

# North Somerset Council **Safer Active Routes to School Action Plan**

## Active Travel Action Plans 2023-30

One of our seven Active Travel Action Plans (ATAPs) for 2023-30 to help deliver our Active Travel Strategy's vision, to:

**'Make walking and cycling the natural choice for a cleaner, healthier and more active North Somerset'**

**Plan statement:** This **Safer Active Routes to School Action Plan** will identify infrastructure and tools to support and enable children and families to walk, scoot, wheel and cycle to school more often.



## What is Active Travel?

Active Travel refers to the movement of people or goods by using the physical activity of a person<sup>1</sup>. During this Active Travel Action Plan, active travel refers to the most popular forms walking/wheeling and cycling most commonly, but also includes options such as running and scooting.

## What are Safer Active Routes to School?

Local authorities have a legal requirement to ensure that those children travelling to their nearest school can do so safely either by walking or through the provision of home to school transport where legally required to do so.

This Active Travel Action Plan looks considers how we can continue to develop active travel routes to school so that children have the option of walking, cycling, wheeling or scooting to school. We will need to work with schools and local communities to improve walking and cycling facilities particularly at school entrances to make them seem safer, but alongside this respect the needs of the school community who may need to use a car or bus, and that of the local community.

<sup>1</sup> North Somerset Council Active Travel Strategy (July 2021)

## Equalities impact assessment

North Somerset Council (NSC) welcomes its Equality Act 2010 responsibilities and is committed to meeting them. Our activities are consistent with the council's Corporate Plan vision of an Open, Fair and Green authority and our **Equalities Policy**.

Our Place and Movement Framework and Active Travel Action Plans are consistent with central government Levelling Up priorities by building capability to deliver an inclusive active travel network. All the plans included are about bettering travel choice for all our local residents and include provisions, such as more level pedestrian crossings, tactile paving and removing barriers to travel, particularly for the elderly, disabled, those with mobility issues or people who are visually impaired.

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# 1. Policy context

## Active Travel as a local priority

The **North Somerset Corporate Plan (2020-24)** aims to create an Open, Fair and Green North Somerset with the Council being a local leader and the area's largest employer. For transport specifically, the West of England **Joint Local Transport Plan 4 (JLTP4)**, adopted by North Somerset Council and its West of England neighbouring authorities in March 2020, sets out to:

- Take action against climate change and address poor air quality;
- Support sustainable and inclusive economic growth;
- Enable equality and improve accessibility;
- Contribute to better health, wellbeing, safety and security;
- Create better places.

To help make this a reality, the North Somerset Active Travel Strategy (adopted in July 2021) sets the policy background to accelerate North Somerset Council's efforts over the next ten years to 'make walking and cycling the natural choice for a cleaner, healthier and more active North Somerset'.

The strategy aims to achieve a number of benefits locally including:

- safe and frequent active travel to improve public health;
- reduce carbon emissions and improve air quality;
- support the local economy;
- help grow more 'liveable neighbourhoods' with our communities.

The Strategy's key target is to increase walking and cycling trips by 300% by 2030.

On adopting the Strategy, North Somerset Council's Executive Committee set out that a **series of action plans would be developed and adopted** to help us make our Active Travel Strategy commitments and interventions a reality, as shown in the diagram below.

**Figure 1:** The North Somerset Council active travel policy framework.



The seven Active Travel Action Plans show the areas of focus for our active travel interventions, to help the Council and North Somerset residents, businesses and visitors to choose active travel as the natural choice for the shorter and medium length journeys, and as

the first and last mile of longer journeys. This is part of the Council’s response to the Climate Emergency, the cost-of-living crisis and the health emergency by enhancing our transport network for cleaner, cheaper and healthier transport choices.

**Plan statement:** This **Safer Active Routes to School Action Plan** will identify infrastructure and tools to support and enable children and families to walk, scoot, wheel and cycle to school more often.

## National refocus on Active Travel

- Since the launch of central government’s **Gear Change: A bold vision for cycling and walking** in July 2020, we have seen an increase in priority of active travel within the national transport agenda. With new strategies, funding opportunities and even a new national agency, active travel is quickly becoming a serious priority for national government’s transport agenda and a material requirement for local authorities across the country:
- The Department for Transport’s **Decarbonising Transport** plan to 2050, with the top Strategic Priority being ‘Accelerating modal shift to public and active transport’ so that they ‘will be the natural first choice for our daily activities’;
- **Gear Change** and **Local Transport Note (LTN 1/20)** setting much higher standards for active travel infrastructure;

- **Active Travel England** are the new government agency with responsibility for assessing and allocating all active travel funding bids for national funding, but also have statutory planning consultee and other support functions, as well as hosting regular local authority self-assessments, to measure authorities’ ability to plan and deliver active travel networks;
- **Local Authority Toolkits** – supporting local authorities to promote active travel in their areas;
- **A Moment of Change** – guidance for local authorities to promote an active return to work (following the pandemic and associated lockdowns/homeworking).
- CWIS2 – national government’s second **Cycling and Walking Investment Strategy** – including the target of 46% of journeys within towns and cities to be walked by 2025 (from 41% in 2018-19) – as well as 55% of primary school children walking to school by 2025 (up from 51% currently).
- **Active Travel Funds 2 and 3** – dedicated funding for active travel enhancement schemes.
- Capability and Ambition Fund – national government revenue funding for local authorities to build their ‘capability’ to plan and deliver active travel networks
- Local Transport Plan (LTP) guidance is being updated (due to be announced early 2023) and future funding likely to be tied to a decarbonising approach to transport planning and delivery;

- New Manual for Streets 3 expected soon (design guidance for new developments);
- The above, and our emerging North Somerset active travel design guidance (through our Place and Movement Framework – see section 2), will feed into a revised North Somerset Highway Development Design Guide (HDDG), for developers and any other external and internal stakeholders planning changes to the transport and highways network.

More specifically for active trips to school, the following strategies and guidance documents provide a framework for us to achieve active trips to schools:

- **DfE (2014 – updated 2016) “Home-to-school travel and transport”** – statutory guidance on making home-to-school travel arrangements for children and young people
- Road Safety GB (2012 – revised April 2021) “Assessment of Safe Walked Routes to School” (available to purchase).

