

Greenfield Primary School



Excellence and Enjoyment for All

School Travel Plan 2019-2025

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1. Introduction

1.1 Preamble

School Travel Plan (STP) is to support the planning application for the proposed expansion of Greenfield Primary School, planning reference number PA/340875/17 and the ongoing reinforcement of sustainable travel behaviour that is of benefit to the environment and facilitates healthier living for all.

The proposed development is for an expansion of the existing school from 1 to 2 form entry (2FE), increasing the capacity from up to 210 to up to 420 places for children aged 4 to 11 years and a 29 place Nursery for children aged 2 to 3 years which is an increase of 10 children.

This Travel Plan outlines a series of objectives and measures aimed at encouraging all pupils, parents and staff of the proposed school expansion to make use of sustainable travel options where possible and to reduce their reliance on private car-based transport.

1.2 Location of the school

Greenfield Primary School is located on Shaw Street Greenfield Oldham. The location is shown in **Appendix 1**. Shaw Street is off Chew Valley Road which is a main road through the heart of Greenfield. Chew Valley Road is one of the main routes to cross the Pennines to Yorkshire and to travel through Greenfield into neighbouring villages such as Uppermill and Mossley.

1.3 Background to school

The following information and key statistics are noted

- ❖ Address: Greenfield Primary school Greenfield Oldham OL3 7AA
- ❖ DfE number: 3532077
- ❖ This is a primary school for Nursery, infants and juniors
- ❖ The age range of pupils attending the school is 2 year to 11 years old

1.4 Reasons for the Travel Plan

The school expansion will aim to accommodate approximately an additional 240 pupils, and this therefore represents an opportune milestone in the schools development to influence the travel habits and behaviour of both the staff and pupils. In addition to ensuring that these travel conditions have been met:

1.5 School travel Plan co-ordinators

The school travel Plan coordinators (TPC) will be:

Lyndsey Egan and Emily Cassinelli

Greenfield Primary school, Greenfield, Oldham, OL3 7AA

0161 770 5525

1.6 Travel Plan Working Group

The Travel Plan Working Group (TPWG) will consist of the school TPC and a combination of staff, parents and governors.

Therefore the role of TPWG will include:

- ❖ The day to day management of the Travel Plan; including delivery of measures and schemes.

- ❖ Undertaking Travel Plan monitoring and reporting.
 - ❖ Co-ordinate or secure the appropriate resources to help the delivery of the plan successfully.
- In addition, the TPWG will be responsible for obtaining data on travel patterns of pupils and staff after the school's expansion to:
- ❖ Provide an accurate baseline against which travel monitoring can be undertaken.
 - ❖ Enable the TPWG to effectively forecast the likely future transport and travel requirements of the development.
 - ❖ Enable the TPWG to ensure that there is adequate physical provision.
- The TPC and TPWG will report on the progress of introducing new measures through the Travel Plan and on the progress against the targets set.

2. Travel Plan Aims and Objectives

2.1 Overview

A school Travel Plan is a long-term strategy and a management tool aiming to encourage pupils, parents and staff to use more sustainable modes of transport and reduce the reliance on the private car. This involves looking at the current travel patterns associated with the school and introducing measures aimed at promoting more sustainable modes of transport. A Travel Plan should be reviewed within 6 months.

2.2 School vision and aims

The Greenfield Primary school Prospectus 2019 contains the following Values:

- *To develop in children a responsible attitude towards their work and towards their role in society.*
- *To develop good behaviour, high levels of personal responsibility and an understanding of economic awareness.*

2.3 Travel Plan Aims

To achieve sustainable travel this plan will have the following headline aims:

- ❖ Encourage more sustainable modes of travel to and from school.
- ❖ Reduce the number of cars on Shaw street to help reduce air pollution around the school
- ❖ To encourage parents to use the 'Park and Stride' at Tesco Greenfield.
- ❖ Increase the awareness of the importance of safe travel to school relating to educational attainment and our healthy school initiative.
- ❖ Raise travel awareness and the school's travel objectives.
- ❖ Promote sustainable travel for staff.

2.4 Travel Plan Objectives

To achieve these aims, the specific supporting objectives for this Travel Plan are to:

- ❖ Promote a healthy sustainable lifestyle for pupils, parents and staff
- ❖ Promote sustainable transport options, such as walking, cycling and public transport, as the primary modes of travel for pupils, parents and staff (E.g Walking bus)
- ❖ Educate pupils about safety on the school journey.
- ❖ Promote the 'Park and Stride' initiative we have with Tesco Greenfield (condition 5, see appendix 13)
- ❖ Maintain direction and progress in travel planning through continued management and review.

The above objectives will be achieved by introducing an action plan that will focus on promoting access to school using sustainable modes of transport as an alternative to the private car. The action plan will encourage pupils, parents and staff to consider sustainable travel instead of single parent/ pupil car trips and other single occupancy vehicle trips to and from the site.

3. Existing school travel behaviour

3.1 Observations

Site observations from both staff and locals have shown, there were a number of parents dropping children off by car. A number of cars were parked on the double yellow lines whilst dropping children at the school gates causing an increase in traffic congestion on Shaw Street, therefore causing a rise in air pollution around the school vicinity at peak times.

3.2 Current Safety Concerns

From the images below, the school currently has road markings to highlight areas which should be kept clear to avoid road safety issues. In comparison to the Travel Plan 2015, the road markings have been re-painted, however over time they have deteriorated outside the old school building. Although the markings are legible compared to the previous travel plan, this can be seen as a road safety concern in case someone illegally parks a vehicle obstructing the view of parents/carers and children crossing the road.



On Chew Valley Road currently, there are double yellow lines which are there to prevent parking and increase visibility from Shaw Street. When gathering feedback, it has been mentioned that road users park on these on a regular basis which is a road safety concern blocking visibility when crossing the main road, which is why school support a zebra crossing in this area.

Whilst travelling down Chew Valley Road, there is one standard school hazard sign which is located outside The Wellington Pub. Due to the nature of the road and the additional congestion, this sign can easily be missed which can cause additional road safety concerns.

An additional road safety concern is the speed limit on Chew Valley Road. The current speed limit is 30mph which is the standard speed limit for UK roads, however due to the vast volume of traffic around the area at peak times, the area could benefit from a speed reduction to at least 20mph to avoid potential dangers.

There is also a side street which is almost opposite Shaw Street which can make it extremely difficult for both pedestrians and drivers.



On Arthurs Lane there is a small side road which pupils also use on the way to school. This can be used as a quicker route to access the school gates on Shaw Street. The lane is also accessible for cars to use and has been used frequently by drivers at the peak times of the school day. Arthurs Lane itself is very narrow which causes issues if a car and pedestrians are using the lane at the same time. There is also no pavement for pedestrians to use on the lane which is a road safety concern as they are in direct contact with vehicles that use the lane. Finally, the speed limit on the road is 30 mph and due to the points mentioned above, this is a concern as there is nothing in place to avoid potential dangers which may arise. Speed limits around school should be substantially reduced and well-signposted and enforced.

3.3 Analysis of Road Safety

Whilst undertaking the visual walk around the school vicinity, there are some road safety concerns which need to be taken into consideration as mentioned above. The School Council have put forward some recommendations to help minimise the road safety concerns to make the school environment a safer place. It also important to consider that parking away from school and walking to school would alleviate further traffic issues.

On Shaw Street outside the current school building, the road markings could be improved to increase awareness and also to prevent vehicles parking outside of the school. There are also faded double yellow lines on the corner of Shaw Street and Chew Valley Road, these could be re-painted to prevent illegal parking and to increase visibility on the road. Outside the new school building, road markings need to be considered to prevent anyone parking outside of the new building, especially local residents. This will also include the access road next to the new building which was highlighted as a road safety concern.

One recommendation is to install additional signage on Chew Valley Road to highlight that a school is in the local area. This could include a hazard sign which warns drivers on approach to Shaw Street. This is currently being resolved through the new safety zone. A further recommendation is to create a safe area for pupils to cross the main road, we support the proposal of a Zebra Crossing to be installed close to Shaw Street and Chew Valley Road junction which would also benefit members of the community at other times of the day in addition to pupils travelling to and from school.

