

Report of the Transport Development Services Manager

Report to the Chief Officer (Highways and Transportation)

Date: 28 July 2020

Subject: SCHOOL STREETS PHASE 2 TRIAL -SUPPORTING ACTIVE TRAVEL

Are specific electoral wards affected?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Kirkstall, Chapel Allerton, Kippax and Methley, Bramley and Stanningley, Beeston and Holbeck, Crossgates and Whinmoor, Moortown Middleton Park, Weetwood, Otley and Yeadon, Rothwell.	
Has consultation been carried out?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Are there implications for equality and diversity and cohesion and integration?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Will the decision be open for call-in?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Does the report contain confidential or exempt information?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If relevant, access to information procedure rule number:	
Appendix number:	

Summary

1. Main issues

- A School Street is a road outside a school with a traffic regulation order to restrict motorised traffic at school pick up and drop off times. School Streets offer a proactive solution for communities to encourage a healthier lifestyle, promote active travel to school for families, and lead to a better environment for everyone.
- Parents and carers currently park their vehicles outside the school entrance causing congestion and road safety issues. Travelling to school by car raises concerns over air quality and lack of physical activity in children.
- By reducing vehicular movement School Streets encourage parents and carers to walk, cycle or scoot to school, reducing the number of children travelling to school by car.
- The COVID -19 pandemic requires families to distance themselves from others, School Streets help enable social distancing on the journey to and from school by minimising vehicular movement and creating a safer environment.

Best Council Plan Implications (click [here](#) for the latest version of the Best Council Plan)

- The Best Council Plan 2019/20 - 2020/21 outlines how Leeds City Council have a positive and distinctive vision for the future of the city. With inclusive growth and health and wellbeing strategies driving the city forward. By offering safer and cleaner 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.

- Sustainable Infrastructure – these proposals complement the Sustainable Education Travel Strategy and encourage greater and safer walking, cycling and scooter use. This in turn will help improve resilience in the highway network, reduce congestion, improve air quality and help achieve a reduction in noise pollution over time contribute to improving the health of residents.
- School Streets will also support Health and Wellbeing, Child Friendly City and Age Friendly Leeds by supporting opportunities for healthy and physically active lifestyles, enhancing the city for future generations, alongside supporting independence.

2. Resource Implications

- The estimated scheme cost is £35,000 which will be funded from the capital government grant administered via WYCA for various covid-19 related initiatives through the Emergency Active Travel fund.
- Ongoing costs in relation to the issuing and administration of permits will be met from existing service resources.
- It is anticipated that in the event schemes are recommended to become permanent, costs would be sought from the Emergency Active Travel Fund allocation to the Council.

Recommendations

The Chief Officer (Highways & Transportation) is requested to;

- a) Note the contents of this report;
- b) Approve the implementation of the package of works as detailed in section 3.2 and Appendix C of this report;
- c) Give authority for the city solicitor to promote and implement a temporary traffic regulation order for this School Streets trial for the extents shown in Appendix C.

1. Purpose of this report

- 1.1 Following on from Phase 1 of the School Streets initiative which was approved on 19th May 2020, Phase 2 School Streets - Supporting Active Travel seeks approval to extend the number of schools in the School Street trial from 6 to 17 schools to support sustainable and socially distanced patterns of travel to school.
- 1.2 Approve the introduction of a Temporary Traffic Regulation Order in order to implement the closure periods.

2. Background information

- 2.1.1 This report proposes to expand the School Streets initiative Phase 1 presented to the Chief Officer (Highways and Transportation) for approval on 19th May 2020.
- 2.1.2 School Streets restrict motorised traffic under a temporary traffic regulation order at school pick up and drop off time. Their purpose is that by reducing traffic outside schools greater encouragement is given for more children to walk, cycle or scoot to school promoting a healthier lifestyle, reducing congestion, improving air quality leading to a better environment for everyone. The initiative is being particularly focussed on primary school journeys where other approaches are being followed to support travel to high schools.
- 2.1.3 Travel to school data collected annually through the school census saw a marked increase in pupils walking to school from 47.9% in 2007 to 56.5% in 2017. More recently this had fallen to 52.2% in 2019. By creating a reduced traffic environment we aim to see an increase in the number of children walking to school. Mode of travel to school data for Leeds schools is provided in Appendix B.
- 2.1.4 Some schools will be unsuitable to benefit from street closures. Schools will only be considered for school streets if the road to be restricted is not on a bus route, is located within a 20mph speed limit and/or does not generate heavy vehicle movement. Ideally schools will be in a cul de sac or no through road location and have a suitable park and stride site within a suitable walking distance to the school.
- 2.1.5 The Covid-19 pandemic resulted in all schools being closed with some limited key worker family exception since the emergency began in March 2020. Primary schools reopened with key worker and children from nursery, reception, Y1 and Y6 pupils from 1st June 2020, due to parental choice limited numbers actually returned to school on this date. It is expected that all schools both primary and high and all year groups will return to school in September 2020.
- 2.1.6 Due to the need to implement these school streets in a short period of time to support active travel, the proposed mechanism for managing traffic is through the use of Temporary Traffic Regulation Orders which it is proposed will be in place for a period of up to 18 months All School Streets will be monitored for 12 months to determine the merits of the schemes and the potential for making the measures permanent.
- 2.1.7 Exemptions for some motor vehicles will be written into the Order including permits for residents who don't have an alternative route and exemptions for blue badge holders. Access by parents/carers to the schools are restricted to special

education needs and disabilities (SEND) children with a transport statement or those with mobility issues.

- 2.1.8 The Secretary of State for Transport set out measures on 9th May to accommodate active travel in the return to work and school. One such measure being promoted is for Local Authorities through the Active Travel Fund to implement School Streets.

3. Main issues

- 3.1 All primary schools in Leeds were asked to register their interest in Phase 2 of School Streets with a deadline for the return of the Expression of Interest forms by 8 July 2020. All schools registering their interest were reviewed using an assessment framework to assess their suitability for the proposed measures (Appendix D). Seventeen schools returned Expression of Interest forms providing evidence that the local communities, parents and governors supported the initiative. Schools also had to commit to delivering the initiative and resource the need for school staff or school volunteers to staff the no access signs. Schools would also commit to provide information and support to parents and carers.

