

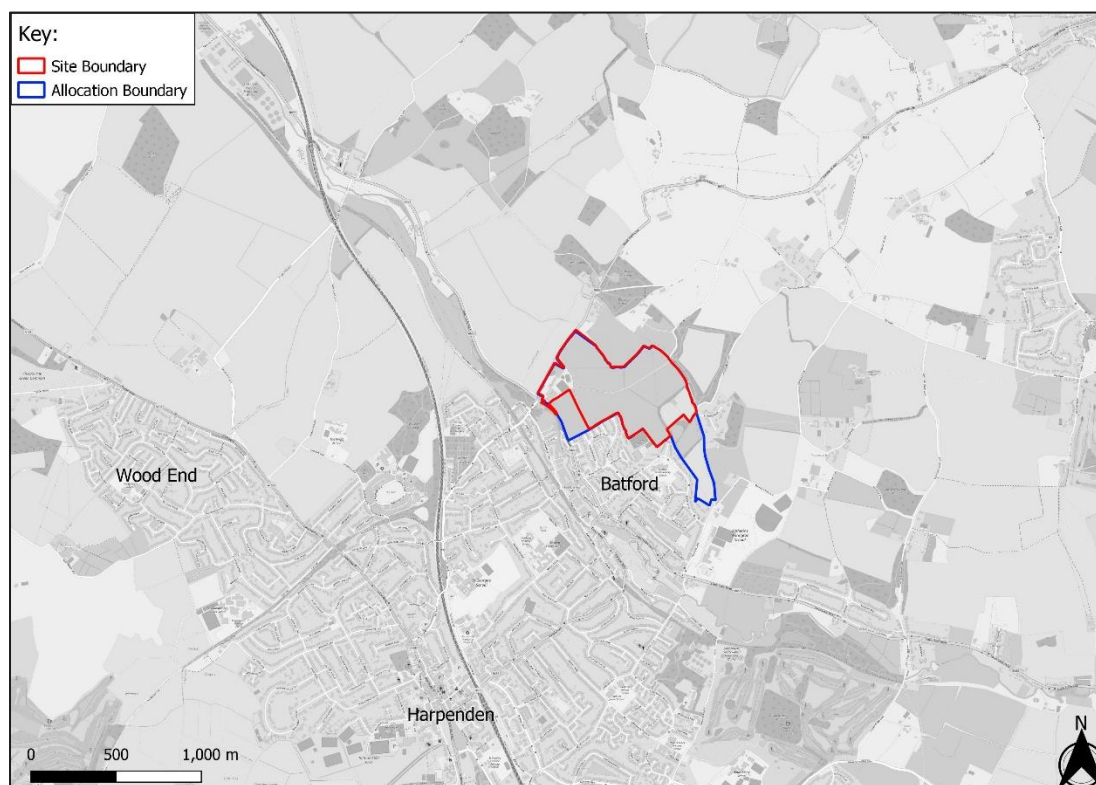
2.0 Baseline Transport Conditions

- 2.1 This section will set out the site location in terms of the surrounding area, and the accessibility of the site by both car and non-car modes of transport.

Site Location

- 2.2 The development application site is located within the administrative area of St Alban's District Council ('SADC') and comprises 32.85 hectares of land. The site is primarily agricultural / greenfield land. There is an active Equestrian Centre located in the western corner of the site, a number of the fields are used for horse grazing.
- 2.3 The application site is located to the north east of the town of Harpenden. The site is bound to the south by existing residential properties within the area of Batford, by Common Lane to the east, Bower Heath Lane to the west, and by agricultural land to the north comprising part of the Metropolitan Green Belt.
- 2.4 The location of the site is shown at **Figure 2.1** in the context of the remainder of the wider allocation. The parameter plans included within **Appendix A** show the location of the school within the application site.

Figure 2.1 - Site Location



Pedestrian

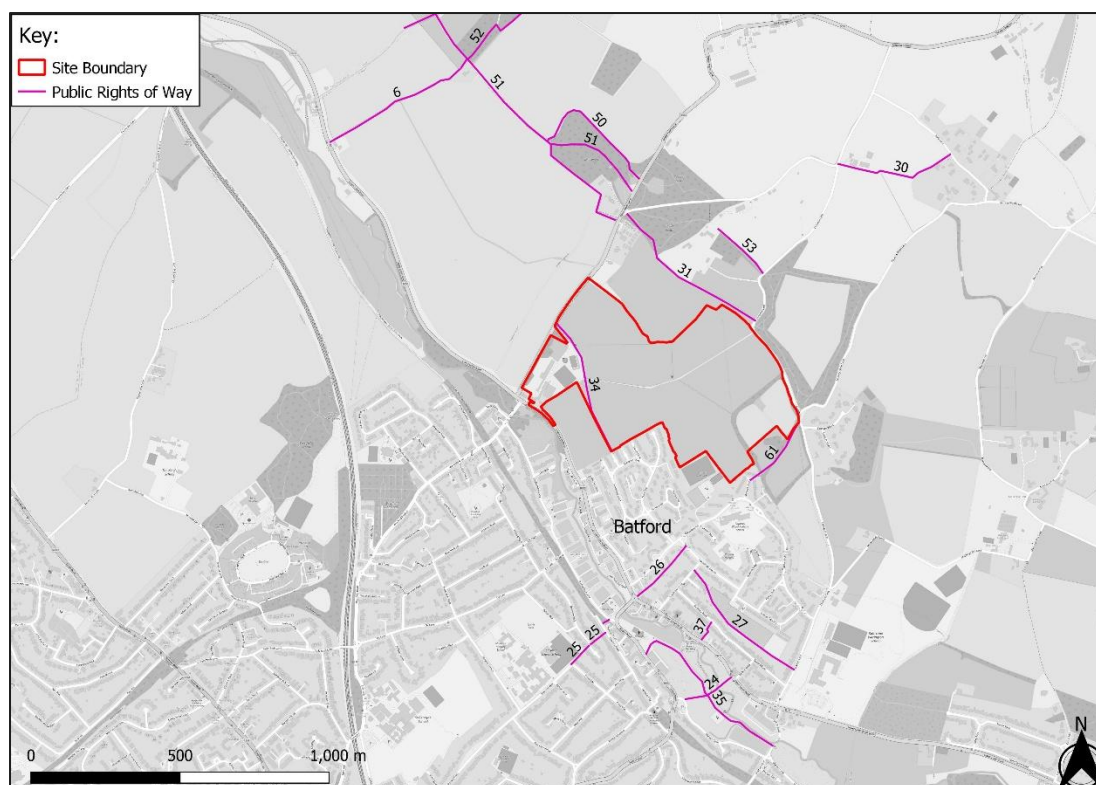
- 2.5 The site is well located in terms of existing walking routes. Given the nature of the area as a predominantly residential area, there is provision of pedestrian footways typically on both sides of the carriageway with streetlighting provided.



