



BARNSLEY
Metropolitan Borough Council

Draft Sustainable Modes of Travel Strategy for Home to School Journeys

2009

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Executive summary

The Education and Inspections Act 2006 requires Local Authorities to develop a Sustainable Modes of Travel Strategy for Home to School Journeys to better meet the transport and travel needs of children and young people.

The strategy's purpose is to initiate new work to enable and promote environmentally sustainable travel on the journey to and from school or college.

There are five key objectives in the strategy:

- To reduce car use
- To ensure travel choice
- To improve travel safety
- To improve health and wellbeing
- To raise awareness of environmentally sustainable travel

Internal and external partnership work is key to the delivery of the strategy. External stakeholders include South Yorkshire Passenger Transport Executive, the Primary Care Trust, and schools and their communities. Internally, Transport Planning, Road Safety, Home to School Transport, Healthy Schools, will work together to maximise resources on promotional projects.

The School Travel Advisor will continue to support all schools in Barnsley to implement their School Travel Plans. These documents will be crucial to school communities supporting sustainable travel schemes.

Promotional work will be targeted at schools where the greatest impact can be made. Priority for promotional work will be at primary schools with the highest rates of Y6 obesity, and schools with high rates of short car journeys being made. The transport infrastructure will be displayed on a website aimed at young people, parents and carers to provide them with safe travel information.

Funding is available from the Department of Children Schools and Families to carry out the new requirements of the Education and Inspections Act, which are an audit of the transport infrastructure, an assessment of travel and transport needs of children and young people, the development of the Sustainable Modes of Travel Strategy for Home to School Journeys, and the promotion of environmentally sustainable travel. In order to meet the needs of children and young people, it will be likely that there is an increase in requests on Local Transport Plan capital funded measures, and a potential change in public transport provision. Additional demands on resources will relate to the promotion of walking and cycling.

The aim is to create a school community that is healthier, greener, and aware of the travel options available to them. The wider outcomes of the strategy will be the reduction of congestion, improvement in road safety, the increase in educational choice, the improvement of health and air quality, and the reduction of Barnsley's carbon footprint.

1.0 INTRODUCTION

The Sustainable Modes of Travel Strategy for Home to School Journeys was developed in response to new duties set out in the Education and Inspections Act 2006. From 1st April 2007 this Act places a statutory duty on local authorities to encourage an increase in the use of sustainable travel on the journey to and from school.

There are four main elements to the duty:

- An assessment of travel and transport needs of children and young people;
- An audit of the environmentally sustainable travel and transport infrastructure that may be used when travelling to, from and between educational establishments;
- A strategy to develop the environmentally sustainable travel and transport infrastructure so that the needs of children and young people are better catered for; and
- The promotion of environmentally sustainable travel and transport modes for educational journeys.

It is an overarching strategy coordinating, integrating and influencing a number of other existing strategies in order to maximise resources. In particular delivery through the Local Transport Plan and locally specific strategies such as the Congestion Delivery Programme, Public Transport Strategies, Local Accessibility Strategies, Road Safety Strategies and especially the School Travel Plan Strategy. It identifies partnership work with key stakeholders, including Barnsley Council, South Yorkshire Passenger Transport Executive (SYPTe) and schools and their communities.

School Travel Plans are key to making sustainable travel arrangements and engaging the school community in travel issues. They are relevant to individual schools. This strategy will focus on wider issues, targets and outcomes that will develop and evolve annually. Schools will be looked at individually for identifying where the need for promotion and raising awareness of environmentally sustainable travel is highest.

Vision

That Barnsley is a town where children and young people's preferred mode of travel for journeys to and from school or college is environmentally sustainable, and that transport is not a barrier to attending their chosen place of education'.

Aim

The main aim of the Sustainable Modes of Travel Strategy for Home to School Journeys is to provide for and promote environmentally sustainable travel as a feasible alternative to car use on the journey to school and college.

