



# **Sustainable Mode of Travel to School Strategy 2012**

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## **Executive Summary**

The Education and Inspections Act 2006 placed a duty on all local councils to promote the use of sustainable transport on the home to school journey. Guided by government North Somerset Council continues to promote and encourage the use of sustainable travel to and from schools, including staff as well as children and young people of sixth form age and below.

Research shows that if you live close to your school you are more likely to walk or cycle whilst buses are more likely to be used if they are considered attractive, convenient and affordable. By definition sustainable modes of travel especially walking and cycling may improve the physical well-being of those who use them, also the environmental well-being of all or part of the local authority's area. Fundamentally the best ways to travel are walking and cycling whilst travelling by bus is better than short trips by car.

Studies have also shown that a significant contribution towards childhood fitness is made by choosing to walk or cycle to school rather than drive. It is now recognised that encouraging children to eat healthily and be active every day means they have a better chance at being successful in school and enjoy satisfaction in later life.

In accordance with promoting these sustainable travel choices the local authority's school admissions information booklet has a page dedicated to asking parents to consider how their child would travel to their chosen school. In addition individual sustainable travel to school maps (SMOTS) have also been made available to all schools showing walking and cycling routes, local bus services and journey distances.

This strategy was originally published in 2007 and has been regularly updated and reviewed in line with government guidance. This latest review document outlines how to assess transport needs, looks at the infrastructure which will support sustainable travel and also considers how to increase sustainable travel to schools and trips outside the normal school day.



## 1. Strategy aims, objectives and associated targets

The Joint Local Transport Plan (in partnership with our other West of England local authorities) 2011-25 (JLTP3) sets out the policies, strategies and measures for supporting sustainable school travel. The promotion of sustainable and active travel choices is embedded in 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.

### **Specific Aims of this strategy**

1. Increase the number of children and young people walking, cycling and using public transport to access schools and further education.
2. 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 planning obligations 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/SWest partners to develop resources and share best practice.

## **2. Introduction**

The Education and Inspections Act 2006 placed 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

To support this duty our strategy will:

- Draw together key transport issues and initiatives.
- Review 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 school and FE establishments.
- Support all schools and FE establishments to maintain and review a formally recognised school travel plan.
- 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 Equality Act 2010 and previous Disability Discrimination Act which ensures the public sector does not discriminate against disabled people.

The role of this strategy is therefore 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. Implementation of school travel

plans and the options for cycling, walking and public transport trips for the school journey will be encouraged whilst infrastructure improvements to support safe and sustainable travel will be considered.

### **3. School travel - the journey to school in North Somerset**

North Somerset is a unitary authority which covers an area of around 37,500 hectares (145 square miles) with a population of 202,600 (2011). The population is expected to rise to around 246,100 by 2026 which would be an increase of just over 1% per year. In the period up to 2026 the district faces a wide range of development issues that includes the need to provide a large amount of new housing and schools.

The authority is essentially 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)

There are 80 education establishments in the local authority; 10 secondary (academy) schools, 57 primary schools, 3 special schools, 4 pupil referral units and 6 independent schools which provide education for over 28,500 pupils. The January travel survey indicated that 50.8% of pupils in North Somerset walk to school at present compared with 47% in 2006/7.

(Refer to Appendix 5 – Schools in North Somerset for details of types of schools)

The local authority 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. Similar supportive and significant national publications during the last decade include;

- The Healthy Living Blue Print for Schools 2004 Department for Children Schools & Families recommended 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.
- ‘Travelling to School: An Action Plan’ was jointly published by the Department for Children Schools & Families and Department for Transport in 2003. As the government’s school travel initiative it set out a ‘road map’ towards achieving 100% of schools with a travel plan by March 2010.

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<sup>1</sup> Statistics taken from North Somerset Annual Monitoring Report 2009

- 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. SS6; *'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'*.

In this context it is helpful to know that the typical length and type of journey undertaken on the trip to school are reported in the annual school travel analysis produced by School Travel Facts (STF) which shows walking and cycling thresholds for each school and mode of travel.

### **School Travel Plans**

A school travel plan is a 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.

The national school travel initiative which rolled out the programme of school travel planning made available an attractive DfT grant to schools with an approved school travel plan and to 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.

By March 2010 86 out of 86 (100%) of North Somerset Schools had formally adopted travel plans. 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 also considered within the Local Transport Plan in accordance with criteria including road safety but also make reference to an up to date travel plan.

It is worth noting that as part of a national initiative 26 additional local schools also received DfT's annual walking bus grants which were first made available in 2007, with grants totalling £18,000 awarded across North Somerset. These grants could be used to support and develop walking initiatives, including providing supervisors, escorts, tabards and help resource reward incentive schemes. Subsequently 11 schools in the district were successful in renewing their DfT walking bus grant for 2008 and resulted in further local improvements.

### **Schools - post 2010**

Since the completion of the School Travel Initiative in July 2010 North Somerset schools have continued to be involved in local campaigns which highlight the benefits of walking and cycling to school.

A number of beacon schools across the district exemplify how to maintain involvement in high profile initiatives such as national walk to school campaigns, district wide 'Walk on Wednesday' or local 'Wheels on Wednesday' event.

Achievements to celebrate include the Court-de-Wyck walking bus at Claverham, Ashcombe School's cycle training initiative in Weston and the healthy active focus week at Wrington Primary School. Other initiatives are detailed in section (9) 'Area wide initiatives – celebrating achievement'.

As well as continuing to support schools in their local initiatives the local authority will be identifying new targets to increase healthy and active travel choices, including the reduction of the number of car journeys made to school within walking and cycling thresholds.