## Hierarchy of road users

All interventions we pursue will reflect the **recently updated Highway Code's hierarchy of road users**, which places the onus on larger, faster and heavier vehicles to take extra care around those that are at greater risk in the event of a collision.

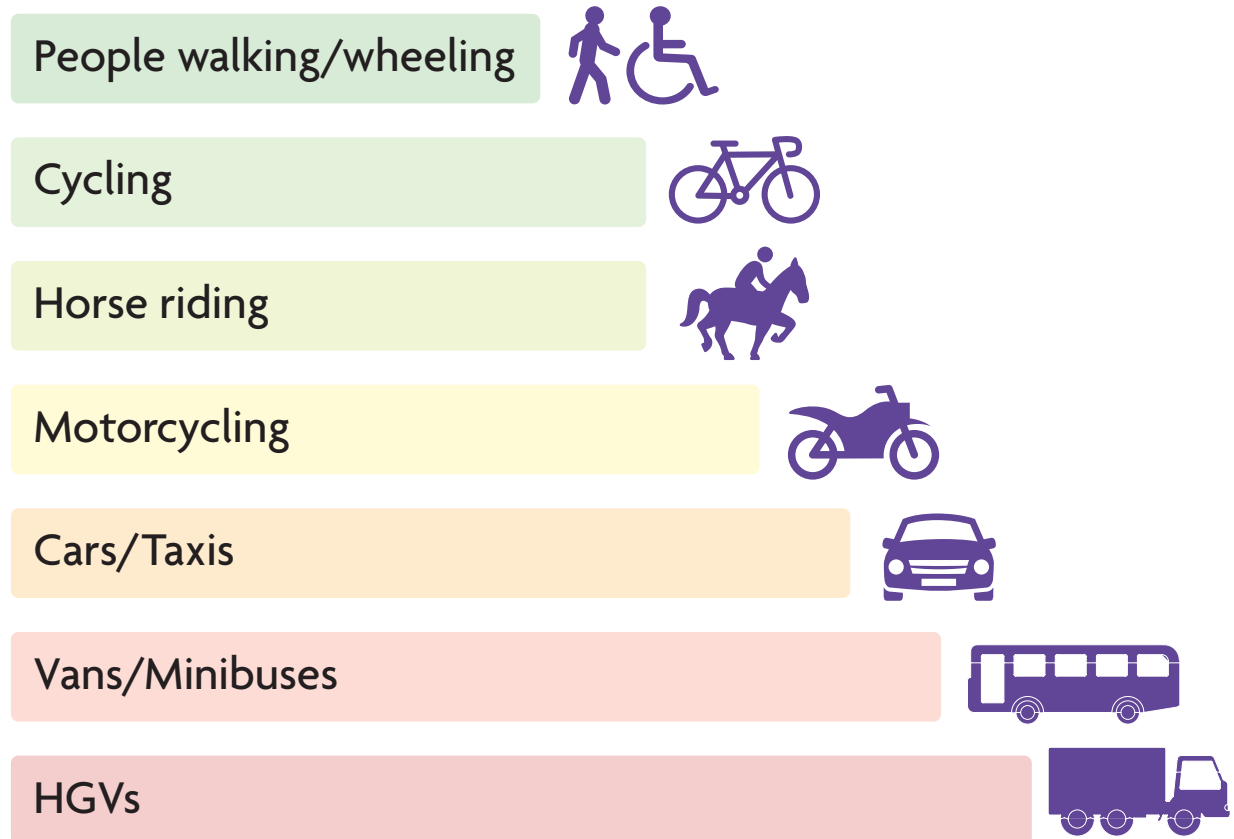
## Road Traffic Regulation Act

Since June 2022, local authorities in the UK can apply to the DfT for powers under the Road Traffic Regulation Act 1984 (s1 and s6-9) to regulate traffic and restrict access:

1. to avoid danger to persons or other traffic using the road,
2. to facilitate the passage on the road of any class of traffic (including pedestrians),
3. to prevent the use of a road by vehicular traffic where such use is inappropriate given the street context.

A traffic management order is applied to a street around a school, temporarily restricting access to motorised vehicles. That street, will in effect, become a pedestrian and cycle only zone which can be managed with Automatic Number Plate Recognition (ANPR) or a permit system to limit access and permissions.

Figure 2: New road safety hierarchy of road users



Road users with the potential to cause the most harm – such as those in large vehicles – have more responsibility to reduce the threat to others (in consistency with updated Highway Code, January 2022).

## 2. Policy approach

In this Action Plan we focus on infrastructure improvements to our streets to provide safer active routes to school and school streets.

Walking rates to primary schools have dropped dramatically over the past 20 years. We want every child who can, to walk, cycle, scoot or wheel to school. Active journeys to school help children build healthy habits for life, reduces congestion and air pollution around schools, improving safety and gives families quality time before and after school. We aim for our safer active routes to school and school streets to change the lifestyles and health of future generations and for them to support ‘modal shift’ by using walking/wheeling and cycling instead. This will also help us achieve our Climate Emergency commitments to become net zero by 2030.

Our Transport Behaviour Change Action Plan includes our commitment to engaging with schools through incentives, events, promotions and activities to help targeted schools take part in activities to encourage active travel.

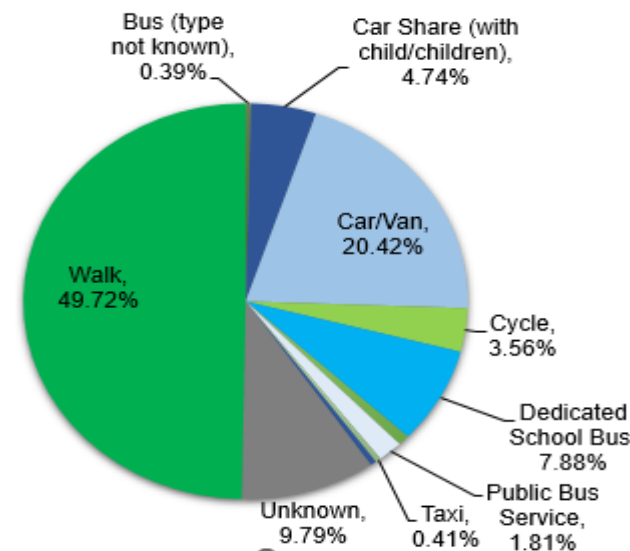
Behaviour change and infrastructure measures around schools should be complementary.

