

## Outcome of statutory notice on a proposal to permanently increase learning places at St Edward's Catholic Primary School from September 2022

### Representations received during statutory notice (published 9th July - 6th August 2021)

Response no.	Response / comments:	Supporting / formal objection or neither but wish to comment
1	<p>I am writing to object to the proposed expansion of St Edward's Catholic Primary School as outlined by statutory notice. I attach a document on Westwood Way residents concerns about parking problems and Leeds City Council. I also attach a Westwood Way travel action plan based on my analysis of the situation, which contains some solutions to the problems I have identified. Kind regards</p> <p><u>Westwood Way residents' concerns about parking problems and Leeds City Council</u></p> <p>When Leeds City Council carried out a survey about the expansion of St Edward's Catholic Primary School the results came back with 59% of respondents being strongly opposed or somewhat opposed to the proposal. Having carried out door to door research in the Westwood Way area it was found that 95% of residents had experienced serious problems with parents parking across drives and blocking access on roads regularly. They signed a petition for residents only parking.</p> <p>The main cause of the problem is that Leeds City Council built three schools in close proximity, which has had a massive impact on the residents of Westwood Way and created an unsafe environment for pedestrians. When Clifford Primary School closed down St Edward's had the opportunity to move to Clifford but turned it down. The residents of Westwood Way have written to the council about problems with bins not being emptied and they have been ignored and the problem not addressed. In the on line consultation of 8 February mention was made of having a residents meeting but that has not materialised. A number of residents have not even received the public consultation document.</p> <p>In 2018 Leeds City Council allowed the development of the Primrose Hill residential site, objections were raised about problems with parking and the planning department said there were none. After three years of building, with significant disruption to all the residents of Westwood Way, Box Tree Court is now open and already the staff and residents are parking half way up Westwood Way.</p> <p>St Edward's parents use Box Tree Court as a drop off zone making it completely inaccessible. Approximately 20 cars drive in and drop off. There are in excess of 60 cars parked by staff on Westwood Way on a daily basis. Whilst St Edward's staff can currently be accommodated in the school car park it is then full and the school does not have the capacity to facilitate the on-site parking needed for the proposed increases in staff.</p> <p>A traffic survey revealed that 80% of drivers on Westwood Way appeared to exceed the 20mph speed limit and 20% of drivers appeared to exceed 40mph. A one hour session revealed nearly 40 drivers seeming to travel at 30mph. The traffic accelerates from both ends once it is on Westwood Way, only slowing if the road is blocked by other traffic. Westwood Way is an extremely dangerous place for pedestrians, who appear to be seen as an acceptable target by many drivers.</p> <p>Additionally there are problems with clients at the vets on the corner of Westwood Way and the High Street. The vet's</p>	Formal objection

	<p>car park is frequently empty. The vets has been asked to request their clients to use their car park and not to park in the residential area of Westwood Way, but if you telephone to make an appointment this request is not made. The vets also have an appointment system that concentrates client visits at the same time as the school run. As a result of this parking and High Street residents using Westwood Way for long term car parking, Westwood Way is often a single-track road from the High Street to half way down Westwood way. The vet's clients park on the double yellow lines and leave their engines running for 20+ minutes.</p> <p>Until the problems on Westwood Way are resolved the proposed expansion of St Edward's School should not take place. The safety of residents and pedestrians needs to have a greater priority for Leeds City Council. They need to take responsibility for the situation they have created and work with Westwood Way residents to meet the needs of all stakeholders.</p> <p><b>See attached document: Appendix A - Response 1 attachment</b></p>	
2	<p>I don't object to this proposal in principle but I am concerned about the number of vehicles using the area at school ingress and egress times. At the moment it is very difficult sometimes to get in or out of the area around the various schools including my road, [REDACTED], because of the badly parked cars which are both a traffic and an environmental hazard. Car owners, if requested to park sensibly, are often abusive to residents. In the summer they leave their engines running to keep their air conditioning going and in winter to provide heating while they wait for their children. Fundamentally there are too many junior schools in too small an area with inadequate road provision. Expanding St Edwards will exacerbate this problem. I object to this proposal for these reasons.</p>	Formal objection
3	<p>I live on [REDACTED], off Westwood Way and wish to object to the proposed extension. This is no reflection on the quality of education at the school, it is simply the environmental impact of the increase in the number of pupils and teachers attending the school. There are 3 schools within 100metres of each other on Westwood Way and the area has insufficient parking capacity. Consequently at 8:30am and 3pm for an hour on each day the traffic and congestion on Westwood Way is awful. There has to be better facilities for teachers to park and mums to drop off children before any further expansion can be considered. Can I refer you to page 44 of the Approved Boston Spa Neighbourhood Plan (NP) which in 2017 suggested a "Drop Off" Zone be incorporated into the proposed Church Street Development which could serve all the 3 schools, 4 if you include St Mary's, and the playing fields on Stables Lane. I have attached the diagram from the NP.</p> <p><b>See attached document: Appendix B - Response 3 attachment</b></p>	Formal objection

