



Sustainable Travel Plan Autumn 2022

POLICY FIRST ADOPTED & RATIFIED BY THE LOCAL GOVERNING BODY	SEPTEMBER 2017
POLICY LAST REVIEWED & REVISED	DECEMBER 2022
POLICY TO BE NEXT REVIEWED OR EARLIER IF REQUIRED	AUTUMN 2023

Name: Robert Smith

Chair of Harlowbury Local Governing Body

Harlowbury Primary School have written this School Travel Plan with the cooperation of school staff, pupils, governors, parents/carers and local residents.

Harlowbury Primary has expanded its number of pupils on roll from 68 pupils in 1968 to approximately 210 pupils in 2022. We are oversubscribed in Year 5 &6 currently. In recent times there has been a marked increase in the number of short vehicle journeys undertaken instead of more traditional physical methods for getting pupils to school such as walking or cycling. The reasons for this increase are many; travelling a greater distance to the school, a lack of suitable and reliable public transport and the rising number of working parents who have little time and drop children off on their way to work are among the reasons given.

With growing concerns, both at national and local levels, about the rising incidents of obesity and implications for the health and fitness of individuals, initiatives have been developed in an attempt to combat future problems. The School Travel Plan project is one such initiative and Harlowbury Primary welcomes the chance to make our students healthier individuals.

Formal educational sports activities can make a difference to the fitness levels of our children but so can less structured activities with friends and families. Other studies undertaken in the UK show that walking, cycling or scootering to school can make a significant contribution to the fitness levels of the pupils and is a big part of the daily hour of exercise recommended by leading experts to help increase an individual's health. Children miss out on regular, daily exercise by not walking or cycling to school. The benefits are not only short term, but long term - a healthy lifestyle in childhood will hopefully encourage children to continue on into adulthood with similar attitudes to health and have an effect on the numbers of people who suffer annually from illness and premature death from heart disease, obesity, high blood pressure and bone disorders such as osteoporosis.

The primary aim of the Travel Plan is to 'Minimise single occupancy car trips associated with the school, by promoting and encouraging the use of more sustainable alternatives.'

Secondary aims of the Travel Plan are to:

- Remove the barriers, both perceived and actual, to walking, cycling, car sharing, and using public transport for school journeys;
- Reduce the number of car trips made to/from school by parents, pupils, staff and visitors
- Increase awareness amongst students, parents and staff about the health, environmental and safety benefits of more walking and other forms of sustainable and active travel
- Reduce traffic congestion around the school
- Encourage a responsible attitude in all members of the school community, towards the safety of themselves and others on the school journey
- Promote safe and considerate driving and parking for those who have to travel by car

Reasons for Travel Plan

As part of the planning permission for Harlowbury Primary a number of planning conditions and obligations have been set which relate to the implementation and delivery of a School Travel Plan.

This School Travel Plan aims to positively influence the travel patterns and behaviours of future pupils and staff through the encouragement of greater use of active travel, public transport and other sustainable modes of travel to reduce the numbers of cars accessing the school.

Harlowbury Primary school is committed to being a healthy school and have a Wellbeing policy, statement and page on our website which develops the 5 ways to Wellbeing which included being active.

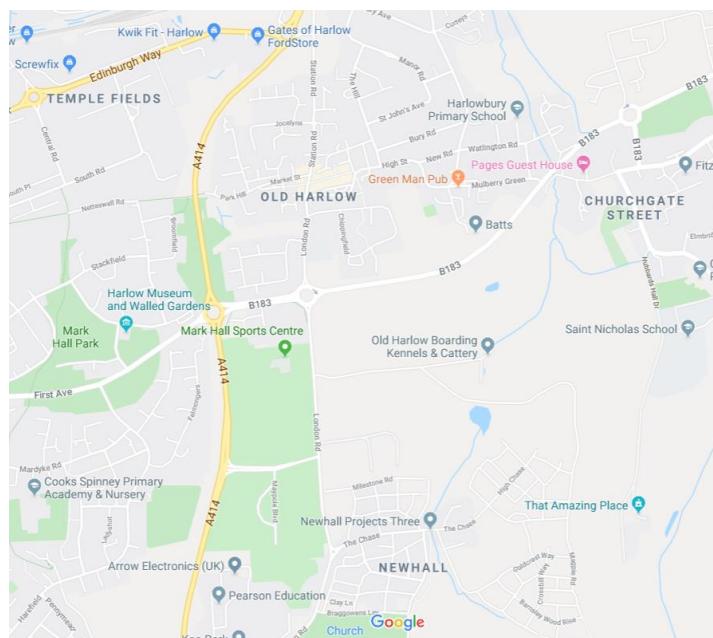
Background Information and Description of School

Harlowbury Primary School (DFE 811 2983) is a one form entry school with an enhanced Speech and Language Unit; situated in a residential conservation area. There are approximately 210 pupils on roll in ages from 4-11 years.