Plans detailing the extent of phase 2 School Streets proposed around each school are contained in Appendix C.

- 3.2 School Streets in the phase 2 trial are proposed to be implemented in the following locations:

- Beecroft Primary School, Kirkstall
- Chapel Allerton Primary School, Chapel Allerton
- Great Preston VC CofE Primary School, Great Preston
- Hollybush Primary, Bramley
- Hugh Gaitskell Primary School, Beeston
- Middleton St Mary's, Middleton
- Westgate Primary School, Otley
- Woodlesford Primary School, Woodlesford

Schools to be included subject to further investigation:

- Manston, St James, Manston
- Meanwood CofE Primary School Meanwood
- St Chad's Church of England Primary School, West Park

Schools that applied for School Streets and were unsuccessful:

- Allerton CofE Primary School, Moortown
- Horsforth Featherbank Primary School, Horsforth
- Kirkstall Valley Primary School, Kirkstall
- Kirkstall St Stephen's, Kirkstall
- Rosebank Primary School, Woodhouse
- Valley View Community Primary School, Stanningley

All schools and councillors expressing their interest in School Streets have been notified if they have been successful or not. Unsuccessful schools will be offered

alternative sustainable travel interventions with delivery support provided by ITB and partners.

- 3.3 It is intended that School Streets in Leeds would be protected by cones and signs for the period of operation and that they would be staffed to deter non-compliance. However currently there are no powers for LCC staff to enforce the restrictions. Discussions are ongoing with the Police to seek to agree a Community Safety Accreditation Scheme (CSAS) which would give individuals within the Council the powers to enforce the School Streets.
- 3.4 Details of time periods and precise lengths of road closure has been finalised for each of the successful schools. School street closures can be lengthy at some schools due to staggered start times. The extended hours will be generalised in the order and will be specific to the needs of the individual schools and indicated on the school streets signage.
- 3.5 The extended hours of operation of the order will impact on residents for a longer time period than expected during “normal” operation. Permit holders will be encouraged to travel outside closure times but will be able to travel through the pedestrian zone at very slow speeds if necessary, this requirement will be confirmed in writing and staff will remind motorists of this on the ground.
- 3.6 The phase 1 trial of 6 School Streets will continue for a 12 month period and learning from both phases of the trial (up to 17 schools in total) will be evaluated in summer 2021 to determine whether the trials should be made permanent.

4 Corporate considerations

4.1 Consultation and engagement

- 4.1.1 Initial consultation with the Executive Member for Climate Change, Transport and Sustainable Development and the West Yorkshire Police has taken place to establish support for the principle of the scheme. There are no bus services impacted in the proposed closures for these schools.
- 4.1.2 Initial consultation with the schools has taken place and established support for the principle of the scheme.
- 4.1.3 Initial consultation with Ward Members took place on 15th May for phase 1 of School Streets.
- 4.1.4 All ward members were informed of the roll out of Phase 2 of the trial. Members were invited to contact schools to promote the initiative and encourage schools to express their interest with a response date for comments by 6 July. Eleven queries have been received from Councillors which have been responded to.
- 4.1.5 Expression of Interest (EOI) forms were sent out to all primary schools in Leeds with a response date of 8 July 2020. The EOI forms detailed where schemes would be most suitable and what support the school would need to provide. Seventeen schools expressed an interest in participating in phase 2 of the School Streets trial.
- 4.1.6 The School Streets will be implemented via a Temporary Traffic Regulation Order (TTRO) allowing the closures to commence and feedback to take place during the operation; alterations can be made where they are considered appropriate.

- 4.1.7 Letters to affected residents and businesses will be sent out in advance of the implantation phase providing providing further information and details of resident/ business permitting arrangements.
- 4.1.8 An initial evaluation exercise has been carried out with schools, which indicated broad support for the School Streets initiative. Lessons learned are being used to streamline the process for delivery of this phase 2 trial.
- 4.1.9 At the end of the School Street trial a full consultation and evaluation will be undertaken with schools, parents and residents / businesses to determine if the School Street initiative has been successful and whether any amendments are required. Depending on the outcome of trial reviews schools and Ward Members will be asked to indicate if they wish to continue with a permanent Order for their School Streets in due course. A further report will be brought back at a later date if the School Streets are recommended to become made permanent.

4.2 Equality and diversity / cohesion and integration

- 4.2.1 Exemptions from the closures include permit holders who would be residents and businesses who need to gain access to the streets; some teachers and pupils with SEND transport statements. Others exempted in the order including Blue Badge holders and emergency service vehicles. The additional up to 11 primary schools will be rolled out in September 2020. School Streets will become pedestrian and cycle zones for the hours of operation and will be staffed by School staff and volunteers. An Equality, Diversity, Cohesion and Integration Report can be found in Appendix A.

4.3 Council policies and the Best Council Plan

- 4.3.1 The Best Council Plan 2019/20 - 2020/21 outlines how Leeds City Council have a positive and distinctive vision for the future of the city. With inclusive growth and health and wellbeing strategies driving the city forward. School Streets outside these primary schools will help to deliver the Best Council Plan Priorities as detailed below.
- 4.3.2 Sustainable Infrastructure – these changes complement the Sustainable Education Travel Strategy and encouraging greater and safer walking, cycling and scooter use which in turn will help improve resilience in the highway network, reduce congestion, improve air quality and help achieve a reduction in noise pollution over time contribute to improving the health of the regions residents.
- 4.3.3 These School Streets will also support Health and Wellbeing, Child Friendly City and Age Friendly Leeds by supporting opportunities for healthy and physically active lifestyles, enhancing the city for future generations, alongside supporting independence.
- 4.3.4 This scheme aligns with the Leeds Transport Strategy (Interim December 2016) in helping to develop quality environments for walking and cycling. As the strategy states “Good connectivity plays a vital role in supporting attractive, legible and welcoming district centres and quality local environments - where people feel safe, social interaction is encouraged and local pride is fostered. To build on this the long term transport strategy will make district centres more walking and cycling friendly. Transport provision which links areas of social deprivation to jobs and opportunities of a prosperous city centre is also central to our vision.”