### Context

Currently, over 16,000 children attend primary schools in North Somerset, and over 14,000 attend secondary schools and sixth form; these figures exclude independent and special schools.

The last data set we have detailing mode of travel is from January 2020 pre-Covid and this shows 53% of children walking or cycling to school (26,000 responses).

**Figure 3:** Modal split of travel to school data for North Somerset Schools (2020)



### Place and Movement Framework

We have been developing a Place and Movement Framework to allow us to apply a consistent and transparent approach to how we identify issues and design and deliver improvements to our transport network. It will also help us to rebalance the needs of ‘place’ – for example our town and village centres – while also planning for enhanced ‘movement’ on our network for everyone but especially for the most space-efficient and lower carbon choices such as active travel and public transport.

As part of the framework, every single road, street, and lane in North Somerset will have both a **Place** and a **Movement** category, giving it one overall **classification**.

The three **Place** categories are:

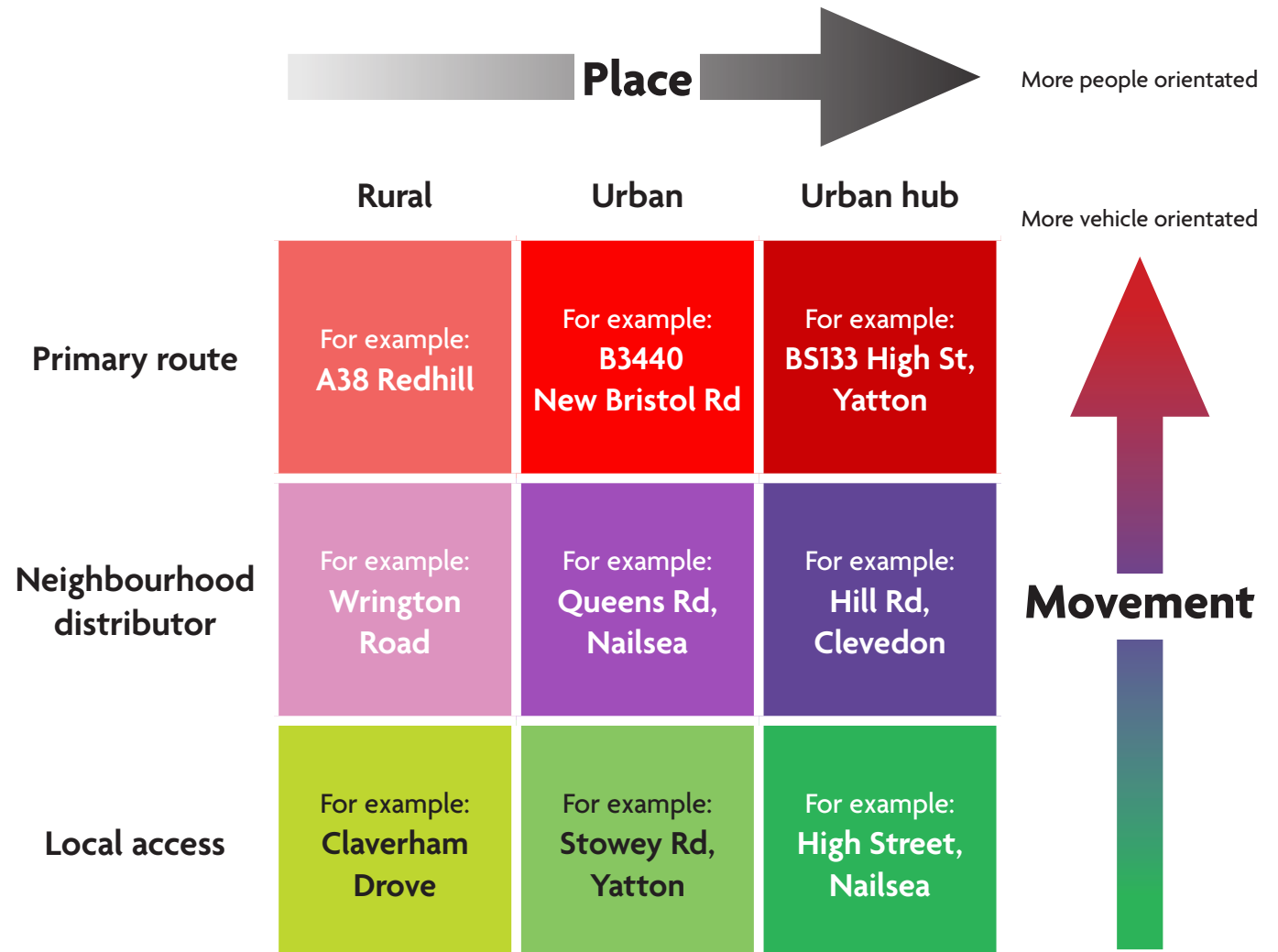
- Rural
- Urban
- Urban hub

The three **Movement** categories are:

- Primary route
- Neighbourhood distributor
- Local access

- There are schools located on each of the nine classifications.
- We are working on design codes for each of these nine classifications, which will have a context checklist to ensure we factor in all needs for the transport space, such as whether it is a frequent bus corridor or whether it is on the National Cycle Network, as well as other important considerations for auditing and design.
- We are aware that we may not have captured all school entrances used by pupils and request that schools check their school entrances against the list of schools (Appendix 2).
- Our new Road Space Audit Process has already undertaken some work on auditing road space outside our schools. This process will continue to inform what changes are possible from our emerging design guidance, which is consistent with the new road classifications from the Place and Movement Framework.

**Figure 4:** Place and Movement Framework classifications for every road, street, lane in North Somerset (with examples). This includes three 'Place' categories (Urban hub, Urban and Rural) and three 'Movement' categories ('Primary route', 'Neighbourhood distributor' and 'Local access').