4	<p>I am in full support of this expansion as both a teacher and a neighbour to the school. All year groups already exceed 20 due to in-year movements and our school is always oversubscribed and popular with families.</p> <p>With recent new developments on Church Fields and to the rear of Martin House - many of our children come from houses on the 'Shared Ownership' scheme - meaning families on an affordable route to homeownership on low (near median) income groups take up places at our outstanding school which in turn leads to better child outcomes – in terms of educational achievement and better life chances - by increasing we can offer this more widely and increase diversity in our school ensuring a varied intake. Our school community contributes positively to the local economy too and thus the community which serves them. Additionally, many children benefit from the before and after school clubs at Brook Babes on primrose lane further reducing traffic at peak times due to earlier/later pickups.</p> <p>In terms of parking and traffic - schools on Westwood Way all have different drop-off and pick up times meaning congestion at the start and end of the school day is minimised. At St Edward's many of our families already walk or cycle to school as they live locally and those who do drive are encouraged through the schools Walk on Wednesday and Walk to school initiatives where parents opt to park in the car park next to St Mary's church and walk down to school thus minimising congestion. Additionally, due to an increase in biking and scootering to school we have applied for a larger bike shed to store these and encourage use.</p> <p>Coaches for school trips have never had an issue in getting down the road at these crucial times either due to the wide layout which is in contrast to St Mary's Primary school on an adjacent road which becomes single file when cars are parked.</p> <p>Since the initial consultation for expansion, there has been an increase of cars parked outside Westwood way and Primrose Lane schools as well as on Primrose lane itself - these are staff cars from both schools and places are filled pre-8am - I would suggest adding a limit of three hours to these designated space to prevent this occurring. Throughout the school day cars present on Westwood Way are residential or businesses serving residential homes. I have always had a classroom that is front-facing and traffic is not an issue; the road is peaceful as very few cars pass during the school day. Footfall on the street is obviously high at pick up and drop off but it is to be expected with 3 schools in close proximity but this is quickly dispersed and highlights the families opting to walk. It is being suggested on social media that 20-30 will mean 10 extra cars per year rising to 70 extra cars. This is assuming that a) every new family will drive or not be local; b) that none of the increased cohorts will be siblings, carsharing, or benefitting from one of the childcare clubs and c) that there are only 20 children in each year now - which is simply not the case with year groups exceeding or at 20 across the board 29, 25, 26, 22, 22, 20 and 25 highlighting that the change itself will be minimal ≈ 40 more children over the next 7 years and yet this will allow more children to benefit from all our school can offer.</p> <p>St Edward's provides an outstanding education and more places would offer children and families greater choice in choosing our school - particularly non-Catholics who are always welcome and are attracted by the family atmosphere we have. However we are aware that some families do not apply to our school as they are worried they won't get a place - Catholic families opting for St Josephs in Wetherby which offers 30 places or Primrose lane which has a larger pupil intake. By offering 30 places each year - we are on a level playing field and would offer more choice for families in our ever-growing village.</p>	Supporting
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5	<p>We have 3 schools on our road and there is already a lack of respect regarding parking. We have had instances where driveways are blocked and it has caused distress. If you are increasing the places and that will go up each year the car parking will be awful. Has any thought been put forward to having residents parking only on Westwood Way? I would appreciate this being considered. Kind regards</p> <p>Response: I have no formal objection at all - I do appreciate the village has expanded so we need more spaces but the parking was very bad on our road with three schools and I would like a consideration for residents parking. I appreciate you following up my concerns.</p>	Neither but wish to comment
6	<p>I understand the Council's desire to extend education provision in the area and I welcome the comments in relation to a Highways Team Assessment before proceeding further.</p> <p>I would stress that there are 3 schools located on Westwood Way and traffic congestion is already a major issue for local residents. Consideration should be given to reviewing and extending parking restrictions along the entire length of Westwood Way - I note that there are parking restrictions in place on the more recently constructed Chaly Fields.</p> <p>Key highways issues on Westwood Way include:-</p> <ol style="list-style-type: none"> <li>1) Pedestrian Safety</li> <li>2) Wider vehicles unable to pass through due to cars parked on both sides</li> <li>3) Cars parked partly on the pavement</li> <li>4) Inconsiderate parking - blocking driveway access.</li> </ol> <p>I do hope that the concerns outlined above are taken in to consideration and acted upon ahead of any school extension scheme progressing.</p> <p>Response: I don't have a view either way in relation to the expansion of the school per se, but I have significant concerns in relation to the related highways matters should the expansion of the school proceed.</p>	Neither but wish to comment
7	<p>We live diagonally opposite St. Edwards School, in Boston Spa, about 50m away from the school; but we write IN SUPPORT of the proposals to expand St. Edwards.</p> <p>The key issue for us locally is parking - but the school has both re-surfaced it's car park AND (most crucially) got the staff to use it! Credit is due. They have room for all of their staff to park in their car park.</p> <p>Whilst it is true that the roads are congested around school drop off time, this is to be expected, with parents coming and going. We live on a road which has three schools, so congestion for 15 minutes at the start and at the end of the day, is expected.</p> <p>The problem with parking, from our perspective, is not the parents who are dropping children at school, it is the staff who park all day out on the road. It is our view, having watched people coming and going from our office at the front of our house, that the staff cars causing the all-day issues (difficulty for bin wagons, ambulances, buses etc to get through), are from West Oaks School. Staff from West Oaks regularly park along Westwood Way (certainly outside our house and next door), rather than using the school car park (which has been reduced over the years).</p> <p>St. Edwards should be allowed more pupils because:</p>	Supporting