## **4. Home to School Transport**

Travel planning has become an increasingly important local transport policy. 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. Ensuring ease of access for pedestrians, cyclists and public transport users is an important feature of all transport provision.

The local authority through Children and Young Peoples Services (CYPS) commissions a network of over 160 bus and coach transport routes to enable children to access school each day. These routes provide transport for around 2600 eligible pupils and 180 fare-paying pupils. The local authority also regularly monitors these routes to ensure children have safe and timely journeys to school.

The home to school transport policy statement (2011) and criteria for provision of free home to school transport can be found at;  
<http://www.n-somerset.gov.uk/Transport/Travel/Home+to+school+transport/#b>

Although the majority of students do not qualify for free transport they may be able to travel on a fare-paying basis under the local authority's vacant seats payment scheme. Seats allocated under the scheme however may be needed by statutorily entitled children who begin travelling during the year. I

Other details and for further information can be found in Appendix 3 'Home to School transport.'

## **Post 16 Transport** - guidance and advice

In general post 16 students attending schools and colleges are not entitled to transport provision although they are continuing in full time education.

In 2011 North Somerset, Bath and North East Somerset and Bristol worked together to produce a joint Post 16 Transport Policy Statement for Learners with Learning Difficulties/Disabilities or Special Educational Needs.

Reference to the Post 16 Transport Policy Statement 2011/12 can be found at;  
<http://www.n-somerset.gov.uk/Transport/Travel/Home+to+school+transport/>

Copy of the 2012/13 Policy Statement is found at;

<http://www.n-somerset.gov.uk/NR/rdonlyres/0FC9C675-1F1B-4F5D-A900-23B119D44442/0/Post16travelpolicystatement201213.pdf>

The policy's key points are summarised in Appendix 4 'Post 16 transport guidance and describes eligibility and travel arrangements.

## **5. Road Safety**

Road Safety Team and Travel Planning officers continue to work together to encourage safe, sustainable school travel. A structured programme includes pedestrian and cycle training, as well as initiatives to promote walking, cycling and car-sharing. For older students 'wrecked' resource targets potential younger drivers.

Schools will continue to be informed and updated as to how the council can assist with road safety education, training and publicity whilst school travel plan reviews 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**

The Kerbcraft initiative in 9 schools in Weston-super-Mare was funded by the DfT until the end of March 2006.

Kerbcraft pedestrian training 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 children 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 can be introduced to infant and primary schools based on Kerbcraft.

### **Walking Buses**

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.
- Guidelines are provided by Sustrans and Living Streets following DfT promotions associated with the school travel initiative

### **Cycle Training**

Cycle training is presently offered to children in Year 6 and older Year 5 through the Bikeability national standard award. Bikeability training was first provided to 600 pupils at 22 schools as a pilot in 2010/11, followed by a further programme for 900 places in 2011/2012. The local authority has since received confirmation of DfT grant award for a programme to fund 1200 places in 2012/13.

While the Bikeability programme is being rolled out across North Somerset schools waiting to be included in the scheme are encouraged to recruit volunteers to run their own voluntary 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.

## **6. Current travel patterns – travel to school data 2011**

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.

Since September 2006 the annual school census (PLASC) 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 level annual schools census (PLASC) has been in place for many years and collected by schools as part of their normal induction and admission procedure. The pupil census has also enabled some geographic and socio-demographic analysis of the pupil journey data.

**\* DfE removed statutory requirement in August 2011 – under current review. Current local practice continuing mode of travel data collection.**

All school travel plans have included reference therefore to travel trends since their inception in 2004 which has been the basis for identifying local needs as well as informing annual reviews. For example 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.

Since 2007 North Somerset has used an annual report and analysis service called school travel health check (STHC) by Knowledge Mappers Ltd and is now provided by Figurehead Intelligence known as school travel facts (STF). During 2012 the STF report service will be incorporated into a school travel and road safety portal to enable a range of resources and services to be easily accessed.

The January 2011 census figures show that in North Somerset 53% of children now walk with only 24.4% travelling by car and 5.2% specifically car sharing. Last year's mode of travel data showed that 28% of children travel individually to school by car with approximately 51% walking to school.

During the last five years of the school census mode of travel data collection non-car mode has increased from 63.7% in 2007 to 69.3% in 2011.

**North Somerset schools overall:**

- 53% of pupils walk to school
- 14.1% of pupils use school bus or public transport
- 3.2% of pupils cycle to school
- 24.4% of pupils use the car to school
- 5.2% car share

**Primary Schools:**

- 55.8% of pupils walk to school
- 3.6% of pupils use school bus or public transport
- 1.9% of pupils cycle to school
- 32.5% of pupils use the car to school
- 6.9% car share