## 2a. Safer active routes to school

**Safety** is often cited as the reason more children do not walk or cycle to school with unsafe walking and cycling routes, a lack of or inadequate pavements, ineffective or lack of crossings, unsafe school entrances and dangerous driving is often cited anecdotally and mentioned.

In order for our communities to benefit from safer active routes to school, we are actively seeking to deliver safe walking routes as an alternative provision to Home to School Transport (HTST). Where this is not feasible North Somerset Council has a statutory obligation to provide home to school transport for children over the statutory walking distance, or where the route has been deemed as ‘unsafe’ on the grounds of road safety<sup>2</sup>. Currently, there are 20 schools where some children receive home to school transport on the grounds of road safety.

### Description

Building active adults starts at school and with families. Children who walk/wheel or cycle to school tend to be more attentive and achieve better results and by enabling walking/wheeling and cycle-friendly environments it sets the tone for normalising more physical activity throughout our lives.

Each school’s local area must be assessed to

<sup>2</sup> Source: “RSGB Assessment of Safe Walking Routes”

### Guiding principles:

- We will develop schemes to address road safety as part of wider community schemes including Liveable Neighbourhoods and 20mph schemes.
- We will continue to work with stakeholders and communities to identify other priority locations to develop our infrastructure delivery programme.
- We will continue to monitor collision data and develop road safety programmes of work to reduce the number and severity of injury of casualties.
- We will continue to develop a programme of work to reduce the requirement for Home to School Transport for mainstream education, where a safe walking route can be provided through improved infrastructure.
- Any new developments will be required to mitigate the need for providing Home to School Transport within the catchment area for a school through the provision of active travel routes for

walking/wheeling and cycling, wherever possible. Where this is not possible, financial contributions towards Home to School Transport services will be required. During the contribution period NSC may direct these contributions towards active and sustainable travel schemes to reduce reliance on private vehicles, as well as contributions to other identified active travel improvements that are required within the vicinity of the development site (to be agreed through the planning process).

- In urban areas, our long-term ambition for cycling, is that for all ‘Local Access’ and ‘Neighbourhood Distributor’ roads will be cycle ‘friendly’ and connected to the wider cycle network. For walking/wheeling, our ambition is for continuous fully useable footways (pavements) and appropriate crossing points.

identify current road safety issues and decide upon appropriate actions, including using Police ‘Stats 19’ data (road collisions injury statistics).

The accepted walking distance is defined as up to 2 miles for a child under 8 and up to 3 miles for older children. The walking route must be measured by the “nearest available route” from where their home

property meets the highway to the nearest school gate. We note there are exceptions apply in line with the Education and Inspections Act 2006 (see Appendix 1).



A safer active route to school scheme provides infrastructure to:

- Improve safety
- Improve accessibility
- Tackle health inequalities
- Encourage more children and families to walk/ wheel or cycle to school
- Improve air quality in and around the school area
- Reduce traffic congestion
- Encourage the shift to more active and lower-emission transport choices, helping tackle the climate emergency.

Measures could include the following:

- 20mph zone with traffic calming
- Vehicle message signs
- Safer crossing points – both controlled (for example zebra, puffin or tiger crossings) and uncontrolled (for example traffic island, or a dropped kerb)
- New or widened footways
- Cycle facilities, including secure cycle parking
- Enhanced signing, lining and guard railing in the area
- Waiting restrictions for private vehicles, such as Double Yellow Lines.

## Considerations

All engineering measures should be supported by:

- Behaviour change activities, such as education, training and/or publicity programmes to support the physical changes to the improved route
- A school travel plan and action group.

The school travel plan and action group will be involved in co-designing any scheme and will also be involved with:

- On-school site provision for cycle and scooter storage
- Setting up activities like park and stride, walking buses or cycle trains.

Case study:

### Wraxall Primary School – puffin crossing

Following a review of the School Crossing Patrol Service in 2016, a ‘traded service’ model was introduced for this non-statutory service. This means that schools or communities pay for a school crossing patrol to be trained and managed by North Somerset Council’s Sustainable Travel and Road Safety Team. Alongside this, we have improved the infrastructure to complement or replace the need for school crossing patrols at schools often through traffic calming or the installation of uncontrolled or controlled crossing (e.g. traffic island, zebra, puffin or tiger crossings). At Wraxall Primary school we installed speed limit changes and a puffin crossing, meaning this can be used safely by the community as a whole outside of school arrival and departure times.

Wraxall Primary School where a puffin crossing has been installed.



## 2b. School streets

### Guiding principles:

- We want an environment safe for active travel outside every school in North Somerset.
- We will work with schools to identify any discrepancies between the entrances they use and those listed in Appendix 2, so that we can make sure we review all entrances and exits on journeys to and from school.
- We will help schools develop school travel plan action groups
- We will systematically review all our Emergency Active Travel Fund Tranche 1 (EATF1) temporary improvement schemes with a view to removing or making them permanent.
- We will ensure we consider school streets in all other infrastructure projects that are happening.
- We will review tools used to develop school streets in-line with best practice, and with the publication of the Local Traffic Note for school streets.

### Description

**School streets** schemes consist of the installation of barriers and temporary signage to close roads for motorised traffic outside schools during school drop off and pick up times. Additional supporting measures can be installed, for example temporary footways, no entry signs, and some waiting restrictions. School streets put children and families first and keep them safe and healthy by encouraging walking, scooting, wheeling and cycling to school.

School street measures seek to:

- Reduce traffic speeds
- Reduce traffic volumes and congestion directly outside the school
- Improve air quality through ‘anti-idling’ actions for private cars
- Tackle inconsiderate behaviours for example, inconsiderate, or dangerous parking
- Create a better environment for everyone
- Encourage healthier lifestyles
- Reduce road dangers and the perception of danger for our most vulnerable road users.