- 2.6 Within immediate vicinity of the site, Lower Luton Road benefits from pedestrian footways on both sides of the carriageway in an eastbound direction. No pedestrian footways are provided in a westbound direction however it is unlikely that pedestrians would travel in this direction regardless of whether a footway was available. Lower Luton Road junctions with Porters Hill and Pickford Hill both benefit from dropped kerbs with tactile paving, however the Co-op Food access and junction with St Martins Close do not provide tactile paving. There are no crossing facilities to enable pedestrians to cross Lower Luton Road until reaching the Lower Luton Road/Station Road roundabout whereby a signalised crossing is provided.
- 2.7 Westfield Road provides pedestrian footways on both sides of the carriageway and streetlighting is present. To facilitate crossing of Westfield Road an informal crossing with dropped kerbs and tactile paving is provided at the junction with Lower Luton Road. To the southwest of The Red Cow public house the footway on the northbound side of the carriageway ends for a distance of approximately 70m. Pedestrians are able to utilise footways on the opposite side of the carriageway.
- 2.8 No pedestrian footways are provided on Bower Heath Lane or Common Lane on the boundaries of the site owing to their rural nature. It is unlikely that a significant number of pedestrian trips would be made on these roads.
- 2.9 Roads within the neighbouring Batford residential area benefit from pedestrian footways on at least one side of the carriageway and streetlighting is present. Within Batford minor arm crossings at junctions are mixed in terms of pedestrian facilities, with some crossings providing dropped kerbs and others not. Tactile paving at junction crossings have not been observed in this area with the exception of the minor arms of junctions connecting to Common Lane.
- 2.10 In addition to pedestrian footways, there are a number of Public Rights of Way (PRoW) within the vicinity of the site routing in a variety of directions. **Figure 2.2** highlights the existing PRoW routes using the HCC PRoW map as a reference.



Figure 2.2 - HCC PRoW Map Extract

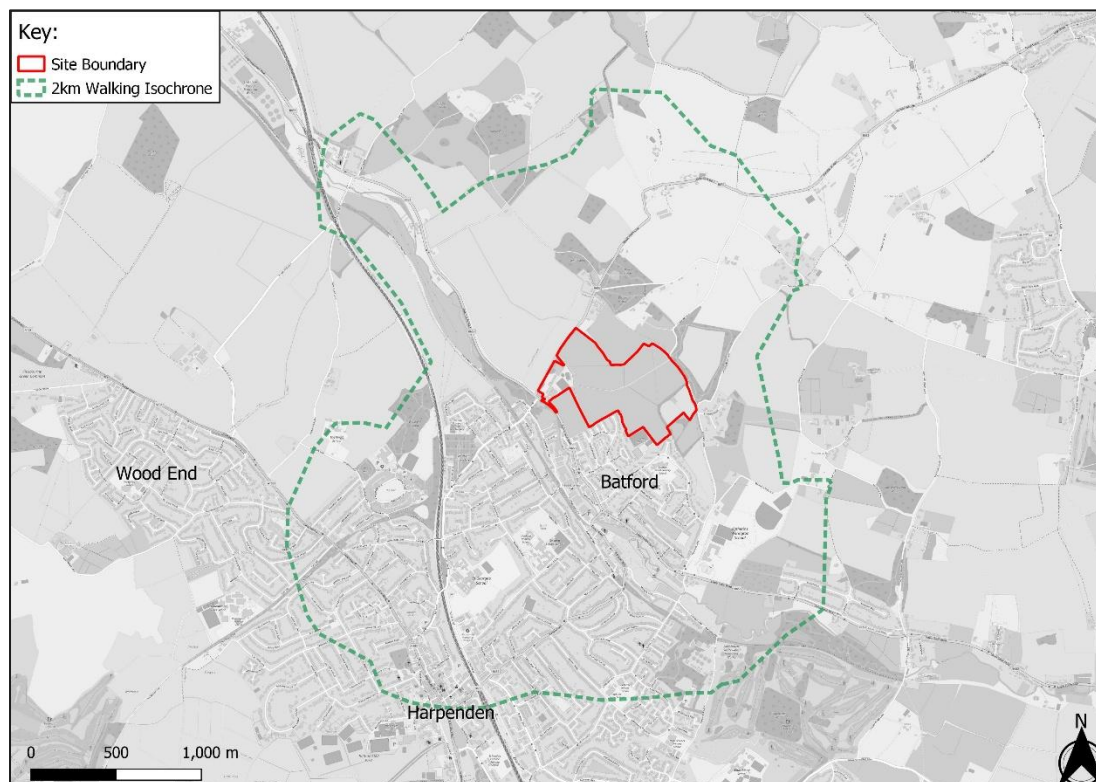


- 2.11 The PRoWs within the vicinity of the site comprise of a mixture of cut-through links and footpaths through fields.
- 2.12 The distance people are prepared to walk will vary depending on journey type, journey purpose, and personal preference. National Travel Survey data for 2020 shows that 93% of walking trip are made up to a distance of 2 miles (3.2km) with 63% of walking trips being up to 1 mile (1.6km). Although it has now been superseded by the National Planning Policy Framework, the Planning Policy Guidance 13 quoted 2km as a trip distance offering the best opportunity for a switch to walking.
- 2.13 A study published in Local Transport Today (LTT 13-26th October 2017) established 85th percentile and average distances walked by people to access a number of services. It details that the distance up to which people would ordinarily walk as being the 85th percentile. The study suggested that it is the 85th percentile distance that should be used as the defining criteria for accessibility of new development. The study suggests that for all journey purposes for residential developments, the average distance is 1,150m. However, the 85th percentile, which is referred to as the distance up to which people would ordinarily walk, is 1,950m.
- 2.14 Table 4.1 within the Welsh Government Active Travel Act Guidance document suggests that many users are likely to walk up to 2 miles (equivalent to approximately 3.2km) for utility journeys, whilst some users may walk up to 3 miles (equivalent to approximately 4.8km). Whilst the site does not sit within Wales and therefore the guidance does not relate to the proposed development, it provides evidence that pedestrians are willing to walk longer distances.



