

Phase 4 School Streets

Date: 28th February 2024

Report of: Travel Planning Team Leader (Influencing Travel Behaviour)

Report to: The Chief Officer (Highways & Transportation)

Will the decision be open for call in? Yes No

Does the report contain confidential or exempt information? Yes No

Summary

Leeds City Council have been allocated funds from the West Yorkshire Combined Authority's (WYCA) Active Travel Fund 4 (ATF4) allocation to deliver two more School Street Schemes. These School Streets are being delivered in Leeds as Phase 4 of the Leeds School Streets programme.

This paper confirms three proposed Phase 4 School Street locations. These locations have been selected by applying the selection criteria for School Streets in Leeds, and discussions with school staff, ward engineers and members. The selection criteria were recommended as part of the evaluation of the existing programme of School Streets that were introduced in June and September 2020.

Recommendations

The Chief Officer, Highways and Transportation, is asked to:

- a) Note the contents of this report
- b) Approve the injection of £48,000 from the West Yorkshire Combined Authority's (WYCA) Active Travel Fund 4 allocation (ATF4) into Leeds City Council's (LCC) Capital Programme
- c) The injection of these funds will enable the delivery of two additional School Streets in Leeds
- d) Give approval to spend the additional ATF4 funding allocation of £48,000
- e) Approve the proposed locations of additional School Streets (Appendix B)
- f) Give authority for the Head of Transport Planning to make a delegated decision to determine which two sites out of the three proposed progress to implementation
- g) Give authority to advertise, seal and implement an Experimental Traffic Regulation Order (ETRO) for Phase 4 School Streets providing there are no objections

What is this report about?

Background

1. School Streets are where a Traffic Regulation Order (TRO) is used to restrict vehicular access on roads outside schools during the morning drop off and afternoon pick up times, with exemptions for access permit holders, authorised vehicles and blue badge holders.
2. Fourteen School Streets were installed in Leeds as part of an 18-month trial during the Covid-19 pandemic using the (Emergency) Active Travel Funding ((E)ATF) to support social distancing outside schools, increase active travel to and from school, whilst also improving air quality and road safety. Of these, two have been withdrawn and twelve remain.
3. An additional three schools were added to the programme in Autumn 2023 as part of Phase 3. As of February 2024, there are fifteen operational School Streets.
4. A Highways Board paper outlining the key findings and recommendations of an evaluation study, undertaken by Living Streets was approved in November 2022. The selection criteria used to select the proposed new locations were developed as part of the evaluation work.
5. Before monitoring data collection including traffic counts, speeds, parking beat surveys and surveys of parents/carers and residents/businesses will be conducted at the schools. The schools have all agreed to sign up to a Memorandum of Understanding (MoU) (attached as **Appendix A**) which confirms the objectives, roles and responsibilities of delivery partners.

Proposed School Street Locations

6. The proposed locations are listed in Table 1. Site plans are included as Appendix B.
7. Preparatory work will be undertaken at three sites including traffic and parking counts, alongside consultation surveys with parents and residents before a final decision is made based on the feedback received. A further paper will be presented to board providing details of the decision and implementation programme for the two selected sites in the summer 2024.
8. Before monitoring data is being collected at three sites rather than two. Learning lessons from experience in previous phases, this will provide a reserve site should any schools need to withdraw from the process.

Table 1: Phase 4 School Street Locations

	School	School Address	LCC Council Ward	Street(s) to be restricted
1	St Bartholomew's Primary School	Strawberry Lane, Leeds, LS12 1SF	Armley	Strawberry Lane
2	Ireland Wood Primary School	Raynel Gardens , Leeds, LS16 6BW	Weetwood	Raynel Gardens
3	Windmill Primary School	Windmill Road, LS10 3HQ	Middleton Park	Windmill Road

Why is the proposal being put forward?

9. In January 2024, WYCA announced that funding has been made available from the Active Travel Fund 4 (ATF4) allocation from ATE/DfT for two School Streets in Leeds at a value of £48k (from a collective funding pot of £240k for the five West Yorkshire districts).
10. Funds should be fully committed by the end of March 2024.

What impact will this proposal have?