**Secondary Schools;**

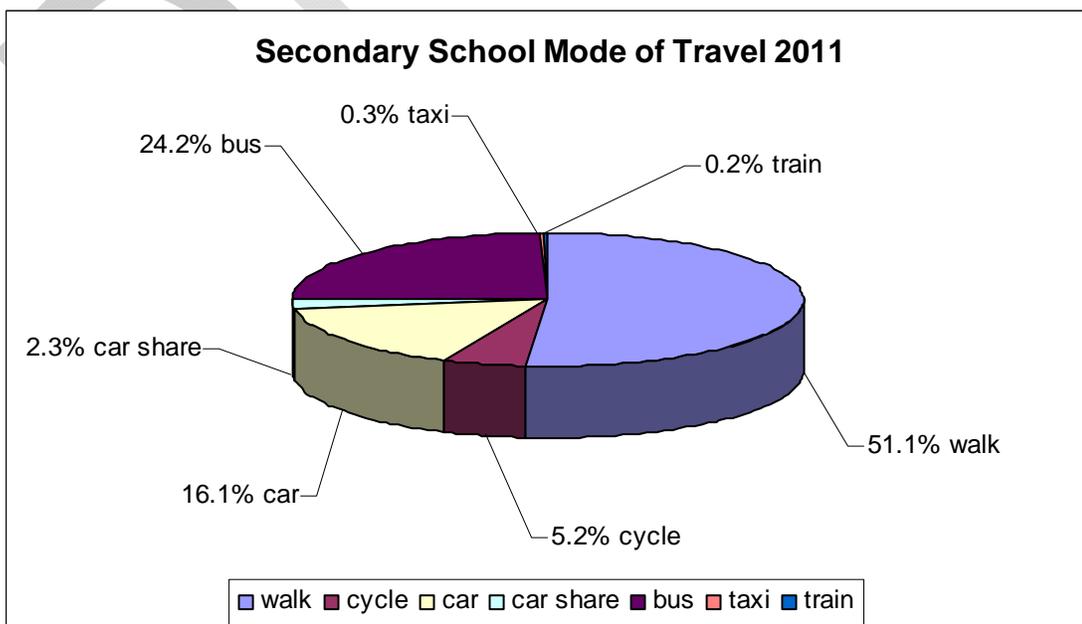
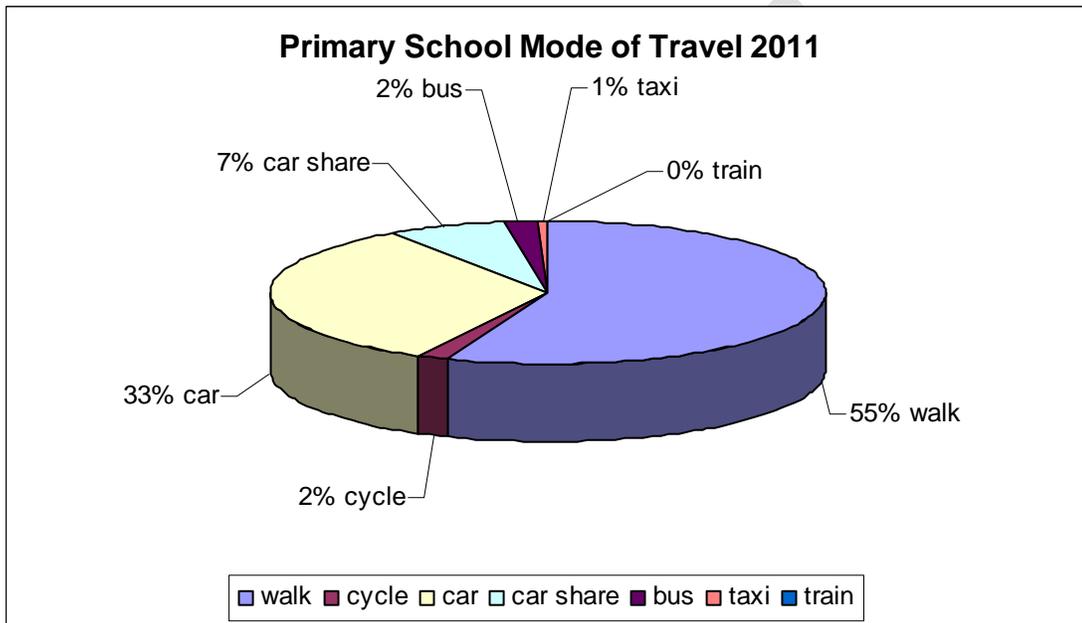
- 51.1% of pupils walk to school
- 24.4% of pupils use school bus or public transport (including 0.2% train)
- 5.2% of pupils cycle to school
- 16.1% of pupils use the car to school
- 2.3% car share