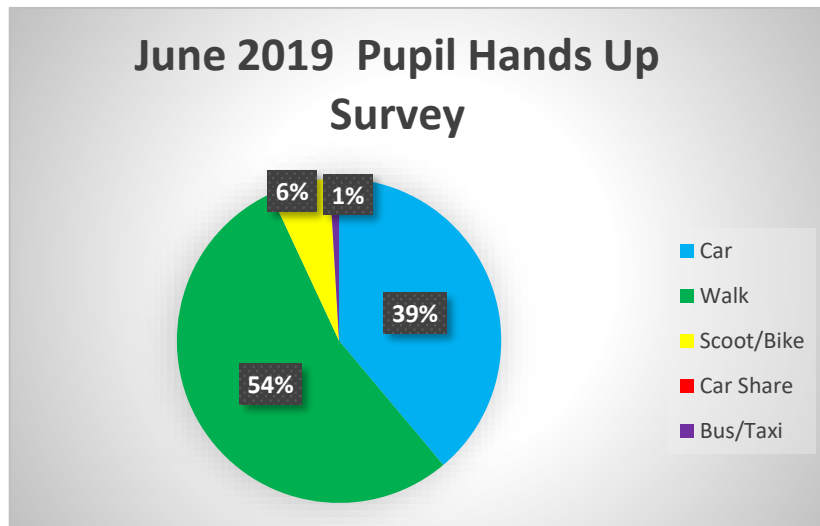
3.4 School's Travel Behaviour

The school currently walk to local destinations on a regular basis, these include: Churchills for events such as cross country training and skill force; St Marys church; the library; cricket club for sports days; Tameside tennis club; Saddleworth School for sporting events and Year 6's for transition days. Where possible we often use public transport such as local buses and the train to attend educational school visits. We currently have no specific transport policies that relate to this. School uses coaches or taxi's when walking or public transport is not possible, for example Space Port the Wirral, Chester Zoo and Cannon Hall Farm which is across the moors in Yorkshire.

3.5 Hands up survey

We have completed a pupil hands-up survey, parent travel survey and staff travel survey to gather data on existing mode share of pickups and drop-offs at the school. The use of these three surveys provides an accurate estimate of existing behaviour.

Whole School June 2019



3.6 Pupil Hands Up Survey Analysis:

The whole school pupil travel survey indicated that 54% of pupils walk to school and 6% of pupils cycle or use their scooter to travel to school. However, 39% of pupils were shown to be driven to and from school. Therefore, it is evident that over half of the pupils travel to school by active modes of transport and we aim to increase this number even further upon the monitoring and review process in order to reduce congestion and air pollution to improve the school's carbon footprint around the school vicinity.

3.7 Parent Questionnaire

A parent questionnaire was sent out to all parents in June 2019 addressing the distance travelled from home to school, which method of transport the children take to school and the reasoning as to why, including any further comments the parents felt necessary to highlight regarding the current traffic congestion around school. The results are shown in the Appendix 7 in a number of pie charts collected from the 132 responses returned back to school, including any additional comments made by the parents throughout the survey.

4. School Redevelopment Proposal

4.1 Location

The new school will be located at the end of Shaw Street which has been described previously. This new school building will have the same postcode and will have the same traffic congestion present. Due to the larger space availability in the new school vicinity, there will be a greater number of spaces in the staff car park and we aim to reduce further congestion by putting certain actions in place (see action plan).

4.2 Redevelopment Proposals

The proposed development is for an expansion of the existing school from 1 to 2 form entry (2FE), increasing the capacity from up to 210 to up to 420 places. The proposal includes a new 33 space staff car park on site. The architects drawing showing the layout of the proposed school is included in Appendix 2.

4.3 Staff

Currently there are 243 pupils, of which 22 are Special Educational Need (SEN) pupils. The following number of teaching and support staff are currently employed at the school:

- 12 teaching staff
- 17 non-teaching staff

The school start and end times are 08:55 hours and 15:15 hours respectively. Multi-activity and homework clubs will operate from the school buildings on Monday to Friday 15:30 16:15 hours. An after school club provided by Tiny Treasures operates from 7:45 – 8:45 where children then get escorted to class. At 15:15 when school finishes pupils are once again escorted to after school club until 18:00.

4.4 Shift patterns

Staff	Teaching Staff	Dinner staff	TA	Admin Staff	After school club	Site Manager
Times in	7:30 - 8:10	11:00 11:30	8:30 9:00	8:00 10:00	7:45 15:15	7:00 15:00
Times out	16:0 18:00	13:15 14:00	3:15 16:00	14:00 17:00	8:45 18:00	11:20 18:00

4.5 Education facilities

The proposals includes the following additional education facilities:

- ❖ Eight additional classrooms 4 for Key Stage 1 and 4 for Key Stage 2 pupils
- ❖ New W/C facilities
- ❖ Dance studio
- ❖ Practical room
- ❖ Nature trail

4.6 Number of New Staff/ Pupils

The capacity of the school is proposed to be increased to up to 420 places from 210, with an additional 10 Nursery places. This equates to an increase of up to 220 pupils.

Year	Teaching staff	Non- teaching staff	Admin staff	Total number of staff
2019	12	17	2	31
2025	20	24	3	47

4.7 Car Parking Provision and Usage

A new staff park will be provided on site accommodating 33 standard spaces and one disabled-user spaces. With 47 staff forecasted in total, of which 10 are part-time staff. This is considered to be sufficient to meet staff demand for car parking. Due to 25% of staff using the Tesco Park and Stride, amounting to 11 members of staff and 5%, amounting to a total of 2 members of staff currently walking to school, it can be concluded that 70% of staff members travel to school by car. As a school, we aim to increase the number of staff members using active modes of transport before 2025.

As part of the research conducted, all staff members completed a questionnaire regarding their journey to school and the different methods of transport used. The results of this survey can be found in Appendix 9. As a school we are aware of the complications around the barrier to the school car park, provisions have been but in place in the school Parking Management Plan See appendix 12 and the Storage and Removal of Refuse and Waste see appendix 13. (This meets the condition 22 see appendix 14)

4.8 Powered two-wheelers parking provision

Within the new development provision will be made for two motorcycle spaces within the proposed car park layout, as shown on the architect's drawing included in Appendix 3.

4.9 Cycle and Scooter Parking Provision

As part of the development there are 20 bike and scooter racks which are located close to the main entrance Appendix 3. This level of provision is considered to be sufficient given the travel survey results and the percentage of pupils using this method of transport but will be reviewed as part of the Travel Plan monitoring process. (This meets condition 7 found appendix 14)

4. Proposed travel arrangements for redevelopment

5.1 Walking

The pedestrian network in the vicinity of the school is shown below. This identifies that on all of the roads surrounding the school site there are reasonable quality footways, street lighting and dropped kerbs.

Throughout the parent questionnaire conducted, the results collected reveal that 68% of pupils live under 1 mile away from school and therefore as a school we are to encourage walking as the most effective mode of transport. (See Appendix 7).

From postcode mapping (appendix 10) it appears that one third of pupils lives North of the new build within easy walking distance. Please see appendix 11 for safe walking routes from some of these postcodes.

It also appears that a range of pupils live to the east of the new build, see appendix 11 for clear walking routes. As a school, we support the proposed plan of a zebra crossing on Chew Valley Road. This will support the Health and Safety of our pupils on their route to and from school.

Throughout our findings it was discovered that a proportion of children live to the North West of the school and therefore there is a pathway available for safe walking routes to the school entrance (see below). The footpaths may need to be resurfaced after the school has been completed and this should be encouraged by the TPWG.



5.2 Cycling

Cycling also has the potential to be substituted for short car trips; particularly those under 3 miles and to form a part of a longer journey by public transport. Cycle access can be of value to staff, but limitations such as carrying capacity of books and resources and the practicalities of distance if appropriate need to be taken into consideration.

Regarding pupils, gradient also needs to be considered to ensure that they have the suitable skills and can travel safely. The school currently operates a Bikeability course for Year 5 and 6 pupils and the data collection from the parent questionnaire (see Appendix 7) reveals that 6% of children regularly cycle or scoot to school accompanied by an adult.