In line with the Act, this will be achieved by completing both an assessment of travel and transport needs of children and young people and an audit of the sustainable travel and transport infrastructure. The outcomes of both of these processes will be used to:

- Identify gaps between the travel and transport needs of children and young people and the existing infrastructure, services and choices and develop projects, initiatives and campaigns to address these
- Evaluate the effectiveness of and influence the development of delivery strategies and funding allocations to better meet the travel and transport needs of children and young people

- Ensure that strategies to provide environmentally sustainable and promote environmentally sustainable travel continue to be delivered
- Target resources to areas where the greatest impact will be achieved
- Work in partnership to deliver our objectives

Both the assessment and audit processes have begun in Barnsley. This work will be extended over the next few years.

Additionally, this work will identify areas where work is needed to make journeys to school safer and more socially inclusive. In doing this we aim to bring a positive contribution to the health of children and their environment.

Objectives

The strategy has 5 key objectives which are in line with those set out by the Government and the Second South Yorkshire Local Transport Plan (LTP2). They are to:

1. Reduce car use to reduce congestion and pollution
2. Raise awareness and promote environmentally sustainable travel
3. Provide travel choice and ensure transport is not a barrier to educational choice and attainment
4. Improve travel safety
5. Improve health of children and young people

Targets and Key Performance Indicators

Monitoring and evaluation are important to determine the effectiveness of our strategies in meeting our aims and objectives. We have therefore established the following key targets and indicators which are in line with targets within other key council strategies and those set nationally.

Overarching target (outcome)

- To reduce car use for the journey to and from schools

Action Targets (outputs)

- To continue to assess, through improved engagement with children and young people, their travel and transport needs
- To update and maintain the audit of travel and transport infrastructure information source for parent and carers and schools
- To ensure the continued delivery of the School Travel Plan Strategy to ensure 100% schools have an adopted school travel plan and are actively implementing an effective STP by 2010
- To develop and deliver a programme of travel and transport infrastructure improvements and complementary promotional campaigns to encourage greater use of more environmentally sustainable, safer and healthier modes of travel

Wider benefits

The delivery of this strategy and taking actions to achieve our key objectives will also contribute to a wide range of other key targets and important outcomes including those related to reducing congestion, improving road safety, protecting the environment, and improving health. The delivery of the strategy will contribute to the reduction of Barnsley's carbon footprint.

2.0 CONTEXT AND BACKGROUND

National

In the widest context, the development and delivery of five yearly Local Transport Plans are a Government requirement. The 1998 Government document 'A New Deal for Transport: Better for Everyone' identified School Travel Plans as ways of delivering a transport policy to reduce congestion and pollution. Later in 2004 'The Future of Transport' Government Paper further increased levels of support for School Travel Plans, and set a target of all schools having a travel plan by 2010. Most recently the Education and Inspections Act 2006 sets out a requirement of local authorities to promote sustainable travel to schools and colleges and this Strategy has been developed in order to achieve this.

The Sustainable Modes of Travel Strategy for Home to School Journeys also supports wider policy on health, education, and social inclusion. It contributes to the Every Child Matters outcomes of 'being healthy, staying safe, enjoying and achieving, making a positive contribution, and economic well-being'.

Also by law the Local Authority has a duty to provide free transport to 'eligible children'. This is defined as children unable to walk to school due to their Special Education Need, disability or mobility problems; children unable to walk due to the nature of the route, children with disabled parents, children entitled to free schools meals, children whose parents are in receipt of their maximum level of Working Tax Credit, or children living outside "statutory walking distance".

In addition to the promotion of sustainable travel, the Education and Inspections Act 2006 places an emphasis on fair access to schools, especially for children from low income groups, where lack of affordable transport may be a barrier to choice. Local Authorities have a duty to ensure that suitable travel arrangements are made, where necessary to facilitate a child's attendance at school.

Local

Like all authorities Barnsley is covered by a 5 year Local Transport Plan through which many local transport schemes and projects are delivered. This plan also includes a wide range of local strategies that provide more detail and development of projects to deliver improvements to Road Safety, accessibility, public transport, cycling, walking, and School Travel Plans. This strategy is developed in line with all of these local strategies and will work within all of the issues relevant at a school level.