Measures for school streets can include:

- Traffic calming measures – vertical (for example speed cushions) and horizontal (for example footway build-outs or chicanes).
- Temporary access restrictions on motorised traffic for school drop-off and pick-up times, with restrictions applied to both school traffic and through-traffic.
- Gateway signing and features
- Speed limit reductions (to 20mph)
- Road closures
- Temporary barriers
- Modal filters
- Parking restrictions
- New or improved crossings, both controlled and uncontrolled
- Improved paths and cycling facilities, including secure cycle parking
- Wigwags (flashing 20mph signs)
- School keep-clear markings and orders
- Road signs with yellow backing boards (although their use must be limited so as not to lose their impact or benefit)
- Waiting restrictions – typically mandatory or advisory School Keep Clear markings and/or double yellow lines.

- Road markings, text and coloured road surface panels (the use of these will be limited due to the ongoing maintenance implications).

Since June 2022, local authorities in the UK can apply to the DfT for powers under the Road Traffic Regulation Act 1984 (s1 and s6-9) to regulate traffic and restrict access:

1. to avoid danger to persons or other traffic using the road
2. to facilitate the passage on the road of any class of traffic (including pedestrians)
3. to prevent the use of a road by vehicular traffic where such use is inappropriate given the street context

A traffic management order is applied to a street around a school, temporarily restricting access to motorised vehicles. That street will, in effect, become a pedestrian and cycle only zone which can be managed with APNR technology (Automatic Number-plate Recognition) or a permit system with limited access permissions.

The result is a safer, healthier and pleasant environment for everyone. School street schemes offer a proactive solution for school communities. The Department for Transport is due to publish a Local Transport Note (LTN) on school streets during 2022/23; we will then review some of the tools we can use for school streets on a permanent basis.

### Toolkit measures for safer active routes to school and school streets

One way traffic movement with no access at peak times (School Street at Redfield Academy, Bristol)



No motor vehicles at any time, except access with continuous crossing for pedestrians (Birdwell School, Long Ashton)



Liveable Neighbourhood integration (Christchurch School, Weston-super-Mare)



Thermoplastic Road Markings



Virtual footways  
(Kewstoke)



New footways  
(Wrighton)



Lower speed limits  
(Churchill Green)



Use of wigwags in School Safety Zone  
(Blagdon)



School Crossing Patrol mitigation – zebra crossing  
(Old Street, Clevedon)



Toucan crossing  
(Golden Valley School Station Road, Nailsea)



## Considerations

Lessons learnt from our emergency Covid-19 schemes (via the Emergency Active Travel Fund Tranche 1 (EATFI) from the DfT:

- Schools and the roads that they are on are all different and so there is not one single approach that can be used at every school
- There needs to be engagement with and support from the school and local community for a school street to work
- It is easier to develop a school street for a cul-de-sac than on a through road
- It is preferable to have limited periods for restrictions rather than having an 8am-4pm time period for no motor traffic. We will standardise our approach featuring one-hour restriction periods morning and afternoon around the school start and finish times.
- School streets work best where the school has identified park and stride locations. However, NSC cannot be involved in the process of suggesting or formalising park and stride locations for schools on private land and cannot undertake or fund maintenance schemes associated with them.
- School streets are not usually appropriate if there is not a school entrance on the road where it is installed.

## Case study: School Street

In 2020 North Somerset Council installed a series of school streets in response to the Covid-19 pandemic using the 'Emergency Active Travel Fund' Tranche 1 funding (EATFI) from the Department for Transport to support social distancing and encourage active travel as part of dealing with the Covid-19 emergency.

Most of the school streets schemes consisted of installation of barriers and temporary signage to close roads outside schools Monday – Friday, 8am-4pm. Additional supporting measures were installed for example temporary footways, no entry signs,

planters on the highway, pavement 'build outs' and some waiting restrictions. Generally, school streets restrict traffic for a period of time at the beginning and end of the school day, however, our EATFI schemes restricted access all day, every day as a pandemic response measure.

The temporary barriers have been replaced by temporary planters, and Temporary (Experimental) TROs installed. These are now at the end of their time limit and the remaining schemes will be reviewed through this process.

School street completed as part of a maintenance programme (Highdale Avenue leading to St. Nicholas Chantry School, Clevedon)



In developing a school street it is vital to consider:

- Bus routes not being affected
- Access to the school site for Home to School Transport (this may be anything from a taxi to a double-decker bus)
- Casualty data
- Traffic and parking displacement
- Treating all entrances to a school simultaneously otherwise parking displacement occurs
- Support from the school and the community, for example active engagement with travel planning and a commitment to use the 'Modeshift STARS' online platform to improve travel planning to schools
- Area-wide integration with other schemes and local issues

- North Somerset policies, which would need to be developed around volunteers at the school using equipment to close roads, or for any NSC enforcement to take place.
- The inclusion of safer active routes to school and school streets measures for all new schools and school expansions and as part of a new development.

We realise that we will not be able to restrict or close every road a school has an entrance on, instead, North Somerset Council wishes to support any school taking action to improve the road safety of children entering or leaving school and seek or encourage active travel.

## 2c. Consultation and community engagement

The involvement of the school community is a vital part of the process. Consultation and co-design are carried out on a local basis for each scheme and school but communities also need to be involved early in the planning stage.

This document suggests locations that have already been flagged to the Council as priorities and invites our stakeholders and community to work with us to identify other priority locations which will help us to develop the right infrastructure delivery programme.

Local councillors (Ward and Town/Parish) are consulted on the principles of schemes being suggested in their parish or ward.

Further consultation is then carried out with:

- Emergency services
- Children and parents of the school
- The wider local community
- Formal statutory consultations may also be undertaken when a traffic order is required for aspects such as pedestrian crossings or parking restrictions.

We will work in partnership with the police:

- To undertake studies into road traffic collisions and undertake steps to both reduce and prevent them. This will be through preparing and carrying out a programme of measures designed to promote road safety
- Where our data shows that speeding is a contributory factor in collisions within an area, we will identify the most appropriate tool to encourage drivers to slow down. These include:
  - Community Speedwatch
  - Vehicle Activated Signs (VAS)
  - Review of speed limits
  - Mobile safety camera enforcement and
  - Static safety camera installation

## 2d. Links to our other plans, schemes and activities

Safer Active Route to School schemes will be planned with a joined-up approach to other complementary schemes.

Here we set out how this Safer Active Route to School Action Plan and the schemes that result from it will relate to and work with the six other Active Travel Action Plans (ATAPs), as well as other NSC plans, strategies, schemes and activities (including those of external stakeholders too).