- 4.3.5 This scheme supports the Leeds Health and Wellbeing Strategy 2016-2021 priority areas facilitating well connected communities, to support access to employment, education and training to help forge a strong local economy. In addition getting more people more physically active more often, which links to improvement in mental and physical health.
- 4.3.6 West Yorkshire Transport Strategy seeks to increase active travel and improve the transport network for vulnerable road users.

Climate Emergency

- 4.3.7 This scheme supports the climate emergency by assisting people to reduce their own carbon footprint by enabling journeys to be undertaken by cycling and walking. This will help reduce congestion, in particular single occupancy car journeys, which will help reduce road and vehicular pollutants and noise as well as CO₂ emissions.
- 4.3.8 The scheme is a relatively low cost intervention with significant scope to improve sustainable travel to school. Feedback from trials of School Streets elsewhere in the country suggested that:
- There was an 8% reduction in traffic speeds within the zone
 - 45% reduction in vehicle movements
 - 65% reduction in children being driven to school
 - More social interaction between families as they walked away from school.
- 4.3.9 Corresponding data for School Streets phase 1 in Leeds is not available due to the way in which the trial was implemented during the COVID-19 pandemic with limited survey information being available or relevant to “normal” school operations.

5 Resources, procurement and value for money

- 5.1 Signs and cones to support the School Streets will be procured through the Council’s term contract. The estimated costs are £35,000 which will be funded from the capital government grant administered by WYCA for various covid-19 related initiatives through the Emergency Active Travel fund. Detailed cost arrangements will be outlined within a separate report covering the full grant allocation.
- 5.2 Ongoing costs in relation to the issuing and administration of permits will be met from existing service resources.
- 5.3 It is anticipated that in the event schemes are recommended to become permanent, costs would be sought from the Emergency Active Travel Fund allocation to the Council.

6 Legal implications, access to information, and call-in

- 6.1 The scheme is not eligible for call in as it is considered to be a significant operational decision.

- 6.2 No information contained within the report to be deemed confidential under the Councils Access to information Rules.

7 Risk management

- 7.1 There is no risk, over and above those expected when working in the public highway, generated by the proposals contained within this report. Safe working practices will be in place during installation to ensure social distancing takes place.
- 7.2 If the scheme is not approved there is a risk that sustainable travel to school will continue to decline.

8 Conclusions

- 8.1 The purpose of this report is to seek approval for the implementation of Phase 2 of the School Streets trial at up to 11 primary schools in Leeds. The schools have been identified after Expression of Interest forms have been submitted by schools and a selection criteria process implemented
- 8.2 Approve the introduction of a Temporary Traffic Regulation Order in order to implement the closure periods which are likely to change due to phased and staggered returns to schools.

9 Recommendations

The Chief Officer (Highways & Transportation) is requested to;

- a) Note the contents of this report;
- b) Approve the implementation of the package of works as detailed in section 3.2 and Appendix C of this report;
- c) Give authority for the city solicitor to promote and implement a temporary traffic regulation order for this School Streets trial for the extents shown in Appendix C.

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10 Background documents

- 10.1 None

11 Appendices

- 11.1 Appendix A - EDCI Screening
- 11.2 Appendix B - Leeds School Mode of Travel 2007-2019
- 11.3 Appendix C - School Street Location Plans
- 11.4 Appendix D – Assessment Framework

Appendix A

Equality, Diversity, Cohesion and Integration Screening



As a public authority we need to ensure that all our strategies, policies, service and functions, both current and proposed have given proper consideration to equality, diversity, cohesion and integration.

A **screening** process can help judge relevance and provides a record of both the **process** and **decision**. Screening should be a short, sharp exercise that determines relevance for all new and revised strategies, policies, services and functions. Completed at the earliest opportunity it will help to determine:

- the relevance of proposals and decisions to equality, diversity, cohesion and integration.
- whether or not equality, diversity, cohesion and integration is being/has already been considered, and
- whether or not it is necessary to carry out an impact assessment.

Directorate: City Development	Service area: Highways and Transportation
Lead person: Susan Walker	Contact number: 37 87433

1. Title:
Is this a: <input type="checkbox"/> Strategy / Policy <input type="checkbox"/> Service / Function <input checked="" type="checkbox"/> Other
If other, please specify: School Streets

2. Please provide a brief description of what you are screening
A scheme to implement up to 11 School Streets outside primary schools in Leeds School Streets are streets outside schools which are closed to traffic at school start and finish times. Exemptions from the closures include residents who need to gain access to the streets and others exempted in the order including Blue Badge holders and those with a SEND transport statement. The pilot started with 6 primary schools and had generally been well received and now will be expanded to 11 additional schools starting in September 2020. School streets will become pedestrian and cycle zones for the hours of operation and are expected to be staffed by School Staff and local volunteers.

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3. Relevance to equality, diversity, cohesion and integration

All the council's strategies/policies, services/functions affect service users, employees or the wider community – city wide or more local. These will also have a greater/lesser relevance to equality, diversity, cohesion and integration.

The following questions will help you to identify how relevant your proposals are.

When considering these questions think about age, carers, disability, gender reassignment, race, religion or belief, sex, sexual orientation and any other relevant characteristics (for example socio-economic status, social class, income, unemployment, residential location or family background and education or skills levels).

Questions	Yes	No
Is there an existing or likely differential impact for the different equality characteristics?	X	
Have there been or likely to be any public concerns about the policy or proposal?		x
Could the proposal affect how our services, commissioning or procurement activities are organised, provided, located and by whom?		X
Could the proposal affect our workforce or employment practices?		X
Does the proposal involve or will it have an impact on <ul style="list-style-type: none">• Eliminating unlawful discrimination, victimisation and harassment• Advancing equality of opportunity• Fostering good relations	X	

If you have answered **no** to the questions above please complete **sections 6 and 7**

If you have answered **yes** to any of the above and;

- Believe you have already considered the impact on equality, diversity, cohesion and integration within your proposal please go to **section 4**.
- Are not already considering the impact on equality, diversity, cohesion and integration within your proposal please go to **section 5**.

4. Considering the impact on equality, diversity, cohesion and integration

If you can demonstrate you have considered how your proposals impact on equality, diversity, cohesion and integration you have carried out an impact assessment.