- 2.15 On the basis of the above, a walking isochrone is included in **Figure 2.3** which provides isochrones up to 2km (achievable within 25 minutes at walking speed of 1.4m/s). This should not be considered an upper limit and pedestrians may choose to walk further than this.

Figure 2.3 - 2km Walking Isochrone



- 2.16 The walking isochrone presented indicates that the majority of Harpenden is accessible within a 2km walk of the site.

Cyclist

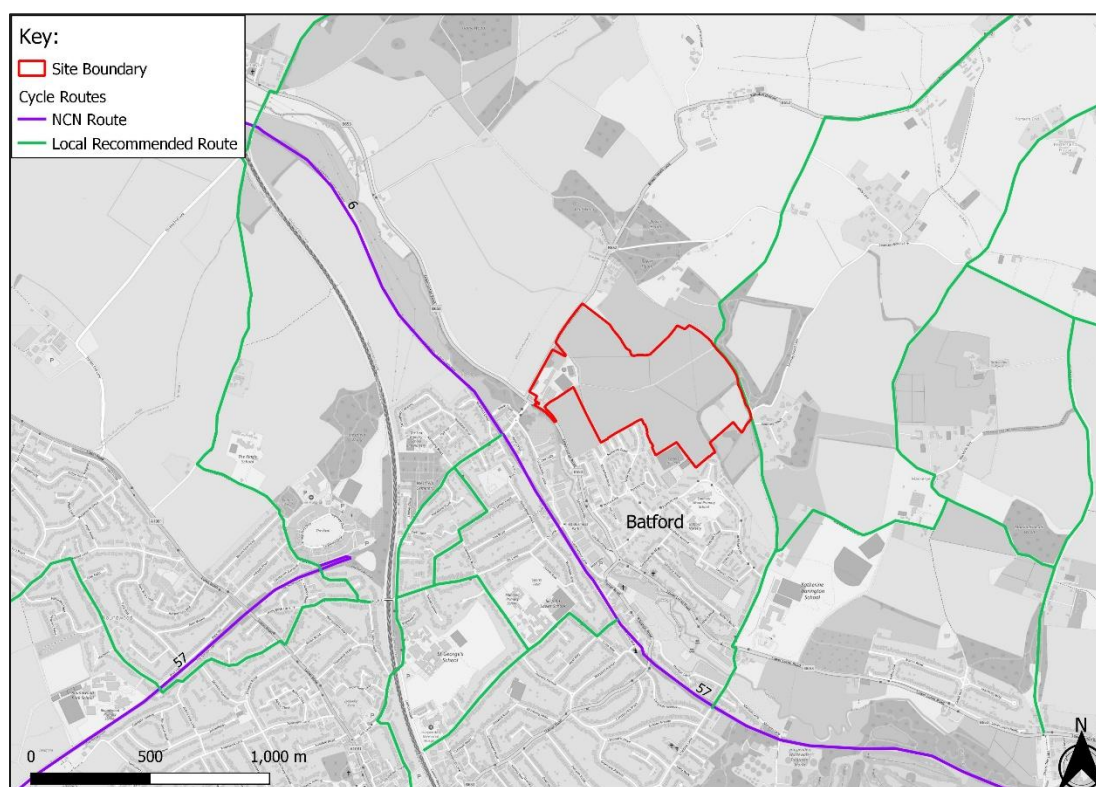
- 2.17 The site is well connected in terms of existing cycle provisions. National Cycle Network (NCN) route 6 and route 57 are both accessible within a short distance of the site.
- 2.18 NCN 6 is accessible from Westfield Road and provides direct access towards Luton to the north and generally traffic free for the majority of the route between Harpenden and Luton. NCN 6 is a direct route and the distance between Westfield Road (where users from the proposed development will join NCN 6) and the outskirts of Luton via NCN 6 is approximately 6km.
- 2.19 NCN 57 is accessible from Ambrose Lane and provides a direct route to Redbourne and onwards to Hemel Hempstead. The entire route is traffic free. The distance between the site access and Ambrose Lane is 1.5km and can be reached by following Westfield Road and Hollybush Lane. The distance between the site and Redbourne via NCN 57 is 6km and Hemel



Hempstead is accessible within a 10km cycle. Chilterns Cycleway¹ follows the route between NCN 6 and NCN 57 suggesting that Westfield Road is a suitable route for cyclists.

- 2.20 There are limited formal on-road cycle facilities within the vicinity of the site, however the nature of the area is residential and streetlighting is typically provided. The posted speed limit of roads in the vicinity of the site are typically 30mph and this coupled with low traffic volumes and roads wide enough to allow vehicles to safely pass cyclists is conducive to cyclists travelling on road and mixing with vehicles.
- 2.21 **Figure 2.4** presents the cycle routes that are available within the vicinity of the site. The plan shows National Cycle Network (NCN) routes and also local cycle routes which are mapped based on the St Albans City and District Cycling Map² which highlights routes on quieter roads suggested for cycling by local cyclists.

Figure 2.4 - Cycle Route Map



- 2.22 Central government research states that for journeys between 5km and 8km cycling has the potential to replace car trips. An 8km cycled distance is equivalent to a 30-minute journey (assuming a reasonable cycling speed of 4.2m/s). A cycling isochrone is included at **Figure 2.5**. In reality, and particularly with the introduction and increased uptake of electric bikes, the distance people are prepared to cycle is increasing and journeys to work by bike often exceed 8km. This is also reflected by Table 4.1 of the Welsh Government Active Travel