The bridal path (shown below) is a convenient way for pupils travelling from areas across Chew Valley Road to cycle or scoot with no traffic issues or safety concerns other than the main Chew Valley Road itself. The introduction of the proposed zebra crossing will also support this mode of transport.



There will be cycle and scooter parking at the front of the new school building in the proposed development to promote cycling and encourage this method of transport. This is also encouraged when the school undertakes the Bikeability programme. (This meets condition 7 see appendix 14)

5.3 Travel by car

Upon analysing the results of the parent questionnaire, (see Appendix 7) it was established that 37% of pupils travel to and from school by car. Parents and staff will be encouraged not to drive down Shaw Street as there is no specific area to turn around. Car drivers will be encouraged not to use the unadopted road (see below) at the top of Shaw Street as this will also help to reduce air pollution around our school reducing our carbon footprint.



Furthermore, the data collected from the staff questionnaire (see Appendix 9) reveals that 95% of staff members currently travel to school by car, whereas only 5% of staff walk. However, this could be due to the fact that the majority of staff members, 59%, live at a distance of more than 3 miles away from school compared to that of pupils living in a closer radius. In addition to this 42% of staff members supported this reasoning when completing the questionnaire by stating that the reasoning for travelling by car is due to convenience. We hope to work to reduce this number as we progress as a school and promote alternative methods of transport for staff health and well-being.

5.4 Parking arrangements

The data collected from the staff questionnaire reveal that 75%, amounting to 25 staff members do not use the Tesco Park and Stride scheme, whereas 25%, amounting to a total of 8 of staff members do regularly use this option when travelling by car. However, the reasoning for the number of staff not using this option being so high could potentially be due to the fact that the school car park caters for all teachers and the head teacher to have designated parking spaces and therefore if this was not the case, this number may be larger. Parents and staff who do not have a designated parking space on the car park are to be encouraged not to park on Shaw Street but to use alternative modes of transport or use the Park and Stride scheme at Tesco in an attempt to encourage a healthy lifestyle and reduce congestion levels and air pollution around the school vicinity, in addition to meeting condition 5 (See appendix 14)

There are many alternative options available for parking which enable a short walk to school and thus, walking will be encouraged wherever possible for both parents, pupils and staff regardless of travelling by car. Parking is already discouraged on Shaw Street and outside the current school building which is evident from the sign visible outside the school gates (see below).



In addition to the measures we are taking in the action plan, such signs may also be advised to be displayed outside the new school building to reinforce the rule of no parking on Shaw Street or outside the school gates. Furthermore, upon collecting the data from the questionnaires (see Appendix 8 and 9), many suggestions were made that in an attempt to stop parking outside the school building and on Shaw Street, for resident parking only signs to be visible to therefore benefit the residents of the street and avoid unnecessary congestion and air pollution around the school vicinity.



5.5 Public Transport

When analysing the data from the parent questionnaire, it is evident that currently only 1% of pupils, amounting to a total of 2 pupils travel to school by public transport. The area is served by bus route numbers 180,353, 354, 355 that stop either adjacent to or opposite Chew Valley Road or on Wellington Road near to Chew Valley Road. **The main bus from Greenfield to Manchester is the 180 which could help the school when travelling to Manchester for activities such as school trips.** We use the bus or train when travelling to the Manchester Museum of Science and Technology and when visiting Manchester airport when exploring a curriculum topic of transport. All of the stops listed provide footpath access to the school on Shaw Street. However, most of the bus routes do not run before 9am meaning it would be more beneficial to take this transport method when leaving school rather than upon arrival. The bus stops within the school vicinity are shown in Appendix 5.

The closest bus stop to the site is located on Chew Valley Road. A crossing point on Chew Valley Road is not currently present, making this a safety concern for when pupils and adults are crossing this road. This has been addressed by a number of parents in the recent questionnaire. The bus stops around the school vicinity have both bus shelters and timetable information. Whilst none of the current pupils in school use the bus as a method of travelling to school, it is considered to be an option for those living close to the stops that serve the bus route numbers stated but due to the times previously mentioned, it may seem more appropriate to use the designated bus routes after school rather than before school as a method of transport.

For children and parents living further afield, the train may be a possible method of transport for travelling to and from school. The train station in Greenfield is approximately a 5-10 minute walk from the school with many trains running from surrounding areas between every 30 minutes and an hour. This method of

transport serves areas such as Mossley, Stalybridge, Ashton-Under Lyne, Marsden, Slaithwaite and Huddersfield.

5.6 School Safety Zone

Greenfield primary supports the proposal for a new Safety Zone. In accordance with the proposal signing will be on Grayson Way, Chew Valley road and Greenbridge lane (Appendix 4).

5.7 Reduce Air Pollution

Following the surveys conducted and the comments given by both parents and staff, it is evident that there needs to be a reduction of air pollution which we aim to monitor as a whole school and apply certain measures in order to ensure we are applying necessary actions to reduce the carbon footprint around the school environment.

Many of the parents and staff made additional comments on the questionnaire regarding how parking and stopping on Shaw Street should not be encouraged to reduce the air pollution and the carbon footprint around the school vicinity.

As a school we aim to put several measures in place to reduce our carbon footprint (see action plan) which we will then monitor during the next six months upon the opening of the new school building.

5.8 Staff travel

Staff postcodes have been plotted to find alternative travel arrangements to decrease the number of staff driving to and from school. We have discussed as a staff alternative arrangements including suitable public transport and car sharing opportunities. We identified that 7 members of staff live less than 2km from school when we discussed the possibility of walking. During discussion we also identified issues which ruled out the possibility of walking to school as an option. We identified that 6 members of staff live over 5km away and looked at different travel opportunities including car sharing and the use of public transport including bus and train.

6. Measures

6.1 Marketing and Promotion

The TPC will ensure that the sustainable travel opportunities for access to and from school will be communicated to the pupils, parents and staff of the school.

Pupils, parents and staff will be made aware of sustainable travel opportunities through provision of the summarised information below:

- ❖ Cycle and pedestrian and bus routes network maps;
- ❖ Bus services information including timetables;
- ❖ Health, environmental and economic benefits of sustainable travel;
- ❖ Objectives of the schools travel plan;
- ❖ Key contacts related with walking, cycling, bus companies, and helpful links to journey planner websites for staff;
- ❖ Current local or national sustainable travel events
- ❖ Information on car sharing opportunities for staff based on information gathered on travel surveys.

This information will be promoted via the following:

- ❖ **Sustainable Travel Notice Boards:** A notice board will be supplied within our school's high footfall area. Any school, local or national sustainable travel events will also be promoted via the noticeboard. Information displayed will assist promoting sustainable travel to pupils, parents and staff. The boards will be maintained up to date on a regular basis.
- ❖ **Sustainable travel website:** Travel information incorporating sustainable travel will be provided and updated regularly on our school's website.

6.2 Measures to promote sustainable travel

- ❖ This Travel Plan recognises the importance of promoting sustainable transport to get to and from school. Therefore, the measures to further promote these modes of travel will include measures to promote walking, cycling, use of scooters and public transport.
- ❖ The TPC will maintain an up to date database of travel information promoting walking, cycling and use of scooters. The information will be publically available via the noticeboards and the sustainable travel website. It is anticipated that the following information is included:
- ❖ Cycling and walking routes – the maps and information will show walking and cycling distance to key destinations. The information will be publically available on the notice board and website.
- ❖ Walk to School Week– to be linked to walking in local events.
- ❖ Walking bus – the option of a walking bus from a location where small groups of pupils can gather will be investigated and volunteers among parents and staff to be evaluated.
- ❖ Cycling / scooter tips and training information – Cycle / Scooter training will provide valuable skills to the pupils, increase confidence while cycling on the roads, increase cycle uptake and improve safety. Relevant information related to cycling training options and tips for cycling to be promoted include:
 - ❖ Health benefits of walking and cycling.
 - ❖ Helpful links and websites – cycling and walking helpful link (e.g. My Journey websites.)

It is acknowledged that walking and cycling is not a viable option for everyone travelling to and from the school. Some parents who currently drive could also consider car sharing, which involves two parents living in the same area agreeing to pick-up/ drop-off a number of children at the school in one car.