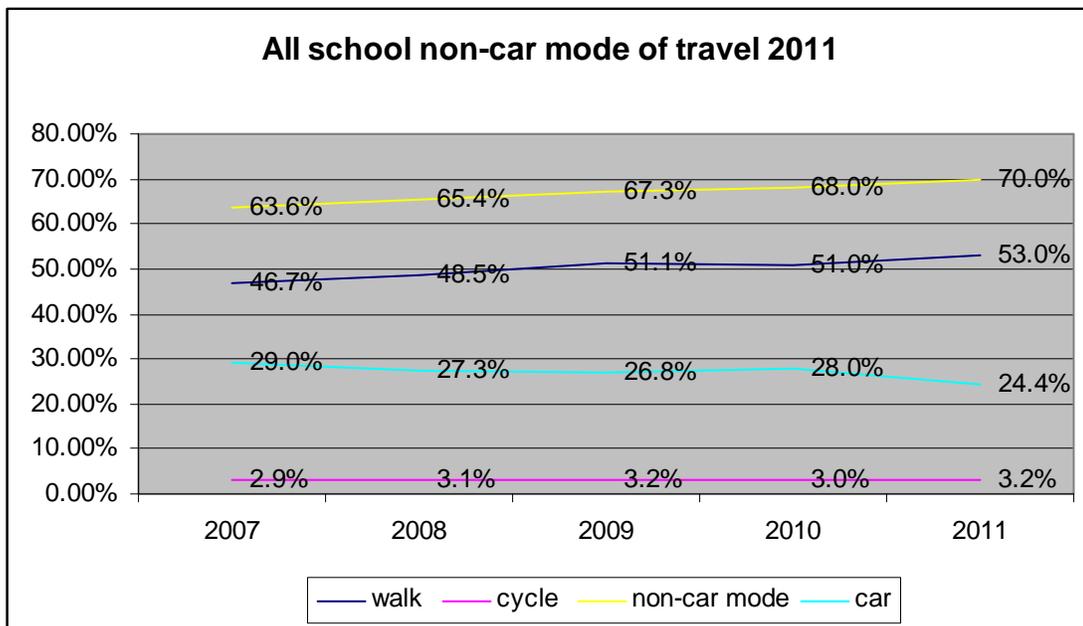
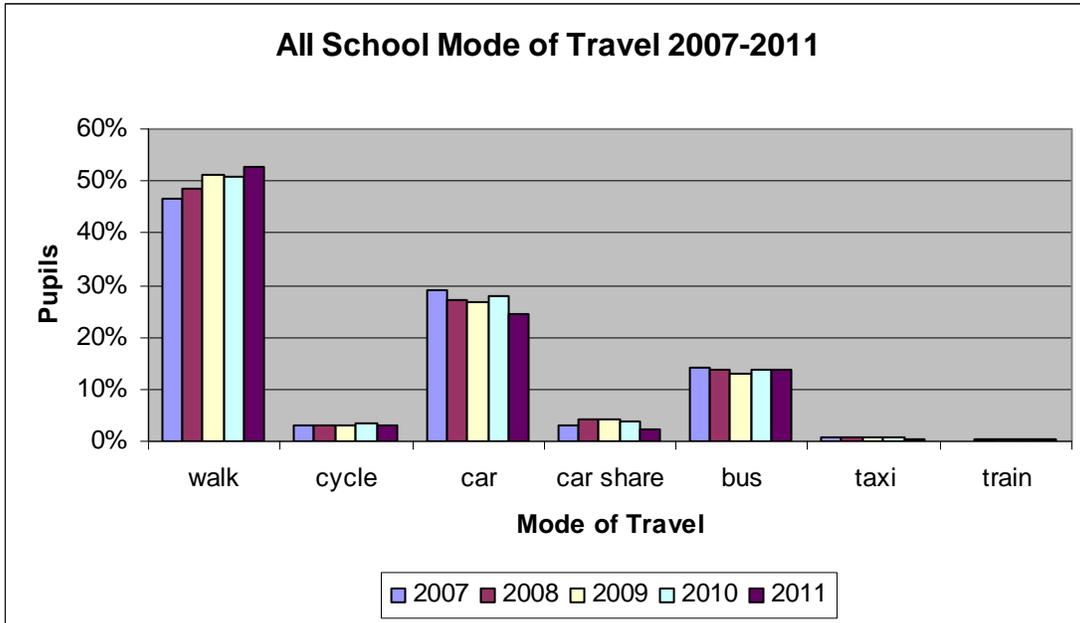
Additional observations include noting the higher use of public transport especially buses by secondary students (24.4%) compared to primary children (3.6%) although primary home to school transport services are reducing due to cost.

A breakdown of older children's use of buses may also be helpful to identify which secondary ages are using the buses and the take up of the vacant seats scheme by Sixth form students which is managed by CYPS.

These are shown pictorially in the following charts:

**2011 North Somerset mode of travel data;  
Primary, Secondary, All Schools, Schools non-car modes**





The success of recent trends in improving the change to non-car modes across the district has also been highlighted in Modeshift's NHS South West endorsed report *'Promoting Active Travel to School- Progress and Potential'* published in October 2010.

Evidence from across 9 local authorities across the south west from 2007-2010 confirms North Somerset's regional success in encouraging more young people to walk to school during the Travel to School Initiative (TTSI).

Out of the 9 participating local authorities North Somerset achieved the highest increase change of 7.9% (increase of 1,060) of the number of young people walking to school from 2007 to 2010. (Reference table below)

#### Progress

Local Authority	Number of young people walking to school 07/08	Number of young people walking to school 09/10	Increase in number	Increase by percentage	Extra walking trips per local authority area per year
North Somerset	13,421	14,481	1,060	7.9	402,800
Bristol	27,747	29,656	1,909	6.9	725,420
Bournemouth	7,990	8,539	549	6.9	208,620
Poole	8,048	8,507	459	5.7	174,420
Dorset	20,734	21,531	797	3.8	302,860
South Gloucestershire	21,943	22,254	311	1.4	118,180
Plymouth	21,618	21,897	279	1.3	106,020
Somerset	33,619	33,766	147	0.4	55,860
Torbay	9,339	9,309	-30	-0.3	-11,400
<b>All</b>	<b>164,459</b>	<b>169,940</b>	<b>5,481</b>		<b>2,082,780</b>
<b>Average</b>	<b>18,273</b>	<b>18,882</b>	<b>609</b>	<b>3.3</b>	<b>231,420</b>

The data shows that there has been a 3 per cent increase in the number of young people walking to school in the last two years, amounting to an average of around 600 young people extra per local authority, on most school days. This ranges from an extra 7.9% in North Somerset (1060 young people) to virtually no change in Torbay.

This amounts, on average, to an extra 230,000 walking trips per local authority per year<sup>3</sup>.

<sup>1</sup> Full summary data for South West and other English Authorities can be found at [www.sthc.co.uk](http://www.sthc.co.uk)

<sup>2</sup> A Technical Note describing how these results were calculated is available by emailing [HWHL@gosw.gsi.gov.uk](mailto:HWHL@gosw.gsi.gov.uk)

<sup>3</sup> Based on factor of 190 x 2 to reflect number of schools days per year and 2 trips per day

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October 2010

**MODESHIF↑**  
SUPPORTING SUSTAINABLE SCHOOL TRAVEL

**DH** Department  
of Health

**NHS**  
South West

## **7. 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 scheme
- Priory Community School North Worle: cycle and entrance improvements.