¹ <https://www.chilterns.org.uk/visit-chilterns/explore-our-map/>

²

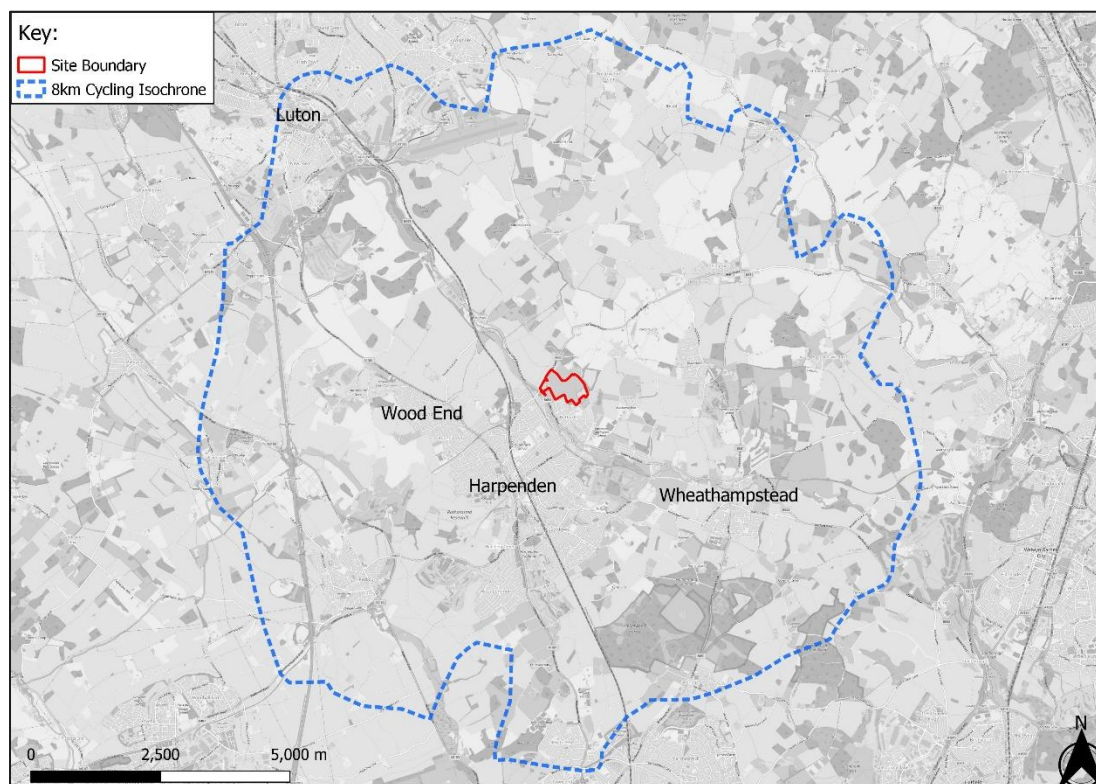
<https://www.stalbans.gov.uk/sites/default/files/attachments/St%20Albans%20Cycl%20Route%20Map%202019.pdf>



Guidance document which indicates that some e-bike users are likely to travel distances of up to 15 miles (equivalent to approximately 24km).

- 2.23 The opportunity for commuting by bike will depend on personal preference and the type of facilities available to cyclists at the end of their journey such as shower and laundry facilities and bike storage (albeit that e-bikes can reduce the requirement for showers and changing facilities).

Figure 2.5 - 8km Cycling Isochrone



- 2.24 The cycling isochrone indicates that within an 8km cycle from the site the entirety of Harpenden and Wheathampstead can be reached. The centre of Luton and London Luton Airport are also accessible within an 8km cycle.

Walking and Cycling in the context of the Proposed Development

- 2.25 As part of the proposed development, there will be additional improvements to pedestrian and cycle routes including:

- Pedestrian and cycle connections to the neighbouring Batford estate;
- Signal controlled pedestrian crossing at the proposed site access on Lower Luton Road;
- Implementation of a 20mph speed limit in Batford;
- Pedestrian and cycle routes provided within the site;
- Dropped kerbs and tactile paving on off-site routes near to the site;
- Parallel crossing on Westfield Road.



Public Transport

Bus Services

- 2.26 There are two local bus stops which benefit from differing bus services. The closest bus stop is located immediately adjacent to the site access on Lower Luton Road and offers access to the number 357 bus service and is infrequently served by the 366, 367, 612 and 807 bus service. The other bus stop is located on Westfield Road approximately 100m from the site access and offers more frequent access to the 366 and 367 bus services and is infrequently served by the 45 and 807 bus services.
- 2.27 The bus stops on both Lower Luton Road and Westfield Road currently benefit from flag and pole bus stops with timetable information. **Photograph 2.1** shows the existing arrangement on Westfield Road as an example of the arrangement provided.

Photograph 2.1: Westfield Road Bus Stop



- 2.28 **Table 2.1** summarises the weekday timings, route and frequencies of the bus services that operate at the Lower Luton Road bus stops. **Table 2.2** presents the same information for bus services that operate at the Westfield Road bus stops.



Table 2.1 - Lower Luton Road Bus Services

Service	Route	First/Last	Average Frequency
357 (Red Rose Travel)	Harpenden – Borehamwood	06:37 / 18:34 (S/B)	1 per hour
		08:14 / 19:50 (N/B)	
366 (Centrebus (South))	Luton – South Hatfield	N/A (S/B)	1 per day (N/B only)
		10:09 / 10:09 (N/B)	
367 (Centrebus (South))	Luton – South Hatfield	N/A (S/B)	1 per day (N/B only)
		08:07 / 08:07	
612 (Uno)	Luton – Hatfield	07:50 / 07:50 (S/B)	1 per day
		17:37 / 17:37 (N/B)	
807 (Red Eagle)	Markyate – Harpenden	08:19 / 08:26 (S/B)	2 per day (S/B only)
		N/A (N/B)	

Table 2.2 - Westfield Road Bus Services

Service	Route	First/Last	Average Frequency
45 (Centrebus (South))	Stevenage - Luton	15:52 / 18:17 (S/B)	1 per day for N/B and 2 per day for S/B
		08:29 / 08:29 (N/B)	
357 (Red Rose Travel)	Harpenden – Borehamwood	08:15 / 19:51 (S/B)	1 per hour
		06:37 / 18:34 (N/B)	
366 (Centrebus (South))	Luton – South Hatfield	11:10 / 17:50 (S/B)	Typically 1 per 2 hours
		08:24 / 18:00 (N/B)	
367 (Centrebus (South))	Luton – South Hatfield	08:08 / 08:08 (S/B)	1 per day
		N/A (N/B)	
807 (Red Eagle)	Markyate – Harpenden	N/A (S/B)	1 per day (N/B only)
		15:40 (N/B)	

- 2.29 As can be seen from **Table 2.1** and **Table 2.2**, there are bus services operating between the site and the centre of Harpenden plus additional destinations. This offers a realistic opportunity for journeys to be made by bus.



- 2.30 Using the 357 service, the centre of Harpenden can be accessed within a bus journey of approximately 5 minutes and the centre of St Albans can be accessed within a bus journey of approximately 30 minutes.