Car ownership is continuing to grow in Barnsley, as is the use of the car on the journey to and from school. This is having negative impact on congestion, air quality, road safety, and the amount of physical activity children are involved in. Currently free statutory transport is provided to 850 children and, 315 who have a statement of special education needs. Through a Service Level Agreement with the PTE, 13 bus services are contracted to 5 schools.

The Council supports all schools developing a Travel Plan, works in partnership with colleagues on healthy school and sustainable schools status and works on environmentally sustainable travel campaigns in schools. There is a push to encourage schools to sign up to promotional campaigns such as Walk Once a Week (WOW), cycle training, walking buses and SAFEMark at least once a year.

3.0 STRATEGY DELIVERY

Barnsley Council has responsibilities to enable the strategy's vision to be reached. We will widen the choice of travel options for young people through developing the infrastructure and providing information. We will raise awareness of the importance of using environmentally sustainable travel options, and also promote the travel options available to children and young people to enable them to be less dependent on the car.

Addressing sustainable travel to schools and colleges is a complex issue and involves many different parties. The strategy will draw upon work that is in progress throughout Barnsley Council, South Yorkshire Passenger Transport Executive and South Yorkshire Local Transport Plan Partnership. A joint approach to the development and delivery of the strategy has been agreed by the other South Yorkshire Authorities. The South Yorkshire Sustainable Modes of Travel Strategy vision is to

‘better meet the needs of children and young people by providing and promoting travel and transport choices and improving safety.’

The South Yorkshire Local Transport Plan (2006-2011) sets out the policy, strategy and measures for the support of sustainable travel to school. The stakeholders in the LTP will also be involved in the delivery of the Sustainable Modes of Transport Strategy for Home to School Journeys. The South Yorkshire Project Group wrote a joint Strategy in 2007 and agreed a format for the more individualised 2008 strategies.

We will work alongside the LTP programmes in partnership with internal and external teams. The strategy is reliant on all parties working towards the same goal. Work within Barnsley Council will be between Transport Planning, Road Safety and CYP&F. Externally work will involve work on public transport with the SYPTE, work on the health agenda with the Primary Care Trust, and joint work with schools, parents, carers, children and young people.

The following section expands on each of the key objectives and outlines what Barnsley Council and its Partners will deliver. Case Studies identify key projects that are in development and are relevant to the five objectives.

OBJECTIVE 1 – Reduction in car use

To achieve a reduction in car use on journeys to and from school also resulting in a reduction in traffic congestion and pollution where school-run traffic is a major contributor

Key Actions

- The Sustainable School Travel Advisor (STA) will continue to work with schools to develop School Travel Plans which encourage a modal shift to more environmentally sustainable travel; measures include cycle training, cycle parking and pedestrian shelters. The STA will support schools in order to reach the target of 100% schools adopting a travel plan by March 2010.
- Provide for alternative modes of travel for the school journey through the delivery of various strategies including the School Travel Plans and Barnsley walking and cycling strategies.
- **Key measure of success**
- Our key measure of success will be the reduction in the growth of car use on educational journeys to primary and secondary schools.

Case Study 1: School Travel Plans (STPs)

A School Travel Plan is a document that puts forward targets and actions to reduce car use on the journeys to and from school. A travel plan also aims to improve the safety around school, to create a more conducive environment for walking and cycling to school.

A School Travel Plan is written by travel champions in school, this may be staff or pupils, with support from Barnsley Council's School Travel Advisor. The mode of transport used on school journeys is measured annually by the School Census and sometimes hands up surveys¹ of pupils and staff.

All schools will have a travel plan by March 2010. Currently 2008, (85%) schools in Barnsley have an approved STP, and we are on target to reach 100% of schools by 2010.

Schools with an STP receive a Government grant to spend on capital items within the school site that will encourage sustainable travel or improve safety. Many schools have spent the money on cycle shelters and pedestrian waiting shelters.

Through having a STP, sustainable travel campaigns such as WOW (Walk Once a Week), Barnsley Reward Scheme (a walking initiative), and Park and Stride are set up in schools. Schools that are actively encouraged to promote environmentally sustainable travel.

