



EPOA
Essex Planning
Officers Association

RECEPTION



ACCESS TO EDUCATION, SKILLS DEVELOPMENT AND LOCAL EMPLOYMENT

HEALTHY PLACES GUIDANCE





Activity for all



Walkable communities



Connected walking and cycling routes



Multifunctional open spaces



Co-location of community facilities



High quality streets and spaces



Appropriate infrastructure



Active buildings



Management, maintenance, monitoring and evaluation



Activity promotion and local champions

KEY FACTS

- People with the lowest healthy life expectancy are 3 times more likely to have no qualifications when compared to those with highest life expectancy⁵³.
- Achieving a good level of education impacts on multiple factors associated with positive wellbeing including quality of life, levels of income, ill-health and life expectancy⁵⁴.
- Young people not in education, employment or training (NEETs) have been found to have poorer health outcomes⁵⁵.
- Unemployment and worklessness is associated with health inequality. An example is access to employment for those with a long-term condition being lower at only 60%^{56,57}.
- The Marmot review identified 10 key features required to make work 'good'^{6,57}.

How to encourage and improve education, skills and local employment and educational spaces;

- Seek early advice from the local education authority around any education requirements that may be required from the proposed development. Essex County Council have their own specific formula for calculating need for early years, primary and secondary school spaces which is within the Developer's Guide.
- The Essex Design Guide has a specific section on schools which includes advice on how to consider health and wellbeing.
- Connectivity is essential – new schools need to be linked to the urban layout. New school needs to be heavily connected to walk/cycle routes and the green infrastructure network.

- Hierarchy of travel principle should be central – walk/cycle/public transport/car – and not be designed around the car.
- Have car free zones around schools ideally. On-site drop off facilities or points close to the school entrance that could encourage greater car use will not be supported. Ensure that associated traffic safety measures are part of any plans and consider community engagement for this.
- Deliver safe walking and cycling routes that connect to attractive traffic free spaces around school gates that create a sense of community and make it a pleasure to walk or cycle to school.
- Ancillary Infrastructure – schools should have cycle, bag and/or equipment storage, bike maintenance stations (pumps, spanners, stands etc), water fountains and showers.
- Sports Facilities - Consideration should be given to the siting and design of sport and recreation facilities such as sports halls, school halls, MUGAs, playing fields and informal recreation areas in order to encourage formal and informal activity by pupils and community users. As well as conventional facilities provided on school sites, sport and recreation provision guidance could consider opportunities such as trim trails, running routes, using mounds for viewing activity and as running routes and cycle trails. Detailed guidance on this is in Sport England's PE and Sport guidance <https://www.sportengland.org/facilities-planning/design-and-cost-guidance/other-design-guidance/>
- Community Access – The school should be designed to encourage community access outside of school hours to maximise opportunities for the community to use the school's facilities for physical activity and sport i.e. relationship of reception to school hall, MUGA, playing field etc, provision of toilets/ changing that are accessible to reception.



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- Seek advice from Active Travel teams who can provide information, advice and guidance on the implementation of School Travel Plans to promote and encourage walking, cycling and scooting to school.
- Consider public transport accessibility for students and workers who may have to travel for their education or workplace and consult with passenger transport providers early on.
- Where possible, as part of the construction phase, look at the local supply chain for the development. Consider if you can encourage the up-take of apprenticeships and the use of local workers which could support community wealth building.
- If allocating workplaces or commercial centres on site, consider workplace health as part of the building design standards (see design above).
- As the average UK full time worker spends 37.4 hours per week at work⁵⁸, consider how workplaces can support active travel, green space access and access to food on site or in the locality.
- Opportunities for encouraging local employment from commercial space could be supported through the development of a local employment strategy that is inclusive and supports reducing inequality.
- The use of green roofs, green walls and green space should be part of landscaping for commercial and workspaces.
- Adequate facilities around workplaces should be considered. This includes access to childcare and day nursery services.



References

- 6 Marmot, Allen, Goldblatt, Boyce, McNeish, Grady et al (Marmot Review (2010) Fair Society, Healthy Lives. The Marmot Review. Strategic review of health inequalities in England post 2010.
- 53 Bibby (2017) Infographic; how do our education and skills influence our health? The Health Foundation.
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- 55 Public Health England and UCL Institute for Health Equity (2014) Local Action on health inequalities: Reducing the number of young people not in employment, education or training (NEET). Health equity evidence review 3: September 2014
- 56 Public Health England (2018) Work, worklessness and Health; Local Infographics tool for Essex. Public Health England. (owner Evans. S)
- 57 Public Health England and UCL Institute for Health Equity (2014) Local Action on health inequalities: Increasing employment opportunities and improving workplace health. Health equity evidence review 5: September 2014
- 58 Office for National Statistics (2018) Average actual weekly hours of work for full-time workers (seasonally adjusted). London, ONS