



**Sustainable Mode of Travel to
School Strategy
August 2010**

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1. Introduction

The Education and Inspections Act 2006 places a duty on local councils to promote the use of sustainable transport on the home to school journey. This duty applies to children and young people of sixth form age and below.

There are four main elements to the duty:

1. an assessment of the travel and transport needs of children, and young people within the authority's area
2. an audit of the sustainable travel and transport infrastructure within the authority that may be used when travelling to and from, or between schools/institutions
3. a strategy to develop the sustainable travel and transport infrastructure within the authority so that the travel and transport needs of children and young people are better catered for
4. the promotion of sustainable travel and transport modes on the journey to and from and between schools/institutions

Our strategy will:

- draw together key transport issues and initiatives,
- define the current position.
- forecast and assess future transport needs and expectations of pupils and young people travelling to schools and further education establishments.
- meet the requirements of the Education Inspections Act 2006 to promote sustainable travel in schools and FE establishments.
- ensure all schools and FE establishments have a schools travel plan by 2012.
- enable parents to access sustainable travel information on each school in the district.
- unite all external and internal stakeholders in the delivery of sustainable school travel.

The duty to promote sustainable travel applies to all children and young people of compulsory school age under 18 years of age, in general rather than to each individual child or young person. It applies to all children and young people who reside in the authority's area and are receiving education or training in the authority, or out of the authority's area. It also applies to children and young people who do not reside in the authority, but travel into the authority to receive education or training.

The duty considers the implications of extended schools and the delivery of education and training at different institutions for the 14-19 age group. It also considers the Disability Equality Duty 2006 which ensures the public sector do not discriminate against disabled people.

It is therefore the role of this strategy to widen the choice and travel options available to all children and young people of all ages. The strategy seeks to promote more sustainable, safer and less car dependent patterns of travelling on the school journey through partnership working. Delivery of school travel plans, cycling, walking and public transport trips for the school journey will be encouraged and infrastructure to support safe and sustainable travel will be implemented.

2. School travel - national and local context

National

Against a background of increasing congestion the Government published 'A New Deal for Transport', a White Paper which sets out the key transport policy principles for the period to 2010. The White Paper sought to widen travel choice and encourage a shift from the private car to other more sustainable forms of transport. The journey to school is highlighted as a particular problem, with nationally up to 18% of cars on the road during parts of the morning peak taking part in the school run.

The Future of Transport White Paper 2004 looked at the factors that will shape travel and transport over the next thirty years and set out how the Government will respond to the increasing demand for travel, maximising the benefits of transport while minimising the negative impact on people and the environment.

The Sustainable Education Travel Strategy also supports national policy on improving health and education and combating social exclusion by contributing to:

'Every Child Matters' outcomes for 'Being healthy, Staying safe, Enjoying and achieving, making a positive contribution and Economic well-being,"

Department for Children Schools & Families 5 year strategy objective that
"Every school should be an environmentally sustainable school, with a good plan for school transport that encourages walking and cycling".

The Healthy Living Blue Print for Schools 2004 Department for Children Schools & Families recommends that children should be encouraged to walk or cycle part or all of the way to school where ever it is safe and practical. It emphasises the need for schools to put in place school travel plans to promote more sustainable healthy and safe travel.

Our Healthier Nation 1999 (The Health Strategy for England) addresses the problems of accidents and deteriorating health of children in particular and includes the recommendation that children should undertake one hour of physical activity per day for long term health.

In addition, a number of related strategies are also relevant to improving alternative modes of transport, including 'Encouraging Walking: Advice for Local Authorities', and the National Cycling Strategy (2004). The Government's document 'Tomorrow's Roads: safer for everyone' also sets out targets for reducing road traffic accident casualties.

Travelling to School: An Action Plan was jointly published by the Department for Children Schools & Families and Department for Transport in 2003. It sets out a 'road map' towards achieving 100% of schools with a travel plan by 2010.

Regional

North Somerset is a unitary authority which covers an area of around 37,500 hectares (145 square miles) with a population of 206,800.

The population is expected to rise to around 246,100 by 2026; this would be an increase of just over 1% per year.

There are 86 education establishments: 10 secondary schools, 63 primary schools, 3 special schools, 4 pupil referral units and 6 independent schools which provide education for over 28,500 pupils. North Somerset is a mixed urban/rural area consisting of four towns, Weston-super-Mare, Clevedon, Nailsea and Portishead, a number of smaller villages and a rural hinterland. It is close to the conurbation of Bristol, where many of the local inhabitants work. Car ownership is high with 38.2% of households having two or more cars, compared to 29.4% nationally, and only 18.2% households with no car at all compared to 26.8% nationally (1)

The district faces a wide range of development issues that includes the need to provide a large amount of new housing and schools in the period up to 2026. The January travel survey indicated that 50.8% of pupils in North Somerset walk to school at present compared with 47% in 2006/7.

¹ Statistics taken from N-Somerset Annual Monitoring Report 2009

The Council has a vision “to be an excellent council which improves quality of life for all”, which translates into a number of corporate priorities, including the promotion of safe and sustainable travel. To this end we have been developing school travel plans since 2004. All North Somerset schools have formally adopted travel plans, and some of the earlier travel plans have been reviewed.

The joint Department for Transport (DfT)/ Department for Children Schools & Families (DCSF) school travel plan initiative is a specific programme where schools discourage car journeys and promote walking, cycling and bus travel for journeys to and from school.

Car sharing opportunities are encouraged where car journeys are considered a necessity by parents and carers.

Included in this Government initiative is a national target for all schools to have a travel plan by 2010, which all N-somerset schools now have.

The Children’s Act 2004 introduced an agenda with the title ‘Every Child Matters - Change for Children’ and included five key outcomes concerned with child health, safety and achievement. In response to this North Somerset’s ‘Single Plan for Children and Young People’ published in February 2006 outlined objective SS6 as one of its Staying Safe Priorities:

‘Planning for cycle networks and pedestrian footways to encourage walking and cycling generally and in particular to schools as an important way to stay healthy’.

The North Somerset Partnership is the Local Strategic Partnership for the area. The aim of the Partnership is to improve the quality of life for people living in the district through the implementation of the North Somerset Community Strategy. The North Somerset Community Strategy lays out a shared 20-year vision for the whole area and identifies the key challenges that need to be overcome to achieve this goal.

Increasingly, the North Somerset Partnership have a greater role in overseeing key work programmes with the development of Local Area Agreements which support the delivery of the Community Strategy from April 2007. From April 2006 it oversaw the business plan for the Safer Stronger Communities Funding which has been awarded to North Somerset.

The Joint Local Transport Plan (in partnership with our other West of England Authorities) 2006-11 (JLTP2) sets out the policies, strategies and measures for supporting sustainable school travel as part of the overall approach to the five shared priorities for transport:

Accessibility

- Improve access to jobs, education and other key services for everyone.

Congestion

- Reduce the delays to the movement of people and roads.

Safer Roads

- Improve safety for all highway users.

Better Air quality

- Limit transport emissions of air pollutants, green house gasses and noise.

Effective Asset Management

- Improve the condition of the transport infrastructure.

The preparation of the 3rd Joint Local Transport Plan 2011- 2014 has taken place during the previous months with the document at present being reviewed by the executive members for each authority.

The Local Area Agreement (LAA) makes reference to creating opportunities for walking and cycling and reducing noise pollution and dependence on cars. It seeks to provide and to improve facilities to encourage safe walking and cycling. Transport facilities, including public transport, which helps people travel within communities and reduce dependence on cars is also included. The LAA indicator states that North Somerset will support 15% of schools in developing travel plans each year from 2006/07 with a trajectory as follows:

Year	Trajectory	DfT Recognised School Travel Plans
March 2007	83%	Actual was 78% excluding independent schools
March 2008	90%	Actual is 94%
March 2009	95%	Actual is 97%
March 2010	100%	Actual 100%

Travel planning has been made attractive for schools through a DCSF grant which is currently available to schools that have an approved school travel plan and can be spent on improvements within the school site. Installing secure cycle shelters, mini-scooter storage and parent waiting shelters all help to promote sustainable travel in the school community.