With a continual growth of car ownership and use in Barnsley, it is hard to make a significant reduction in car use on school journeys. Some schools are very successful at encouraging sustainable transport to work towards a greener, healthier community.

¹ 'Hands up survey': a survey done in the classroom on how children travelled to school that day

OBJECTIVE 2 – Travel Choice

To provide all young people and their parents/carers with information on environmentally sustainable travel, so they can make an informed choice on their mode of travel to and from school or college.

Key Actions

- Deliver a prioritised programme of school journey related schemes to be delivered through the Local Transport Plan to ensure travel choices are available to children and young people
- Continue to raise awareness through information of extended free home to school transport provision for those on Free School Meals / Maximum Working Tax Credit
- Deliver small scale transport schemes through school travel plans to ensure that travel choice is an option for children and young people e.g. the provision of cycle storage is essential to promoting cycle use
- Ensure Schools and STPs are included within Local Accessibility strategies

Key measure of success

- Our key measure of success will be the reduction in the proportion of young people citing a lack of transport as a barrier to not being able to do what they would like to in the future.

Case Study 2: Ensuring access to schools

Data from the assessment of travel needs of children and young people, alongside the transport infrastructure audit will be put together to identify any gaps in the infrastructure for getting to school sustainably. Barnsley Council can potentially provide more choice for travelling to school sustainably, providing funding is available.

The DfT accessibility model used by SYPTTE can be used to identify children and young people who do not receive free transport, and cannot currently easily access environmentally sustainable transport to school. Pupil data can be entered into the model, which will identify children who live further than 2 miles from their school, and do not live within 400m of a bus stop. This may highlight distinct groups of children who currently do not have easy access to sustainable transport. If pockets are identified, these areas can be revisited in terms of bus routes or cycle lanes. The model is currently being worked on so that it will be able to recognise a transport interchange. Young people who have to change bus services to reach school will then be identifiable.

The Barnsley Council has contracts for school buses until July 2009. In consultation with schools and SYPTTE, these contracts will be reviewed before renewal. This will ensure they are supporting sustainable travel and are taking into account the legislation relating to 'eligible children'.

Free transport is also provided for children with Special Educational Needs (SEN). The revision of the current policy means that each child will be assessed as part of their Annual Review for their ability to meet the bus, encouraging children to become more independent with support. It is prepared that the policy will work with one school at a time and will start in the 2008/09 academic year. The Independent Travel Training Project will continue to work with schools and young people to encourage travel to school without free transportation if it is safe to do so.

The Every Child Matters consultation in November 2007 reported that 16% of Y10 young people indicated that a lack of transport was likely to stop them doing what they wanted to do in the future. 24% indicated that a lack of transport was likely to stop them doing the activities that they wanted to participate in. By identifying gaps in the transport infrastructure and working on measures to improve accessibility, there should be a reduction in these figures. The introduction of diplomas in September 2008 will warrant a change in travel across the borough which cannot at this stage be foreseen.

OBJECTIVE 3 – Travel Safety

To ensure that an increase in environmentally sustainable travel does not have a negative effect on road safety and personal security.

Key Actions

Continue to deliver an LTP programme of road safety engineering schemes prioritised on the location of current accidents, funded by the LTP

- Continue to deliver Road Safety Education Training and Publicity (ETP)
- Work in partnership with SYPTE to improve the integration of SAFEMark scheme into School Travel planning and ETP delivery
- Review of Road Safety ETP school prioritisation list to identify anomalous areas

Key measure of success

- Our key measure of success will be the continual reduction in child casualties caused by road traffic accidents.

Case Study 3: Education Training and Publicity (ETP)

The Road Safety Education Training and Publicity (ETP) team's staffing resource puts a strong emphasis on the "roadside" Pedestrian Training of Year 1 children. This has been primarily focused in areas of greatest deprivation. It has supported the Barnsley bikeability Partnership with the development of Cycle training for Year 5/6 children in order that greater use can be made of facilities provided at schools for the benefits of those that cycle to school.