Please provide specific details for all three areas below (use the prompts for guidance).

- **How have you considered equality, diversity, cohesion and integration?** (think about the scope of the proposal, who is likely to be affected, equality related information, gaps in information and plans to address, consultation and engagement activities (taken place or planned) with those likely to be affected)

The proposals cover primary schools specified which are:

Beecroft Primary School, Kirkstall

Chapel Allerton Primary School, Chapel Allerton

Great Preston VC CofE Primary School, Great Preston

Hollybush Primary, Bramley

Hugh Gaitskell Primary School, Beeston

Manston, St James, Manston

Meanwood CofE Primary School Meanwood

Middleton St Mary's, Middleton

St Chad's Church of England Primary School, West Park

Westgate Primary School, Otley

Woodlesford Primary School, Woodlesford

The screening is focusing on the impacts of the type of feature introduced, and overall impacts of School Streets, rather than impacts on a specific location and a specific community.

Providing this type of street closure will prevent general vehicle access at school start and end time. This may impact on people with physical and mental impairments, which has been mitigated by exempting blue badge holders and access by SEND transport statement pupils from the closure.

As these initial School Streets are being implemented without local consultation issues arising will be dealt with during the initial operation of the scheme. Any equality, diversity, cohesion and integration issues raised will be reviewed immediately by the Project team. Monitoring of the impacts of the scheme will be collected within the first 12 months. Feedback from user groups will be sought to establish whether the temporary traffic regulation order should be made permanent.

- **Key findings**

(think about any potential positive and negative impact on different equality characteristics, potential to promote strong and positive relationships between groups, potential to bring groups/communities into increased contact with each other, perception

that the proposal could benefit one group at the expense of another)

It is anticipated that the proposals will have positive impacts on the following protected characteristics:

Women are often the key carer who undertakes the school run. School Streets will therefore impact in both positive ways on women who are walking or cycling to school with their children or as a carer.

Disabled people have expressed concerns over mixing with cyclists and vehicles, be it on shared use facilities or where crossing the road. In the past representations were made, including by local campaigners from the National Federation for the Blind to ensure streets have segregated safe areas for pedestrians. This scheme will not remove the existing segregated footway provision.

In addition, the scheme will incentivise cyclists using the carriageway and enable less confident cyclists to use the street, thus minimising mixing with pedestrians. This will have direct beneficial effect on disabled people (particularly deaf, blind and partially sighted people less able to detect cyclists, but also those with a mobility impairment/ cognitive impairment who may be less able to react appropriately to an approaching cyclists) and **older people** (for the same reasons).

Potential negative impacts are limited to:

Women who need to drive children to school will not be able to access as close to school as currently. Opportunities for alternative parking for those who still need to drive will be reviewed and locations agreed with the school and parents / carers informed.

- **Actions**

(think about how you will promote positive impact and remove/ reduce negative impact)

As this scheme is being implemented quickly to support a return to school following school closures relating to COVID-19 all equality issues will be reviewed during implementation of the scheme.

5. If you are not already considering the impact on equality, diversity, cohesion and integration you will need to carry out an impact assessment.

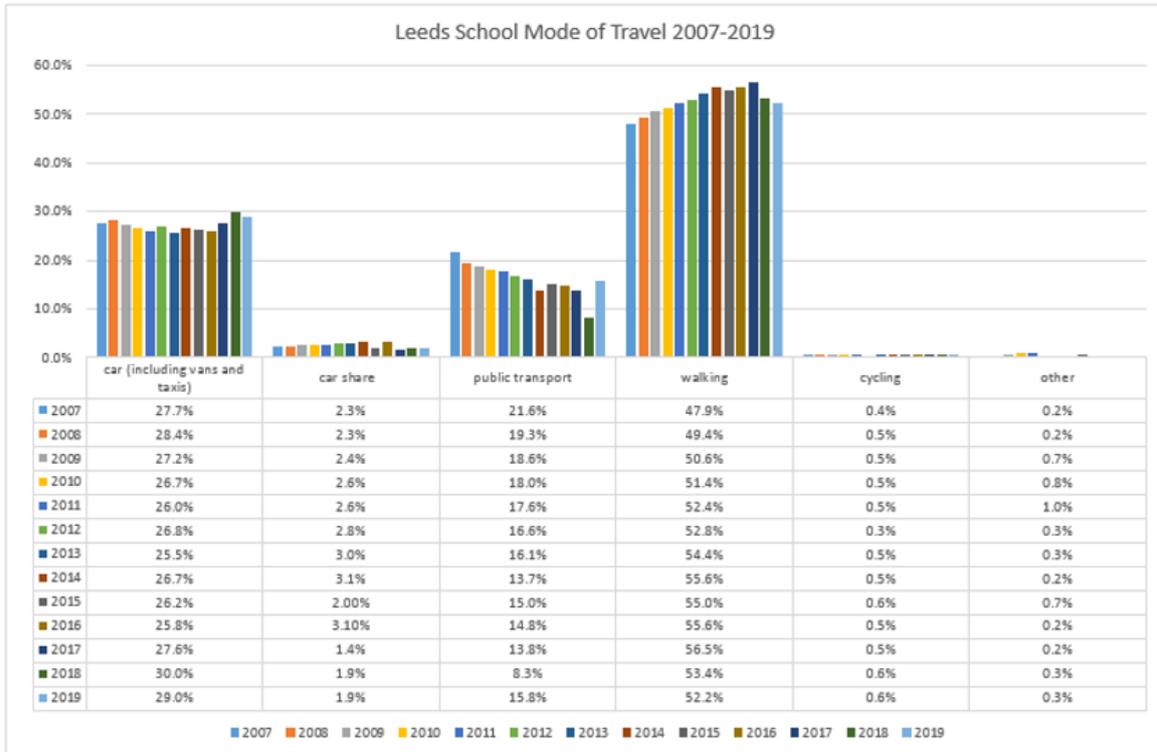
Date to scope and plan your impact assessment:	
Date to complete your impact assessment	