The school travel plan itself is the summary document which explains all the transport and journey needs of a school and details how provision can be made to promote and encourage sustainable travel to the school site. It is recognised that walking and cycling improves children's health and vitality on their journey to and from school and helps to develop skills as well as encouraging confidence to be safe on footpaths and roads. The journey to school also helps to raise children's awareness of the local community and the value of our environment.

Since 2004 many North Somerset Schools have enjoyed substantial success in promoting safe and sustainable travel to school with 86 out of 86 (100%) of schools now with formally adopted travel plans (March 2010). These plans have been drawn up by the individual schools with support from the Council's two advisors. The school receives a grant to be spent within the school grounds to promote sustainable travel. This methodology ensures that the school owns the travel plan and helps schools understand the travel arrangements and aspirations of their pupils, also reducing the number of car trips and encouraging walking, cycling and other sustainable modes of transport. Any infrastructure improvements required outside the school site are considered within the Local Transport Plan.

In addition 26 local schools have also taken up DfT's annual walking bus grants which were first made available in 2007, with grants totalling £18,000 awarded across North Somerset. These grants can be used to support and develop walking initiatives, including providing supervisors, escorts, tabards and help resource reward incentive schemes. 11 schools in the district were successful in renewing their DfT walking bus grant for 2008.

In September 2006 North Somerset was awarded £28m to rebuild Nailsea Community School by the end of 2009 as a Building Schools for the Future One School Pathfinder project.

Local residents, students, parents, governors, staff, Nailsea Town Council, local clubs, groups and societies were consulted on what the new school would offer, with due consideration for transportation needs, access and travel to the site. In September 2009 with the new school building officially opened.

Other sources of funding including LSVT (large scale voluntary transfer) from housing stock transfer has been exploited to increase the amount of infrastructure that can be built in any year with projects successfully completed in 2006 and 2007.

3. Home to School Transport

We commission a network of over 150 routes to enable children to access school each day. These routes provide transport for around 3000 eligible pupils and 200 fare-paying pupils. We also regularly monitor these routes to ensure children have safe and timely journeys to school. More than 27,000 school children are taken to school in cars and in buses each day due to increasing car ownership, dependency and fears over children's safety.

As a result school travel planning is becoming an increasingly important local transport issue. Our priorities include creating safer journeys using sustainable transport and reducing road congestion in a bid to balance the need to travel and our quality of life.

Home to School Transport Policy Statement – June 2008

Criteria for the Provision of Free Transport

The Authority will normally provide free transport between home and school if the school attended is the nearest suitable one as determined by the Authority, and one or more of the following criteria are met:

a) The distance between home and school, when measured by the shortest available walking route, is two miles further for children attending primary school and three miles or further for children attending secondary school. These distances are referred to in the following paragraphs as the “statutory walking distances”.

b) The nature of the route, or alternative walking routes the pupil could reasonably be expected to take to the nearest appropriate school is deemed by the Authority to be exceptionally hazardous. This tends to apply in areas where school children, accompanied as necessary, would be faced with negotiating narrow, winding lanes with no pedestrian provision or refuges from traffic.

c) The child has a Statement of Special Educational Needs which specifically identifies that transport must be provided, having regard to their particular disabilities and normally with reference to the statutory walking distances. Passenger Assistants are normally provided only for those children who require continual supervision, i.e. those with severe disabilities and, occasionally, for a child with severe behavioural, social or communication difficulties.

d) From September 2008: for pupils of secondary school age, transport is provided to any of the nearest three secondary schools between 2 and 6 miles from the home address where a parent successful in obtaining a place and the family is in receipt of free school meals, or benefits which would otherwise entitle them to free school meals, or the highest level of Working Tax Credits.

e) From September 2008: for pupils of secondary school age, the school attended is the nearest appropriate voluntary aided denominational secondary school between 2 and 25 miles from the home address:

- where parents have clearly indicated that they are applying to attend the school on the basis of their faith or philosophical convictions; and
- where families are in receipt of free school meals or other benefits that would otherwise entitle them to free school meals, or to the highest level of Working Tax Credits.

f) Transport may also be provided in situations where parents, due to their philosophical beliefs require a secondary school for their child with no particular religious affiliation and meet the low income criteria as in (e) above, and where their nearest qualifying schools would otherwise be faith schools.

In criteria (d), (e) and (f) it is important to note that the upper distance limits are measured by shortest driving route, and do not represent a safe walking route. Where transport is provided on the basis of a family demonstrating a low income in (d), (e) and (f) above, the assessment of entitlement to transport will remain current for the school year to which it applies. Families will be asked to confirm their income and benefit entitlement before free transport is provided and this will be reviewed annually to determine ongoing entitlement.

Appropriate Schools and Parental Preference

In the context of home to school transport the term 'appropriate school' refers to a school's ability to provide the National Curriculum to a child of the appropriate age, or to meet any formally identified Special Educational Needs.

Where pupils attend, as a result of parental preference, a school other than the nearest appropriate one as determined by the Authority or a qualifying school identified in (d), (e) or (f) above.

Home Address

The home address in relation to entitlement to transport is the place where the child spends the majority of their time with a person who has parental responsibility and/or is the main carer as defined in the Children Act 1989. In normal circumstances this is the address as used in the School Admissions process. The authority is not responsible for providing transport to childcare facilities, after-school appointments, work experience placements or locations other than home.

Type of Transport

Where children qualify for transport between home and school, the Authority will determine the type and nature of the transport to be provided.

The cost to the Authority of making suitable transport arrangements must not be unreasonable, and the Authority will look to utilise existing transport arrangements including public bus and rail services where practicable. It is not normally possible for parents to travel with their children on any contracted home to school transport services.

We will always attempt to provide access to our services at a stopping place within one mile of a child's home via a safe walking route. Pupils with physical disabilities or in unsafe locations may be offered a home pick-up if appropriate. We aim where possible to operate to maximum journey times of 45 minutes within Weston-super-Mare and 60 minutes on rural routes. Parents are reminded that they remain responsible for their child's journey to the bus stop and should consider accompanying them should they feel it necessary.

The Authority is committed to the promotion of sustainable transport and will supply information and guidance to parents to enable them to make informed choices about their means of getting to school. This includes publication of an annual Sustainable School Travel Strategy. Many schools also have a School Travel Plan and can advise on safe ways of accessing school and alternatives to driving.

Vacant Seats Payment Scheme

Pupils who are not entitled to transport under the Council's policies may be able to take up a vacant seat on a contracted vehicle operating on behalf of the Authority if one is available, on payment of a termly charge determined by the Authority. Where pupils are entitled to free school meals or parents are in receipt of benefits which would otherwise qualify them for free school meals, no charge is made. It is important to note that vacant seats are awarded on a first come-first served basis, and may not always be available. A vacant seat can be withdrawn at two weeks notice if:

- i) The seat is required for an entitled pupil; or:
- ii) On reviewing the requirement for transport the Authority discontinues the service or reduces the capacity of the vehicle.

Parents are requested to pay the charge one term in advance and a discount is offered for full annual payment in advance. Permission to travel will be withdrawn, and future applications to travel may not be considered should parents fail to pay the prescribed charge on request.

As all entitled pupils must be accommodated before vacant seats are made available, applications for vacant seat travel for September 2009 will not open until July 2009.

Seats will not be offered until parents have confirmed a school place is available for their child. Please contact the Home to School Transport team for further details of the scheme and the appropriate application form.

Discretionary Transport on Medical Grounds

Special daily home to school transport may be provided on medical grounds on the advice of a Health Authority, to enable pupils to attend their nearest appropriate school even though they may live within the statutory walking distance from the school. Transport may also be available where parents are disabled and unable to accompany younger children who would normally walk to school. You will be asked to provide further information if you believe this provision applies to your child.

Behaviour on School Transport

We recognise that poor behaviour on school transport can deter others from using the service, and can endanger the safety of other passengers and road users. The Authority works closely with schools to address incidents of unacceptable behaviour, and in addition to any action taken by schools may consider either temporary or permanent exclusion of pupils from school transport should they demonstrate a consistent inability to behave appropriately. All pupils using home to school transport services will be sent a copy of the Authority's code of conduct for passengers and parents.