Bus Services in the context of the Proposed Development

- 2.31 As part of the proposed development, there will be additional improvements to bus services including the provision of a bus route within the site, enabling staff and pupils to access the school by bus from local bus stops.
- 2.32 The development will also provide a contribution towards the improvement of bus service frequencies for those buses which route into the site.

Rail Services

- 2.33 The nearest railway station to the site is Harpenden railway station, located approximately 2.2km to the south of the site access. This is considered to be within an acceptable cycling distance and for many this would be within an acceptable walking distance. The likely route to Harpenden railway station follows Westfield Road, Sun Lane and Carlton Road. There are pedestrian footways provided adjacent to all of the roads on the route between the site and Harpenden railway station.
- 2.34 Harpenden railway station benefits from 548 cycle parking spaces situated on platform 1 and 4 and within the station car park. The station also benefits from a ticket office, ticket machines, refreshment facilities, seating and waiting areas and step free access for all platforms.
- 2.35 The station provides a total of 674 car parking spaces. The 366 bus that operates within the vicinity of the site also serves Harpenden railway station which can be accessed within a bus journey of 6 minutes, enabling a sustainable multi-modal journey to and from the railway station.
- 2.36 Several destinations can be reached within a realistic travel time of Harpenden railway station, including Bedford, Luton and London. These are likely to be key destinations for future commuters from the proposed development, and destinations for a variety of leisure trips. Direct services are also available to destinations further afield including Three Bridges, Rainsford and Brighton.
- 2.37 The key direct services which operate from Harpenden railway station are summarised in **Table 2.3**. This accounts for direct weekday services only.



Table 2.3 - Harpenden Railway Station Services

Destination	Key Calling Points	First / Last	Typical Frequency (Direct Services)	Duration (Direct Service)
Luton	Luton Airport Parkway	24 hour service available	7 per hour	9 - 13 mins
Bedford	Luton, Flitwick	24 hour service available	5 per hour	33 - 35 mins
Three Bridges	St Albans City, London St Pancras Intl, Gatwick Airport	24 hour service available	4 per hour	1hr 17 mins – 1hr 35 mins
Brighton	St Albans City, London St Pancras Intl, Gatwick Airport	03:49/00:18	2 per hour	1hr 51 mins
Rainham (Kent)*	St Albans City, London St Pancras Intl, Gravesend, Rochester, Gillingham	06:34/19:34	2 per hour	2hr 20 mins

*The direct service to Rainham is a local stopping service which results in a longer journey time than the indirect service via London St Pancras International (approx. 1hr 30 min journey time).

- 2.38 As is demonstrated by **Table 2.3**, a significant number of key destinations are accessible from Harpenden railway station and this offers a realistic opportunity for journeys to be made by train by future employees of the school site (it is not considered likely that any pupils will arrive by train).

Summary of Site Location

- 2.39 In summary, the site is considered to be located within a sustainable location and there is potential for future staff and pupils to make use of the existing active travel and sustainable transport options available to access the proposed development.
- 2.40 The proposed development will further enhance the sustainability credentials of the local area.



3.0 School Travel Plan Objectives and Targets

Objective

3.1 The Travel Plan's main objective is:

To engage with and encourage both pupils and staff to use and continue to use sustainable ways of travelling to/from the proposed new school through effective promotion of active modes and beneficial use of the school's central location within the site.

3.2 The sub-objectives are:

- Sub-objective 1: To increase staff, parent and pupil awareness of the advantages and availability of sustainable/active modes of transport;
- Sub-objective 2: To promote the health and fitness benefits of active travel to all users;
- Sub-objective 3: To introduce a package of physical and management measures that will facilitate staff and pupil travel by sustainable modes; and
- Sub-objective 4: To reduce unnecessary use of the car for the journey to and from the site by staff.

Targets

3.3 In order to assess whether the Travel Plan is successful in achieving its objectives, a set of targets have been set. The targets are SMART: Specific, Measurable, Achievable, Realistic and Timed.

3.4 There are two types of targets, namely: 'Action' and 'Aim' targets.

- **Action Targets:** set out specific commitments to implement measures to ensure delivery.
- **Aim Targets:** provide numerical goals for mode shift.

Action Targets

3.5 The key action targets are set out as follows:

- A School Travel Plan Coordinator (STPC) will be appointed at least three months prior to the new School being occupied. Occupation is defined as the start of the first school term after the proposed Primary School has been completed. Their details will be provided to HCC once they are selected so that they can coordinate executing the plan together;
- The STPC will be put in contact with the Sustainable Travel Planning team at HCC to ensure collaborative working on implementation of the initiatives;
- A progress report will be completed on an annual basis and will include repeat 'hands up' surveys;
- Each 'hands up' survey will occur within a month of the beginning of the new School Year. The hands up survey will monitor how pupils/staff usually travel to school and how they would prefer to travel to school; and



- The STP will be reviewed, updated, and resubmitted as per advice provided by HCC. This will be undertaken by the STPC who will be a member of staff at the school.

Aim Targets

- 3.6 Aim targets of this STP are focused on both pupils and staff. The targets set out in **Table 3.1** below are indicative and will be reviewed following the first survey undertaken.
- 3.7 The school is being delivered to cater primarily for the residents of the new development and the wider allocation. All trips made by students residing within the site are expected to be made by non-car modes. It is however anticipated that a proportion of students will reside outside of the site and therefore may be driven to school.
- 3.8 Furthermore, it is likely that the majority of staff employed at the school will reside in locations beyond the extent of the site and therefore may drive to the school.
- 3.9 The above assumptions inform the baseline mode split. A more accurate mode split will be ascertained within a month of the start of school. The baseline mode split and indicative targets are provided in **Table 3.1**. The baseline data for the pupils has been estimated according to its local surroundings. For example, it is believed that as the school will be educating most pupils from the site itself and the majority of students will travel to school by sustainable means. In the meantime, the baseline split for staff has been based on 2011 Census Data.

Table 3.1 - Baseline Modal Split & Indicative Targets

Attendee	Mode	Year 0	Year 1	Year 3	Year 5	Net Change
Pupil	Car	20%	17%	15%	10%	-10%
	Sustainable Modes	80%	83%	85%	90%	+10%
Staff	Car	71%	69%	65%	61%	-10%
	Sustainable Modes	29%	31%	35%	39%	+10%

- 3.10 The focus of the STP is on reducing car trips generated by pupils (as passengers) and staff (as drivers). As most pupils will live within the site or very locally, it is expected that most will walk, cycle or scoot to school (very few will use the bus). For pupil's travel behaviour, the STP will focus on maintaining interest and participation in sustainable travel modes.
- 3.11 For staff, the focus will be on encouraging travel to the school by non-car modes, while recognising that some will choose to travel by car because of distance and as they are carrying bulky equipment such as books.
- 3.12 The accurate baseline split and modal share targets will be set following the school opening when staff and pupil postcodes are known and travel patterns can be ascertained by the surveys.