Lead person for your impact assessment (Include name and job title)	
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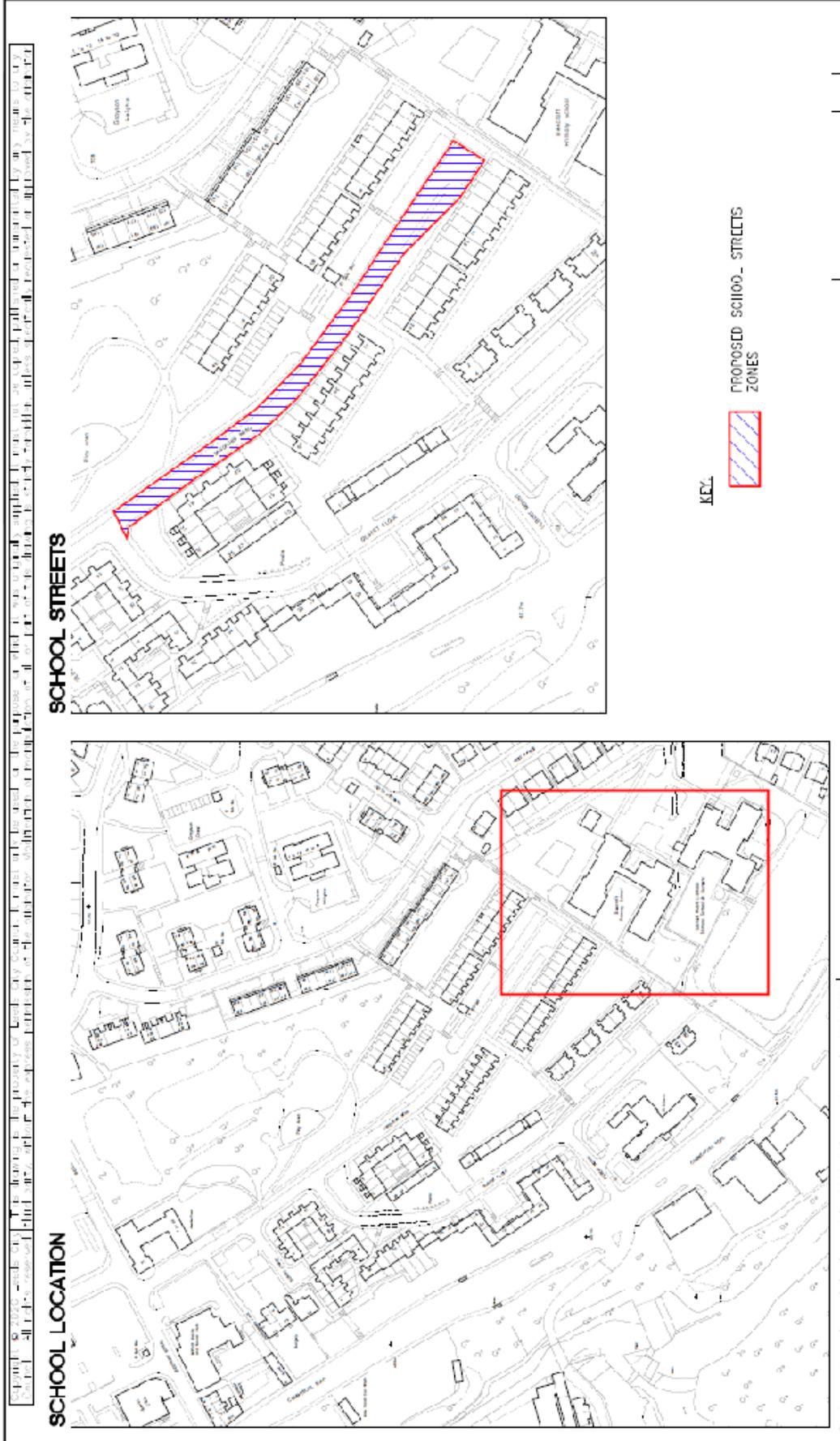
6. Governance, ownership and approval		
Please state here who has approved the actions and outcomes of the screening		
Name	Job title	Date
Susan Walker	Safe and Sustainable travel team leader	July 2020

7. Publishing	
This screening document will act as evidence that due regard to equality and diversity has been given. If you are not carrying out an independent impact assessment the screening document will need to be published.	
Please send a copy to the Equality Team for publishing	
Date screening completed	16/07/20
Date sent to Equality Team	
Date published (To be completed by the Equality Team)	