Transport during the School Day

The Home to School Transport team is not responsible for providing transport during the school day, such as school trips or movement between educational establishments. Such journeys will usually be organised directly by schools or colleges. We are also unable to provide additional journeys to or from school at times other than the start and end of the standard school day.

General Considerations

Parents should ensure that they understand the current policy as it affects their child before making any decision on choice of school that is based on an assumption that the Authority will provide transport.

Transport Appeals

Appeals against a refusal to provide transport or requests to consider provision of home to school transport outside the circumstances outlined above should be submitted in writing to the Home to School Transport Manager at the address below.

Contacting Us

Home to School Transport
Town Hall, Walliscote Grove Road
Weston-super-Mare, Somerset BS23 1UJ
Tel: 01934 634 715 Fax: 01275 884 168
email: cyps-hometoschooltransport@n-somerset.gov.uk

Other Useful Contacts

School Admissions Team 01934 634715
cyps.hometoschooltransport@n-somerset.gov.uk
Advice and guidance on nearest schools, secondary school areas and how to apply for school places in North Somerset.

Transport Direct
Free online journey planning
www.transportdirect.info

Traveline South West 0871 200 2233
Provides public transport advice and information across the South West region.

Axe Vale Coaches 01934 750321
Bakers Dolphin Coaches Ltd 01278 428401
Operators of a number of commercial coach routes serving non-entitled pupils at Churchill School.

First Group 084506064446
www.firstgroup.com
For all enquiries about local bus services and student season tickets.

National Rail Enquiries 08457 484950
Information, timetables and fares for all rail services.

4. Post 16 Transport

The local authority works in partnership with the Learning Skills Council Partnership Team, Further Education and Higher Education providers, local schools, transport companies and voluntary organisations etc. The aim is to determine the needs of prospective and existing students and enable diversity and choice for learners. This in turn will encourage young people to stay on in education and contribute specifically to the Every Child Matters outcomes of 'Enjoying and Achieving Economic Well-being'.

The Local Authority reserves a proportion of the Partnership grant for discretionary allocation to support individual students with transport problems which fall outside statutory schemes and other discretionary schemes. Each case is considered on its merits, taking into account the level of Education Maintenance Allowance received by the student.

Further Education providers and transport providers work with the LA to arrange transport for pupils from the more remote areas and to improve accessibility of all routes.

Free transport is provided for disabled students who are unable to access Sixth Form or College without such transport. The type of course attended should normally be included in Section 96 or 97 of the Learning and Skills Act 2000.

Recreational courses will not normally be eligible for transport, unless the student can provide evidence that through their own efforts they have attained a level of skill that would indicate that formal instruction on the subject might result in improved job prospects.

Where the student has had a Statement of Special Educational Needs citing the need for transport, the LA will provide transport until the end of the academic year in which the student is 19 years old. In cases where a student has a Statement of Special Educational Needs which does not cite a need for transport, a decision about whether to provide transport will be based on the merits of the individual case.

Disabled students attending College should apply directly to their College. The College will assess the student to ensure the course is appropriate to his/her needs. Assessment of transport need will draw together any information from Connexions to supplement information from a College and from previous provision by the Council.

Transport will also be provided on the same basis for these students if aged 19 and 20 provided they are enrolled on a full time course before reaching age 19.

The nature of the transport provided will vary from a bus pass to a seat on a Council vehicle or a taxi according to the most efficient use of Council funds. In some cases a mileage payment may be made.

The Council and its College and Sixth Form partners provides training to students with disabilities and/or learning difficulties who may as a result be able to travel independently to their course. Training will be tailored to the students needs. Funds for training are limited and, if necessary, preference will be given to younger students. Training can be provided as part of the curriculum if the Sixth Form or College agrees, or else as a separate feature, whatever is best for students.

The LA will consider applications from disabled students for transport to Colleges outside the area if the course is considered to be the nearest (by time or distance) appropriate course for the student. Applications should be made to the LA Home to School Transport team.

The LA will also consider applications from disabled students to attend a Sixth Form outside the area on the grounds of religious preference. Applications should be made to the Home to School Transport team.

The Residential Support Scheme may be available if a student has to travel a long way and stay. Application should be made to the College concerned for them to seek funding from the Learning and Skills Council for this area.

Local Authority Policy and Strategy team: Helen-I.jones@n-somerset.gov.uk

5. Road Safety

- Road Safety Team and School Travel Advisors will continue to work together to encourage safe, sustainable school travel.
- This will include pedestrian and cycle training, as well as initiatives to promote walking, cycling and car-sharing.
- Schools will continue to be informed and updated as to how the council can assist with road safety education, training and publicity.
- The School Travel Plans will provide a focus for much of this work.
- Road Safety Education and Training Programme resources are provided to support school based project work and youth groups.
- The DfT produce web-based lesson plans for Road Safety and from time to time more bespoke projects are supported in schools.
- Resources are available for uniformed organisations and support can be given to other groups wanting to deliver road safety messages often with the support of other agencies.

- The Education Training Programme is targeted at specific user groups: Kerbcraft, Bike Safe – Ride to Arrive, Child car seats and seatbelts.
- Some of this work is casualty-lead, however, some follows local initiatives or DfT themes.
- Kerbcraft in 9 schools in Weston-super-Mare was funded by the DfT until the end of March 2006.
- Kerbcraft uses trained volunteers to provide children with practical roadside training on the streets surrounding their own school in line with best practice.
- The scheme introduces Key Stage 1 children to the good road safety skills – including safer places to cross roads and developing strategies to cross at more difficult locations including between parked cars and junctions.
- In time, this will enable them to be safe independent pedestrians.
- Where there is active support from schools to support training during the school day and volunteers to run the training, a child pedestrian training scheme will be introduced to infant and primary schools based on Kerbcraft.
- Support is given to schools for training volunteers to run formal walking buses.
- Walking buses are run by volunteers who having received training, walk a risk assessed route collecting children as they go and taking them to school.

- Cycle training is presently offered to children in Years 5 and 6.
- Schools are encouraged to recruit volunteers to run the training.
- Where the school is unable to recruit volunteers we are able to advise on how to buy in the service from a local trainer or from Lifecycle UK.
- Year 6 Bikeability training provided to 600 pupils across N-somerset through a grant received from the road safety partnership in 2010/11.

6. Stakeholder consultation

A steering group has been set up to develop and consult on the development and maintenance of the strategy. This group includes the following internal representatives from Development & Environment and Children & Young Peoples directorates and the Primary Care Trust. The full group will meet at suitable times throughout the year; though sub groups may meet more often.

- | | |
|--|------|
| ▪ Home to school transport manager | CYPS |
| ▪ Principal admissions officer | CYPS |
| ▪ Data collection team | CYPS |
| ▪ School organisation officer | CYPS |
| ▪ Early Years childcare & play manager | CYPS |
| ▪ Sustainable Travel Team leader | D&E |
| ▪ Road Safety officer | D&E |
| ▪ School Travel Plan Advisors | D&E |
| ▪ Healthy Schools Co-ordinator | PCT |

The strategy has been developed within the context of other corporate initiatives or plans including:

- Community Strategy
- Local Area Agreement
- Local Transport Plan
- Single Plan for Children & Young People
- Joint Area Reviews
- School Admission Arrangements
- Home to School Transport policy
- Accessibility Strategy
- Healthy Schools
- Eco Schools
- Equality & Diversity Policy
- N-S Play Strategy

The steering group has consulted with various external consultee groups including:

- Young people and youth – the North Somerset Youth Parliament
- School head teachers - Heads Across North Somerset (HANS)
- The wider school community – Schools Admissions Forum
- Avon & Somerset Police
- Executive Members

7. Schools in North Somerset

North Somerset has 86 education establishments: 10 secondary schools, 63 primary schools, 3 special schools, 4 pupil referral units and 6 independent schools which provide education for over 28,500 pupils.

Under the School Standards and Framework Act 1998 there are three categories of school:

- Community
- Foundation
- Voluntary (divided into Controlled and Aided)

They replaced the previous categories of mainstream state school: county, voluntary controlled, special agreement, voluntary aided and grant-maintained (GM). Statutory proposals have to be published to open, close, and significantly change such schools. The proposals have to be approved under local decision-making arrangements by the local authority (LA), school organisation committee or schools adjudicator.