(Refer to appendix 1 for case study details).

The local authority has produced individual sustainable travel to school maps (SMOTS maps) which every school has made available on their website, showing walking and cycling distances, information on bus routes, cycle ways and walking routes.

The Sustainable School Travel Strategy should be an integral part of 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 in new residential areas.

### **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, especially ensuring the highways can adequately cope with pedestrian, cycle and traffic movements.

Liaison with the Sustainable Travel and Road Safety team as well as the Transport Policy team is 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.

Encouraging more active and healthy lifestyles through the provision of improved local walking and cycling network is fundamental to enhancing sustainable travel. The local authority's Supplementary Planning Document (SPD) – Travel Plans provides specific guidance recognising that residential and work place travel plans are now an essential part of national, regional and local transport policy.

The local authority also has an adopted parking policy which provides guidance for car parking and especially cycle parking standards at schools and colleges.

### **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 a travel planning officer (school travel advisor) is involved in that work. Schools requesting assistance are encouraged to produce a school travel plan review if one is not already in place.

## **8. Audit of sustainable travel & transport structure**

Using the school 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 existing and new facilities at the school like cycle parking and additional entrances are plotted on a map or sketch plan of the school to be subsequently published on SMOTS maps for the school website and available in hard copy for new/prospective parents.

As part of our commitment to implementing the statutory requirements of the Education and Inspections Act North Somerset Council is regularly publishing updated sustainable travel maps (SMOTS maps) for all schools in the district.

The procurement of dedicated transport between home and school for eligible pupils is carried out in the CYPS Directorate who use a base map to determine safe walking routes across the district and eligibility for home to school transport. 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.
- 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).
- Assessment of safe walking routes to schools.

## 9. Area wide initiatives – celebrating achievement

### North Somerset Big WOW Initiative

Following on from successful and regular annual walk-to-school week events since 2007 over 17 schools enjoyed organising specific events for the May event in 2011. Walk-to-School week activities included:

- Winscombe Primary took part in child pedestrian training during walk-to-school week as featured in North Somerset Life magazine.
- St Marks Primary in Worle used their own photos and children's class work to display information about their walk-to-school events.
- Trinity Primary in Portishead walked on Wednesday from Waitrose supermarket with reward stickers and a token counting system to record mode of travel.
- Uphill Primary in Weston-super-Mare had a target for 100% children walking from the beach on the Friday during walk-to-school week.

### Trinity walk to school and pedestrian training



**Winscombe walk to school pedestrian training**



Reflecting on previous campaigns it is worth noting that in the fourth Big WoW event in May 2010, children from around 33 primary schools across North Somerset took part in a green travel campaign.

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 travel census data.

- **Christ Church Primary** set a challenge to 'Walk 500 miles' during Walk to School Week and together they achieved an amazing 1016 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, bike/scooter distance and 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.
- **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.

In total 15 schools were awarded certificates recognising 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%.

### Christchurch 'Walk the World' May 2010



**Sandford Primary road safety week presentation**



**Trinity School Portishead - cycle and scooter storage provision on new site;**

The school celebrated its opening by ensuring that the on-site storage was available and extensive



**Successful on-going/continuing initiatives includes Banwell School's 'Wheels on Wednesday'**



**Cleeve walking bus to Court-de-Wyck Primary 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

### **North Somerset's Bright Star Travel Passport scheme**

A major initiative towards sustaining changes in modes of travel to school has been the introduction of the North Somerset's Bright Star Travel Passport scheme which was first launched at the 2007 annual School Travel Awards attracting 21 local schools including Ashcombe, St Peter's Primary Portishead, Yatton Junior, Grove Junior and St Mark's at Worle.

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.

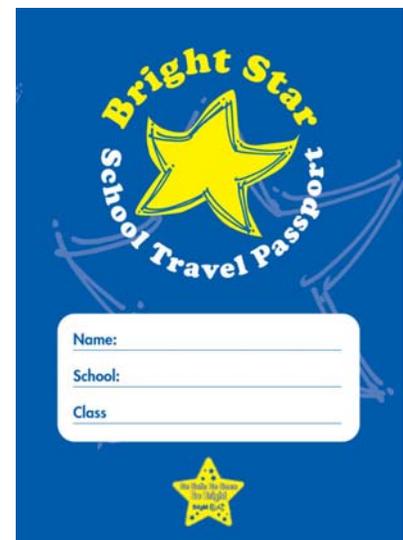
The 'Bright Star' School Travel Passport complements existing school schemes such as the 20/40/60/80/100 journey clubs used by schools to reward sustainable journeys to school. Daily journey recording will become part of a whole school incentive scheme.

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.

The scheme is now embedded in the routines of a number of primary schools and regularly used by others as part of their involvement in the North Somerset annual WoW event.

'Bright Star' travel passport resources 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



## **10. Barriers to success**

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 miles.

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 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 data sharing.

## **11. Financial implications – maintaining provision**

North Somerset Road Safety Officers within the Sustainable Travel and 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. During 2007 as part of the construction of the Flax Bourton Greenway cycle way (NCN 33), Sustrans has built and funded a link to the near by 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 prioritised for implementation. Progress is dependant upon the cost of the schemes and level of funding available to complete and deliver the programme.