APPENDIX B- Mode of travel



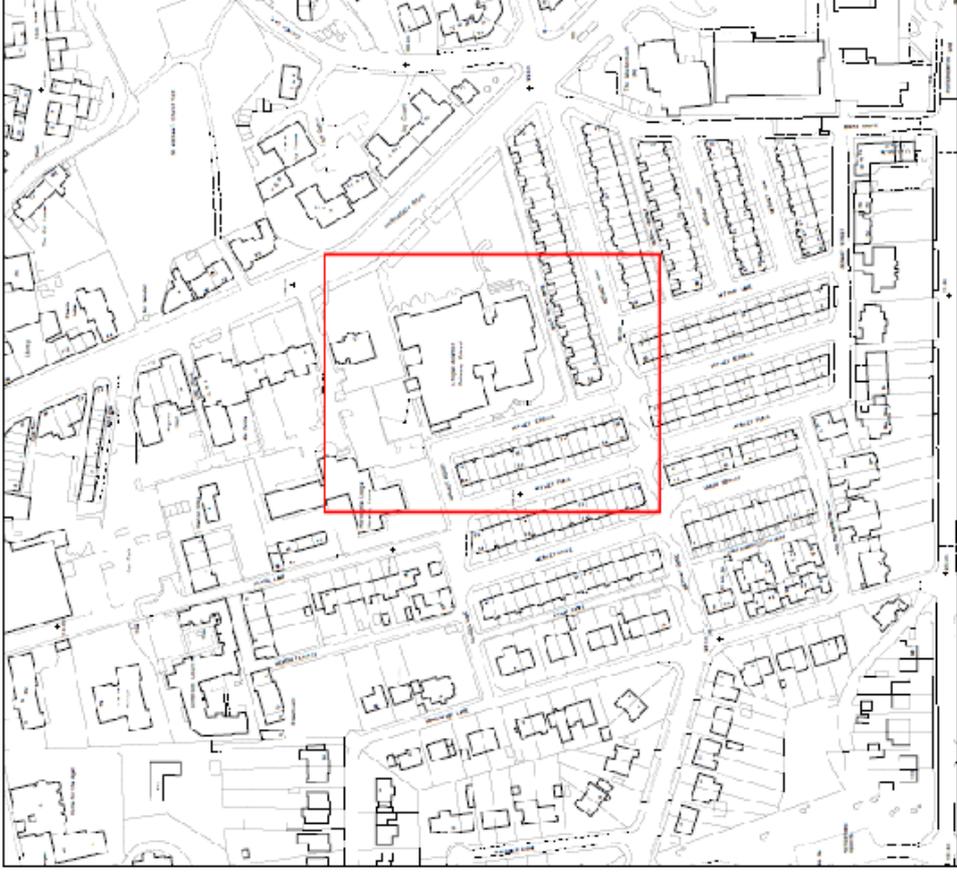
Appendix C site plans



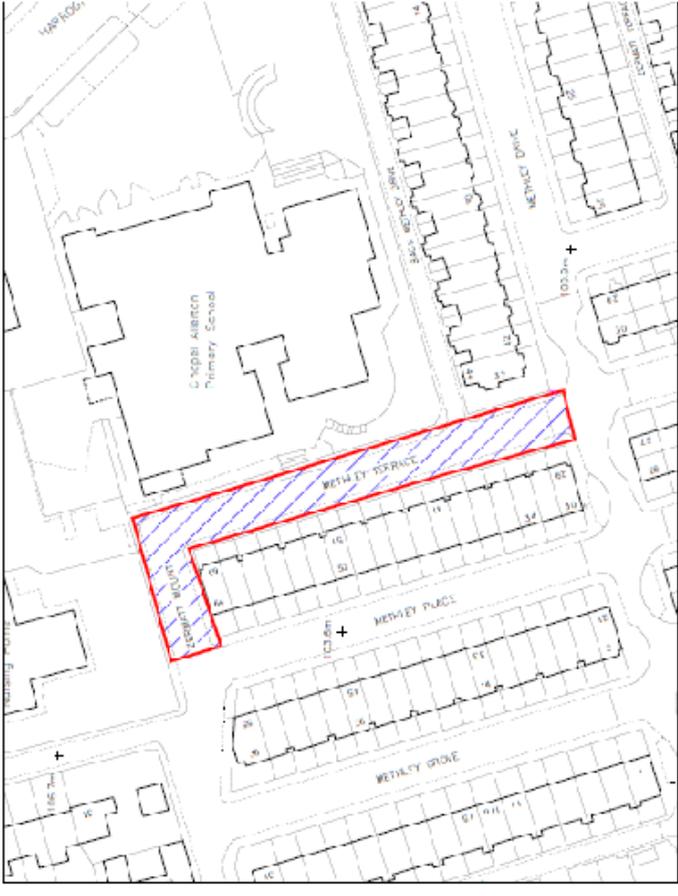
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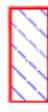
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SCHOOL LOCATION



SCHOOL STREETS



KEY:
 PROPOSED SCHOOL STREETS
 ZONES

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Chapel Allerton Primary School
 School Streets
 General Arrangement