Road safety engineers will work closely with the education team so that when engineering schemes are due for completion, relevant ETP work arising from safety audits can be developed in schools. Especially with the development of Traffic Regulation Orders to curb indiscriminate parking by parents outside schools and promote sustainable travel to school.

OBJECTIVE 4 – Health

To improve the health and wellbeing of all children and young people attending school in Barnsley.

Key Actions

- Promote Active Travel – walking and cycling - using a health promotion message
- Work in Partnership with groups to join up campaigns
- Prioritise resources to encouraging active travel at schools with greatest potential for modal shift from the car (many short car journeys being made)
- Prioritise resources to encourage active travel to the schools with highest rates of Y6 obesity
- Support healthy schools – healthy schools status

Key measure of success

- Our key measure of success will be the increase in children and young people using an active mode of travel to get to school i.e. cycling or walking.

Air quality is an important factor to the health of the community and wider environmental climate change issues. Nitrogen dioxide is one of the main pollutants produced by the burning of fuel. High levels of nitrogen dioxide can lead to respiratory health problems. It is estimated that 20% of the morning rush hour traffic is related to the school run (source: Sustrans²). The reduction in the number of cars on the school run will lead to a reduction in nitrogen dioxide in our atmosphere and increased health benefits to our community.

¹ 'Cycle training Level 2': Cycle training on residential roads

² Sustrans is a leading sustainable transport charity

OBJECTIVE 5 - Raising awareness

To raise awareness and promote environmentally sustainable travel targeting parents and young people.

Key Actions

- Publish this Strategy on the Barnsley Council website [sustainable school travel](#) with an annual progress report, and publish a summary in the school Admissions Booklet
- Interactive getting to school website to help parents choose school and environmentally sustainable journey planning – new for September 2008
- Targeted campaigns and resources where impact will be greatest i.e. walking in schools with very local catchments, car sharing at schools with diverse or no catchment e.g. denominational schools, health benefits at heaviest schools and environmental issues for Sustainable Schools

Key measure of success

- Our key measure of success will be the reduction in the proportion of children and young people who have not been engaged in an environmentally sustainable travel project. This will involve walking initiatives, cycle training, and health and environmental campaigns.

Case Study 6: Getting to School Website

Barnsley Council has produced a map based webpage accessible to parents and young people to enable them to identify environmentally sustainable travel options. The webpage is interactive so that schools, colleges and other places of education can be identified. It asks the customer to identify the mode of travel that they wish to take. This will lead them to a map that will show for example, all the signalled crossings and school crossing patrols. It will also be possible to identify bus routes, cycle lanes and safe crossings. The webpage will be available from [click here for the maps](#)

The Sustainable Modes of Travel Strategy for Home to School Journeys are available on the Barnsley Council website at [click here for the website](#) that parents and young people can see our aims and objectives relating to sustainable travel. The Admissions Booklet that parents of all children moving into Reception, Juniors and Secondary schools receive will have a page on sustainable travel and will signpost them to the strategy and interactive webpage.

4.0 ACTION PLAN

Date	Action	Objectives action meets	Roles & Responsibilities	Funding	Risk
2009	Integrate new assessment travel and transport needs of young people into STP	Meets all objectives	School Travel Advisor		Extract from existing STP, not all STP done
March 2010	100% schools to have travel plan	Meets all objectives	Schools & School Travel Advisor		Resources, lack of school commitment
2009	Prioritise schools according to modal shift potential – many short car journeys	Objective 1 – modal shift	BMBC Transport Planning		
2009	Integrate school travel analysis findings into LTP budget allocation process	Objective 1 – modal shift	BMBC Transport Planning		
2008 on-going	Modal shift awareness campaigns	Objective 1 – modal shift	BMBC Transport Planning		Resources
2009 on-going	Campaigns to raise awareness of active travel to schools/colleges & parents	Objective 1 & 4 – modal shift & health	NHS Barnsley, BMBC Transport Planning		Resources
Aug 2008	Encourage sustainable travel maps on the website	Objectives 2 & 5 – choice & raising awareness	BMBC Transport Planning		
March 2009	Consultation of strategy	Objective 2 & 5 – choice & raising awareness	BMBC Transport Planning & CYP&F 0-19 Partnership	New requirement rules of Act	
March 2009	Publication of strategy for consultation on Council website	Objective 2 & 5 – choice & raising awareness	BMBC Transport Planning	New requirement rules of Act	Delayed
31 August 2008	Launch of getting to school website	Objective 2 & 5 – choice & raising awareness	BMBC Transport Planning	New requirement rules of Act	Consultants will not deliver to deadline
2009	Review support capacity of expanded road safety team	Objective 3 - safety	BMBC Road Safety		
2008	Managing behaviour on buses throughout the city	Objective 3 - safety	SYPT & CYP&F		
2010	Review of road safety prioritisation list	Objective 3 - safety	BMBC Road Safety		
2009	School travel publicise website	Objective 5 – choice raising awareness	BMBC Transport Planning & Road Safety		
2009	To develop lesson plans to promote website	Objective 5 – raising awareness	BMBC Road Safety		