- 3.13 Parents accompanying their children benefit from targets for measures aimed at promoting sustainable transport and by default, as companions of pupils, are subject to the same or similar modal split (noting some older pupils travel unaccompanied or in groups).



4.0 Travel Plan Strategy

- 4.1 The primary school will appoint an STPC and their details will be provided as soon as the individual is nominated. The STPC will be a member of school staff. The STPC will be responsible for overseeing the management, development, implementation, monitoring and review of the STP once the school is open.

School Travel Plan Coordinator Responsibilities

- 4.2 The STPC will therefore be responsible for overseeing the travel plan for the school. The primary responsibilities of this role include:
- The implementation of measures as set out in the STP;
 - Managing the development and implementation of STP measures;
 - Promoting the objectives and benefits of the STP;
 - Monitoring the success of the STP against the agreed targets;
 - Reporting the results of the STP to the HCC School Travel Plan Officer; and
 - Acting as a point of contact for all staff/pupils/parents regarding travel and the STP.
- 4.3 Updating of the STP, following monitoring surveys, is part of the responsibility of the nominated person.

School Travel Plan Forum

- 4.4 Consultation will be carried out each year in an STP Forum comprising the Head or Deputy Head, school governors, a staff representative, pupil representative, parent representative and the STPC to identify any issues that face the school in terms of transport and to ensure that the proposed actions have the support needed for implementation.
- 4.5 The overall objectives of the STP Forum will be:
- The overall management of the STP;
 - Setting and reviewing STP targets;
 - Ensuring the implementation of the action plan and monitoring strategy;
 - Effective communication and coordination of actions; and
 - Reviewing measures in the light of annual monitoring reports.
- 4.6 The STPC will be responsible for organising the STP Forum and chairing the meeting.

Staff Marketing Strategy

- 4.7 Staff at the school will be informed of the STP upon commencement of their employment. The details of the STP, its objectives in enhancing the environment and the role of individuals in achieving the objectives will be explained upon acceptance of job offers and noted in job interviews or similar.



4.8 The following could be used as a means of disseminating information to staff to promote events/campaigns/promotions/services/initiatives:

- Staff notice boards;
- Staff Newsletters;
- School Welcome Pack;
- E-groups and forums; and or
- Staff meetings and word of mouth.



5.0 Measures and Initiatives

- 5.1 This section of the STP outlines the specific physical and management measures to be implemented as part of the STP. The implementation of the listed measures, which include awareness initiatives and infrastructure provision, is the core of the STP. Measures are aimed at the whole school, not just the pupils and parents but also staff and governors.

STPC Engagement

- 5.2 In line with HCC Travel Plan Guidance for educational Travel Plans, the STPC will commit to using the STARS system. The free-to-use online tool for schools to further develop their travel plans. This will help with the monitoring and review process. With this, HCC sustainable Travel Planning officers will be able to support and advise the school on this.

Parental Engagement

- 5.3 In order for the STP to be successful in engaging pupils to travel sustainably to and from the site. Parents must be persuaded that their children can travel safely and reasonably by active travel modes. The school will engage with parents and inform them of the importance of pupils travelling sustainably to and from the site for health, economic and environmental benefits. This will be done via newsletters, the school website, during parents' evenings and through the Residential Welcome Pack included as part of the Residential Travel Plan.
- 5.4 Encouraging pupils to travel by sustainable modes also encourages their independence and good road awareness.

Sustainable Education

- 5.5 Pupils will be informed about sustainable transport and the effect of carbon emissions and other air pollution particulates on the environment as part of the curriculum.

School Website

- 5.6 The school website will contain details of how to access the school through sustainable and particularly active modes. Advice will include:
- The key, safe walking routes to/from the local neighbourhood;
 - The location of cycle and scooter parking;
 - Links to [cycle training](#) organised by HCC.

Car

Parking

- 5.7 Car parking will be provided on site for staff vehicles plus parking spaces for disabled persons. Allocation of the staff car parking permits will be undertaken by the STPC based on distance travelled from the school and any special circumstances that limit the ability of the staff member to use non-car modes of transport. In addition, to car parking, sheltered cycle parking spaces will also be available on-site to encourage staff to use other modes of travel.



- 5.8 Following pre-application discussions with HCC, the school will not be provided with parent drop-off spaces, on the basis that this inherently encourages parents to take their child to school by car.

Car Sharing

- 5.9 The school is small and therefore unlikely to sustain a car sharing scheme by itself. However, the STPC will try to identify and match staff travelling in similar directions.
- 5.10 The STPC will also look into the provision priority spaces for car share use by using the monitoring reports and survey feedback to provide the necessary number of priority places

Active Modes

Walking

- 5.11 The STPC will report the results of the travel survey to the relevant Travel Plan Officer and will liaise with that Officer to establish the potential for improvements to existing off-site facilities to aid the County Council's improvement scheme decisions.
- 5.12 The STPC will also ensure that pedestrian routes are appropriately maintained, via walking these on a regular basis and ensuring the County Council are aware of any issues.
- 5.13 Pupils, parents, and staff will be provided with information and advice concerning safe, suitable routes. This will be posted on a Sustainable Travel Noticeboard in a prominent high footfall position within the school.
- 5.14 Pupils will be encouraged to participate in Walk to School Month and incentives such as stickers, 'stars' and competitions in walking activity.
- 5.15 Walking buses will be established to the school for pupils. These are in effect when school children walk in pairs in a line. It enables multiple numbers of children to walk to school and home with minimal adult supervision. The STPC will identify staff or other adults (e.g., parents) that are able to operate a walking school bus if necessary. Any adults participating in managing the walking school bus will be subject to required safety checks (e.g. DBS) and must adhere to governing safety rules surrounding walking with groups of children.
- 5.16 The STPC will set up and promote a school wide campaign where both pupils and staff will be encouraged to walk to school. The school will consider promoting this through promotional items or initiatives, such as:
- Pedometers given to those who walk to school;
 - Entrance to a prize draw to win a larger item such a push scooter; and
 - Health benefits of walking to be promoted e.g., '10,000 steps a day campaign.'