DATE	BY	FOR	STATUS
01/07/20	SS	SS	NTS
01/07/20	SS	SS	NTS
01/07/20	SS	SS	NTS

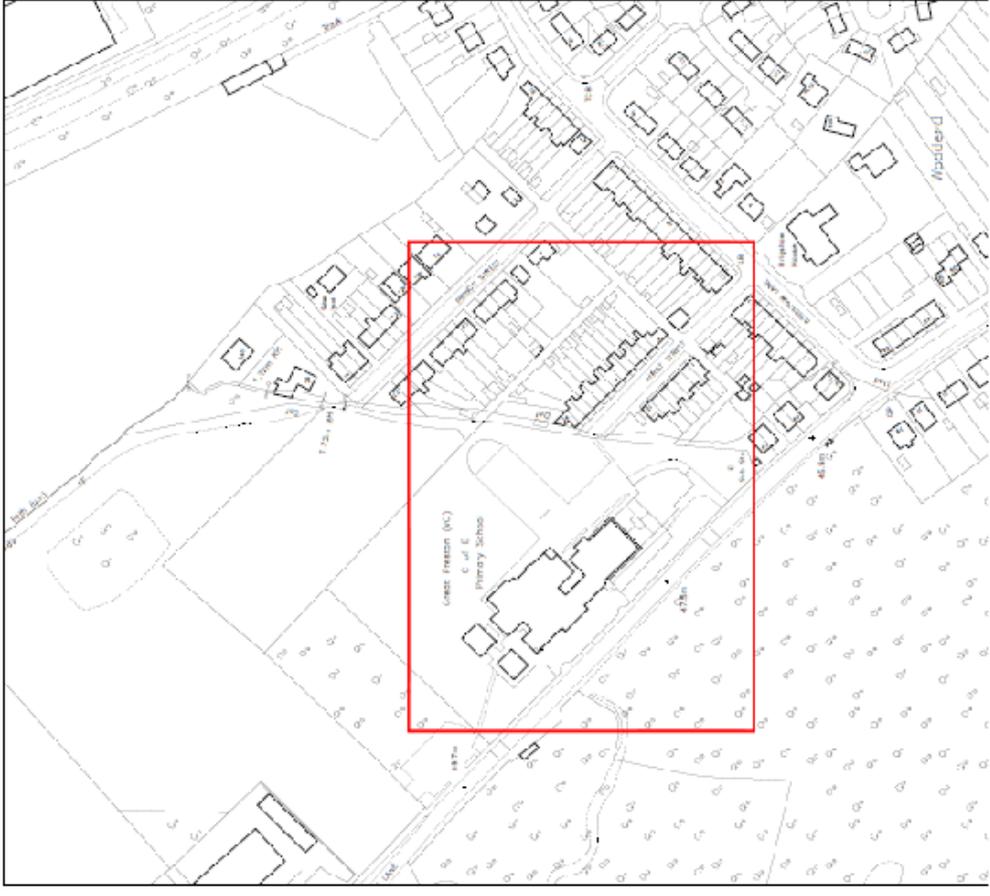


PROJECT APPROVED	DATE
01/07/20	01/07/20

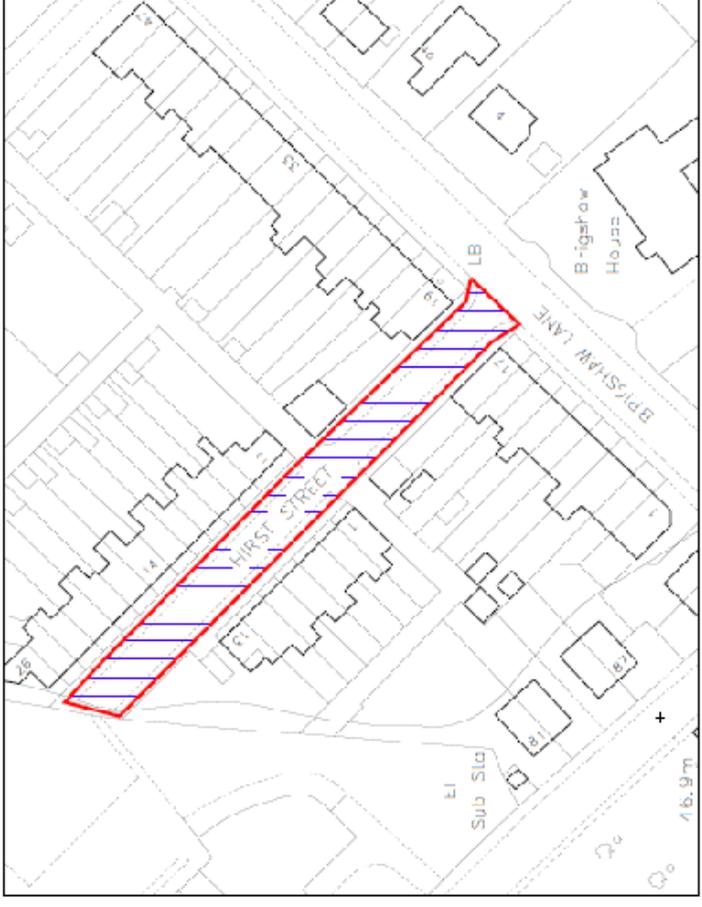
GA-02
 INFORMATION
 STATUS: DRAFT
 DATE: JULY

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SCHOOL LOCATION



SCHOOL STREETS



KEY:  PROPOSED SCHOOL STREETS ZONES

SCALE	DATE	SCALE
1:1000	02/16	1:1000

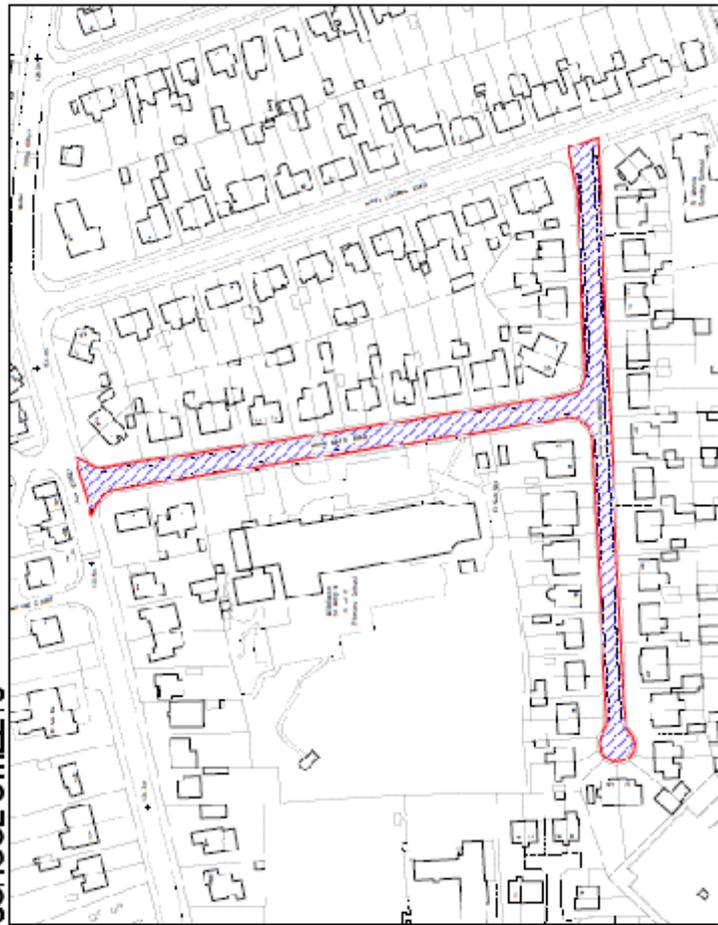
DATE	DESCRIPTION	BY
02/16	ISSUED FOR COMMENT	...

