



Katherine Warrington School Travel Plan Group

Minutes of meeting held on

Monday, 27th January 2020, 4.15 pm at KWS

Present: Tony Smith, Julie Fox (minutes) Lisa Evans, Mary Maynard, Nick Truran, Max Oram

Apologies: David Williams, Philip Waters, Samantha Parfitt, Guy Brigden

<p>1. Minutes of previous meeting and matters arising</p> <p>Accepted as true and accurate record. Action points either discharged or covered in tonight's agenda.</p>	
<p>2. Infrastructure - maintenance and usage issues</p> <p>TSM reminded attendees that at the last meeting it was reported everything was going to plan regarding works to the toucan crossing. Unfortunately, those works did not happen over the Christmas break - the toucan crossing across the Lower Luton Road has not yet been commissioned primarily because of a local resident's objection regarding traffic calming at the bottom of Crabtree Lane. HCC has taken those objections on board, discussed, and proposed changes will now go ahead during February half term following which the bus stop will be commissioned.</p> <p>TSM advised he went back to HCC regarding parents' concerns over the current crossing and as a result a shuttle bus has been introduced— operated by KWS caretaker and paid for by HCC. The bus will operate between 8.10 am until 8.30 am and 4 pm until 4.15 pm. This will run up until half term. TSM further advised our caretaker has been approached twice by someone working at Superfine telling him he has no right to park there and is blocking their gate— TSM advised the group that he isn't blocking the gate, our minibus is never unmanned, and it is a temporary measure until half term. Students have been reminded to wait for the minibus and, in the event the minibus is unavailable, students have been issued with and instructed to wear hi-vis jackets when crossing the road.</p> <p>TSM advised the group that last Friday (24th Jan) he conducted a 'hands up' survey for a general overview of those students who have previously undertaken cycle proficiency training. TSM reported approximately four-fifths of students put their hands up indicating they had received some cycle training. Half indicated level 3. The consensus is that we want to ideally bring all of our students up to level 3.</p> <p>NT advised he would be happy to visit KWS and check his training record data against our list of students' names. NT reported his data goes back as far as 2017. NT is confident his counterpart in Beds can confirm data on our students in Beds.</p> <p>NT proposed KWS piloting secondary cycle training (he is also working with Highfield in Letchworth) and this will include a free x 1 hr assessment for those that may need it. NT anticipates few will need an assessment as he anticipates most will have</p>	<p>TSM</p>



already completed level 2. LE enquired whether students will have to evidence they have achieved level 3 before they are allowed to cycle to school. NT advised that we would stress level 3 would be desirable. NT earmarked undertaking the training in the Lyndhurst/Crabtree area.

MM enquired what training might be provided to any child with dyspraxia. NT advised that a number of his team are trained to assist such children and he works closely with Herts Disabilities Sports Foundation.

NT advised that under the Bikeability scheme students should have reached the required outcome level before doing level 3. NT advised his team are very experienced and can assess within minutes if a child is up to a required standard. NT advised that under the scheme his team would also check that those students who have already received their Level 3 certificate are still up to standard.

TSM advised he doesn't want to decimate the curriculum to accommodate the training. NT advised that it would take up a small amount of the day but we first need to identify who needs what in terms of training.

NT advised that bikes are not provided to any child without one and the onus is on the child to borrow or share. MM advised that Harpenden Town Council has £2m funding and is currently considering a bike loan scheme although HTC needs to consider the security of the bikes and further logistics of operation such a scheme.

Cost of training: £28 (discounted).

Level 3 = 3 x 1.25 hrs so approx. 4 hrs over a week.

NT advised it is either the school's or parent's decision if helmets should be worn. Helmets can range in price from £5 to £150.

TS advised any pupil premium student would receive funding for any training required.

TSM mentioned that early in summer term would be preferable. (SATS is week 11th May and avoid 27th April). TSM identified the first week back after Easter as a suitable week for training.

MM enquired whether our surrounding roads are suitable for cycling training. NT feels there is very little to be concerned about in respect of the roads students would be training on and they would not be put at unnecessary risk. NT will advise instructors to focus on certain aspects eg mini roundabouts.

Those that claim they have done Level 3 will still need to undertake the free assessment.