To ensure the most efficient use of car travel to and from school staff will be encouraged to car share wherever possible. This will help to reduce the number of vehicle journeys being made in the first instance, and will encourage a pattern of more efficient car use.

Links to car sharing websites will be provided to staff and parents on the schools website, noticeboards and circulars briefing on total travel cost and cost of alternative options where appropriate to encourage low car use levels. Measures to Promote Road Safety will include continuing to provide Bike ability and road safety training in the future.

6.3 Evaluation and Monitoring

As the Travel Plan is a dynamic document, it will need revising and updating regularly. For some schools travel plan monitoring and promotion can be integrated into the curriculum as a maths and art project. The TPC will undertake a full travel survey and a full review of the whole document six months and 3 years after the opening of the redevelopment to determine any changes or further actions that are required. This will take into account any changes in transport provision that will alter the travel needs of staff and pupils. This will be undertaken by the TPC. The travel plan will also be updated if any changes occur to relevant policies such as the local and national transport policies.

Where targets are being reached considerably ahead of the target year, more ambitious targets will be established to ensure the Travel Plan retains momentum in furthering sustainable travel patterns.

Where targets are not being reached, additional measures will be taken and evaluated.

7. Travel Plan Implementation

This section outlines an action plan that will be implemented to ensure that a variety of suitable, easily accessible alternatives to private car use are available and attractive to pupils, parents and staff. The priority of actions is shown by the following highlighted colour.

Orange = high
 Yellow = medium
 Green = low

7.1 Action plan

Measures for management and monitoring						
Measure	Task / Action	Target	Timescale	Monitoring	Cost	Responsible
Re-confirm Travel Plan Coordinator	Review existing arrangements		12/2019		Time out of class. Funded by school	Head teacher
	Timetable TPC meetings	Have termly meetings	9/2019		N/A	Head teacher
Marketing and promotion of information	Update/ produce sustainable travel information and explore opportunities to integrate tasks in curriculum	Organise road staff week Air pollution scheme.	Termly		Time out of class. Funded by school	Head teacher / TPC
	Update information on travel notice boards		Termly		Photocopying Funded by school	Head teacher / TPC
	Include sustainable travel section within website	Ensure that the travel plan is accessible by all	Termly		N/A	Head teacher / TPC
Assess modal split and monitor targets	Undertake a travel survey within 3 months of opening of new school or when significant change occurs.		12/2019		Time out of class. Photocopying paper. Funded by school	TPC
	After opening of new school ensure travel survey is undertaken annually.		2019-2024			

	Re- evaluation of targets and measures if applicable		When significant changes occur		Time out of class. Funded by school	TPC
Measures to promote school travel plan						
Measure	Task / Action		Timescale	Monitoring	Cost	Responsible
Promote the travel plan to the whole school community	Once the plan is approved include details of the plan on the schools website and in the schools prospectus.		September 2019		Cost of updating the new prospectus	Head teacher / TP
	Include a school travel plan update on its progress in notice boards and website		Termly		N/A	TPC
Measures to reduce staff driving by 'car alone'						
Measure	Task / Action		Timescale	Monitoring	Cost	Responsible
Promote car sharing information to 100% of staff	Direct staff to the travel plan section on the schools website and promote highlight/promote car sharing where possible.		June 2020		N/A	TPC
	Provide information which is accessible to all staff showing the areas from which staff travel.		June 2020		N/A	TPC
	Have information available for staff of public transport, walking and cycling routes, etc.		June 2020		N/A	TPC
Promote walking information to 100% of staff	Encourage staff to find alternative parking arrangements and walk part way to school.		September 2020		N/A	TPC

Measures to promote walking and cycling to help reduce emissions						
Measure	Task / Action	Timescale	Monitoring	Cost	Responsible	
Take part in Walk to School Week on an annual basis.	Promote the initiative to pupils in assemblies	January 2020		N/A	TPWG	
	Promote the initiative to parents via newsletters, notice board and website.	February 2020		Photocopying cost.	TPWG	
Set up an initiative to reward walking	Choose the most appropriate incentives to encourage more pupils to walk on a regular basis	September 2020		Cost of incentives. Paid for by school	TPWG	
	Promote the initiative to parents and pupils via newsletters, notice board, website and assemblies.	October 2020		N/A	TPWG	
Investigate the possibility of setting up a walking bus.	Discuss with council about resurfacing the pathway at the side of school	August 2019		Council cost.	TPWG	
	Advertise for volunteers or consider incorporating with any new staff responsibilities	March 2020		N/A	TPWG	
	Publicise via newsletter, notice board and website the first route due to operate.	March 2020		N/A	TPWG TPWG	
	Organise launch date of walking bus either on first day or after trialling the initiative for a week	March 2020		N/A	TPWG	
Basic cycle training as part of the curriculum for infants and provide Bike-ability training for juniors. Also offer scooter safety training	Continue to Provide Bike-ability Level 1 and 2 Course for year 5 and 6. Contact the school travel planning team to organise scooter training	Spring 2020		Incentive free	TPWG	
Promote use of safety clothing and cycle helmets	Discuss with working group ways of encouraging pupils that cycle to wear fluorescent clothing and helmets.	Autumn 2020		Funded needed.	TPWG	
Promote Walking and Cycling to and from School	Provide incentives for walking and cycling to school, available for both parents, staff and pupils.	Autumn 2020		Purchase incentives. Funded by school.	TPC	

Support proposed zebra crossing	Express to OMBC the need for a zebra crossing on Chew Valley Road.	Summer 2019		Funded by Oldham council	Headteacher
Set up a walking bus	Member of staff and/or parent group to meet children at a drop off point to walk them to school	March 2020		N/A	TPWG
Measures to improve safety and support the promotion of sustainable travel					
Measure	Task / Action	Timescale	monitoring	Cost	Responsible
Provide road safety lessons to 100% of pupils	Incorporate road safety pedestrian training into the curriculum	May 2020			Head teacher / TPC
	Advertise to parents that road safety training is to be taught to all pupils.	May 2020		N/A	TPWG
Parking for parents	To encourage parents to use the Park and Stride scheme at Tesco.	October 2019		Cost of letters or posters. Funded by school	
	Promote information to parents to ensure safe, considerate and sensible parking when dropping off and picking up pupils.	October 2019		Cost of letters or posters. Funded by school	TPC
Improve the safety of crossing facilities on Chew Valley Road	Supporting the proposed zebra crossing facilities.	Summer 2019		N/A	Head teacher
Percentage to be improved by school					
In the last survey we had 132 parent responses out of 243. In the next survey we are hoping to increase this by 20 more responses to 142.	This will happen by giving pupils an incentive to bring them back. Sending reminder messages. Raising the profile of the importance of the travel plan.	Autumn 2019		Photocopying	TPC
90% of staff took part in the travel survey we are hoping to increase this to 100% with the next survey.	This will happen by giving staff more time to complete the survey.	Autumn 2019		Photocopying	
Currently there are 37% (49 out of 132) of pupils who are driven to school we are hoping to decrease this by 5 parents in the next survey.	Putting the travel plan on the website. Newsletters encouraging a healthier lifestyle. Raising the awareness and more efficient ways to travel to school using the above	Autumn 2019		Photocopying	TPC

	measures including a walking bus.				
Currently there are 3 members of staff that walk to school regularly. We are hoping to increase this by 2 within the next survey	Discussions of reasons and obstacles that could prevent walking to school and the healthy benefits of such action.	Autumn 2019		Time for staff meeting	

7.2 Summary

This chapter has outlined the action plan relative to the objectives set out with their specific timescale and details who is responsible for delivering the specific measures. With a clear definition of responsibilities the travel plan aims at giving direction to the delivery of measures to achieve a real increase in sustainable mode shares.

Travel plans are expected to evolve in response to new travel and transport issues that may arise, and as such, future changes will require a review of current measures. This has been addressed by specific timetables, reviews, however as a dynamic plan improvements will be made whenever opportunities arise.

8. Appendices

Appendix 1 – Existing location of Greenfield Primary School 2019



Appendix 2 – The architects drawing showing the layout of Greenfield Primary School.