## **12. Marketing and Publicity – [www.travelsmartschools.com](http://www.travelsmartschools.com)**

This strategy document and summary 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 which was published annually from 2005 until 2010 carried regular references to the strategy and informed schools and their communities of how the strategy is implemented in practical terms. It also stressed how healthy travel choices can be embedded in to school curriculum and culture.

With the anticipated launch of [www.travelsmartschools.com](http://www.travelsmartschools.com) web portal in December 2012 there will be a continuing reference to the strategy and resources to support initiatives. The web portal will provide for a full resource service to be available for all primary and secondary schools including; school travel reporting, analysis and mapping, cycle and pedestrian training guidance, road safety resources and travel planning guides.

As part of the link between local school choice and mode of travel the North Somerset Schools Admission's guide has a page devoted to Sustainable Travel to School (see appendix 2 page 32).

A vital and practical aspect of the strategy is the publication of the 'Travel to school maps' 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.

Individual school travel 'health' checks using the school census travel data are being carried out by 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 mode of travel data North Somerset Council has been encouraged through the south west regional co-ordinator for school travel planning to make use of the recent development of mode of travel spatial analysis services in order to produce mapping from the data collected in the annual school census.

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 acknowledged in 2008 that the south west was becoming the lead region in developing the use of school census data through travel mapping and spatial calculations.

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.

### **13. Monitoring and evaluation - revised action plan 2012-2013**

#### **Monitoring & Evaluation**

The annual mode of travel to school data is analysed, mapped and made available to all schools as an annual report for them to use as a regular school travel 'health' check. Our targets laid out in this strategy are compatible with other local and area initiatives.

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.

#### **Revised Action plan**

In order to ensure the continuity and development of this strategy document a revision process has determined the following 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 take account of the need for safe sustainable travel.

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

**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
Ensure all schools complete annual school census and data collection	Sustainable Travel and Road Safety Team with CYPS	Annually (February)
GIS maps available to all schools showing modes of travel, updated annually	Sustainable Travel and Road Safety Team	Annual school travel health check reports
Promote sustainable travel mapping (SMOTS) across the district	Sustainable Travel Team and Road Safety	Ongoing
Revise, monitor and review existing School Travel Plans	Sustainable Travel Team and Road Safety	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	Sustainable Travel and Road Safety Team	Ongoing
Encourage schools to achieve Target Travel Awards	Sustainable Travel and Road Safety Team	Ongoing
Support Schools in setting up “walk to school” initiatives	Sustainable Travel and Road Safety Team	Ongoing
Continue to provide cycle training through Bikeability programme	Sustainable Travel and Road Safety Team	Ongoing
Encourage establishments to take part in events	All stakeholders	Ongoing
Encourage more Independent Travel Training for SEN pupils	Schools/CYPS/Bus Companies	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	Sustainable Travel and Road Safety Team	2012-2015
Develop JLTP “Safe Routes to School” programme through transport planning and liaison with schools	Sustainable Travel and Road Safety Team	2012-2015
Provide sustainable travel choices information in Schools admission booklets	CYPS/ Sustainable Travel and Road Safety Team	Ongoing
Continue to work with education establishments to identify barriers to active and sustainable travel	Sustainable Travel and Road Safety Team	Ongoing
Individual school maps to be available for parents on school website	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	Planning/CYPS/Travel Planning liaison group/Development Control	Ongoing
Ensure building designs incorporate sustainable travel provision e.g. cycle paths, pedestrian entrances and footways	Development Control/ Sustainable Travel and Road Safety Team	Ongoing
Consider existing travel plans when contemplating highway schemes outside schools	Travel Planning/ Highways	Ongoing
Ensure appropriate conditions are placed on development	Development Control	Ongoing
Provide guidance to Development Control on measures to promote sustainable travel	Supplementary Planning Document/Sustainable travel and Road Safety Team	Completed

## Objective 5

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

ACTION	RESPONSIBILITY	TARGET DATE
Attend regional school travel meetings, promote Modeshift membership and access relevant training	Travel planning officers; Sustainable Travel and Road Safety Team	Ongoing
Maintain annual SMOTS Group updates (meetings) in line with annual school travel health reports	Sustainable Travel and Road Safety Team	Quarterly meetings TBC

## 14. Strategy review procedures

The Strategy will be updated and reviewed by the steering group at annual meetings under the leadership of the STARS team and travel planning officers. The external consultees listed on page six. The feedback from them will provide input for the review and update.

In addition 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.

Although the previously published School Travel Advisor's Newsletter "STAN" supported by the school travel initiative is still available to be downloaded or viewed on the council website, current and future information and news will be available through the planned school travel and road safety portal [www.travelsmartschools.com](http://www.travelsmartschools.com) which will be running live by December 2012:

This strategy document is available and can be viewed and downloaded at the following link;  
<http://www.n-somerset.gov.uk/Transport/Transport+planning/Travel+plans/schooltravelplans>.

## 15. 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 People 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 and Road Safety Team leader	D&E
▪ Road Safety officer	D&E
▪ Travel Planning officer (school travel advisor)	D&E
▪ Equivalent Healthy Schools Co-ordinator	PCT

This 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
- North Somerset 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

## **Glossary of terms**

CYPS	Children & Young Peoples Services Directorate
D & E	Development & Environment Directorate
PCT	(North Somerset) Primary Care Trust
DfE	Department for education (previously known as DCSF - Department for Children, Schools & Families)
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.
SMOTS	Sustainable mode of travel to school
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

As the national school travel initiative gathered pace and celebrated notable success locally with all North Somerset schools achieving a fully recognised travel plan in July 2010, so a number of initiatives, improvements have highlighted the successful impact of the strategy.