1. It is still a relatively small school compared with other local schools and not being allowed to expand (as other schools have) could compromise the viability of the school in the long term; and possibly, in turn, the parish/church of St. Edwards', Clifford.
  2. The school is "Outstanding" and should be supported so more students can benefit from a top education.
  3. The school compliments other local provision in state provision and has is an integral part in the wider community.
- In short, we support the proposals.

8

Objection to the Expansion of St Edwards Catholic Primary School, Boston Spa.

I would like to strongly object to the expansion of St Edwards Catholic Primary School in Boston Spa, for a number of reasons.

Firstly, since the predicted number of admissions for primary schools in Boston Spa are less than the overall places available in the village, it is unnecessary to spend money, time and resources expanding the school. You can see from the screen shot below from the attached document (from 2020), that there are currently 120 primary school admission places in the village and there is predicted demand (See up-dated table you provided below), of 96 places in 2021, 109 in 2022, 87 in 2023 and 96 in 2024. Based on this prediction from Leeds City Council in 2020 sufficiency assessment, there is no need for additional primary school places in Boston Spa. Whilst the predicted admission numbers have increased over the last year, probably due to the new house build in the area, it is still very unlikely that there will be a need for more than 120 primary school places, as birth rates across the UK are still dropping.

<b>Year due to start Reception</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>
<b>Cohort size at births</b>	71	94	80	96
<b>Cohort size at Sept 2020</b>	96	109	87	96

Secondly, if it is decided that due to the increase in predicted admissions, due to new house builds, there is a need for additional primary school places, it should be a school with an inclusive admissions policy, that will except local children before those who have to travel into the village. St Edwards School's admissions policy is to accept Catholic children before local children, which will inevitably result in children travelling in from outside the village, most of these being driven in cars. This will add to the congestion on the High Street and Westwood Way, as well as making parking more difficult for local residents. This increased traffic will further add to air pollution in the area, where there is already a problem with "idling" and the associated pollution.

Thirdly, the increased traffic and air pollution will reduce the safety of children walking, cycling and scooting to all the local schools in this area - there are three schools on this road, plus Boston Spa Academy, St John's School for the Deaf and St Mary's Church of England School who all may use this road to travel to school. This area is already very congested at school drop off and collection times and this will further increase all the problems associated with increased congestion.

Formal objection

In Boston Spa 24% of our carbon emissions come from transport and therefore this has to be a key area of focus to reduce our traffic and not knowingly make decisions that will increase it: <https://www.cse.org.uk/news/view/2583?s=03>.

These issues are significant in themselves, but as we are now in a Climate Emergency, declared by the Government, Leeds City Council and Wetherby Town Council, this unnecessary increase in traffic, congestion and air pollution is completely unacceptable and goes against the LCC objective to reduce our carbon emissions.

In the LCC Climate Emergency Update 7th January 2020, (<https://democracy.leeds.gov.uk/documents/s198403/Climate%20Emergency%20Cover%20Report%20191219.pdf>), it can be seen that transport accounts for 36% of LCC carbon emissions. It states that the city is making a £270m low carbon intervention through the Leeds Public Transport Investment Programme, which along with the introduction of a Clean Air Zone from last summer (now cancelled), would help to accelerate the reduction in carbon emissions as well as air pollution. It also states that "It is the council's aim to be a city where you don't need to use a car". Given this objective, a school expansion that will increase the number of cars on the road, as children are transported into Boston Spa to the Catholic Primary School and add to air pollution, is clearly not acceptable as it contradicts the LCC objective. It goes on to state further objectives to increase walking by 10%, cycling by 300% and decrease car usage by 15%. Again a school that encourages car use, as its admissions policy is to accept Catholic children from outside of the immediate area before local children, is at odds with these objectives.

In addition: "Council policy has been adopted through the Supplementary Planning Document on Travel Plans to ensure that all new build and expansion schools have a travel plan in place and through the Sustainable Education Travel Strategy to promote safe and sustainable travel to school".

What is this travel plan for St Edwards? And more importantly, rather than have individual sustainable travel plans, it makes sense to have a sustainable travel plan for all schools in the Leeds area, which would see joined up thinking on minimising travel from home to school, to reduce the number of car journeys involved and thereby reduce our carbon emissions, air pollution and improve health.

Lastly, we would like some information about the sustainability of any extension that was to be made. If this proposal was given the go-ahead, what materials would be used? What consideration has been given to the sustainability of the construction of the new structure, as we know that cement for example has a huge carbon footprint.