Breakfast Club opens at 7.40am and classroom doors open at 8.40am with the school day starting at 8.50am. Chillout childcare services also provide a mini bus service from our sister school Fawbert and Barnard's before and after school- the after school service finished at 6pm.

The school is located off Watlington Road (Watlington Road is a conservation area with private residential dwellings), within close proximity of the Old Harlow village and within 3 miles of the town centre of Harlow. The school is in close proximity of Edinburgh Way and Gilden Way which splits the school current catchment area in two. In recent years the Gilden Park Community has grown and forms over 75% of our Reception cohort in 2021 and 2022. Both Edinburgh Way and Gilden Way roads carry a large volume of traffic to and from the M11 new junction 7A to London and Cambridge and have speed limit of 40 miles per hour. There are new footpaths created to access Gilden Park and Harlowbury, both through the Oxleys Estate and long the side of Gilden Way. The public underpass was removed in 2021 and the area of St Marys and Churchgate is now accessible though across Traffic lights near Mulberry Green. The footpaths outside the school are wide enough for a buggy and pedestrian to pass. There are no crossing points in close proximity to the site.

The school has a wide geographic catchment (some children travelling from nearby Sawbridgeworth in Hertfordshire and outside of Harlow in Essex and as far as Saffron Walden and therefore has a reliance on pupils being dropped off and picked up by car/taxi. Access and transport arrangements on the school site are at a premium. Vehicles which park near the school site on residential roads can block access when busy.



The school has a Speech and Language Centre on site which can have up to 20 children accessing specialist SEND support and therapy. The children have an entitlement to transport to their nearest provision and we serve both Hertfordshire and Essex. The vast majority of these pupils arrive in taxis provided by the EHC funding; from anytime between 8am and 8.40am. A large number of vehicles queue to pick up or drop off pupils at peak travel times (08.30-08.45 and 15.00- 15.30) which causes tailbacks on the busy Gilden Way. There is currently only one main entrance with pedestrian access on Watlington Road.

Although we endeavour to reduce journeys to and from school and walk to local events and sporting activities at Mark Hall School; we do have to hire a bus to take the children swimming weekly as the Harlow Leisure Zone is too far away to walk. When coaches are required, to transport children to events, activities or visits, the coach is often not able to park or access Watlington Road due to the congestion and picks up and drops off at the park and ride.

Many staff drive to work as they live outside Harlow in Essex and Hertfordshire and a small number of car parking spaces is available on site and so this results in on street parking adding to the congestion at pick up and drop off time.

The school only has one pedestrian entrance and a vehicle entrance for authorised Taxis for SLC only. At busy times it is very difficult to get a pushchair or buggy past other groups of parents as the footpath from the pedestrian entrance is 150cm wide. Once families are on the premises children enter and exit classrooms from external doors.

There is bike/scooter rack at the front of the school by the reception area; this holds approx. 10 bikes and scooters.

Currently the school has 12 parking spaces available for staff and over 40 members of staff.

Car Transport to and From School

The main issue for the school which requires urgent attention is the backing up of traffic onto the remainder of Watlington Road, Mulberry Green and Gilden Way caused by a number of factors including but not exclusive to: The number of parents driving to the school; The early arrival of parents at the school entrance; The difficulty especially in the evening to accommodate all the waiting vehicles; The difficulty for turning traffic into Watlington Road due to parked vehicles.

Barriers to Sustainable Travel

There were some barriers to promoting sustainable travel arrangements identified during our pupil and parent consultation:

- The travel distance to the school
- Lack of bus routes from Harlow town to school
- Distance from Harlow Mill Station to school
- Issues of highway safety for cycling on Gilden Way and Edinburgh Way
- Road due to the high volumes of traffic and lack of cycle facilities
- The attitudes of parents and staff towards sustainable transport methods

Residential streets within Gilden Park, Newhall and the Oxleys are within a 0-20-minute walk of the site, but the majority of Harlow residential streets are likely to be outside of a typical walk distance. A small number of families are housed in temporary accommodation in the Industrial Estates in Templefields, Harlow which is 3.1 miles away with no bus route available to school.