### **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 and has a link to Flax Bourton Primary School.



### **Highdown Infant and Junior Schools Portishead – safe crossing scheme**

Through the successful completion of their 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.



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.

## 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.



### **Trinity Primary School Portishead**

Acknowledging the continuing efforts of Trinity Primary School in the Village Quarter to encourage walking and cycling, the planned expansion to 420 place school during the Spring 2011 was an opportunity to provide a highlighted crossing point on Phoenix Way for the school crossing patrol to operate.



### **Bournville Primary School Weston-super-Mare**

The building of the new Bournville Primary School which opened during 2009 enabled the local authority to ensure that cycle parking provision was adequate to meet the current and potential use. The new site was also provided with scooter parking through the school's own travel grant.



## **Appendix 2 – Schools Admissions Guide**

Before you make your preference – consider your journey to school

When you are thinking about the school you would like your child to attend, we would like you consider the following:

- Children who walk to school are fitter, have better developed social skills, are more familiar with their surroundings, have better road sense and arrive at school more relaxed and ready to learn.
- Walking, cycling or using public transport offers children greater independence and flexibility – which is especially important at a time of change in the nature of the school day, with greater numbers of pupils staying for extra study, extra curricular activities and sport.
- Consider the cost of driving your child to school. Current figures put the average cost at £690 per year!

Remember, if you choose a school that you will have to drive to, it is a long term commitment. Will you still want to / be able to drive your child to school in 7 years time?

If you would like advice on walking, cycling, train or bus travel then please speak to the Sustainable Travel Team at North Somerset Council on 01934 426240/426404 or email [sustainabletravelteam@n-somerset.gov.uk](mailto:sustainabletravelteam@n-somerset.gov.uk)

You may also consider car sharing - this can save time and money and helps to cut traffic congestion and air pollution as well as being sociable for children.

### **Sustainable School Travel Strategy and Travel Maps**

This strategy has been created to support sustainable school travel in all areas. It helps:

- identify all pupils' school travel needs, both now and in the future
- identify the ways pupils can access school at present
- develop and improve access to schools where there are problems or difficulties.

All schools now have a School Travel Plan and can advise on safe ways of accessing their school. The schools all have a Travelling to School map either on their website or available from the school. Our North Somerset Travel Map is also available free in libraries, on our website ([www.n-somerset.gov.uk](http://www.n-somerset.gov.uk)) and on request. The North Somerset Cycle Map is available from libraries and can be requested by email from [sustainabletravelteam@n-somerset.gov.uk](mailto:sustainabletravelteam@n-somerset.gov.uk)

North Somerset's Sustainable School Travel Strategy document can be found at: <http://www.n-somerset.gov.uk/Education/Schools/Admissions/sustainable-school-travel-strategy.htm>

Please note that whilst the Authority supports the Sustainable Travel initiative, all allocations will be made in accordance with the relevant over-subscription criteria.

## **Appendix 3 – CYPS Home to School Transport**

### **Contacting CYPS**

The team is based at Castlewood Offices in Clevedon; the postal address is:

Home to School Transport

School Admissions and Transport Team

Town Hall

Weston-super-Mare BS23 1UJ

Tel no: 01934 634715

Fax: 01934 634884

Email: [cyps-hometoschooltransport@n-somerset.gov.uk](mailto:cyps-hometoschooltransport@n-somerset.gov.uk)

### **Other Useful Contacts**

School Admissions 01275 884078

Providing advice and guidance on nearest schools, secondary school areas and how to apply for school places in North Somerset.

- Axe Vale Coaches 01934 750321
- Bakers Dolphin Coaches Ltd 01934 415000 (01278 458663)

Operators of a number of commercial coach routes serving non-entitled pupils at Churchill School.

First Group 0845 06064446

For all enquiries about local bus services and student season tickets.

<http://www.firstgroup.com/>

National Rail Enquiries 08457 484950

Information, timetables and fares for all rail services

<http://www.nationalrail.co.uk/>

## **Appendix 4 – Post 16 transport guidance**

In 2011 North Somerset, Bath and North East Somerset and Bristol worked together to produce a joint Post 16 Transport Policy Statement for Learners with Learning Difficulties/Disabilities or Special Educational Needs.

The policy's key points are summarised as;

- Our travel policy promotes and supports:
  - The Government's initiative to increase walking, cycling and bus travel.
  - The three Local Authorities School Travel Plan Strategies and independent travel.
- The desired outcome of this approach is actively to encourage young people to travel as independently and inclusively as possible and to develop confidence and vital travel and social skills to support options for post 16 training and employment thereafter.

- The nature and mode of travel support will be determined by the Local Authority and will be one that is consistent with the Local Authority's duty to secure Value for Money.
- Each Local Authority will consider travel arrangements for post 16 students who are attending the nearest appropriate further education provision and:
  - Have had a statement of Special Educational Needs, or medical or physical difficulties, which means they are unable to walk the distance of 3 miles (accompanied as necessary) and
  - Are studying a full time course
- The nature of the support with travel provided will vary according to the changing needs of the individual student in the most inclusive, sustainable and cost effective way. In some cases a mileage payment may be made to parent/carers.

### **Travel information**

#### **First Bus Student Tickets**

Details of where to obtain these can be found at [www.firstgroup.com](http://www.firstgroup.com) along with the current price of various types of ticket.