**See attached document: Appendix C - Response 8 attachment**

9	<p>The current proposal to expand St. Edward's Catholic Primary School is a balanced and proportionate response to address the rising demand for primary school places in the Boston Spa area. St. Edward's is an outstanding school situated in the heart of the local community. The school has a positive ethos, strong school leadership and provides an excellent quality of education in a caring setting. There is capacity to expand, good site suitability and future expansion would provide an opportunity to secure a long-term future for the school as an excellent environment for our local children to grow and learn. The school is fully inclusive and has very good SEND provision. St. Edward's is very popular with parents living in the local community and the school has previously offered places to non-Catholic families. Included in the arguments against expansion are concerns over increased traffic congestion bringing with it associated issues in relation to parking. St. Edward's recently extended the staff car park to ensure off road parking for all members of staff and the school actively encourages parents and children to take part in 'Walk on Wednesday'. There are numerous other successful schemes available which would help reduce school run traffic congestion. I strongly support this proposal.</p>	Supporting
10	<p>As chair of governors I can confirm that the governing body are fully in support of the plan to expand the school and look forward to the approval being granted.</p>	Supporting
11	<p>We are residents in [REDACTED] and object to the proposal in the Statutory Notice (SN) i.e. a significant increase in the number of places over a period of time on the grounds that it will increase the risk of illegally parked vehicles, especially at dropping off time (8 - 9 am) and picking up time (3 - 4 pm) every day during term time. This will undoubtedly cause further disruption and inconvenience to the residents and other road users.</p> <p>The current position is that every day during these times and sometimes even outside these times there is serious congestion in Westwood Way and [REDACTED]. Parents/carers park their vehicles on double yellow lines, across driveways, double park and mounted on the pavement causing pedestrians to walk into the road or preventing vehicles from passing or indeed leaving their properties. Further and importantly there is and would continue to be serious inconvenience to emergency vehicles particularly now that Box Tree Court is fully occupied and ambulances attend on a fairly regular basis. I have seen cars parked across driveways (including ours), pedestrians forced to walk in the road and bin collections unable to take place due to parents parking their vehicles obstructing the highway, which is in itself an offence contrary to s137 of the Highways Act 1980.</p> <p>Westwood Way is only 500 metres long. A significant part of the road has markings preventing parking. This leaves only a small area where it is legitimate to park. For example, travelling north towards the High Street there is only 191 metres available for parking. However, if one takes account of the residents' driveways this falls to less than 130 metres. Travelling south towards Primrose Lane there is 241 metres. This does not take account of the fact that cars cannot park in the same area on both sides of the road which reduces the places even further. When one considers that there are three schools on Westwood Way and the majority of those spaces are taken up by teachers/visitors from all three schools who park all day there are very few spaces, if any, available for other users. The result is that vehicles also park on the surrounding roads such as [REDACTED] and almost always double parked disregarding other road users.</p> <p>According to the Catholic Education Service, Catholic schools, on average, have catchment areas ten times larger than community schools. Therefore the likelihood of new pupils coming from a wider area is high which means that there will be more vehicles taking and collecting children from school. A significant increase in the number of places</p>	Formal objection

	<p>by 50% over a period of time will only exacerbate the current position and inevitably lead to further serious disruption and inconvenience for residents. This there can be no doubt.</p> <p>We fully understand the proposal and the objectives set out in the SN as per the duties under the Education and Inspection Act 2006. One of the other duties under the 2006 Act not explicitly mentioned in the SN is under s76(3), namely the duty to provide sustainable modes of travel etc. That includes assessing the facilities and services for sustainable modes of travel to, from and within their area. Sustainable modes of travel include the environmental well-being of the whole or a part of their area. This may, for example, include reducing the use of cars to take children to school.</p> <p>Unfortunately, the SN on three occasions states that the Diocese has already undertaken some work to extend car park facilities but does not specify those works. Further the SN says that before implementation the Highways Team would carry out an assessment and identify any potential improvements that could be made to the scheme. Surely, that it not the correct way to approach it because it clearly suggests that the proposal has been or will be agreed irrespective of the consultation process. If the assessment by the Highways Team and the duties imposed on the Council is to have any meaningful purpose then such assessment should be done before hand which should inform the consultation process thereby complying with the Council's statutory duties.</p> <p>Parents/carers who drive children to school already have free access to parking in the nearby car park in Churchfields which is on the High Street. This car park is only approximately 250 metres from the school in which parents could walk their children to school. It only takes three minutes. Not only is this good for both children and parents but it is consistent with the Council's duty under s76 of the 2006 Act. Given the evidence I have seen it is clear beyond peradventure that parents do not use the Churchfields car park. They park as close to the school as possible. The only way is to make the area and surrounding roads residents permit parking during particular times of the day. This would encourage parents/carers to use Churchfields car park and prevent them parking illegally which subjects residents and other road users to unnecessary risks and cause ever increasing inconvenience on a daily basis during term time.</p>	
12	<p>I am writing in response to your statutory notice on a proposal to permanently expand St Edward's Catholic Primary School, Boston Spa. I would point out there are two other schools (Primrose Lane and West Oaks) adjacent to St Edward's. I live in Boston Spa and can assure you that in normal times (ie no Covid) the term time traffic to the three schools combined produces complete chaos twice a day, and has a significant effect on nearby residents throughout the day.</p> <p>In my view this expansion should not go ahead until and unless the existing problems with traffic and parking have been resolved to the satisfaction of the nearby residents, who I think could fairly be described as "long suffering".</p> <p>This problem with parking was recognised as far back as The Boston Spa Neighbourhood Plan published in 2012. This stated on page 44 "areas around the schools would benefit from a coordinated and strategic approach from the establishments and authorities which would .... create a drop off area for parents...". Neither the schools concerned or Leeds City Council has taken a blind bit of notice of this part of the Neighbourhood Plan in the intervening time. Instead Leeds City Council have come forward once more with plans to a make a clearly bad situation worse.</p>	Neither but wish to comment