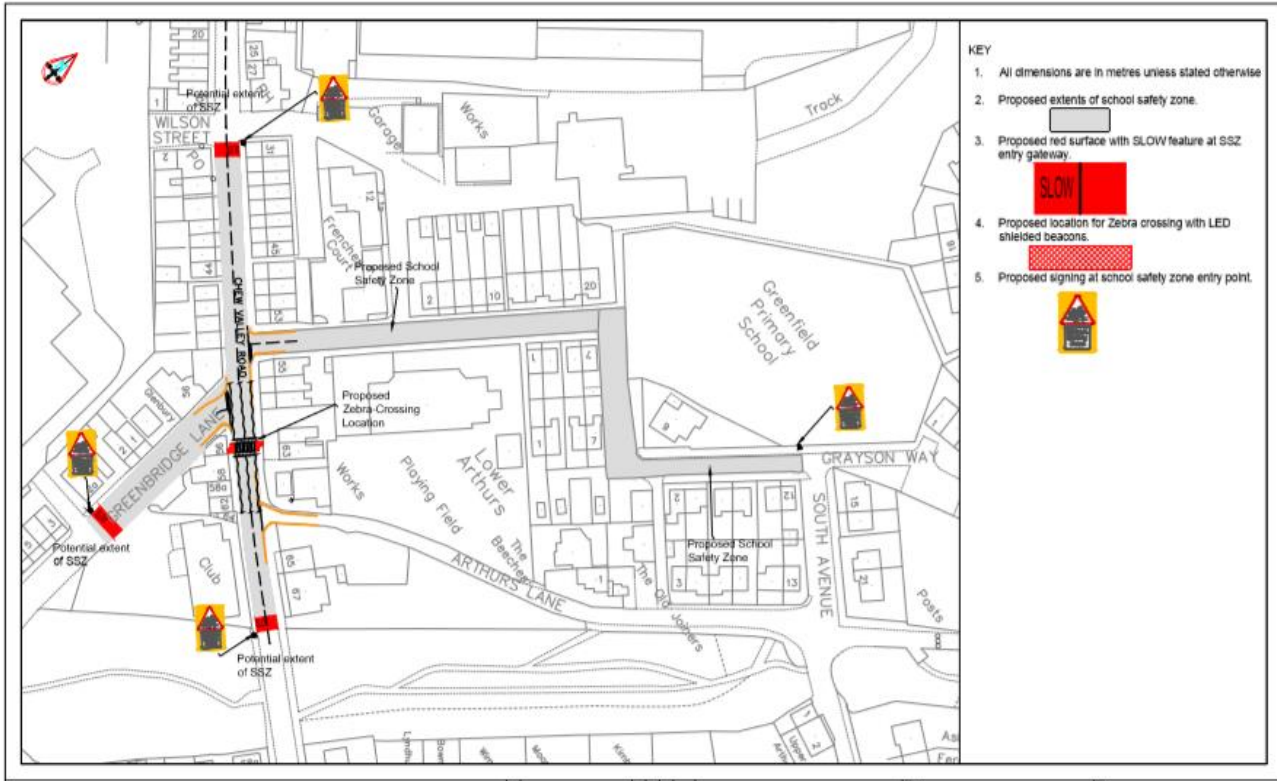
Appendix 3 – Car park plan of new build.

Powered two-wheelers parking provision.



20 bike and scooter racks.

Appendix 4 – proposed new school safety zones.





Appendix 5- Bus Stops on Chew Valley Road



Appendix 6 (Parent Questionnaire, Results and any additional comments.)

Please complete the following survey by circling **ONE** option from the list provided.

1. How far is your journey to school?

- Under 1 mile
- 1-2 miles
- 2-3 miles
- More than 3 miles

2. How does your child normally travel to school?

- Walk
- Cycle
- Car
- Car share
- Bus/Taxi

3. Why does your child travel to school this way?

- Speed
- Convenience
- Safety
- Distance

- Environment
- Cost
- Health
- Route to employment for parents
- Lack of school facilities
- Other

4. If you park your car when taking your child to school or picking up your child up from school, how long are you usually parked for?

- Less than 5 minutes
- 5-10 minutes
- 10-15 minutes
- 25 minutes or more

5. Do you ever use the 'TESCO Park and Ride' option?

- Yes
- No

Please add any other comments about how you feel we can reduce traffic congestion and air pollution around the school?

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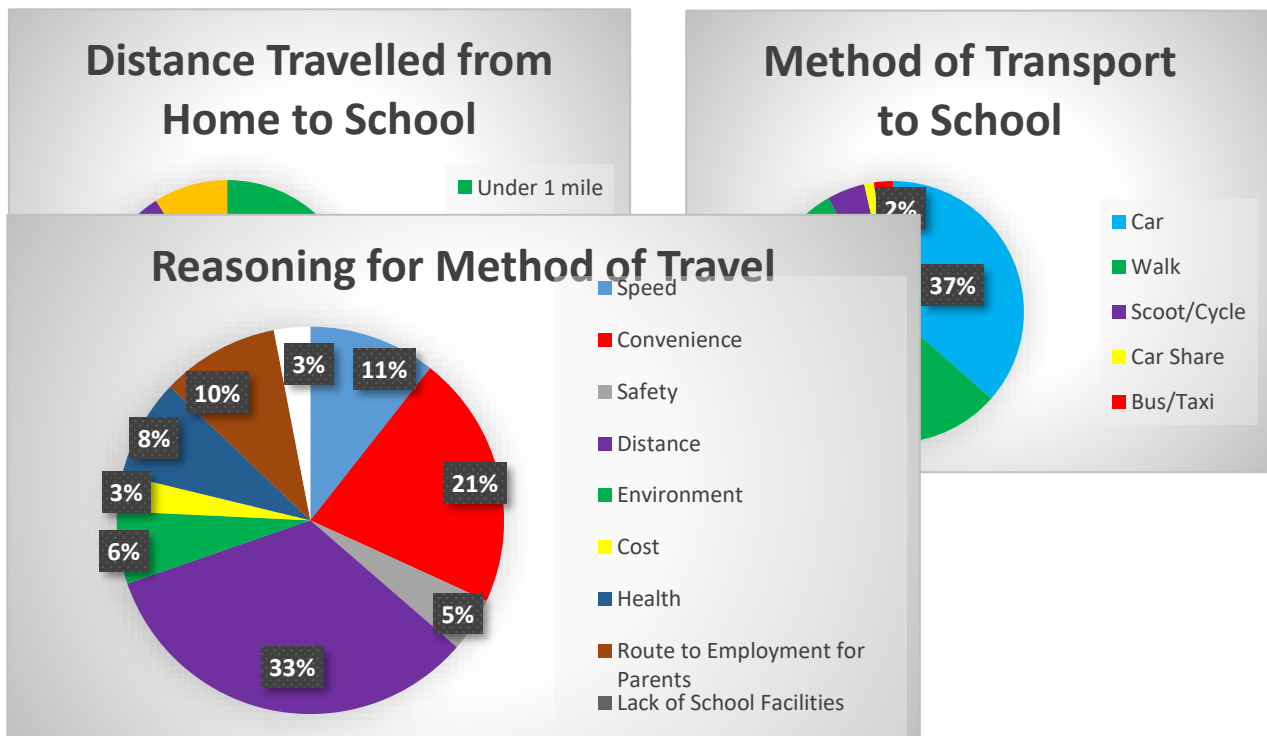
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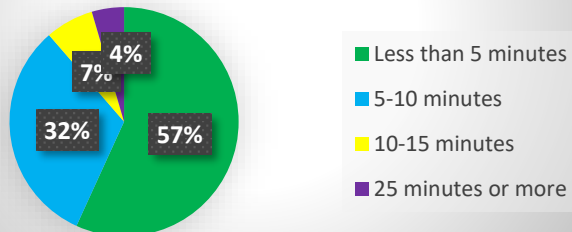
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Thank you for taking part in our survey. Your support is greatly appreciated and your feedback will be taken into consideration.

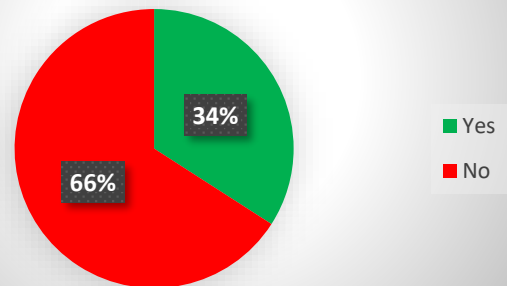
Appendix 7 – Results from 132 parent questionnaires.