11. The implementation of more School Streets in Leeds will maintain the positive impacts recorded, including increased levels of active travel on the journey to school and improved perceptions of road safety and air quality outside school gates. Any groups of people with protected characteristics and/or those who are disproportionately represented on the school run could potentially benefit more from the impact of School Streets. These groups could include (pregnant) women, carers, lower income/unemployed households, children (with respiratory conditions such as asthma), disabled people etc (see **Appendix C – School Streets EDCI**).

How does this proposal impact the three pillars of the Best City Ambition?

Inclusive Growth Health and Wellbeing Climate Emergency

12. School Streets contribute to the following Best Council Plan outcomes:

- Be safe and feel safe.
- Enjoy happy, healthy, active lives.
- Do well at all levels of learning and have the skills they need for life.
- Move easily around a well-planned, sustainable city that's working towards being carbon neutral.

13. By offering safer and healthier routes to school this will encourage more parents and children to walk, cycle and scoot to school which will help to deliver the Best Council Plan Priorities.

14. Creating safer spaces outside the school gates will increase people's likelihood to walk and cycle to school and for any linked trips afterwards i.e. errands, commuting to a workplace. Consequently, there will be health benefits linked to air quality, and improved wellbeing.

15. Reduced reliance on motor vehicles will also reduce carbon emissions, contributing towards Leeds' climate emergency targets.

What consultation and engagement has taken place?

Wards Affected: Middleton Park, Weetwood, Armley

Have ward members been consulted? Yes No

16. Members for wards where the Phase 4 schools are proposed to be located received information about the Phase 4 School Street proposals in January 2024. Dialogue with ward members about detailed matters is continuing as schemes are developed.

17. Meetings have been held with senior school staff and some governors of the participating schools and they have either signed or provided their support and willingness to sign the School Streets Memorandum of Understanding, which outlines the expectations on the school, its staff and volunteers.

18. Parent/carers and resident/business surveys will be conducted at all sites being progressed.

What are the Resource Implications?

19. The works are fully funded by ATF4.

20. Additional staffing resource for the Influencing Travel Behaviour (ITB) team is being procured from Arup to support implementation and is accounted for in the £48k funding allocation.

What are the key risks and how are they being managed?

21. The additional sites have been proposed based on the site selection scoring process agreed for future School Streets in Leeds following the School Streets Evaluation and associated Highways Board paper approved in November 2022. There is a risk that the proposed schools request to withdraw from the process. A list of potential School Streets is being maintained should we need to identify additional locations.
22. The additional School Streets will be installed as Experimental Traffic Regulation Orders (ETROs) for a period of 18 months. The sites will be monitored and reviewed throughout this period with a view to being made permanent or withdrawn within this timeframe.

What are the legal implications?

23. The Chief Officer, Highways and Transportation, has delegated authority to approve the recommendations contained within this report.
24. Not eligible for call-in.
25. The works contained in this report are not of such a value or impact on the public at large that they constitute a key decision.

Options, timescales and measuring success

a) What other options were considered?

26. An alternative would be to discontinue any further expansion of the School Streets programme in Leeds. However, if this option was pursued, the positive benefits gained to date could be lost. In addition, there would likely be an adverse response from school staff, ward members and members of the public who have been largely supportive of the trials. Leeds City Council would be unable to draw down £48,000 of funding secured by WYCA for additional School Streets.

b) How will success be measured?

27. The success of School Streets will be measured using the selection criteria metrics. Post-implementation monitoring data will be collected once the schemes are operational. Through comparative analysis of the data sets, the achievement of the schemes' objectives will be assessed. This analysis will reveal any positive or negative changes in:
 - a. The uptake of active or sustainable travel modes for journeys to school,
 - b. Perceptions of air quality and road safety,
 - c. The level of car parking around schools and any displacement on surrounding streets,
 - d. Traffic flows and/or congestion.

c) What is the timetable and who will be responsible for implementation?

28. The School Streets will be implemented during the summer term 2024. The Influencing Travel Behaviour (ITB) Team are responsible for implementation with support from Traffic Engineering.

Appendices

Appendix A – Memorandum of Understanding (MoU)

Appendix B – Site Location Maps

Appendix C – School Streets EDCI

Background papers

Previous reports to Highways Board:

- May 2020 School Streets Locations (Phase 1)
- July 2020 School Streets Phase 2
- December 2021 School Streets Trial Phase 1
- January 2022 Phase 2 School Streets Recommendations
- November 2022 School Streets Evaluation and Recommendations
- June 2023 School Streets Phase 3