13	<p>Whilst I have no problem with the above school wishing to increase its number of pupils year or year from 20 places to 30 places, I have grave misgivings about the amount of extra traffic this will cause on Westwood Way and surrounding roads during school drop off and pick up.</p> <p>'Providing places close to where children live allows improved accessibility to local and desired school places, is an efficient use of resources and reduces the risk of non-attendance', then why so many children need to be dropped off by car at school, surely if they are 'local', walking should improve accessibility. Presumably quite a few children are not that local. The Diocese advise they have extended the car park, but however many spaces are provided it is definitely not sufficient, and along with more pupils comes more teachers and teaching assistants, who I doubt park elsewhere and walk to work.</p> <p>The parking of cars on Westwood Way is absolutely horrendous, lots of the cars being teachers and other staff at any one of the three schools along its length. The parents have no consideration for the neighbours of these schools, nor other children's safety. Parking on pavements, parking opposite each other making it a one way system almost and goodness knows what would happen should anyone need an emergency vehicle of any sort. Westwood Way is home to a Special School and also Assisted living apartments and should any one of those establishments require emergency vehicles it would be difficult to get through the crazy parking. Our refuse collectors cannot get through and reverse into our cul-de-sac and so we now have to place our bins at the top of our drive when there is a perfectly good bin store which we have used for 28 years, which was part of the planning application for this small development. The emptied bins add another hazard to the pavement until we can retrieve them to our properties.</p> <p>Please don't get me started about the abusive language we have to put up with if we approach anyone parking in a dangerous manner or over our drive - a number of whom I know are parents of children at St Edwards. Not a very good example. I know some of my neighbours have raised this issued with all three schools to no avail.</p> <p>Whilst I appreciate parking should not be the main reason for objections, I am afraid it will be and I also appreciate it is not only St Edwards' parents but this matter does need to be addressed and should be done promptly before consideration is given to increasing the size of any school intake.</p> <p>Whichever bright spark thought it a good idea to put three schools on one road had little foresight for further housing developments, increase in birth rates etc etc.</p>	Neither but wish to comment
14	<p>I am writing to express my concerns about, and object to the proposed increase in the number of pupils at St Edwards Primary School, Westwood Way, Boston Spa, and the construction of additional accommodation at the school.</p> <p>Westwood Way: When referring to Westwood Way I am referring to Westwood Way, The Orchard, Woodlea and Whitham Close.</p> <p>Objection: I am objecting to the proposal because</p> <ol style="list-style-type: none"> <li>1. The expansion is not mentioned in the Village Plan.</li> <li>2. The expansion and the knock-on affects of the expansion would make it harder for the Council to fulfil its other strategic objectives, such as those related to carbon emissions.</li> <li>3. The report on the public consultation inaccurately summarised the opinions of local residents.</li> </ol>	Formal objection

4. The majority of submissions to the public consultation opposed the expansion because of the impact it would have on traffic levels and the health and safety risks that this would create.
5. The process used by the Council to assess the proposal is flawed. The Council makes a decision without considering all of the evidence and then council officers have to implement that decision. The same process was used for the development of Box Tree Court. Residents raised objections which were dismissed by the Council, but now ward councillors have acknowledged that the Box Tree Court development has made the already bad traffic congestion on Westwood Way even worse.
6. The Council should not make any decisions about further development on Westwood Way until it has produced a plan for managing the existing level of traffic, and any potential increase in traffic levels that the expansion of St Edwards or any of the other schools would create.

Increase in the Number of Children: It is great news that Boston Spa has more children, and that consequently there is a need to increase the number of school places, especially when just a few years ago the Council was suggesting closing the village secondary school. At the Public Consultation meeting on 8th February, I got the impression that Leeds City Council has made its decision. St Edwards already admits more pupils than it is supposed to, so the consultation could be perceived as an attempt to close the door after the horse has bolted. Almost a retrospective planning application.

Village Plan: I do not remember seeing any mention of expanding any of the schools in Boston Spa in the Village/Neighbourhood Plan.

