.8%	36.0%	1.1%	0.7%

Scottish Borders travel modes of secondary pupils – 2009 - 2010

Year	Walk	Cycle	Scooter	Park & Stride	Driven	Bus	Taxi	Other
2009	42.2%	0.9%	0.0%	2.7%	7.4%	45.5%	1.3%	0.0%
2010	43.0%	1.0%	0.0%	4.4%	8.0%	41.9%	1.7%	0.0%

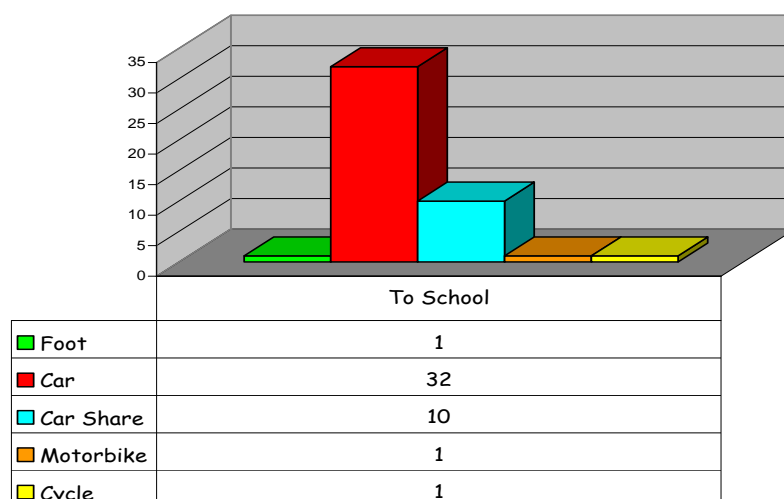
Earlston High School travel modes of students 2008 – 2011

	Walk	Cycle	Scooter	Park&Stride	Driven	Bus	Taxi	Other
2008	16.0%	0.1%	0.0%	1.5%	6.9%	74.2%	0.9%	0.4%
2009	14.0%	0.1%	0.0%	1.0%	5.9%	78.5%	0.5%	0.0%
2010	12.0%	0.0%	0.0%	4.0%	6.0%	78.0%	0.0%	0.0%
2011	11.0%	0.0%	0.0%	1.0%	4.0%	83.0%	1.0%	0.0%

The information shows that Earlston High School has a lower walking percentage than regionally and nationally. However, the percentage of pupils who are driven to school is significantly lower than the regional and national levels, only 4% of Earlston HS pupils were driven to school in our September 2011 survey.

The percentage of pupils using school/public transport to and from EHS is well above our regional and national average and the number of pupils has steadily increasing over 4 years to 83%.

Staff travel modes to school



Of the 32 drivers who currently drive to Earlston HS, 11 would consider car sharing in the future and 5 members of staff are considering cycling.

Concerns and proposed solutions

As part of the Personal and Social Education programme on personal safety all pupils were provided with maps of their locality and asked to plot areas where they felt there were issues when travelling to/from school and within the locality at lunch break.

The items included below are those where many pupils and staff raised the same concerns and/or practical solutions can be sought. By addressing the main areas of concern it is hoped the aims of the travel plan can be met.

Serial	Concern/suggestion	Solution
1	High St/East End - parked vehicles lead to congestion and reduce pedestrian visibility	SBC Traffic Review of Earlston High St and East Green to be undertaken. Concerns forwarded.
2	High St/East End - 20 mph restrictions at school run times.	Mandatory part-time 20mph limit High Street and East End. Police/student speed survey undertaken.
3	Difficulty crossing A68 as a pedestrian	Concerns regarding pedestrian and vehicle manoeuvres passed to Transport Scotland/BEAR
4	Langlands Place, Newtown St Boswells – vehicle speeds too high	Mobile speed activated signs now used regularly on approach to Langlands Place.
5	Vehicles using Westfield Road and Thornfield Crescent as a shortcut.	Twenty's Plenty schemes present Summerfield and Westfield Road.



Pupil members of the school travel working group undertook a road traffic speed survey with PC Rachel Stevenson (Community Police Officer). Speeds were recorded covertly and also whilst wearing hi-visibility vests. For both surveys the speeds noted were low and below the limit.

Programme for implementation

Scottish Borders Council Environment & Infrastructure Department, under direction of the School Travel Co-ordinator, were responsible for implementing the requests and measures listed above on all SBC adopted roads.

School based initiatives

Earlston High School will:

- Promote active travel to/from school
- Continue to support pupils who use school/public transport
- Complete an annual travel survey on travel modes to school
- Road safety will continue as part of the Personal and Social Education curriculum from P7 transition to senior secondary pupils
- Information on school travel will be issued to all parents of new pupils within the school and displayed on the school website.

Targets

Earlston High School has a significant proportion of pupils who have already chosen the most sustainable travel method available. It was agreed that this should be reflected in the target, to reduce those who are currently driven to school and encourage a more active travel mode where possible (park and stride).

	Current % driven (Sept 2011)	Year 1 (2012)	% dec	Year 2	% dec	Year 3	% dec
TO school	4.0%	3.5%	0.5%	3.5%	0.0%	3.0%	0.5%

Continued monitoring and review of the travel plan

An evaluation of this travel plan will take place regularly and travel modes will be monitored annually thereafter. The review will be conducted by the Head teacher with support from Scottish Borders Council's School Travel Co-ordinator. The results of the evaluation will be fed back to parents, pupils, staff and Scottish Borders Council Environment and Infrastructure Department.