## Active Travel Action Plans

Other plan/activity	How this Action Plan will interlink/work alongside
20mph Action Plan	20mph schemes are likely to lower traffic speeds and reduce collisions and casualties. Collisions happen less often and when they do happen there is less risk of a severe injury or fatality, especially to more vulnerable road users such as people walking/wheeling, cycling, children, the elderly.
Active Travel Network Action Plan	Several routes to school are identified in the Active Travel Network Action Plan, and these routes will be planned and implemented as and when scheme funding becomes available.
First and Last Mile Action Plan	Opportunities for active travel to school will be considered as part of any First and Last Mile Action Plan schemes and initiatives.
Liveable Neighbourhoods Action Plan	Liveable neighbourhoods are set up to encourage walking/wheeling, cycling and the use of public transport, and a school will sometimes be the focal point of such a community area.
Rural Lanes Action Plan	Some rural lanes can provide safe and efficient links, particularly to secondary schools where cycling or walking to school is currently deemed 'dangerous' and home to school transport is provided. Where improvements are made, routes can be reassessed to encourage more active and sustainable transport.

Other plan/activity	How this Action Plan will interlink/work alongside
Transport Behaviour Change Action Plan	<p>Currently we are able to provide 'Bikeability' cycle training at schools which gives pupils the skills they need to be able to cycle to school; this is through the DfT funded Bikeability Trust.</p> <p>Other activities that would be useful for schools include:</p> <ul style="list-style-type: none"> <li>• Child pedestrian training</li> <li>• Walk to school promotions for example (Walk to School Weeks, WOW (Walk Once a Week)</li> <li>• Cycle promotions for example, led bike rides, National Bike Week)</li> <li>• Scooter training</li> <li>• Campaigns promoting 'anti-idling' of car or parking away from the school</li> <li>• Active travel maps specific to schools</li> <li>• Information for school websites or newsletters</li> <li>• Grants for cycle and scooter storage</li> </ul>

## Other plans

Other plan/activity	How this Action Plan will interlink/work alongside	Other plan/activity	How this Action Plan will interlink/work alongside
Bus Service Improvement Plan (BSIP)	Very few children travel to school by public transport, however, opportunities to improve active travel routes to schools will be considered alongside this package of work.	NSC Local Plan	New school locations need to be considered so that they are accessible to the optimum number of people, and not on the least profitable piece of land available to a developer. Residential development will need to be located within short active travel access to schools – or pay to improve these routes.
NSC Integrated Transport Programme	Only a limited number of the highest scoring scheme proposals will make it onto our Integrated Transport Delivery Programme (see section 3. Scheme Proposals and Delivery Plan for more on the Scheme Development Process). The number of schemes we progress to delivery will be dependent on staff resources and funding.	NSC Maintenance Programme	There is the opportunity to review school highway infrastructure as part of nearby Maintenance Programme schemes.
NSC Joint Physical Activity Strategy	<b>Research</b> confirms being active travel helps pupils in school – Walking/wheeling, scooting or cycling to school can improve health and fitness, and give students more confidence – it helps to develop independence for further active travel journeys outside of school.	North Somerset Transport Narrative	All our communications with stakeholders and the public on Safer active routes to school scheme proposals will be framed under the emerging Transport Narrative about how NSC are responding to the cost of living crisis, climate emergency and lack of transport options through making shorter everyday journeys more attractive to the cheapest form of transport: active travel.



### 3. Scheme proposals and delivery plan

#### 3a. Scheme development process

To help fulfil the Open and Fair values of our NSC Corporate Plan, a transparent and consistent process has been developed to give North Somerset and the Council a future ‘scheme pipeline’ of Integrated Transport schemes. A more formal process and centralised database is needed to record, score, prioritise and develop transport network issues or scheme proposals into deliverable transport improvement schemes for and with our communities. This future ‘scheme pipeline’ is also being requested at regular intervals by central government’s Department for Transport via new government agency Active Travel England.

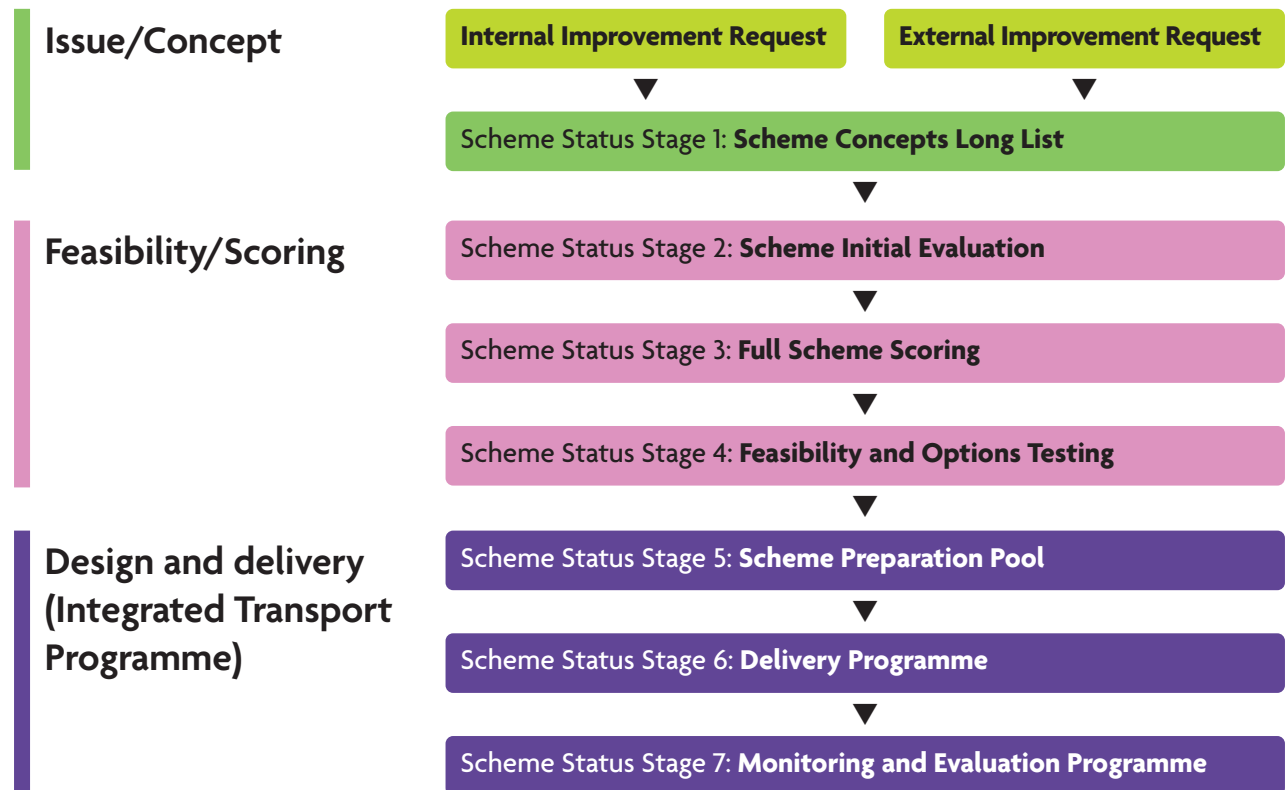
This seven-stage internal process, the Scheme development process, aims to fulfil this by enabling us to sift urgent issues to the right officers and teams at the right stages. For scheme proposals the process tests both the case for investment and their feasibility and deliverability via a transparent, consistent process, before they are allocated funding to progress them to delivery. The process is outlined below.