Council Strategies: The announcement of the plan for St Edwards by Leeds City Council seems to be at odds with several of the Councils other strategies related to reducing carbon emissions, diversity, community safety and having a joined-up approach to service provision.

Carbon Neutral: Leeds has a policy of becoming a carbon neutral city so perhaps: Primary schools in the village that prioritise local children who can walk to school rather than being delivered by vehicle should be given priority for expansion over primary schools that recruit pupils from outside the local village. This would reduce the amount of school run traffic in the village, and associated carbon emissions. Primary schools that feed into the Boston Spa and Wetherby secondary schools should be expanded before schools that feed primarily into secondary schools in Harrogate and Leeds. Again, this would reduce the amount of traffic in the village and the associated carbon emissions.

The schools on Westwood Way should

- have a strategy that encourages staff to share transport or travel by public transport
- provide on-site parking for every member of staff who wants to travel to work by car or motorbike
- have facilities for the storage of bicycles for staff and pupils
- have a proper pupil drop off and collection area that recognises the way in which some pupils now get to and from school.

Report on Public Consultation: I have read the report which was compiled from the responses to the Public Consultation and presented to the Executive Committee. I do not believe that it accurately reflects the objections and concerns raised by residents and parents during the consultation meetings that I and my neighbours attended or in the submissions my neighbours and I made to the Public Consultation. For example, the illegal parking and driving

that residents witness and raised concerns about was dismissed in the report as merely inconsiderate parking. Cars being driven at speed along the pavement is a regular sight on Westwood Way during the school run.

**Council Process:** I had a telephone conversation with the Council employee who created the report. She explained that the process followed by the Council involves the Council making its decision and then Council employees working out a way to make that decision work. This is why the highways department will not investigate the problems on Westwood Way until the Council has confirmed the decision to expand St Edwards, and the planning of how that decision is implemented has started. This must place a lot of pressure on Council employees to create information that supports the decision that the Council has already reached. Making a decision in this way lacks logic. There is no sense to a process that starts to consider different courses of action without first having access to all the information about what the implications of each proposed course of action might be for everyone affected by the proposal. No commercial organisation would consider operating in the same way as the Council does. Many Westwood Way residents believe that this is what happened when the proposal to redevelop Primrose Hill was made. The Council decided to approve the development, ignoring the concerns of residents. The research conducted by the highways department was, many residents believe, conducted during the school holidays so that it could discount the concerns of residents and conclude that the decision to approve the planning application was correct. The council employee told me that 'every process can be improved'. I would urge the Council to review this process as a matter of urgency.

**Linked-up Plan:** Leeds City Council have explained in their proposal that the local birth rate has and is increasing because of the new housing developments in the village. Many people objected to these developments on the basis that the infrastructure required to support the families that would be living in the new houses did not exist in the village. Now the Council wants to provide the infrastructure. However, the perception of many residents is that as St Edwards is a Roman Catholic primary school its admissions policy favours Roman Catholic children regardless of where they live over local non-Roman Catholic children. Is expanding St Edwards the best solution to meeting the needs of the local community? It is only a couple of years since West Oaks School on Westwood Way was expanded without any real consultation with the local residents or community. Now residents of Westwood Way have been asked about the expansion of St Edwards Roman Catholic Primary School. The question this raises is when will a similar plan be announced for Primrose Lane Primary School the third and oldest of the schools on Westwood Way. Given that there are three schools on Westwood Way it would seem logical that the Council should make one proposal for all three schools on Westwood Way. The Council should present a proposal for the growth of all the primary schools in Boston Spa including St Mary's Church of England School on Clifford Road.

**Past Planning Mistakes:** I was for many years [REDACTED]. I was also [REDACTED]. During that time, I had many conversations in official meetings and privately with senior officials from Leeds City Council Education Department in which they explained that no one would put three schools on the same residential road nowadays.

**Alternative Locations:** I am surprised that Leeds City Council are not investigating how they can remedy the problem of three schools in such proximity and looking for an alternative location for St Edwards.

**School Walk Becomes School Run:** The decision to build the three schools on the same small road was made at a time when children walked to school. Nowadays children likely to be delivered to school by car or other vehicle as part

of their parents or guardians commute to work. It is this change in the way that pupils get to and from school that makes the expansion of the schools on Westwood Way problematic for residents of Westwood Way, [REDACTED]

**Westwood Way:** [REDACTED] since the houses were constructed by Costain in 1971. At that time Westwood Way was a cul-de-sac with a road sign at the junction with the High Street that identified it as such. As a cul-de-sac it simply was not designed to take the amount of traffic that now use it. As a boy, I can remember watching both St Edwards and West Oaks schools being built, and the hedge that separated the residential area of Westwood Way from the school area being dug up to link the two pieces of road. I was always told that the linking of the two roads was to facilitate access for the emergency services like fire engines, ambulances, and police vehicles. The volume of traffic that now uses Westwood Way and the number of cars that are parked on Westwood Way all day have at times made it difficult for large vehicles like fire engines and ambulances to get through.