5.0 FINANCIAL IMPLICATIONS

The implementation of this Strategy has significant ongoing funding and resource implications as outlined below:

- Funding to carry out the duties of the Education and Inspections Act 2006
- An increase in requests for Local Transport Plan (LTP) capital funded measures such as school entrance schemes, pedestrian crossings, footpath widening, cycle routes, road safety improvements, improved lighting and signing etc.
- A potential change in contracted and public transport provision to better meet the travel needs of children and young people.
- Additional demands for raising awareness and promoting environmentally sustainable travel such as promotional campaigns and information provision.
- Continuation of funding for School Travel Advisor to engage all schools in the travel plan process.
- Additional demands for assistance on the set-up of specific initiatives such as walking buses, Walk One a Week schemes and park and stride schemes
- Funding for a cycling officer to work on the promotion of cycling to and from schools.

Funding is available from the DCSF until 2012 to carry out the new requirements of the Education and Inspections Act 2006. An officer has been employed to deliver the duties of the Act.

Further funding will be required from the LTP and other sources to deliver physical infrastructure and educational schemes as part of this Strategy. The potential amount will not be known until the audit of the transport infrastructure and the assessment of travel and transport needs is undertaken at a high level of detail. Gaps in the infrastructure will be identified. Further work will be needed to determine how funding allocations will be prioritised.

6.0 CONSULTATION

This Strategy is a consultation version and will be made available to all stakeholder groups for comments.

7.0 APPENDICES

Appendix A – Car use patterns and targets

South Yorkshire LTP2 trajectory for car use on journeys to and from school

Year	S Yorkshire LTP targets (%)	Actual Total Primary+Secondary Barnsley (%)
2004/05 baseline	-	-
2005/06	-	-
2006/07	24.6	27.6
2007/08 ¹	24.6	28.4
2008/09	24.6	
2009/10	24.6	
2010/11	24.6	

More recently, following the publication of the 2007 School Census data, South Yorkshire (LTP) set a countywide minimum target to keep the car use in primary and secondary schools at 24.6%. This target will be reviewed annually.

School Census data for mode of travel to school has only been available for 2 years. Additionally, there are concerns in how robust the data is. The response rate from the School Census was significantly higher in 2008 than in 2007, also affecting results. The School Travel Advisors will work with schools, explaining the importance in filling out the Census accurately, so that the data we receive is as reliable as possible in future years.

¹ The 2007/08 Actual Barnsley figures are based on the School Census provisional data provided by the DSCF. The figures will be updated when the cleansed data is received.

Appendix B: Progress on adopted school travel plans

Year	Government targets of schools with STPs (%)	Internal targets for schools with STPs (%)	Actual Adopted STPs (%)
2005	---	8%	10%
2006	---	40%	40%
2007	55%	61%	73%
2008	70%	76%	85%
2009	85%	90%	---
2010	100%	100%	---

Appendix C: Figures of child killed and seriously injured (KSIs) road traffic accidents in Barnsley.