Current Transport Choice 2022	% and pupils
Walk	30% 57 pupils
Cycle	6% 12 pupils
Scooter/skating	7.5% 14 pupils
Public bus	1% 2 pupils
School bus/taxi	4% 7 pupils
Car (one family)	45.5% 87 pupils
Car Share (other pupils)	2% 4 pupils
Park and walk	4% 7 pupils

Ideal Transport Choice 2022	% and pupils
Walk	15% 29 pupils
Cycle	34% 65 pupils
Scooter/skating	17% 33 pupils
Public bus	4% 7 pupils
School bus/taxi	1% 2 pupils
Car (one family)	19% 36 pupils
Car Share (other pupils)	4% 7 pupils
Park and walk	4.5% 9 pupils

How will the plan be monitored?

A survey of pupil travel behaviour will be undertaken regularly. The monitoring results from the proposed measures will be brought together and all information will be fed back to the working group. The results will be analysed to establish how the objectives in the travel plan are changing pupil, parents, staff and visitor behaviour. Any measures that are not meeting the targets set may be substituted for new innovative measures; these will be agreed upon by the working group.

Who is responsible for monitoring and review?

The Senior Management Team will be responsible for monitoring the travel plan and the delivery of the programme, together with updating the plan where necessary, this will be led by the PHSE Subject Leader.

Priorities

Following the consultation exercise the following measures are proposed to be given priority to have the maximum impact in reducing the number of journeys to and from the school by car and to meet the aims of the Travel Plan:-

Car Sharing: A car sharing is encouraged for parents and another for staff will be encouraged to grow to reduce the physical number of cars on site. Decrease the 75% using cars in September 2018 by increase the percentage of car shares to 20% in September 2020. This remains a target since only 2% car share in 2022.

Park and Stride: Encourage parents to park at the Green Man pub and walk down Watlington Road to school; this could have a significant impact on reducing the number of car journeys to and from the school site. In 2018 we wanted to increase the number of pupils parking further away from the school and walking down Watlington Road from 1% to 5% by 2020 - in 2022 this has increased to 4%. This remains a target.

Bikeability : The number of Year 6 taking part in Bikeability has increased from 30% in 2018 to 40% in 2022. 100% of those pupils gained Level 2 with 80% gaining Level 3. As a result of more children qualifying from Bikeability and being road confident, the number of children walking or cycling to school has increased from from 5% in September 2018 to 36% in 2022.

Year 6 Walking/Cycling Group:

Year 6 children are been encouraged to walk and cycle to school in groups i) to give more independence ready for secondary school ii) healthy and sustainable travel iii) working parents are not collecting and dropping off at school reducing traffic on the roads at peak times. Increase from 20% of year 6 in July 2021 to 35% in July 2022.

Walking/Scootering: Measures should be considered to promote walking that are focused on practical measures to make walking easier together with safety advice. The number of children walking or cycling to school has increased from 5% in September 2018 to 36% in 2022.

Measures could include:

- Reviewing with the Local Authority whether a School Crossing Patroller (lollipop man/woman) could be located outside the school;
- Reducing the amount of kit that pupils need to take to school, improving the bags, or making alternative arrangements for transportation of kit;
- School Council to explore the 3PR programme to make our community safer www.schoolparking.org.uk
- Raise road safety awareness via PSHE education and assemblies

Future Objectives

- Park and Walk services from a nearby location to discourage traffic around school site by 2023
- Working with the local council and community to develop safer parking around Watlington Road
- New School Site to be located on Old Oak Way Sept 2021 delayed to January 2024
- Working with Harlow and Essex County Councils on relocation Plan and sustainable travel options for staff and families
- Buy a bike initiative for staff
- Review of meetings for staff across sites and Harlow- reduce number of journeys by working remotely

When will the plan be reviewed?

The School Travel Plan will be a 'living' document that will be reviewed and updated annually every autumn. Any new initiatives or changes to the travel plan may be added as the plan develops over time.

Harlowbury Primary School has agreed to these School Travel Plan arrangements, which demonstrate the importance of the environmental, health, economic and social benefits of increasing the use of more sustainable modes of travel as an alternative to the private car. *Harlowbury Primary* is committed to developing this programme with the support of Essex County Council.

Full review due from Autumn 2023 when relocating to the new school site on Old Oak Way Gilden Park.