**Increase in Traffic:** An extra ten pupils a year at St Edwards would mean an extra sixty pupils after the first additional intake had finished their primary school education. Given the way that pupils get to and from school nowadays and the additional staff there could be as many as sixty extra vehicles using Westwood Way each school run period the equivalent of an additional 120 movements each school run.

**Vehicle Movements:** A couple of years ago another resident who had lived on Westwood Way since 1971 the late [REDACTED], who was a governor at West Oaks School counted an average of 450 vehicle movements at every school run period. Since then, along with the increase in pupil numbers above their published admissions strategy means that the number of vehicle movements can only have increased.

**Westwood Vets:** The school run period also coincides with the drop off and collection times for patients at Westwood Vets. The vet is located at the junction of Westwood Way and the High Street. They do have a car park, but clients are likely to park on Westwood Way rather than have the hassle of manoeuvring a vehicle into a car park.

**High Street Residents Parking:** Several High Street residents who collectively have more cars than either their off-street parking facilities, that they do not use and the street space on the High Street can accommodate. Instead, they park their cars in the area of Westwood Way that runs from the High Street along the side of the vet's car park and the front garden of number one.

**Single Track Road:** As a result, there are many days when there are cars parked from the High Street to number [REDACTED] Westwood Way, which creates a long distance, including a left-hand bend over which Westwood Way is a single-track road. Several of the cars belonging to High Street residents stay in the same position without moving for several weeks.

**Pavement Parking:** Every school run vehicles are parked on both sides of the road, on the pavement, blocking driveways and in some cases on driveways without the residents permission. Cars have also been seen to drive along the pavement towards pedestrians rather than wait for a car travelling in the opposite direction to move out of the way.

**Residents' Access:** Leaving or returning to your home during the school run by vehicle has become extremely difficult for Westwood Way residents.

**Behaviour of School Run Parents:** Ask a school run parent not to park in a way that blocks your drive and the response is likely to be an F word filled tirade of abusive language delivered in front of their child. Ask a parent to stop their child from vandalising a front garden and the response will be similar and include being told that the child is only eight so

you can't say no to them. The parents' assemblies that St Edwards has result in Westwood Way being completely blocked by parent cars. Sports days and open evenings have a similar impact on vehicle movements. Parents will park on grass verges.

Attitude of Schools: Report the incident to the school and despite the schools like St Edwards claiming to value their community and respect their neighbours the response will always be the same. You will be told that events outside the school gate are nothing to do with them. When I was a school governor, as a [REDACTED] resident I tried to get all three schools, Leeds City Council, the local Parish Council and the Police to work together to create a solution for improving the situation. Although Primrose Lane and St Edwards participated West Oaks refused. The two primary schools did commit to provide residents with a list of events being held at the school that might result in increased traffic. Residents asked for this so that they could plan their own visitors. Unfortunately, none of the schools have provided this information. The two primary schools also committed to investigate how walking buses might be organised. But at other meetings that I attended they dismissed the commitment, and no action has been taken. In the Public Consultation Meeting on 8th February, we heard from a parent how their car had been hit by a car driven by a member of staff from West Oaks school, The parent described the school staff member as not being bothered about the damage they had caused. In another incident an employee of one of the schools hit a car parked on Westwood Way. The car belonged to a High Street resident. The school employee told the resident that they just had not seen the large saloon car.

Day Long Problem: If the traffic congestion only lasted for the school run period, the situation might be manageable. But the problem continues throughout the day. Staff from the three schools are regularly parking cars for the whole length of the residential area of Westwood Way. These cars are often parked on the pavement. The non-residential area of Westwood Way is usually full of parked vehicles belonging to school staff, as is the length of Primrose Lane from Westwood Way to Church Street. This makes both Primrose Lane and Westwood Way single track roads.

School Buses: I have seen school buses used for school trips trapped by vehicles parked on both sides of the road creating a bottle neck that they cannot get the bus through. Staff frantically but fruitlessly knocking on residents' front doors trying to find the owner of the parked cars. The vehicle blocking the road is most likely to be owned by school staff or a client of the vets.

Taxi Drivers: I believe that the taxi drivers used by West Oaks School are prohibited by their contract with Leeds City Council from doing so but they regularly park in the residential area of Westwood Way, often on the pavement, valeting their cars with loud radios, and using abusive and threatening language to residents who ask them not to do so. West Oaks deny any responsibility for managing this behaviour and requesting assistance from Leeds City Council has only been met with the response that it is someone else's job.

Junction with the High Street: The junction of Westwood Way and the High Street is not, in my opinion as someone who uses it regularly, suitable for the volume of traffic that uses it during the school run. Traffic leaving Westwood Way cannot see traffic heading west out of the village because their visibility is blocked by the vehicles that are parked on the south side of the High Street. Vehicles belonging to High Street residents and clients of the vets parked on the east side of Westwood Way and the vehicles of parents parked on both sides of Westwood Way turn Westwood Way into a single-track road that makes exiting the High Street on to Westwood Way difficult when traffic also wants to leave Westwood Way. This causes congestion on the High Street.