Alongside any proposals there will need to be a communication plan and supporting Sustainable Travel and Road Safety Education and Training.

**Figure 5:** The Scheme development process, which North Somerset Council officers will use to record, score and prioritise all transport network issues/improvement requests.

### Integrated Transport – Scheme development process

Assuming the scheme proposal passes each stage



### 3b. Draft scheme delivery plan

Table 1 below shows examples of Safer Active Routes to School scheme proposals that could be developed subject to funding and community support. This list is by no means complete – we want to hear your ideas, issues, and requests for improvements in your area for this Active Travel Networks Action Plan:

- Town and parish councils and NSC Elected Members – please use the [Highway Improvement Request Form](#) on the NSC website to submit your

transport network improvement requests. Issues and scheme requests will be recorded, scored and prioritised against all the other scheme proposals.

- Residents, businesses, visitors and other stakeholders – we would encourage you to contact **your town or parish council** and/or **your Elected North Somerset Councillor** for your ward area to discuss issues in your area. However, we also encourage you to add your requests to the location you feel needs improvements at **Widen My Path**. During and following the consultation

on these Action Plans, we will record, score and prioritise all issues/scheme requests that are received. We will review the Active Travel Action Plans annually and update them as appropriate.

It is important to note that the delivery of all integrated transport schemes (including all Safer Active Routes to School proposals) are subject to the Council securing necessary funding and internal/external staff resource to progress the scheme proposals.

Scheme location	Brief scheme content	Scheme status*
All Saint's Lane, Clevedon	Review of EATFI scheme (road closure) with a view to creating a permanent school street	Concept
Backwell School	Review of EATFI scheme (road closure) with a view to creating a permanent school street	Concept
Clevedon School	Review of EATFI scheme (road closure) with a view to creating a school street that will support the future Gordano Greenway (active travel route between Portishead and Clevedon)	Concept
Gordano School, Portishead	Review of EATFI scheme on Greenfield Park and improvements in the vicinity of St Mary's Road to promote active travel to the school site	Concept

\*Concept; Feasibility; Early engagement; Design, Consultation; Delivery

Scheme location	Brief scheme content	Scheme status*
High Down Infant and Junior Schools, Portishead	Review of EATFI scheme (road closures) with a view to creating permanent school streets – Tower Road, and mitigation of traffic parking in other locations adjacent to the schools	Concept
St John the Evangelist Church School, Clevedon	Review of EATFI scheme (road closure) with a view to creating a permanent school street	Concept
St Peter's Church of England Primary School, Portishead	Review of EATFI scheme (road closures) with a view to creating a permanent school street	Feasibility
West Leigh Infant School, Backwell	Review of EATFI scheme (road closure) with a view to creating a permanent school street	Feasibility

Scheme location	Brief scheme content	Scheme status*
Worle Village Primary School, Worle	Review of EATFI scheme (one-way traffic order and no access from Church Road) with a view to creating a permanent school street	Concept
Wrington Church of England Primary School	Review of EATFI scheme (parking restrictions, temporary footway and traffic calming) with a view to improving active travel to the school site.	Concept
Golden Valley Primary School, Nailsea	Improvements to support active travel to and around the school site supported through Capability and Ambition Fund	Feasibility
Grove Junior and Hannah More Infant Schools, Nailsea	Improvements to support active travel to and around the school sites supported through Capability and Ambition Fund	Concept
Kingshill Primary and Ravenswood Schools (Nailsea)	Improvements to support active travel to and around the school sites as part of feasibility work on a Nailsea Active Travel Package	Concept
Nailsea School	Improvements to support active travel to and around the school site supported through Capability and Ambition Fund	Concept
St Francis Catholic Primary School, Nailsea	Improvements to support active travel to and around the school site supported through Capability and Ambition Fund	Concept

Scheme location	Brief scheme content	Scheme status*
Churchill Academy and Sixth Form and the greater Winscombe and Sandford, and Churchill area – areas of work being delivered through the Housing Infrastructure Fund around Banwell, and supporting community infrastructure	Improvements to support active travel to and around the school (and wider community) and mitigate the need for home to school transport. The work supports the Banwell Bypass works.	
	1. Sandmead Road improvements for walking/wheeling and cycling – for example quiet lane with vehicular restriction at Yanel Lane and improved access from the A368 via Nye Road	1. Concept
	2. Hill Road, Winscombe – controlled crossing in the vicinity of Somerville Road	2. Concept
	3. Southcroft, Winscombe – controlled crossing in the vicinity of Ilex Lane	3. Concept
	4. A368 Nye Road/Hill Road junction – support pedestrian movement from Station Road travelling West.	4. Concept
	5. Improvements to access the A368/ Strawberry Line junction toucan crossing.	5. Concept
	6. Hilliers Lane and junction with A368 – uncontrolled crossing	6. Concept
	7. Front Street and junction with A368 – quiet lane/modal gate?	7. Concept