Length of Time Car Parked for in Mornings/After School



Do you use the TESCO Park and Stride?



Parent Additional Suggestions from the Parent Survey:

- Currently drive as drops another child off at a nursery but in September will be walking every day.
- Parents who park on Shaw Street to drop off or pick up children should turn off their engines to reduce congestion.
- A crossing on Chew Valley Road may help to encourage parents to park away from school.
- A one-way system on Shaw Street with a drop off zone.
- Less cars parked on Shaw Street as it can be quite dangerous and the road is so congested.
- Introduce parking permits for residents of Shaw Street
- Advertise the TESCO Park and Stride more.
- Introduce a walking bus scheme.
- Promote cycle ways.
- Put cameras on Shaw Street and issue fines if there is parking during peak times.
- Help parents facilitate a car share scheme.
- Resurface the path that runs from Queensway and Mere Close to Shaw Street as it is a struggle for prams and wheelchairs and highly unsafe as children trip over the uneven floor daily.
- Only allow resident parking on Shaw Street.

Appendix 8- Staff Questionnaire, Results and additional comments.

Please complete the following survey by circling **ONE** option from the list provided.

1. How far is your journey to school?

- Under 1 mile
- 1-2 miles
- 2-3 miles
- More than 3 miles

2. How do you normally travel to school?

- Walk
- Cycle
- Car
- Car share
- Bus/Taxi

3. Why do you travel to school this way?

- Speed
- Convenience

- Safety
- Distance
- Environment
- Cost
- Health
- Route to employment for parents
- Lack of school facilities
- Other

4. Do you ever use the 'TESCO Park and Ride' option?

- Yes
- No

Please add any other comments about how you feel we can reduce traffic congestion and air pollution around the school?

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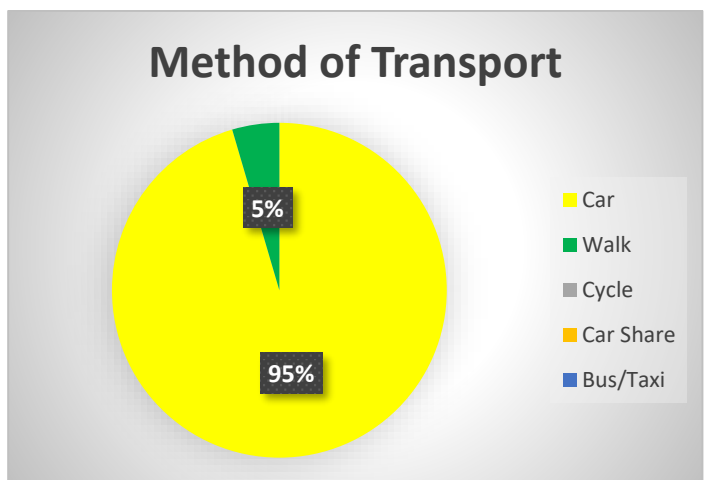
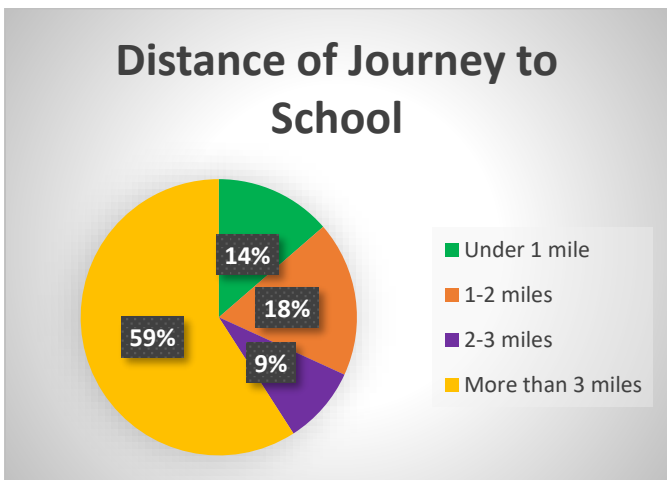
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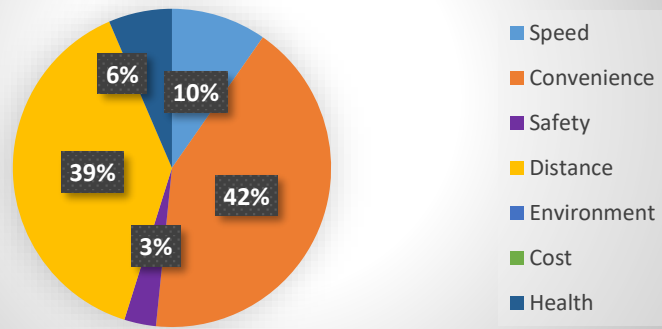
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Thank you for taking part in our survey. Your support is greatly appreciated and your feedback will be taken into consideration.

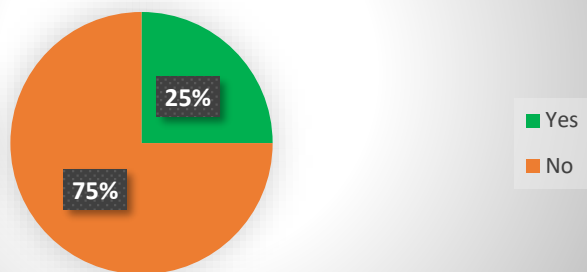
Appendix 9- Staff travel questionnaire results.



Reasoning for Method of Transport



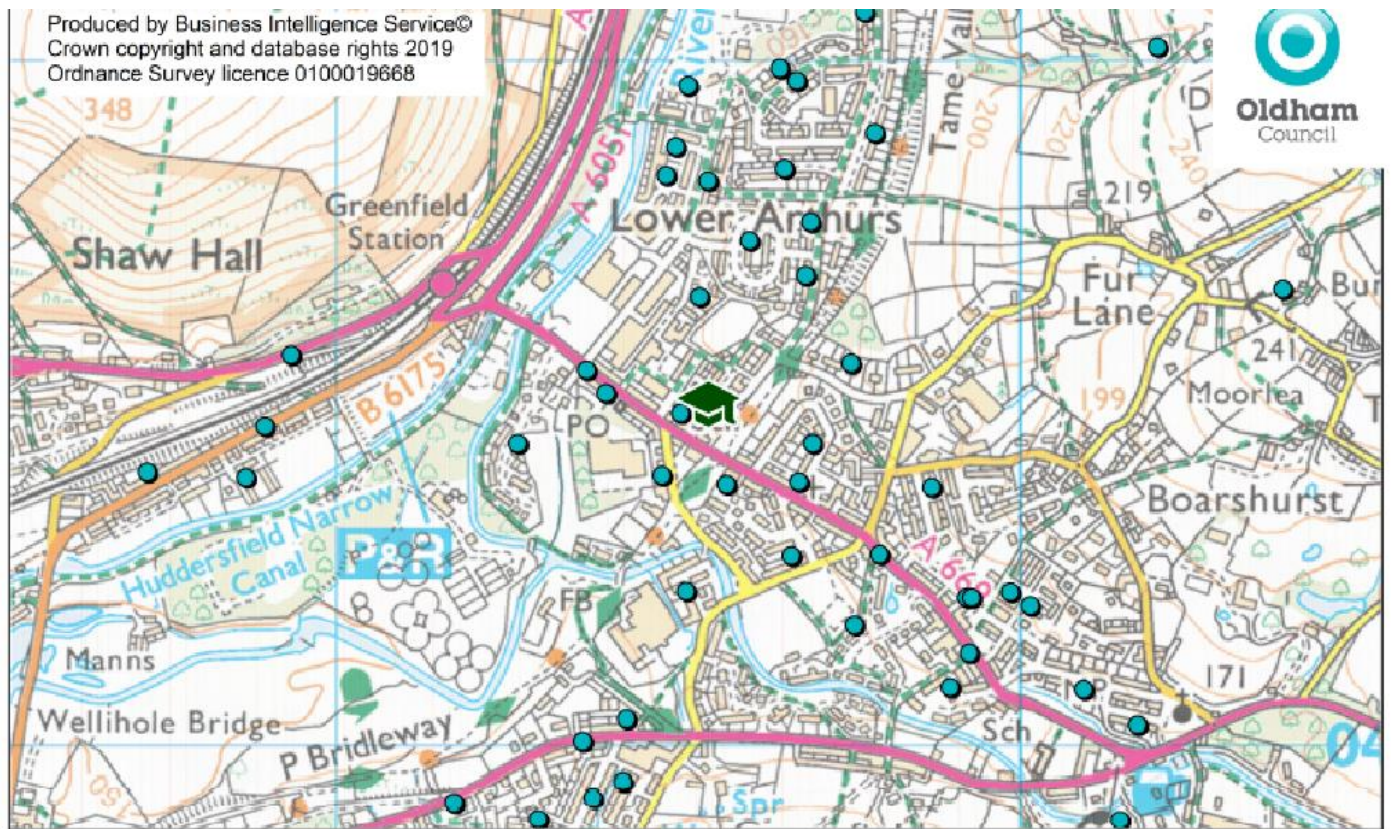
Do you use the Tesco Park and Stride?