Schools in all three categories have a lot in common. They work in partnership with other schools and the LA, and they receive funding from LA and they have to deliver the National Curriculum. But each category has its own characteristics.

Community Schools

In Community Schools (formerly county schools), the LA employs each school's staff, owns the school's land and buildings and has primary responsibility for deciding the arrangements for admitting pupils.

Foundation Schools

At Foundation Schools, the governing body employs the school's staff and has primary responsibility for admission arrangements. The school's land and buildings are owned by the governing body or by a charitable foundation. Many of these schools were formerly grant-maintained schools.

Voluntary-Aided

In Voluntary-Aided schools (many of which are church schools) the governing body employs the staff, and decide admission arrangements. The schools land and buildings are normally owned by a charitable foundation. The governing body contributes towards the capital costs of running the school. Most aided schools are linked to either the Church of England or the Roman Catholic Church, but there are schools linked to other faith groups and a few non-denominational schools.

Voluntary-Controlled

Voluntary-Controlled schools are almost always church schools and the land and buildings are often owned by a charitable foundation. However, the LA employs the school's staff and has primary responsibility for admission arrangements.

North Somerset has:

- 2 First Schools offering education to 5-8 year olds
- 6 Infant Schools 5-7yrs
- 6 Junior Schools 7-11yrs
- 1 Middle School 8-11yrs
- 48 Primary Schools 5-11yrs
- 21 of these are Voluntary Controlled
- 13 are Voluntary Aided
- 25 Primaries have pre-school sites

- 10 Secondary Schools
- 3 of which are Foundation Schools the rest are Community Schools

- 5 Independent Schools
- 4 Pupil Referral Units
- 1 Further Education College
- 1 Vocational Centre

Extended Schools

Extended schools are at the heart of the delivery of Every Child Matters, improving outcomes and raising standards of achievement for children and young people. Extended schools are a key vehicle for delivering the Government's objective of lifting children out of poverty and improving outcomes for them and their families. There is now clear evidence that children's experiences greatly influence their outcomes and chances in later life. In particular, educational attainment is a powerful route out of poverty and disadvantage.

All schools have to provide the following extended school provision in North Somerset :

- Childcare: all parents of primary aged children able to access childcare at or through their school from 8am to 6pm all year round.
- A varied menu of activities on offer for at least two hours a week beyond the school day, for those who want it.
- Parenting support, including family learning and parent education.
- Swift and easy referral to a wide range of specialist support services.
- Wider community access to information and communication technology, sports and arts facilities, including adult learning.

- Children with disabilities or special educational needs must be able to use all of the new services.

7. Current travel patterns

A key element of every school travel plan is the requirement to monitor changes in mode share for journeys to school, which is essential when reviewing the impact of improvements to safe routes and local initiatives such as park and stride.

Before 2007 the journey to school travel data was collected by means of conventional pupil hands-up surveys in classrooms and used a consistent methodology, which was a snapshot of travel on that day.

The pupil level annual schools census (PLASC) has itself been in place for many years and collected by schools as part of their normal induction and admission procedure. Since September 2006 however the pupil census has included a statutory requirement to collect mode of travel data which has facilitated the linking of home postcodes to type of school journeys. The pupil census has also enabled some geographic and socio-demographic analysis of the pupil journey data.

School travel plans have included reference to travel trends since their inception in 2004 and have been the basis for identifying local needs as well as informing annual reviews. For example the pupil travel data will also help identify infrastructure improvements such as bus services needed to provide better support for pupils travelling to school or a demand for improved cycle access in the area.

The January 2010 school census travel data indicated that in North Somerset;

Schools overall:

50.8% of pupils walk to school
13.9% of pupils use school bus or public transport
3.4% of pupils cycle to school
28.1% of pupils use the car to school
3.8% car share

Primary Schools:

52.2% of pupils walk to school
3.1% of pupils use school bus or public transport
2% of pupils cycle to school
37.2% of pupils use the car to school
5.5% car share

Secondary Schools;

49.1% of pupils walk to school

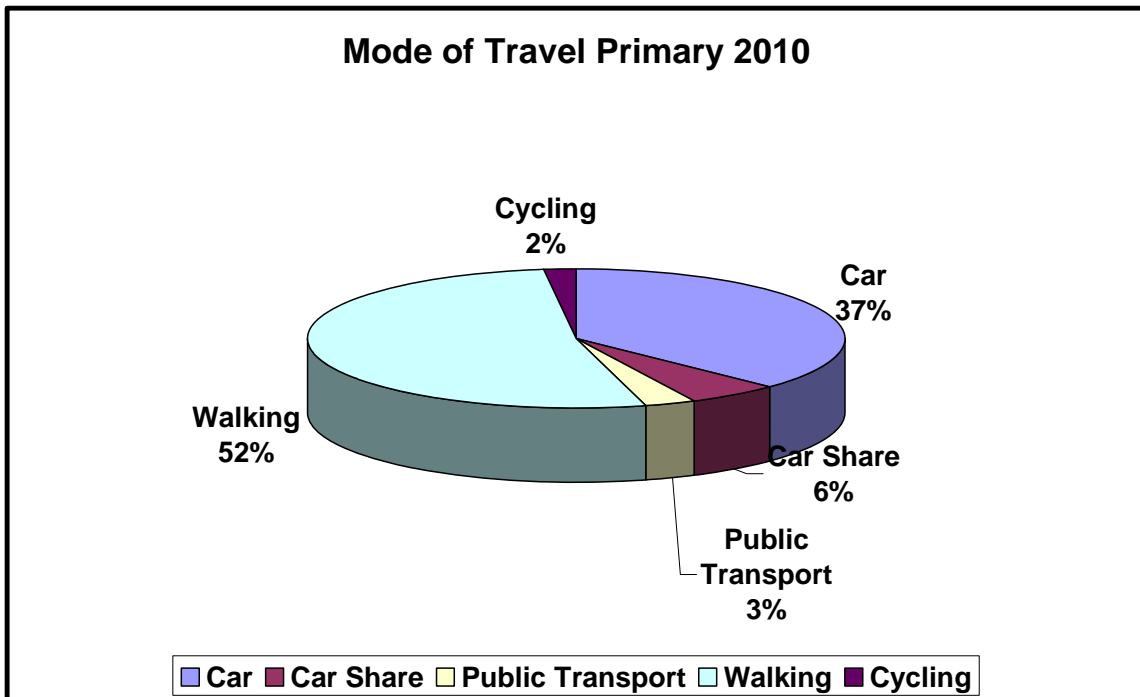
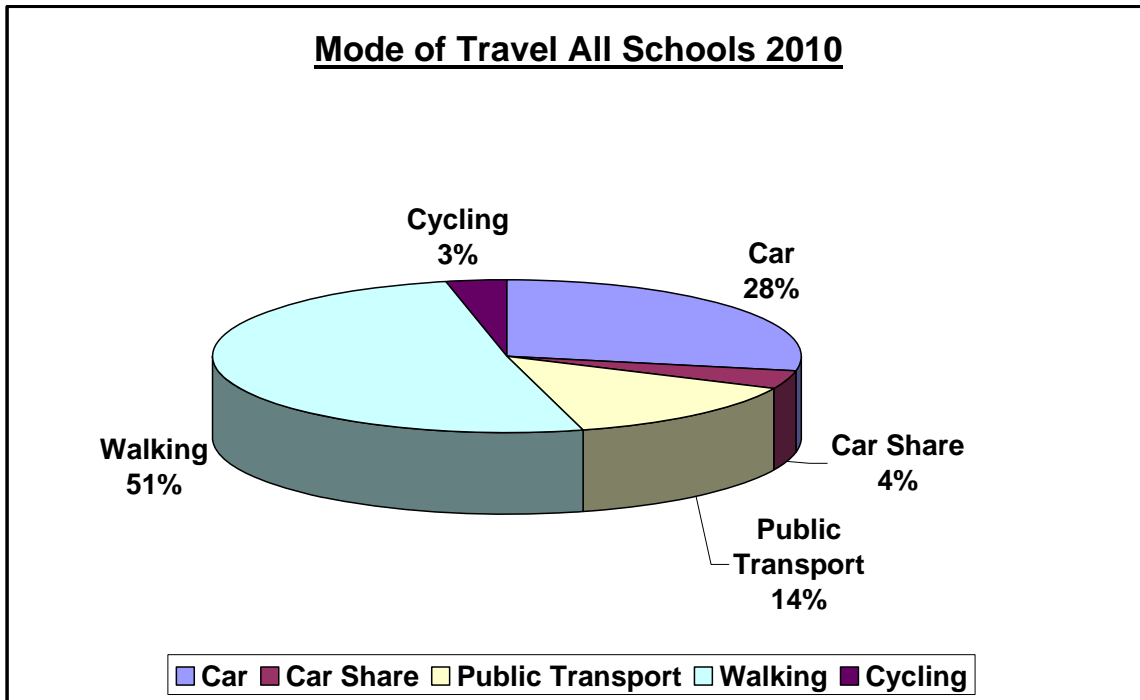
26% of pupils use school bus or public transport (including 1% train)