\*Concept; Feasibility; Early engagement; Design, Consultation; Delivery

Scheme location	Brief scheme content	Scheme status*
Churchill Academy and Sixth Form and the greater Winscombe and Sandford, and Churchill area – areas of work being delivered through the Housing Infrastructure Fund around Banwell, and supporting community infrastructure	8. Winscombe Village Centre to Ilex Lane – uncontrolled crossings near Fire Station and Homefield Close – with pedestrian improvements also required at Homefield Close	8. Concept
	9. Homefield Close access to the Strawberry Lane – improve walking/wheeling access and provide cycle access	9. Concept
	10. Footway on the A368 outside Thatchers	10. Feasibility
	11. PROW upgraded to walking/wheeling/cycle route from A368 to Churchill Green	11. Early engagement
	12. Church Lane crossing from Churchill Green towards the school	12. Concept
Churchill Academy and Sixth Form and the greater Winscombe and Sandford, and Churchill area – areas of work being delivered through the Housing Infrastructure Fund around Banwell, and supporting community infrastructure	13. Winscombe Village Centre – footways and pedestrian crossing improvements in the vicinity of the shops	13. Early engagement
	14. Church Lane, Churchill – convert the verge between the church and the school to a footway and provide walking/wheeling and cycling route to Ladymead Lane, Churchill with onward connections	14. Early engagement
	15. Introduction of 20mph speed limits on various roads in Banwell, Sandford and Churchill	15. Early engagement

\*Concept; Feasibility; Early engagement; Design, Consultation; Delivery

Scheme location	Brief scheme content	Scheme status*
Worle School	Installation of footbridge to replace two Public Rights of Way between Corondale Road and Finch Close	Feasibility
Milton Park Primary School, Weston-super-Mare	Installation of school street scheme on Milton Park Road, and highway improvements to support active travel in the vicinity of the school (Active Travel Fund 2 scheme)	Feasibility
Crockerne Church of England Primary School, Pill	Installation of school street to replace EATFI scheme (Active Travel Fund 3 scheme)	Feasibility
Windwhistle Primary School, Weston-super-Mare	Installation of school street scheme (Active Travel Fund 3 scheme)	Feasibility
Wraxall Primary School	Installation of virtual footway from Tower House Lane area, crossing of Clevedon Road and a footway link from the crossing to the PROW to the school.	Feasibility
St Anne's School, Hewish	Widening of narrow A370 pavement to 2m from Moorland Park, installation of crossing to support crossing at Moorland Park	Feasibility
Wrington	Improved footway provision on Silver Street to School Road	Feasibility

Scheme location	Brief scheme content	Scheme status*	Scheme location	Brief scheme content	Scheme status*
St Annes's School, West Wick	Virtual footway to support walking/wheeling – Wick Road	Feasibility	Station Road, Backwell	Widening of footway to 2m between Railway Station and Backwall Lane car park	Concept
Broadoak School, Weston-super-Mare	Section of road between Broadway/Oldmixon Road Junction and Oldmixon Road/Church Lane junction – footway provision	Feasibility	Felton Lane, Winford	School crossing patrol mitigation	Concept

\*Concept; Feasibility; Early engagement; Design, Consultation; Delivery

### 3c. Targets and Monitoring

#### Guiding principles:

- We will work with schools to confirm their school entrances so that we can be sure that we cover all entrances when developing routes to school (Appendix 2)
- We will develop school travel plan action groups

Travelling to education is the most common single purpose of walking journeys but there is huge potential to increase the proportion of children walking to school. A generation ago, 70% of primary school children walked to school but nationally this has dropped to just over half (51%).

The government has a target in its Cycling and Walking Investment Strategy (CWIS) to have 55% of primary school children walking to school by 2025.

Safer active routes to school and School Streets schemes will be identified and monitored through 'Modeshift STARS' online platform, which helps schools to create, develop and implement their travel plan, as well as to monitor and evaluate their travel plans and the initiatives within them. Excellence in the promotion of sustainable and active travel is recognised, rewarded and celebrated.

## 4. Appendices

### Appendix 1: Home to School Transport

The most recent legislation states that Local Authorities should make “such travel arrangements as they consider necessary in order to secure that suitable home to school travel arrangements ... are made and provided free of charge ... to the child.”<sup>3</sup> Parents must make sure all registered pupils regularly attend school. If they do not, court action may be taken against them unless they can prove that the child’s non-attendance is because the pupil is not within walking distance and the LEA has failed to provide transport. The Education and Inspections Act 2006 means that since September 2007, the right to receive free school transport has been extended:

- Children aged between 8 and 11 from low-income families are also entitled to free transport if they attend their nearest school even if this is less than two miles away.
- In September 2008, the right was extended again to include secondary aged pupils (age 11-16) from low-income families who attend one of the nearest three schools to their home and this is between 2 and 6 miles away, or

- Children attend the nearest school preferred on the grounds of religion or belief that is between 2 and 15 miles from their home.

North Somerset Council policy documents for Home to School Transport, including those for post-16 Education and Training and those with special educational needs or disabilities.

- [North Somerset Home to School Travel Policy – Mainstream](#)
- [North Somerset Home to School Travel Policy: SEN](#)
- [DfE Post-16 transport and travel support to education and training](#)
- [Home to School Transport Post 16 Mainstream Policy Statement](#)
- [Home to school transport post 16 special education needs policy statement](#)

A review of Home to School Transport arrangements has been completed. Indicative costs have been obtained to mitigate the need for unnecessary and/or expensive bus provision and to reduce the number of pick-up points identified at schools. The aim to further the amount of walking and cycling to school. This focusses on the highest number of pupils provided with home to school transport within the walking threshold for their age. Please see Appendix 2.

### Appendix 2: List of North Somerset Schools

[A list of our schools is available on our website.](#)

<sup>3</sup> [Education and Inspections Act 2006](#)

This publication is available in large print, Braille or audio formats on request.

Help is also available for people who require council information in languages other than English.

For all enquiries please contact the Transport Team  
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