Cycling & Scooting

Cycle Parking and Facilities

- 5.17 Sheltered cycle parking will be provided on-site for staff and pupils. The STPC will monitor the uptake of the parking and will dedicate further parking facilities if demand requires.
- 5.18 Pupils, parents, and staff will be provided with information and advice concerning suitable cycle routes. Details will be posted on a Sustainable Travel Noticeboard in a prominent high footfall position.
- 5.19 Pupil and Staff showers will be provided in order to promote opportunities for bike trips for members of Staff.

Cycle Training

- 5.20 The STPC will liaise with HCC regarding provision of Bikeability cycle training for staff and pupils. Depending on the level completed, this will provide staff and pupils with the confidence to gain cycle control skills, undertake signalling, use gears, deal with traffic for short journeys or deal with a wider range of road conditions.
- 5.21 Bikeability notes that *'Level 2 gives you a real cycling experience so that you are able to deal with traffic on short journeys such as cycling to schools.'*

Scooting

- 5.22 Scooter parking will be provided in the school playground for staff and pupils. The STPC will monitor the uptake of the parking and will dedicate further parking facilities if demand requires.

Public Transport

- 5.23 Given the location and the intention for the school to serve a very local pupil populace, it is not expected that many pupils will attend school by public transport. Staff are likely to travel more widely, covering longer distances. It is possible that staff may choose to travel to/from school by rail and undertake their first or last mile connection by cycle. Harpenden Train Station has cycle parking provision to enable this connection between the school and train services. Alternatively, staff may choose to travel using local bus services which will be able to route through the site.
- 5.24 Up-to-date details of bus, rail, and taxi services, including route information and service frequencies, will be permanently on display on a Sustainable Travel Notice Board, located in a prominent position near the school entrance.



6.0 Monitoring and Review

Monitoring

- 6.1 This STP will form part of a continuous process for improvement, requiring monitoring review and revision to ensure it remains relevant. This section sets out the proposals for monitoring and review of the STP.
- 6.2 The monitoring programme will begin with an initial baseline 'hands up' travel survey. Further 'hands up' monitoring surveys will be undertaken within a month of the start of every school year. The baseline survey will represent the start of the STP for monitoring purposes in Year 0.
- 6.3 Additional monitoring of the following is also useful to judge whether the implementation or proportion of certain measures needs to be modified. The following factors should be monitored on a constant basis:
- The level of usage of cycle/scooter stands;
 - Demand for additional cycle/scooter parking facilities;
 - Participation in cycle training;
 - Participation in the walking school bus; and
 - Participation in car sharing.
- 6.4 Information gathered through the monitoring process will be recorded for input to the annual review (outlined below).
- 6.5 The STP will be reviewed, updated, and resubmitted in accordance with requirements from HCC and the Travel Plan Officer.



7.0 Action Plan

- 7.1 The Action Plan outlined in **Table 7.1** set out the measures included within the STP that are directed at influencing pupil and staff travel.

Table 7.1 - Action Plan

Measures	Notes	Target Date	Method of Monitoring	Responsibility
General				
Appointment of School Travel Plan Coordinator (STPC)	Part-time role Details will be provided to HCC once they are selected.	Prior to school opening	N/A	School
STPC sign onto STARS	The STPC will sign onto the Modeshift STARS system to develop the travel plan	Prior to school opening	STPC to organise and monitor	STPC
Information Provision				
School website	Public transport timetables and walking/cycle routes.	Prior to school opening	N/A	STPC
Provision of staff travel information	Staff to be provided with relevant information	Upon recruitment	STPC will keep a record	STPC
Cycling/Scooting				
Provision of secure cycle stands and scooter storage	Cycle/Scooter parking to be provided for staff and pupils	Provided as part of development process	Spot checks as part of maintenance rounds	STPC
Provision of changing rooms/ Showers	For staff use and/or students	Prior to school opening	STPC to organise and monitor	STPC
Cycle proficiency training for pupils	Appropriate classes to be offered training	Within first school year and ongoing	STPC to organise and monitor	STPC
Cycle route maps	Provide maps as appropriate	When necessary	STPC to monitor uptake	STPC
Encourage cycling through awareness events such as National Bike Week	Events to be promoted throughout school	Annual event	STPC to monitor participation levels	STPC
Walking				



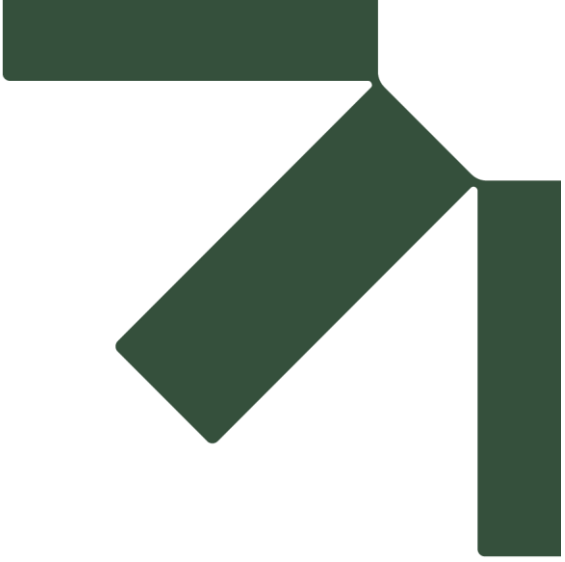
Provide information on safe walking routes	As part of a sustainable transport education for pupils	On-going through lessons	N/A	STPC
Establish Walking Buses	Identify staff/adults able to manage the walking buses	On-going	STPC to monitor participation levels	STPC
Vehicles				
Car Sharing	Identify/match car sharers	Ongoing	STPC responsible for database	STPC
Car Sharing priority places	Identify the requirement for priority spaces for car share users and provide a suitable number from survey feedback and uptake	Ongoing	STPC to organise and monitor	STPC



8.0 Summary

- 8.1 The travel plan forms the framework within which management of sustainable travel will occur from the school proposed within the development. The purpose of the travel plan is to engage with and encourage both pupils and staff to use and continue to use sustainable ways of travelling to/from the proposed new school through effective promotion of active modes and beneficial use of the school's location within the site.
- 8.2 The STP aims to maintain a sustainable modal split among pupils and encourage staff to be less reliant on car travel to the site.