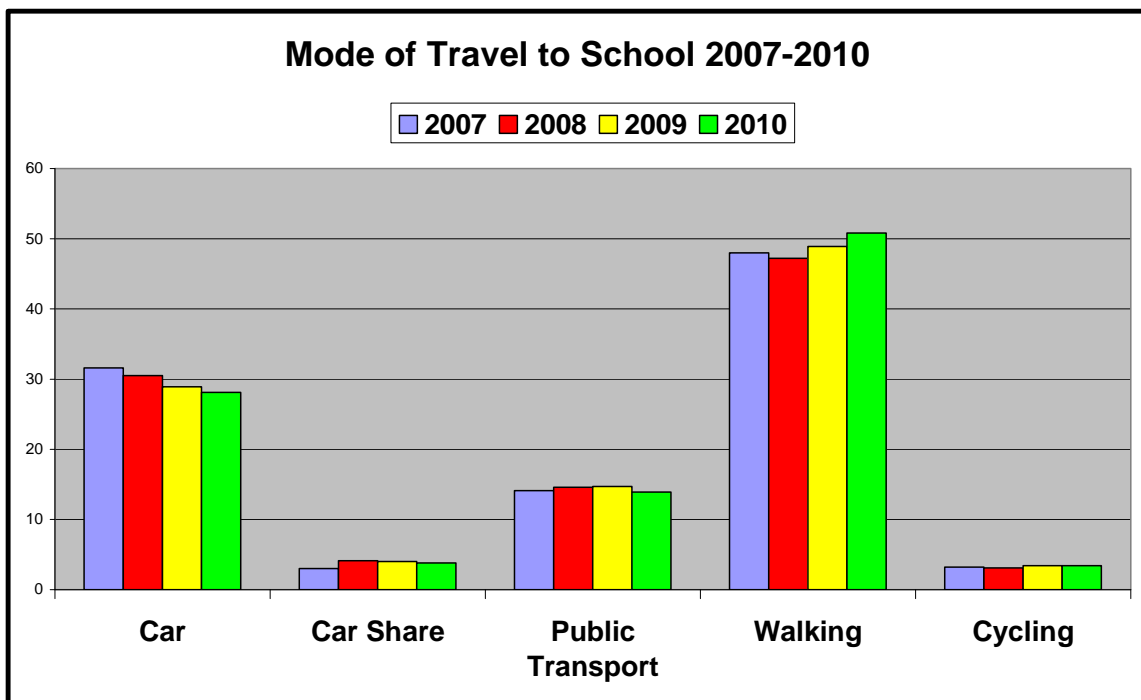
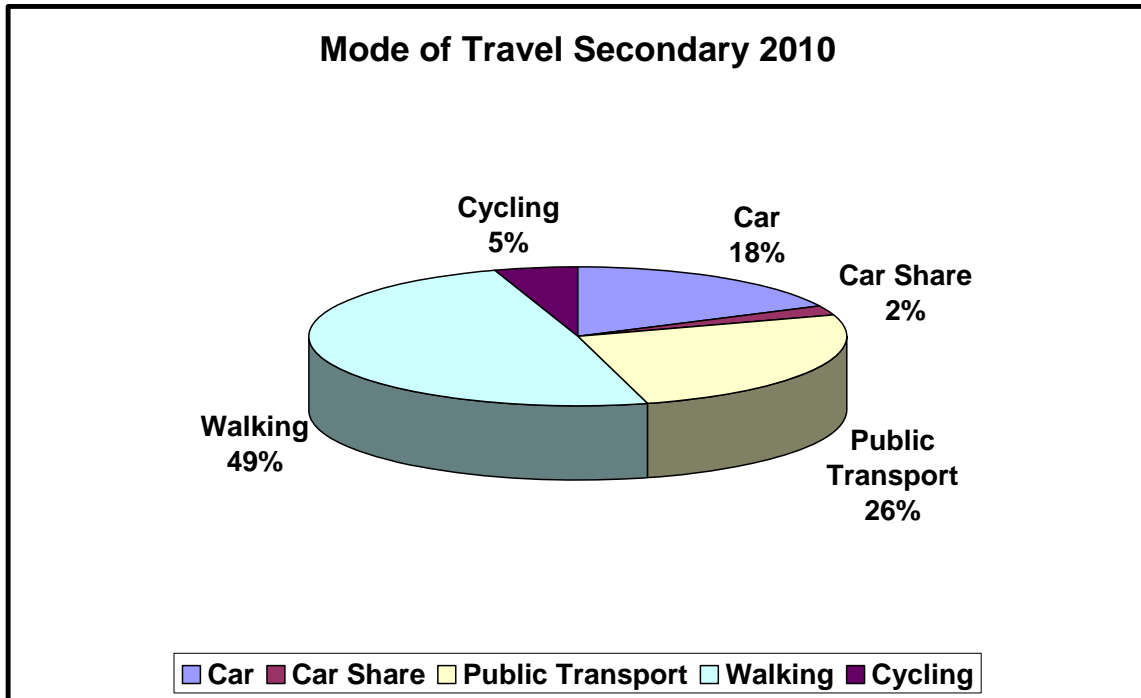
5% of pupils cycle to school

17.9% of pupils use the car to school

2% car share

These are shown pictorially in the following charts:





The January 2010 census figures show that now 50.8% of children walk with only 28.1% travelling by car and 3.8% specifically car sharing. Last year's mode of travel data showed that 28.9% of children travel individually to school by car with approximately 48.9% walking to school.

During the last four years of the school census mode of travel data collection non-car mode has increased from 64% in 2007 to 68% in 2010.

9. Travel and transport needs assessment

Every school travel plan begins by establishing an audit of existing travel habits and identifies those who walk and cycle to school or who travel by bus or train. The plan then outlines possible alternative mode of travel for those pupils who are currently transported to school by car.

Each school has different characteristics, but experiences are shared and where possible suitable solutions can be applied across the district such as establishing new pedestrian/cycle accesses to schools, the provision of secure cycle parking, the establishment of walking buses or park and stride schemes. In some cases new paths are required outside the school boundary and in these cases proposals are assessed within the context of the Local Transport Plan.

The strategy includes a number of case studies to illustrate types of intervention and the associated outcome at certain schools. Some schools require distinctive infrastructure improvements where others especially newer school sites introduce soft measures. Examples of achievements across the district is illustrated by the use of LTP funding streams for travel plans and safe routes to school at the following schools.

- Flax Bourton Primary School: green-way cycle link
- High Down Junior and Infant Schools Portishead: zebra crossing
- Portishead Primary School: Portishead Pace Scheme
- Yeo Moor Junior School Clevedon: Kennaway footpath
- Priory Community School North Worle: cycle and entrance improvements.

See appendix 1 for case study details

The local authority has produced individual school travel maps, which each school should have on its own website, - showing walking and cycling distances, information on bus routes, cycle ways and walking routes.