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SCHOOL LOCATION



SCHOOL STREETS



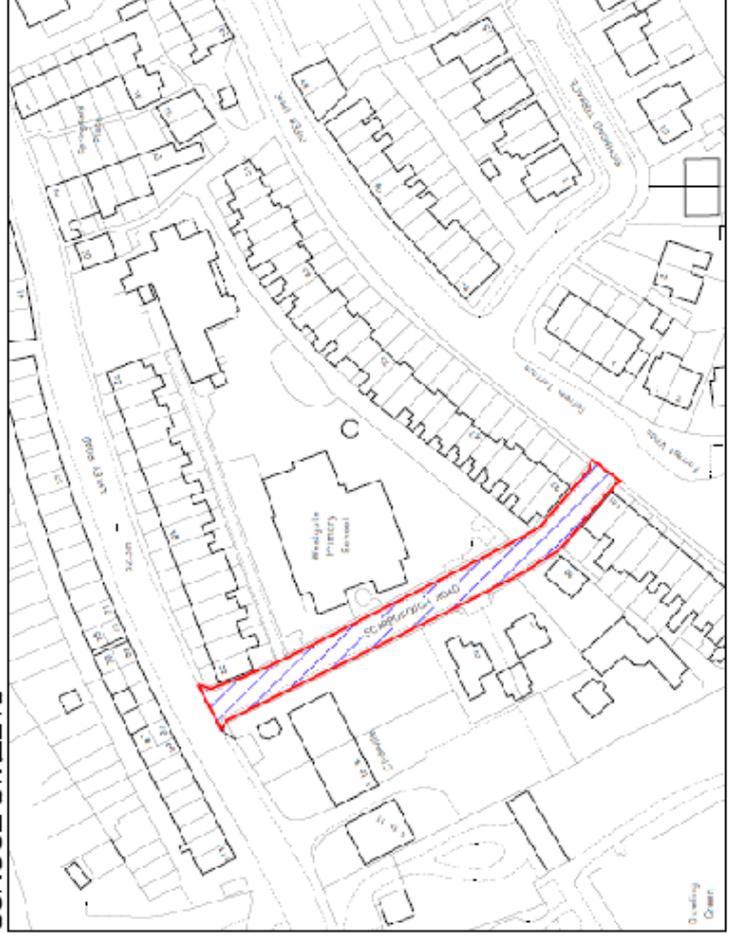
KEY:
 PROPOSED SC-100. STREETS ZONES

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SCHOOL LOCATION



SCHOOL STREETS



SCALE

PROPOSED SCHOOL STREETS ZONES



School	Street applied to be restricted	Ward	Bus route	Cul de sac/No through road	Within 20mph	% Pupils travelling to school by car 2019	Cltr/parent/community support	Park and stride identified	Commercial /HGV access	More than 2 streets affected by closure	Safety concerns	Registered to Modeshift stars	Supported	School Street approved	Reason
Allerton CofE Primary School	Lingfield Approach/Lingfield Gate	Alwoodley	Yes	No	Yes	47.9	Yes	Yes	Yes	No	No	Yes - active	No		Service Bus route
Beecroft Primary School	Sanford Road	Kirkstall	No	Yes	Yes	33.0	Yes	Yes	No	No	No	Yes - inactive	Yes	Sanford Road	N/A
Chapel Allerton Primary School	Methley Terrace between Methley Drive and Zermatt Mount	Chapel Allerton	No	No	Yes	19.5	Yes	Yes	No	no	No	No - to be registered	Yes	Methley Terrace	N/A
Great Preston VC CofE Primary School	Hirst Street	Kippax and Methley	No	Yes	No	33.3	Yes	Yes	No	no	No	No - to be registered	Yes	Hirst Street	N/A
Hollybush Primary	Landseer Crescent	Bramley and Stanningley	No	No	Yes	15.2	Yes	Permission to be sought from Spa and use roads around school	No	no	No	No - to be registered	Yes	Landseer Crescent	N/A
Horsforth Featherbank Primary School	Featherbank Ave and top part of Featherbank Lane near the school if possible.	Horsforth	No	No	Yes	25.0	No	No	No	yes	No	Yes - inactive	No		One way system in operation on Featherbank Avenue. Rear access to charity shop and funeral directors from Featherbank Ave. No local park and stride site for parent parking. Large diversion and number of residents affected. Featherbank Lane heavy traffic.
High Gaitskell Primary School	St Anthony's Drive	Beeston and Holbeck	No	Yes	Yes	13.0	Yes	Yes	No	no	No	Yes -inactive	Yes	St Anthony's Drive	N/A
Kirkstall St Stephen's Church of England Primary School	Norman Street	Kirkstall	No	No	Yes	31.8	Yes	Yes	Yes	yes	No	No	No		Access required to medical centre and church hall required from Norman Street. Road safety concerns with hesitant drivers when turning from A65
Kirkstall Valley Primary School	Barnborough Street, Argie Road and Burdett Terrace. Possibly also Aldwick Place and Elsham Terrace.	Kirkstall	No	No	Yes	37.8	Yes	Yes	No	yes	Yes	Yes -inactive	No		Road safety concerns re pupils crossing A65 from park and stride site. No immediate pedestrian crossing point on small island. Road safety concerns with hesitant drivers when turning from A65
Manston St James	Sandbed Lane	Crossgates and Whinmoor	No	No	area is 20 mph but some resident permit parking	36.9	TBD	TBD	No	yes	No	No	Further investigation needed	Sandbed Lane	A single access point and there are a significant number of houses beyond the school, all of whom would need permits to drive through the School Street which would be very difficult to manage/enforce
Meanwood Church of England Primary School	Green Lane	Moortown	No	Yes	Yes	30.2	Yes	Yes	Yes	no	No	No	No		Access required to café and to LCC car park to Meanwood park. Can look at promoting park and stride site as alternative
Middleton St Mary's	Moor Flatts Road. Moor Flats Avenue. North Lingwell Road. Section of Town Street	Middleton Park	No	No	Yes	14.7	Yes	Yes	No	no	No	Yes - inactive	Yes	Moor Flatts Road. Moor Flats Avenue	N/A
Rosebank Primary School	Burley Road, Hollis Place, Westfield Road, Westfield Crescent	Little London and Woodhouse	No	No	Some roads 20 mph	19.0	Yes	Yes	Yes	no	Yes	No	No		Burley Road on a bus route. Hollis Place/ Westfield Road /Cres business properties and deliveries needed.
St Chad's Church of England Primary School	Amcliffe Road Thornfield Road	Weetwood	No	No	No	40.0	Yes	possible site identified	No	no	No	No	Further investigation needed	Amcliffe Road Thornfield Road	Displacement parking to less suitable surrounding streets
Valley View Community Primary School	Coal Hill Drive	Bramley and Stanningley	No	Yes	No	67.0	No-None submitted but could get governors and Rachel Reeves support	roads around school	Yes	yes	No	Yes - active	No		Access needed to community car park, only one access point from Coal Hill Drive. Multiple residents affected. Proximity to Leeds West Academy may cause issues with displaced parking due to high number of pupils travelling by car. No park and stride car park identified only on street parking on local streets.
Westgate Primary School	Scarborough Road; Ilkley Road; Richmond Terrace; Inglewood Drive; Inglewood Estate	Otley and Yeadon	No	No	Yes	25.9	Yes	Possible site identified - to be investigated	No	no	No	Yes	Yes	Scarborough Road	N/A
Woodsford Primary School	Highfield Yard, Highfield Lane	Rothwell	No	Yes	Yes	37.8	Yes	No	No	no	No	No - to be registered	Yes	Highfield Yard, Highfield Lane	N/A