#### **Wessex Buses**

For information on Wessex buses which serve Bath, Bristol, and North Somerset, their website is:-

<http://wessexconnect.com/>

#### **Railcards**

A 16-25 Railcard costs £26 and saves 1/3 on rail fares throughout Great Britain for a year. Minimum fares apply for travel at or before 10.00am Monday to Friday (except during July and August). For further details and up-to-date prices go to

<http://www.16-25railcard.co.uk/>

## **Appendix 5 – Schools in North Somerset**

North Somerset local education authority has 80 education establishments which provide education for over 28,500 pupils.

- 2 First Schools offering education to 5-8 year olds
- 4 Infant Schools 5-7yrs
- 2 Junior Schools 7-11yrs
- 1 Middle Junior School 8-11yrs
- 48 Primary Schools 5-11yrs
  - 17 of these are Voluntary Controlled
  - 13 are Voluntary Aided
- 25 Primaries have pre-schools operating on their sites
- 10 Secondary Schools
  - 1 of which is a Foundation School

- 3 Community Schools
- 6 Academy schools (1 is part of Bristol Cabot Federation)
- 5 Independent Schools
- 4 Pupil Referral Units
- 1 Further Education College
- 1 Vocational Centre

**Under the School Standards and Framework Act 1998 there are 3 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 work in partnership with other schools and the LA, receive funding from LA and have to deliver the National Curriculum.

Under the Education Bill 2011 a local authority maintained school is able to opt to become an academy school with the change in status enabling direct access to funding independent of local authority.

**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.

### **Academy Schools**

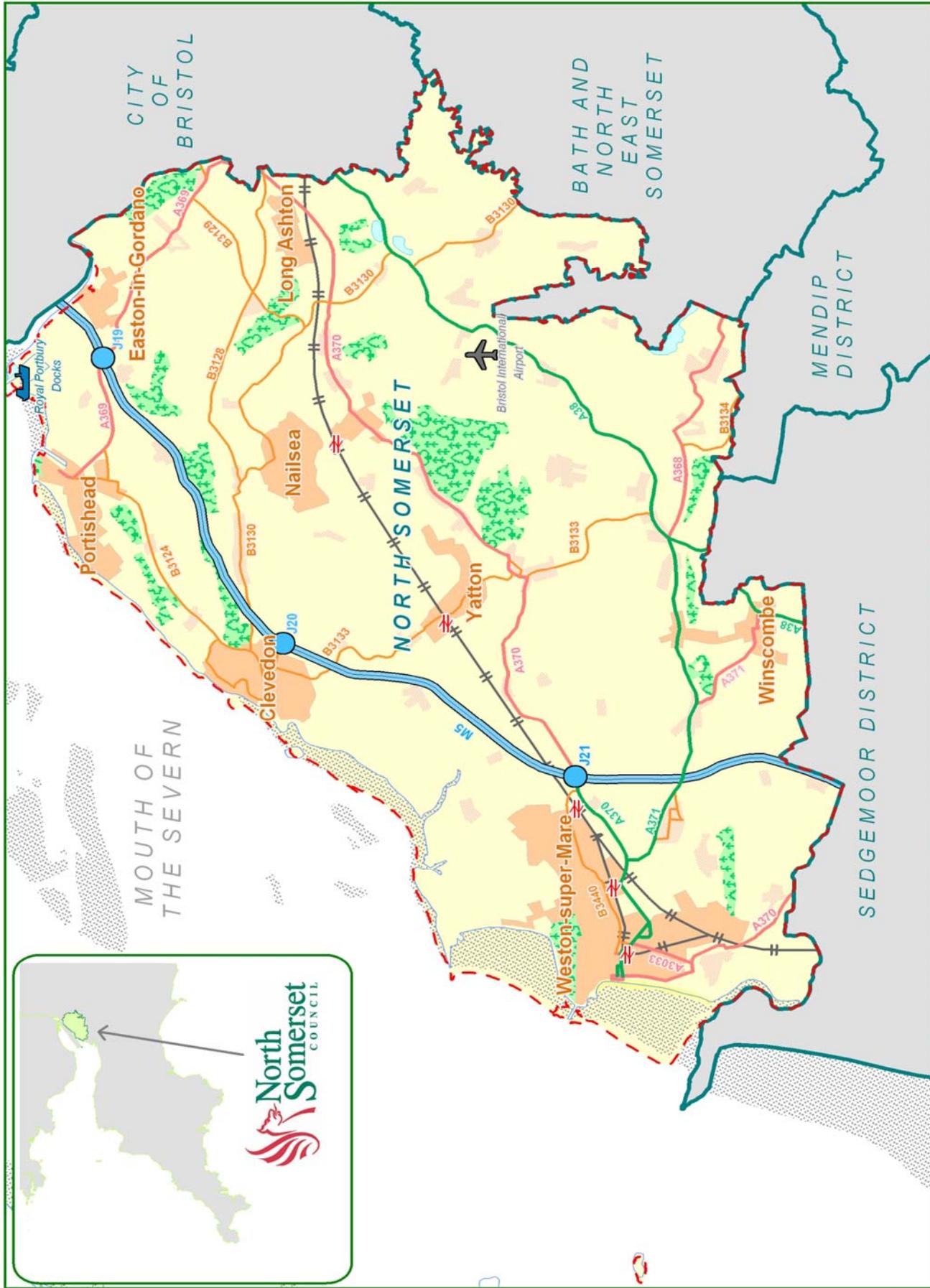
Academy schools in North Somerset are secondary schools which have successfully applied to DfE to be independently controlled and to receive direct funding from government. Academies can choose to buy in local authority services but manage themselves independently of the local authority.

### **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.



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