The Sustainable School Travel Strategy should be integrated within the planning and implementation process of any major capital or restructuring scheme for schools. There is already close co-operation between officers in the Children and Young Peoples Directorate, Highways, Planning, Asset Management and Culture Services.

This co-operation will need to be maintained to ensure that no opportunity is overlooked to include sustainable travel within new school developments.

Planning Service and Highways Development Control

The role of the Highways Development Control is to assist developers in ensuring that their proposals can be achieved whilst still maintaining the safety and integrity of the highway network and ascertaining that the highways can adequately cope with the resultant pedestrian, cycle and traffic movement. The enhancement of sustainable travel is a major goal in achieving this objective. To achieve the above, liaison with the Sustainable Travel and Transport Policy teams are essential to ensure that the appropriate conditions or obligations (e.g. a Section 106 Agreement) are placed on the development. Following granting of approval the team assists in the discharging of conditions by working with the developers/organisations to seek to bring the proposed plan up to the necessary standard and the implementation of the required off-site highway works.

Highways Services

Engineering support is provided to schools in the development of school travel plans. Engineers can facilitate improvements on the highway that will assist the school in promoting walking and cycling to school. When a larger Safer Routes to School scheme is identified, the brief for the work may be issued to either Traffic Management or to Design Services, depending on available design resources. At other times, Traffic Management provides support to schools when they request assistance with matters associated with the road or traffic in the vicinity of their premises. If appropriate, the School Travel Advisor is involved in that work. Schools requesting assistance are encouraged to produce a school travel plan if one is not already in place.

North Somerset Play Strategy

The play strategy has been developed and based on the expectation that all children and young people should have the opportunity to achieve their full potential within their leisure time. The plan embraces that children and young people, under Article 31 of the UN Convention on the Rights of the child, 1989, “have the right to rest and leisure and to engage in an age appropriate play and recreational activities, cultural life and the arts”

The consultation underpinning the strategy highlights that the district has specific issues around:

- Accessibility – for children and young people in rural areas, from different social economic backgrounds to lack of transport.
- Inequality of play provision for disabled children and young people.
- Lack of play opportunities in local areas.
- Support systems to help develop play and to improve empathy and understanding to the 10 to 16 year olds.

9. Audit of sustainable travel & transport structure

The procurement of dedicated transport between home and school for eligible pupils is carried out in the CYPS Directorate.

The Home to School Transport team is responsible for delivering this service, which includes:

- Planning, procurement, continuous efficiency review and compliance monitoring of contracted transport totalling around £3.4m, the majority of which meets statutory duties.
- Ongoing development and review of Home to School Transport Policy and 16-19 Transport Partnership Policy.
- Shared responsibility for determining individual transport entitlements with the School Admissions Team.
- Approximately 3,000 mainstream pupils transported daily, of which 301 are pupils with Special Educational Needs and 280 are pupils provided with denominational transport to faith schools.
- School Crossing Patrol provision at over 50 sites.
- Recruitment, training and development and day-to-day supervision of Passenger Assistants for Special Needs routes and School Crossing Patrol staff.
- Operation of the discretionary Vacant Seats Payment Scheme providing subsidised travel for 200 pupils daily (including travel to sixth-form centres).
- Provision and administration of Transport Appeal Panel function.
- Assessment of safe walking routes to schools.

The Home to School Transport Policy Statement is set out in section 3 on page 8.

Using the travel plans already developed, an audit is carried out of each school to establish both existing and proposed walking and cycling routes. These routes together with facilities at the school like cycle parking and additional entrances are plotted on a map or sketch plan of the school and subsequently published on the school website and available in hard copy for new/prospective parents. North Somerset Council is publishing updated sustainable travel maps for all schools in the district, part of our commitment to implementing the statutory requirements of the Education and Inspections Act.

10. Objectives of the strategy and associated targets

One of the key objectives of the government's school travel initiative is to get people out of their cars and to change their mode of travel on the school journey. The mode share of journeys to school is now also part of national LTP performance indicators. Our Joint Local Transport Plan published in March 2006 has targets and indicators and makes reference to the mandatory national LTP indicator LTP4: mode share of journeys to school.

The West of England JLTP target of the four unitary authorities is a standstill target; aimed at reducing an increasing trend "to have no increase in car journeys to schools". North Somerset Council's own local target is to increase the percentage of pupils and staff travelling to school by non-car modes from a baseline of 53% set in 2005 to 64% in the period ending 2010/11.

Specific Aims of this strategy

Increase the number of children and young people walking, cycling and using public transport to access schools and further education.

To make available more sustainable travel information for pupils parents and carers.

Objectives

1. Work in partnership with stakeholders both internally and externally to maximise the effectiveness of Travel Plan measures and initiatives.
2. Develop initiatives, projects and campaigns to promote and support sustainable travel in all education establishments across North Somerset.
3. Develop improvements and measures that enhance the safety and appeal of sustainable travel choices.
4. Influence the development of new builds and extensions to schools to have regard for safe sustainable travel.
5. Work with JLTP/SW partners to develop resources and share best practice

12. Area-wide initiatives/events

The forth North Somerset Big WoW event took place in May 2010 during National Walk-to-School Week, organised and promoted by the Road Safety Team. Once again the challenge was to count all children who walk, cycle and scoot to school on the Wednesday of Walk-to-school Week and then compare the results to the mode of travel statistics from the January 2010 school census.

Walk to School Week 2010 Round up

Children from around 33 primary schools across North Somerset took part in the green travel campaign.

Christ Church Primary set a challenge to 'Walk 500 miles' during Walk to School Week and together they achieved an amazing 1016 miles! The children really enjoyed themselves and they worked really hard clocking up the miles. This challenge was a great way to show them that being green can be fun as well as healthy. Certificates and prizes were presented to the children for the Highest Percentage of Green Travel, Highest Bike/Scooter distance and Highest Walking.

Locking Primary used the week to launch their "Walk on Wednesday" scheme. Accompanied by their parents, children will be walking from the nearby Coach House public house car park to school in Meadow Drive and, in doing so, ensuring that the area immediately around the school entrance is car free and safely accessed by children.

Uphill Primary used a passport scheme throughout the week and invited everyone to walk to school from the beach on Wednesday morning.

Banwell Primary ran "Wheels on Wednesday" and St George's Primary, Hillside First, Becket Primary (all Weston) and Mary Elton Primary (Clevedon) ran walking buses during the week.

Many schools took part in our competition by sending in their survey results from the week. We were able to award 15 schools certificates to recognize the percentage of pupils that used green travel in the week. St Peter's Primary, Portishead increased their number of pupils using green travel from 89% to 97%! Green Travel Awards were presented to Hillside First School, Kingshill Primary and Uphill Primary for gaining 100% of pupils using green travel and their continued commitment to Walk to School Week.



Cleeve walking bus at Court De Wyck School

Golden Valley School Nailsea organised a special 'scoot to school' day



Glebe Infants School Congresbury encouraged the usual walk-to-school event from the Ship and Castle car park as well as organising a 'keep fit Thursday'.

Banwell Primary School promoted their 'wheels on Wednesday' and "trek on Tuesday" special events.



Hillside First School Worle organised a giant 'walking bus' along Worle High Street.



Hillside 'Giant walking bus'

Ashcombe Primary travel passport

With the lead of their school champion Ashcombe School has developed a successful record of pro-active schemes to support walk and cycle to school:

- 'Wheels on Wednesday' scheme and 'Feet are Best' on Friday
- Dedicated 'passport' card reward scheme now superseded by North Somerset's Bright Star Travel Passport scheme
- "Healthy Hearts, Healthy Minds" week focusing on a sponsored walk event held at school

Backwell Community School travel leaflet

The school travel group publishes a dedicated journey to school leaflet which promotes safe and sustainable travel. The school also organises a succession of focus activity days which includes:

- Road Safety Action, including St Johns Ambulance personnel
- Cycle Shelter opening celebrations
- British Cycling demonstrations
- Bike security marking, star cycle champion appearance

Banwell Primary Wheels on Wednesday initiative

Banwell Primary School is celebrating the first anniversary of their Wheels on Wednesday initiative. Every Wednesday around 75% of their pupils arrive at school on rollerblades, skateboards, go-karts, bikes, trikes, skateboards and scooters.