Year	2000	2001	2002	2003	2004	2005	2006	2007
Child KSIs	47	66	60	51	45	42	38	33

Appendix D: Table of schools with an adopted school travel plan

School	Progress in Travel Planning process
Primary Schools	
Athersley North Primary	Adopted
Athersley South Primary	Adopted
Barugh Green Primary	Adopted
Birdwell Primary	Adopted
Birkwood Primary	Adopted
Brierley Church of England Primary	Adopted
Burton Road Primary	Adopted
Carlton Primary	Adopted
Cawthorne Church of England (VC) Primary	Adopted
Cherry Dale Primary	Adopted
Cudworth Churchfield Primary	NO STP
Darfield Upperwood Primary	Adopted
Darfield Valley Primary	Adopted
Darfield, All Saints CE VC Primary	Adopted
Darton Primary	Adopted
Dearne Carrfield Primary	Adopted
Dearne Goldthorpe Primary	NO STP
Dearne Highgate Primary	Adopted
Dodworth St John the Baptist CE VA Primary	Adopted
Doncaster Road Primary	Adopted
Elsecar Holy Trinity CE VA Primary	Adopted
Gawber Primary	Adopted
Gooseacre Primary	Adopted
Greenfield Primary	Adopted
Heather Garth Primary	Adopted
High View Primary Learning Centre	Adopted
Holy Cross Deanery CE VA Primary	Adopted
Holy Rood Catholic Primary	Adopted
Hoyland Common Primary	Adopted
Hoyland Springwood Primary	Adopted
Hoylandswaine Primary	Adopted
Hunningley Primary	Adopted
Joseph Locke Primary	Adopted
Jump Primary	Adopted
Kendray Primary	Adopted
Keresforth Primary	Adopted
Kexbrough Primary	Adopted
Kings Oak Primary Learning Centre	Adopted
Lacewood Primary	Adopted
Ladywood Primary	Adopted
Littleworth Grange Primary Learning Centre	Adopted
Mapplewell Primary	Adopted
Milefield Primary	Adopted
Millhouse Primary	Adopted
Oakhill Primary	Adopted

Oxspring Primary	Adopted
Penistone St John the Baptist CE VC Infant	Adopted
Pipers Grove Primary	Adopted
Richard Newman Primary	Adopted
Royston Meadstead Primary	Adopted
Royston Parkside Primary	Adopted
Royston Saint John Baptist CE VA Primary	Adopted
Royston Summer Fields Primary	Adopted
Sacred Heart Catholic Primary	Adopted
Sandhill Primary	Adopted
Shafton Primary	Adopted
Shawlands Primary	Adopted
Silkstone Common J & I	NO STP
Silkstone Primary	Adopted
Springvale Primary	Adopted
St Dominic's Catholic Primary	Adopted
St Helen's Catholic Primary	Adopted
St Helen's Primary	Adopted
St John the Baptist CE VA Junior	Adopted
St Mary's CE VA Primary, Barnsley	Adopted
St Michael and All Angels Catholic Primary	Adopted
Summer Lane Primary	Adopted
Tankersley St Peters CE VA Primary	Adopted
The Edmunds Primary	Adopted
The Ellis Church of England VA Primary	Adopted
The Hill Primary	Adopted
Thurgoland CE VC Primary	Adopted
Thurlstone Primary	Adopted
Ward Green Primary	Adopted
Wellgate Primary	Adopted
West Meadows Primary	Adopted
Wilthorpe Infant	Adopted
Wilthorpe Junior	Adopted
Wombwell Park Street Primary	Adopted
Worsbrough Bank End Primary	Adopted
Worsbrough Common Primary	Adopted
Secondary Schools	
Darton High	Adopted
Edward Sheerien	Adopted
Holgate	Adopted
Kirk Balk	Adopted
Penistone Grammar	Adopted
Priory School and Sports College	Adopted
Royston High	Adopted
St Michael's Catholic and Church of England High	Adopted
The Dearne High	Adopted
The Foulstone	Adopted
The Kingstone	Adopted

Willowgarth High	Adopted
Wombwell High, a Humanities College	Adopted
Academies	
Barnsley Academy	Adopted
Special Schools	
Greenacre School	Adopted
Springwell Community Special School	Adopted