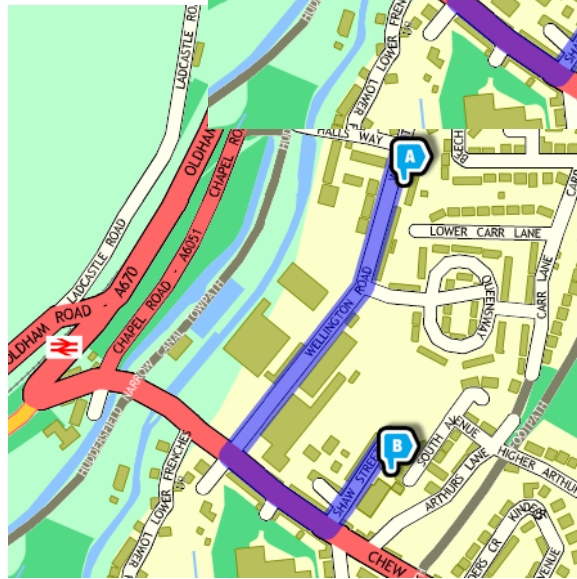
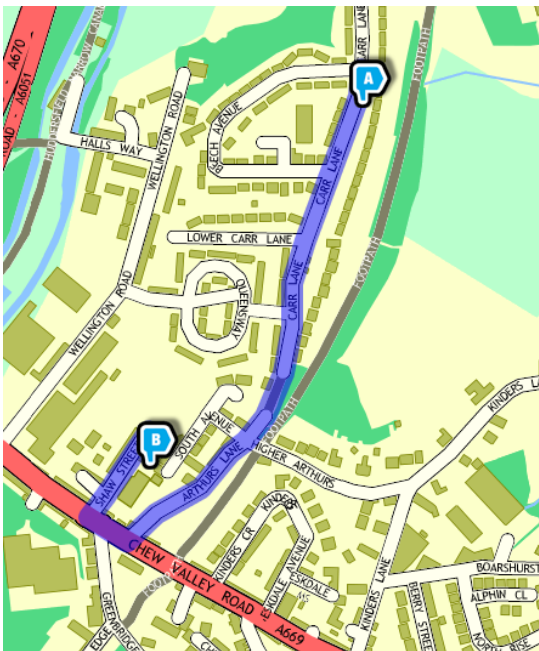
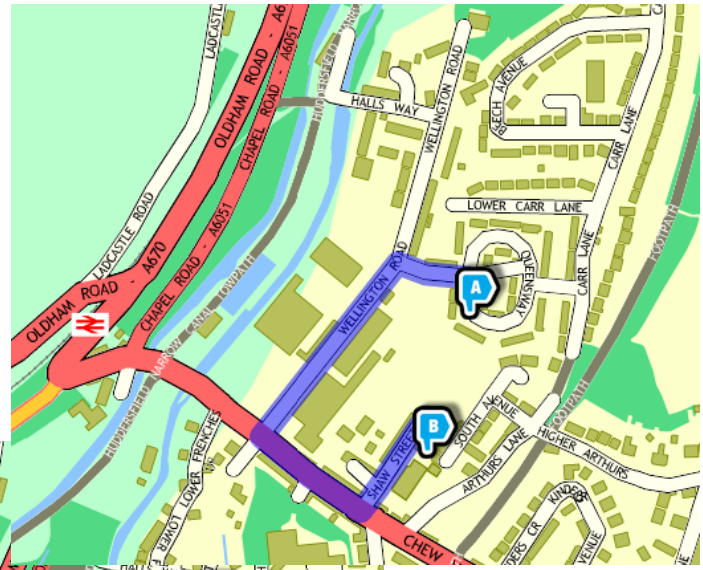
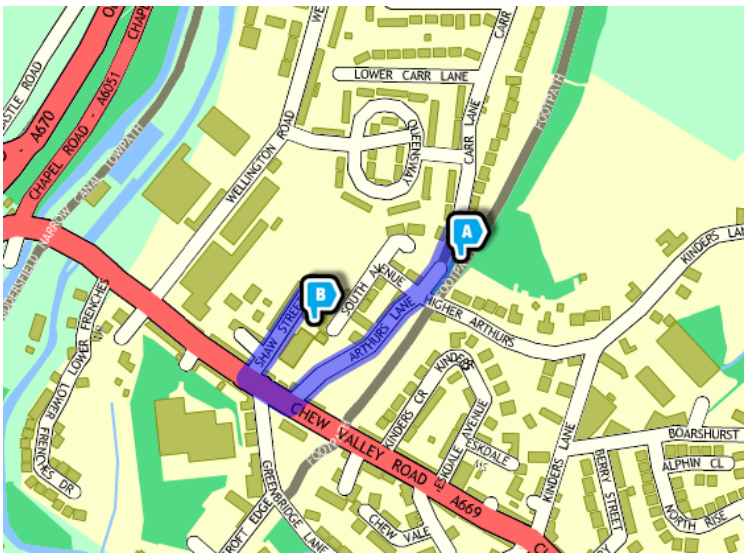
Staff Additional Comments:

- Staff could potentially begin to car share as most of the staff live out of the school vicinity.
- Encourage all children to park and walk.
- There should be a zebra crossing on Chew Valley Road due to being a consistently busy road which can potentially be a danger to all.
- Encourage parents not to enter Shaw Street in their vehicles as there are other options for parking available which also encourage a short walk.