Head teacher Harry Cadwallader said "The success of this scheme has been down to consultation with parents and our School Council setting guidelines for safety. We have members of staff at the school gates awarding stickers and house points to children who act in a safe and responsible manner. We have provided scooter racks and some bike stands but now need more due to an increasing number of pupils taking part."



Banwell Primary School funded the initiative from their 2007 Department for Transport walk-to-school grant and were successful in receiving the grant award for a second year.

Wheels on Wednesday at Banwell Primary School

North Somerset Council Sustainable Mode of Travel to School Strategy
2010

The third major development towards sustaining changes in modes of travel to school has been the introduction of the North Somerset's Bright Star Travel Passport scheme, launched at the 2007 annual School Travel Awards Event. The 'Bright star' scheme aims to raise pupils' awareness of their daily journey to school and to tackle the problems of congestion, safety, accessibility and pollution outside schools.

Building on the success of many existing incentive schemes running at local schools promoting walk to school, the 'Bright Star' School Travel Passport provides free resources for all North Somerset Primary schools. Pupils are rewarded at regular intervals for completing the best choice of journey.

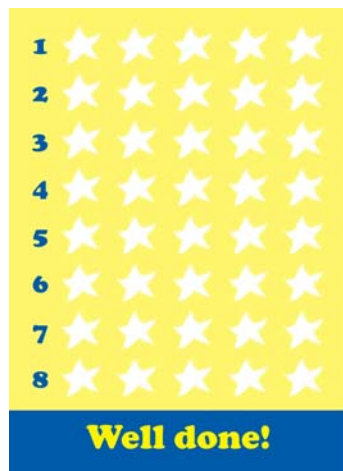
The 'Bright Star' School Travel Passport complements existing school schemes such as the 20/40/60/80/100 journey clubs used by schools.

Daily journey recording will become part of a whole school incentive scheme. Schools run the scheme according to their situation; pupils are rewarded at regular intervals for completing the best choice of journey.

For example Schools may only wish to begin recording journeys undertaken on special events such as during 'walk-to-school' weeks in May and October or 'walk-on-Wednesday' 'trek-on-Thursday' initiatives.

It has been anticipated that schools with North Somerset Bronze or Silver Target Travel Award status and schools who are in receipt of the DfT Walking Bus grant, will consider participating in the passport scheme. During 2007 21 local schools have received and are using the 'Bright Star' travel passport resources which include:

- Travel Passport wallet with fun and informative factoids
- Journey record card inserts
- Collectible travel and road safety information factoid cards
- Bright Star hi-viz safety clip-on product
- Bright Star reward hi-viz paper stickers
- Fun size orientation compass



13. Revised Action plan 2010*

Objective 1

Work in partnership with stakeholders both internally and externally to maximise the effectiveness of Travel Plan measures and initiatives.

ACTION	RESPONSIBILITY	TARGET DATE
All remaining schools to have a travel plan	School Travel Advisors	Complete
Ensure all schools complete annual school census and data is collected	CYPS	Ongoing
GIS maps available to all schools showing modes of travel, updated annually	School Travel Advisors	Complete
Promote sustainable travel across the county	Sustainable Travel Team	Ongoing
Revise, monitor and review existing School Travel Plans	School Travel Advisors	Ongoing

Objective 2

Develop initiatives projects and campaigns to promote and support sustainable travel in all education establishments across North Somerset.

ACTION	RESPONSIBILITY	TARGET DATE
Continue to promote "walk to school" weeks	Road Safety Team	Ongoing
Encourage Schools to achieve Target Awards	School Travel Advisors	Ongoing
Support Schools in setting up walking buses	STA/Road Safety	Ongoing
Continue to provide cycle training for all	Road Safety	Ongoing
Encourage establishments to take part in events	All stakeholders	Ongoing
Encourage more Independent Travel Training for SEN pupils	Bus Companies/CYPS	Ongoing

Objective 3

Develop improvements and measures that enhance the safety and appeal of sustainable travel choices.

ACTION	RESPONSIBILITY	TARGET DATE
Audit and identify barriers for safe sustainable travel to school	Transport Planning	2009
Develop JLTP "Safe Routes to School" programme	Transport Planning	2011/2014
Provide sustainable travel choices information in Schools admission booklets	CYPS	Ongoing
Work with road safety team to promote safety initiatives	STA/Road Safety	Ongoing
Continue to work with education establishments to identify barriers to sustainable travel	STA	Ongoing
All School maps to be available for parents on each schools website	STA Individual School	Ongoing

Objective 4

Influence the development of new builds and extensions to schools to take account of the need for safe sustainable travel.

ACTION	RESPONSIBILITY	TARGET DATE
All new builds/ extensions to have a travel plan	Transport policy and programme/Development Control/Planning	In progress
Ensure building designs incorporate sustainable travel provision e.g. cycle paths & pedestrian entrances	Development Control	Ongoing
Consider existing travel plans when contemplating highway schemes outside schools	Planning/ Highways	Ongoing
Ensure appropriate conditions are placed on development	Development Control	Ongoing
Provide guidance to Development Control on measures to promote sustainable travel	Transport Policy and Programme Supplementary Planning Document	Complete

Objective 5

Work with JLTP/SW partners to develop resources and share best practice

ACTION	RESPONSIBILITY	TARGET DATE
Attend Regional School Travel meetings and access relevant training	STA	Ongoing
Continue with regular SMOTS Group meetings	Sustainable Travel	Quarterly meetings

14. Barriers

A major factor in increasing car journeys to school is parents wish to make preferences for more distant schools for educational, practical or philosophical reasons. School journeys have increased in length during the period 1997-2005, with primary journeys increasing from 1.3 to 1.5 miles average and secondary journeys similarly increasing from 2.8 to 3.0 miles².

The Education & Inspections Act acknowledges that affordable, sustainable transport can be a barrier to parents who may wish to exercise their preference for more distant schools – particularly those from low income families. The provisions in the Act may encourage these parents to make informed choices about school places and transport, but parents who are not assisted by the revised offer of free transport may continue to increase the frequency and length of car journeys to school.

Unfortunately some schools still consider that increasing accessibility through opening additional entrances will compromise children's security and are reluctant to develop such opportunities. Implementing infrastructure changes around school sites can also bring adverse reactions from residents and local parish councils. There are of course institutional delays such as the need to get planning consent, objections from local and parish councillors as well as the need to embrace the whole school community. Our school travel plan preparations do address these issues through rigorous consultation with all parties concerned. North Somerset has during the past two years sought to resolve any internal issues arising from cross directorate and departmental communication by regular meetings and sharing data.

² Source: DfT 2005

15. Financial implications

The Government has made a funding allocation of £14,080 in North Somerset for the development and implementation of this strategy, which is expected to continue until 2010. At present the LTP contribution to School Travel Plan projects is around £150,000 per year. The works programme for this budget is linked closely with schools completing travel plans and spending their grant within the school site to produce a viable scheme.

In 2006 North Somerset secured £75,000 capital funding from the Large Scale Voluntary Transfer of council houses to complete three schemes to support Safe Routes to School projects. In 2007 a second phase of work was supported by securing £91,000 from LSVT to implement more schemes.

North Somerset Road Safety Team delivers road safety education and training programme. The revenue budget for this team is £239,000. A substantial part of this budget is spent on skills training for pedestrians and cyclists.

In addition North Somerset exploits as many avenues of funding as possible; from Parish and Town councils through to contributions from organisations such as Sustrans. As part of the construction of the new Flax Bourton Greenway cycle way (NCN 33), Sustrans has built and funded a link to the local Flax Bourton Primary School, allowing pedestrians and cyclists to avoid a busy main road.

As our audit of school travel is completed through the travel plan process, gaps in the transport network around each school are identified. The necessary works or services to complete the infrastructure are then costed and prioritised for implementation. Progress is dependant upon the cost of the schemes and level of funding available to complete and deliver the programme.