Appendix A Proposed Site Parameter Plans

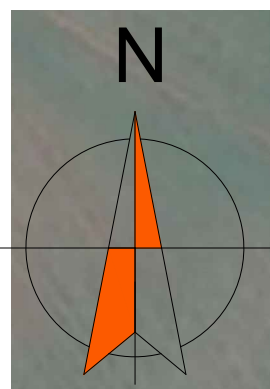
School Travel Plan

**Land North East of Harpenden between Lower Luton Road, Bower Heath Lane
and Common Lane**

Crest Nicholson

SLR Project No.: 141499

23 February 2026



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all dimensions to be checked on site and architect notified of any discrepancies prior to commencement.
do not scale.
any and all elements relating to the fire safety of the building will require separate confirmation and approval by a fully accredited fire engineering consultant who has to be appointed by the Client.

notes:

rev: date: comment(s): name: check:



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URBAN DESIGNERS.
PROJECT MANAGERS.
LANDSCAPE ARCHITECTS.
WE ARE IDP.

status: **PLANNING** RIBA Stage: **2**

client: **Crest Nicholson**

job: **Lower Luton Road, Harpenden**

title: **Illustrative Concept Masterplan**

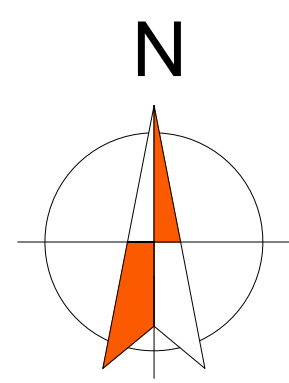
drawn: **TKB** date: **24.04.2025**

checked: **TKB** scale @ a0: **1:1000**

job no: **C6017** drg no: **MA001** rev: **-**

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0 10 20 30 40 50 60 70 80
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scale 1:1000 metres

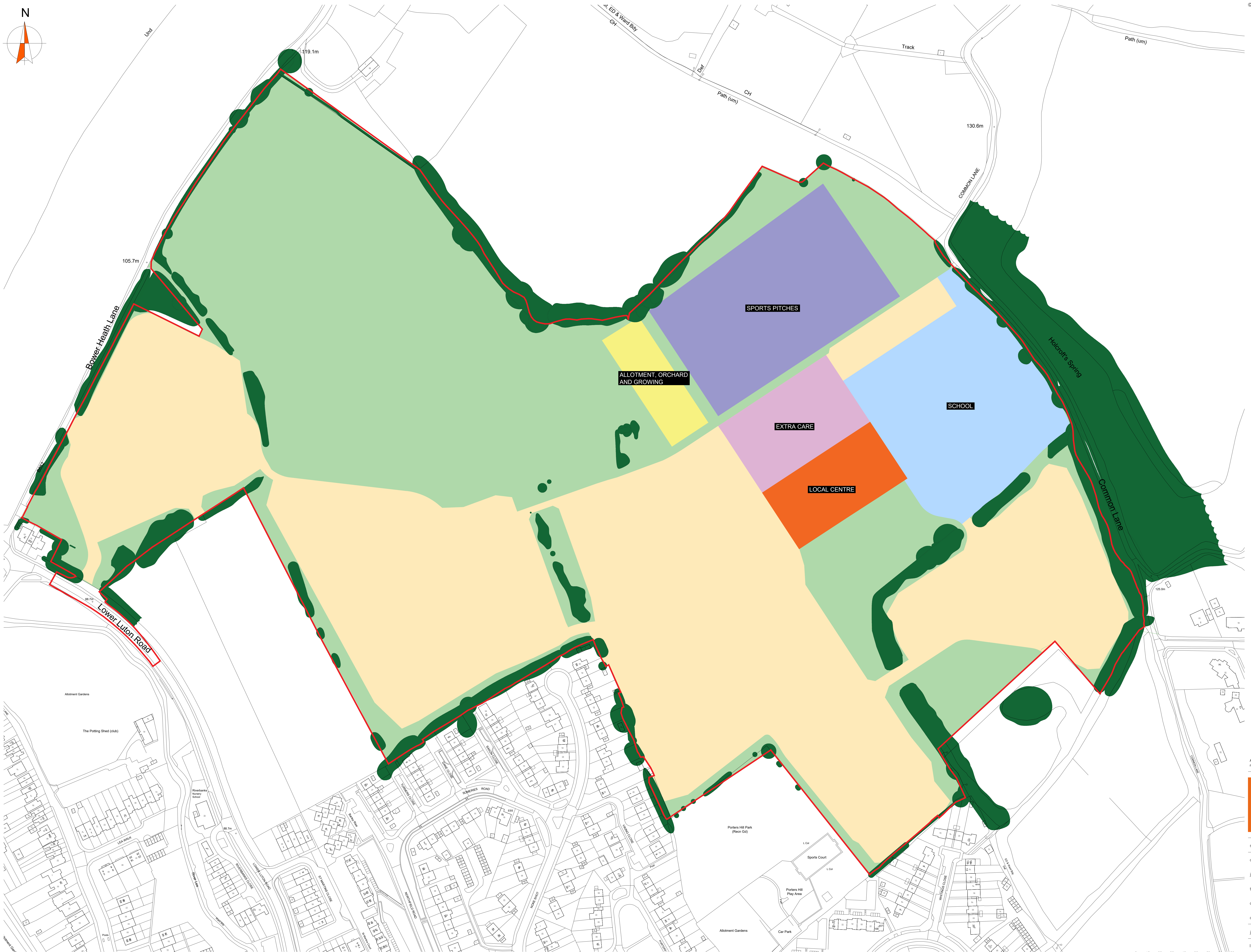


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all dimensions to be checked on site and architect notified of any discrepancies prior to commencement.
do not scale.

any and all elements relating to the fire safety of the building will require separate confirmation and approval by a fully accredited fire engineering consultant who has to be appointed by the Client.

notes:

- Red line boundary
- Residential Development Area (includes streets)
- Public Open Space
- Local Centre
- Extra Care
- School
- Existing Trees and Vegetation
- Allotments, Orchard and Growing
- Sport Pitches



A	18.02.2026	Red line updated	TKB	TKB
rev.	date	comment(s)	name	check



status: **PLANNING** RIBA Stage: **2**

client: **Crest Nicholson**

job: **Lower Luton Road, Harpenden**

title: **Land Use Parameter Plan**

drawn: **SM** date: **13.11.2025**

checked: **TKB** scale @ a0: **1:1000**

job no: **C6017** drg no: **PP02 Rev A**

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metres
scale 1:1000