Bus stops (see bus services under item 3)

Parking management – school car park and on-street

The school car park is working fine and we are managing to keep parents away from the site unless they have approached school regarding a medical issue.



<p>On street parking - MM reported an ongoing problem with bottom of Crabtree Lane re the school's 4pm pick up and drivers keeping their engines running. Although MM has only received one email and photo to date she feels the problem will increase as the school grows. TSM advised he is beginning to address those parents who are keeping their engines idling and most of those already spoken with immediately complied. TSM will circulate postcards (provided by SP) to those offenders and a poster addressing the issue has been circulated with the school's newsletter. MM to liaise with Enforcement Officers to advise they need to enforce stopping engines running and issue fines.</p> <p>NT suggests that 'idle free' signs are erected (Sheffield County Council have introduced such signs) in the vicinity of the school.</p> <p>Liaising with local residents</p> <p>Since our last meeting MM put feelers out but not proved fruitful and will now try and reach out to parents locally. MM to approach a local resident in Marquis Lane who also runs a cycle business.</p> <p>TSM reported that a local neighbour has mentioned some students are crossing the road in a dangerous manner.</p>	
<p>3. Bus Services - usage, punctuality, qualitative issues, behaviour</p> <p>TSM reported fewer complaints overall and students appear calmer.</p> <p>TSM reported there is still an issue with Milford Road re 811 – a local resident has been invited in for a meeting to try to resolve issues with the 811 bus stop. The resident is yet to offer any available dates.</p> <p>TSM understands the bus will end up stopping on the Lower Luton Road although this bus stop hasn't been commissioned because of ongoing Affinity Water works – currently large iron grid sticking out of the ground – once removed there is no reason why the bus stop shouldn't become operational, hopefully by Feb half-term.</p> <p>New Year 7 mapping - TSM mentioned MO's team could now begin to look at intake from first choices and map with some degree of certainty to dictate what we need to do going forward.</p> <p>TSM reported that the E172 is now running smoothly since a taxi is now being provided for one of the students, which means a more direct route to school for this bus.</p> <p>LE commented that because of a previous issue with a driver of the 357 (from Southdown) no-one is using this service. There are fears that this service may therefore be taken away. There is also a very low uptake on this route back to Southdown at the end of the school day. Bearing in mind the school will continue to grow TSM hopes DfE don't pull the service.</p> <p>JF enquired on behalf of one of the school's current parents as to whether the timing of the 357 could be altered so that their child could catch this one bus to school. JF advised that although the child can catch the 357 at the end of the school</p>	<p>TSM</p>



<p>day all the way home to Shenley, the 357 morning service means currently she would either be far too early for school or too late and this necessitates a change at 7.20 am in St Albans Town Centre with the next bus not departing until 7.40 am. MO to liaise with GB and look at next year's cohort.</p>	
<p>4. Promotional Measures</p> <p>TSM advised we have promoted the 357 bus route, and also reminded parents of our exclusion zone map and walking distances in several communications. Living Streets has been into school and a second hand up survey conducted - marginally better than original.</p>	<p>TSM</p>
<p>5. Monitoring</p> <p>Data on second 'hands up' survey circulated (result attached).</p>	<p>TSM</p>
<p>6. Amendments to Travel Plan</p> <p>Update on promotional measures – see above Requests for infrastructure or bus service updates - see above Review ModeShift targets – TSM advised he has had a further meeting with SP and Modeshift is about to be updated</p>	<p>TSM</p>
<p>7. Any Other Business</p> <p>TSM summarised the update received via email from DW which included:</p> <ul style="list-style-type: none"> - Common Lane resurfacing due to take place 19th Feb. - Piggottshill lighting – options are eye watering expensive - How do pedestrians and cyclists from the south of the Harpenden get safely across the busy Piggottshill Lane on the approach to Wheathampstead Road <p>The consensus among attendees is that works to Crabtree Lane is preferred option over Piggottshill / 'Sewer Lane'. NT expressed very clearly you could do low level works to improve walking and cycling. MM advised not to put solutions forward that that disadvantage residents eg cycle lane along Crabtree Lane. MM commented that of the five schools in her ward very few students cycle.</p>	<p>All</p>

The meeting ended at 5.30 pm

Date of Next Meeting: Monday 11th May 4.15 pm.