16. Monitoring and evaluation

The mode of travel to school is now recorded through the annual school data (SIMS) returns to the DCSF. Previously this information was collected through an annual hands-up survey carried out in most classrooms across North Somerset. This data is collected, mapped is available to all schools for them to use as a basis for undertaking regular school travel health checks. Our targets laid out in this strategy are compatible with other local and area initiatives as mentioned in section 2 School Travel – National and Local Context (page 2)

The Local Area Agreement makes reference to creating opportunities for walking and cycling and reducing noise pollution and dependence on cars. It seeks to provide and to improve facilities to encourage safe walking and cycling.

Transport facilities, including public transport which helps people travel within communities and reduce dependence on cars are also included.

The JLTP Road Safety headline target best value indicator (BVI) is a 25% reduction on the 2001-2004 figure (57) of children killed or seriously injured (KSI) by 2010.

17. Marketing and Publicity

This strategy is available on the North Somerset website with links from Children and Young Peoples Services, and Development and Environment/Transport. The School Travel Advisors Newsletter published six monthly carries regular references to the strategy and its implications.

The North Somerset Schools Admission's guide has a page devoted to Sustainable Travel to School (see appendix 2)

Travel to school maps have been completed for each school with all primary and secondary schools having a pdf version for inclusion on their websites.

The maps show walking and cycling routes with bus stop locations and services, safe walking routes and access points in the vicinity of each school. Hard copies of these maps can be made available by the school to new and prospective parents.

Safe sustainable travel to all educational establishments will continue to be promoted across all departments of North Somerset Council.

'School travel health checks' using the school census travel data are being carried out by individual schools through the travel plan review process.

Linking home postcodes to the school journey has always been a valuable tool in assisting schools to identify routes to school and thus enabling school travel advisors and transport planners to provide for safer and more sustainable journeys to school.

In order to enable all schools to access their own data, to plot journeys and to manage their annual school travel health checks, North Somerset Council has been encouraged through the south west regional co-coordinator for school travel planning, to make use of the recent development of mode of travel mapping tools.

This mapping of pupil modes of travel from school census data is being developed in common with other authorities including West of England partners in the south west, so enabling the region to have comparable information available on spreadsheets and Mapinfo GIS files.

The DfT School Travel Project Board has acknowledged that the south west is becoming the lead region in developing the use of school census data through travel mapping and spatial calculations.

North Somerset Council has subsequently agreed to use the mode of travel spatial analysis services of KnowledgeMappers.com who will produce mapping and data analyses from the data collected in the annual school census.

The production of mapping data sheets made available to schools through the South West Grid for learning and Infomapper's Viewfinder, allows schools to undertake their own school travel health check with the guidance of school travel advisors.

As part of the on-going work relating to transport needs of children and young people, we have been involved with supporting a travel initiative of the North Somerset Youth Parliament. The Parliament is anxious to pursue a desire to investigate the provision of subsidised concessionary travel across the district and for additional journeys in to Bristol and Somerset.

Transport Planners in conjunction with CYPS Directorate is supporting this project and to provide key questions for a wider travel survey to be undertaken across the district.

18. Strategy review

The Strategy will be updated and reviewed by the steering group at the annual meetings. The draft full strategy will be forwarded to the various external consultees listed on page six. The feedback from them will provide input for the review and update.

A list of infrastructure gaps is being prepared through the travel plan process and consultation with local parishes, town councils and all interested parties. These will be prioritised at the steering group meetings against criteria yet to be developed.

Please take a look at the School Travel Advisor's Newsletter "STAN" which is published yearly and is available to be downloaded or viewed on the council website:

<http://www.n-somerset.gov.uk/Transport/Transport+planning/Travel+plans/schooltravelplans>.

Glossary of terms

CYPS Children & Young Peoples Services Directorate

D & E Development & Environment Directorate

PCT (North Somerset) Primary Care Trust

DCSF Department for Children, Schools & Families – previously known as the Department for Education and Skills

DfT Department for Transport

LSVT Large Scale Voluntary Transfer of housing stock

LTP Local Transport Plan - sets out transport strategy bid for capital funding

JLTP Joint Local Transport Plan is the shared transport plan of the four unitary authorities in the West of England partnership area (Bath & North East Somerset, Bristol City, North Somerset and South Gloucestershire Councils) with a common strategy, objectives and programme.

WOW Walk on Wednesday – an initiative to encourage walking to school

Sustrans UK's leading sustainable transport charity

NCN National Cycle Network

SIMS Student Information Management System – information technology tool for student level data collection.

BVPI Best Value Performance Indicator

KCPI Key Corporate Performance Indicator

LSC Learning and Skills Council

FE Further Education

HE Higher Education

Appendix 1 – Case studies

Flax Bourton Primary School - Flax Bourton Greenway link

The Flax Bourton Greenway was constructed during the summer of 2007 to provide a sustainable transport link between Flax Bourton, Nailsea, Backwell and Long Ashton. The new path follows the railway line and is for walkers and cyclists to travel between Nailsea and Long Ashton and so avoid the busy A370 road. Sustrans through the Cycling England grants scheme, shared funding the project with North Somerset Council to create a 2km path as part of the National Cycle Network.

Following the completion of Flax Bourton School's Travel Plan in March 2007 the school community identified a possible opportunity to develop an access link for the school from the anticipated opening of the Flax Bourton Greenway.

Working with the school travel advisor, the school agreed a safe routes scheme to be funded through the LTP budget which would provide a natural link to the Greenway. The scheme provided for a safety barrier at the end of the footpath, dropped kerbs and a build out on the corner of Station Road to direct pedestrians to cross at a safe point in the road.

At the school site the scheme will provide new dropped kerbs at the pedestrian entrance and a new school gate which can be secured to deter parents dropping off directly in the school.



Flax Bourton Greenway link access



Station Road near
Flax Bourton
Primary School



Highdown Infant and Junior Schools Portishead – safe crossing scheme

Through the successful completion of their respective school travel plans both school communities had identified the need to promote safer and improved access to their adjacent sites on Down Road in Portishead. Although a highlighted crossing area with a raised table existed on Down Road there had always been a strong desire to provide a zebra crossing facility for infant, junior and pre-school children and their parents.

The school travel group supported the following initiatives working with the local authority school travel advisors:

- Down Road zebra crossing scheme, supported by local PCSO
- Walking and motivation packages, road safety leaflets
- New parent meetings travel information
- Hi-viz safety jackets, road safety and cycle training in school
- Life Cycle 'Rodeo' cycle course



Down Road Portishead before the improvement scheme



Zebra crossing outside the Highdown Schools

Portishead Primary School - Portishead Pace Scheme

With the support of Avon and Somerset Constabulary Portishead Primary School launched their PACE CAR initiative in May 2008. A car windscreen sticker is available for car drivers who are participating in the scheme, which encourages careful and watchful driving on routes to school.



The Pace Car is a successful idea which originates from Australia and America to make neighbourhoods safer for walking, cycling and driving. Pace Car volunteers sign a pledge to keep to speed limits and give particular attention to pedestrians and cyclists and to drive and park courteously. Benefits are safer streets, alert drivers which encourages more people to walk and cycle thus relieving road congestion.

Yeo Moor Junior School Clevedon – Kennaway footpath improvements

Both Yeo Moor Infant and Yeomoor Junior Schools have emphasised the importance of walking and cycling to school through their respective travel plans. Parent consultation through recent travel surveys indicated a desire to improve the footpath outside the Junior school which already provides a direct through link across the local area.

Proposals were drawn up with an engineer to consider not only widening and surfacing the path but to provide a safety rail and better surface on Kennaway Road outside the Infant School.



Infant school safety rail and re-surfacing



Junior school footpath improvement

Priory Community School North Worle – entrance and cycle path improvements

Priory School completed a travel plan in 2005 during which time building extension development was being planned at the extensive site on Queensway and Wansborough Road in North Worle.

Enhanced cycle shelter storage and improved access arrangements were included in the new works, as well as proper facilities for school coach boarding/drop-off within the school site.

Following a review of the travel plan in 2006/07 which noted improved numbers walking and cycling, it was agreed to provide a widened footway with designated markings at the Queensway entrance, enabling cyclists and pedestrians to enter and exit the school grounds.

Additional road markings have been introduced to prevent people parking over pedestrian crossing points and safety barriers have been installed within the school grounds.





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