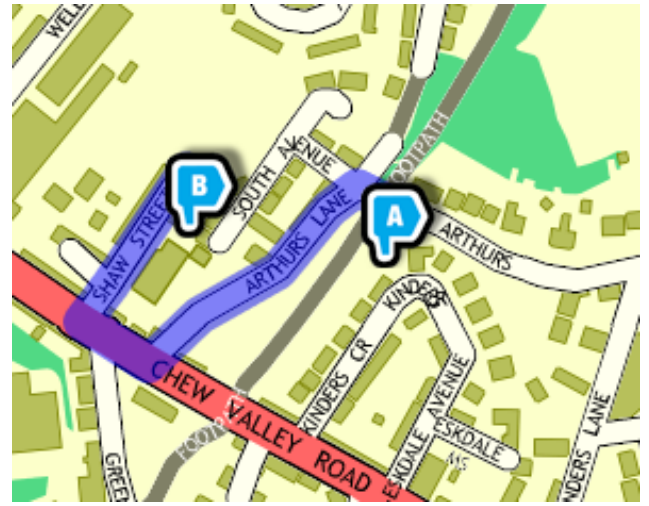
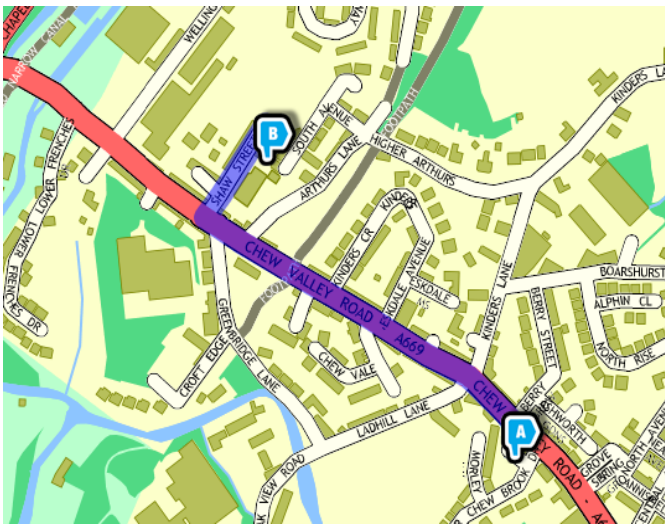
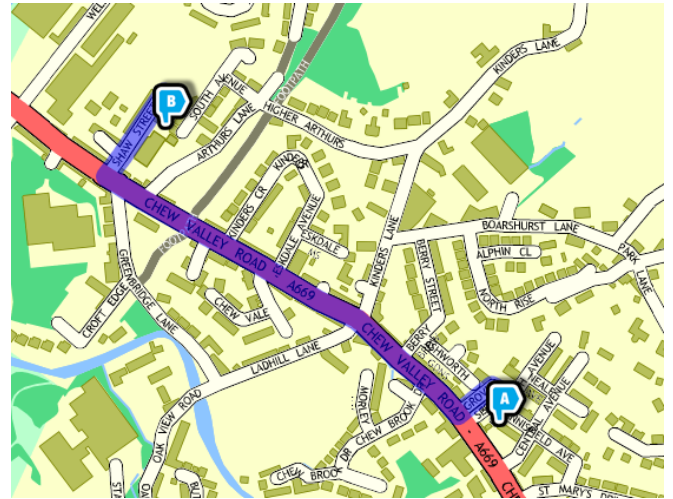
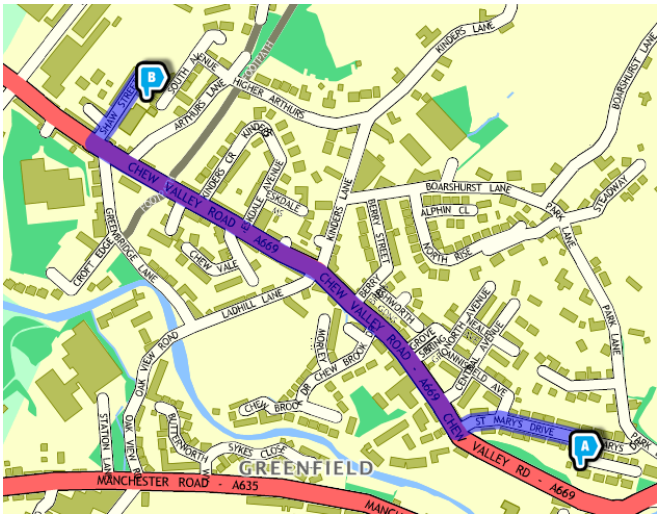
Appendix 10 – Postcode mapping of current pupils postcodes.



Appendix 11 - Safe walking routes from North of the new build



Appendix 11 - Walking routes for East of the school



Appendix 12 – Parking School management plan

Greenfield Primary School – Parking Management Plan

This document has been produced to detail the management and operation of Greenfield Primary School's car parking provision, together with the operation of the barrier to the car park during periods of use by children and parent.

This Parking Management Plan is based upon the below car parking layout:



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Parking Management Plan:

The Parking Management Plan is to ensure pupils and parents can safely access the new school.

The traffic barrier will be raised at 7:00am by the Site Manager but will be lowered at 7:45am when children first access the school's Before & After School Club.

Staff arriving before 7:45am will park within the Service Area Car Park (Left-Hand side car park area from Shaw Street).

At 7:45am to 8:00am any staff cars arriving will be admitted to the Left-Hand Car Park by a member of staff. The barrier will remain lowered from 8:00am and any staff arriving will park in the Right-Hand Car Park.

Pedestrian access will always take priority to ensure the safety of pupils and parents.

During the school day, the manual barriers may be lifted for deliveries, bin collections and staff movements, if required.

All refuse or indeed kitchen deliveries will be informed they must take place after 9:15am and before 3:00pm.

Any vehicles entering or leaving the service area will be accompanied by a member of staff who will operate the traffic barrier.

Any pupils leaving the site to access the sports field will require a member of staff to ensure that the barriers are lowered giving them safe access to Shaw Street whilst traversing the Service Area / Car Parking area.

If staff are aware that during the day they will be leaving the site to attend a training course or other function, they will be encouraged to park on the Right-Hand car park.

Visitors to the School will only be allowed to park in the Right-Hand Car Park.

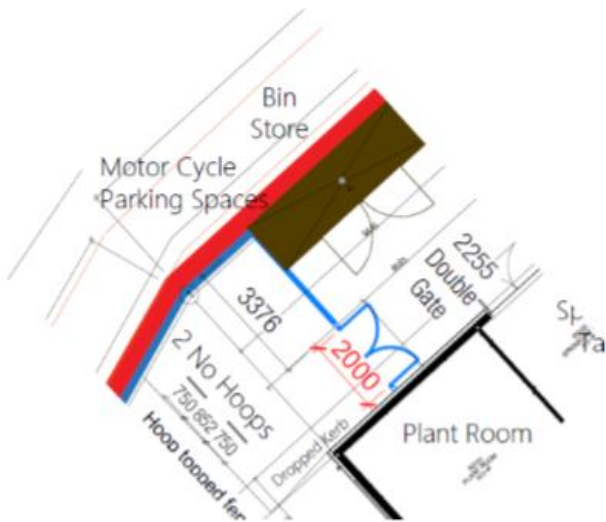
Appendix 13 – Storage and removal of refuse and waste

Greenfield Primary School – Storage & Removal of Refuse & Waste

This document has been produced to detail the facilities for the storage and removal of refuse and waste materials from the site.

This document and proposals are based upon the below car parking and bin store layout:





Storage & Removal of Refuse & Waste Material Plan:

The new Primary School building will have the same number of bins as the current building:

- 2nr. – 120 litres
- 1nr. – 240 litres
- 3nr. – 1100 litres

The removal of general waste, paper / card, glass / cans / plastic bottles and organic waste to be removed by Oldham Council's Waste Management Department. This currently takes place on Tuesdays of each week.

There is 1nr. – 1100 litre PHS yellow nappy bin which is emptied once a fortnight.

All refuse or indeed kitchen deliveries will be informed they must take place after 9:15am and before 3:00pm.

Any vehicles entering or leaving the service area will be accompanied by a member of staff who will operate the traffic barrier in line with the school's Car Parking Plan (copy available upon request).

Appendix 14 - Greenfield School conditions to be met:

Condition 5

The development hereby approved shall not be brought into use unless and until the car parking spaces have been provided in accordance with the approved plan received on 8th January 2018 (Ref: Dwg No. 1065321-KWS-ZZ-Z-DR-A-2000 Rev A3.A4) and thereafter the parking spaces shall not be used for any purpose other than the parking and manoeuvring of vehicles.

Reason- To ensure that adequate off-street parking facilities are provided for the development so that parking does not take place on the highway to the detriment of highway safety.

Condition 6

Prior to the occupation of the development, details of a School Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall show measures to reduce the need to travel to and from the site by private transport and the timing of such measures. Within six months of the occupation of the development the plan shall be implemented in accordance with the details as approved.

Reason- To ensure the development accords with sustainable transport policies.

Condition 7

Secure cycle parking facilities shall be provided within the site prior to the first occupation of the development hereby permitted, in accordance with the details that shall first have been submitted to and approved in writing by the Local Planning Authority. Such facilities shall therefore remain available for users of the development. Reason – to ensure adequate cycle storage facilities are available to users of the development.

Condition 22

No development shall commence unless and until a Parking Management Plan, showing the operation of the barrier to the school car park during periods of use by children and parents has been submitted to and approved by the Local Planning Authority. Thereafter all measures that form part of the approved management plan shall be fully implemented.

Reason – To ensure that there is no conflict between pedestrians and vehicular traffic at the school entrance in the interest of highway safety.