	<p>Health and Safety Risk: Most residents believe that the volume and disorganised nature of the traffic combined with the number of pedestrians creates an unacceptable health and safety risk that could result in a road traffic accident outside their front door which could include a serious injury to a child. This is because they see multiple vehicles jostling for position and weaving between parked cars often driving on the wrong side of the road or on the pavement, coupled with excited children on scooters, (a mode of transport that St Edwards encourages their pupils to use with financial incentives) on a road that was not built to accommodate that amount of traffic or people.</p> <p>Box Tree Court: When the Council proposed the redevelopment of Primrose Hill and the construction of Box Tree Court Westwood Way residents expressed concerns about the increase in traffic that the new development would create both during construction and once it was opened. These concerns were dismissed by the Council as being unfounded, yet now residents are receiving emails from their ward councillors acknowledging that the traffic situation is much worse as a result of the development of Box Tree Court. The construction phase created a lot of congestion with cars driving on the pavement. My own driveway became a refuge for frustrated school run parents who could not cope with the extremely aggressive driving. Now that Box Tree Court is open residents have noticed staff parking all day on Westwood Way and the associated side road, causing blockages that have prevented refuse vehicles and other delivery vehicles gaining access. When the bistro at Box Tree Court opens residents expect the traffic and parking issues to get worse. It is important that Westwood Way is clear 24 hours a day to ensure that emergency vehicles have unobstructed access to Box Tree Court.</p> <p>Legitimate Use: Every user of Westwood Way, clients of the vets, the High Street residents, and the parents delivering children to the primary schools, as well as residents all have a legitimate reason their use of Westwood Way. But when that use is combined at the same time Westwood Way becomes log jammed, and the health and safety risks are increased. Expanding St. Edwards will increase the number of vehicle movements and make the situation worse for every user.</p> <p>The Council should not take any further action on the expansion of St Edwards until it has created a proper plan for how it will manage the traffic on Westwood Way.</p>	
15	<p>I would like to object against the proposal regarding extra school places. My points are below:</p> <p>There are 3 schools on Westwood Way and no consideration has been taken regarding parking. I live on [REDACTED] and on many occasions we have not had our bins collected as they are unable to access our road due to the cars parked. What happens if anyone on Westwood way, [REDACTED] or surrounding streets (including the new residential property) require an Ambulance or Fire engine, they would not be able to get down. We have actually had people blocking our drive so we have had to wait, and on a few occasions arguments with the parents. We have also had people park on our drive! this is just disrespectful, we have CCTV and see them and I wouldn't mind its different cars! we have written to the schools on more than one occasion regarding this, but nothing changes. I'm sure you can appreciate this all needs to be taken into consideration.</p>	Formal objection

16	<p>I have no problem educationally with the proposal to expand the number of places. However, you will be aware that there are three schools in Westwood Way. This leads to traffic chaos each morning and afternoon. Ignoring the advice of the Education Authority that driving to the school should be avoided, Westwood Way becomes dangerous not just for vehicles but also for children. I live in [REDACTED] to the recently opened Housing21 apartments.</p> <p>This has always been used as a convenient turning area for vehicles. Cars seem to regard driveways to the three houses as public spaces on which to turn or they drive into Bar Tree Court to turn. Deliveries to The Bay Tree building can be presented and occasionally it is impossible for residents to get in or out of this narrow piece of road. I have no confidence that this use as turning space (and parking area for school staff) can be halted, but it would be helpful to have one side of the road yellow lined. Anything which discourages this practice of traffic use for short journeys would be welcome.</p>	Neither but wish to comment
17	<p>Any further expansion of school places in Boston Spa, should increase the provision of secular education and be welcoming to all local residents. There should be no more increase in the provision of exclusive and divisive faith based education. There are two main reasons for this:- a) If schools are open to all local residents then less car journeys are needed and children get a healthy start to the day by walking, scooting or cycling; b) Secular schools encourage diverse, tolerant communities and broad minded individuals. 3 out of 4 of the Boston Spa / Thorp Arch Schools are Church Schools. Best wishes</p>	Formal objection
18	<p>I object to the above on the grounds that the local roads are too narrow and the locale is too residential at school in and out times.</p>	Formal objection
19	<p><u>Objection to the Expansion of St Edwards Catholic Primary School, Boston Spa.</u></p> <p>I would like to strongly object to the expansion of St Edwards Catholic Primary School in Boston Spa, for a number of reasons.</p> <ol style="list-style-type: none"> <li>1) Since the predicted number of admissions for primary schools in Boston Spa are less than the overall places available in the village, it is unnecessary to spend money, time and resources expanding the school.</li> <li>2) Based on this prediction from Leeds City Council in 2020 sufficiency assessment, there is no need for additional primary school places in Boston Spa.</li> <li>3) Whilst the predicted admission numbers have increased over the last year, probably due to the new house build in the area, it is still very unlikely that there will be a need for more than 120 primary school places, as birth rates across the UK are still dropping.</li> <li>4) The issue of bring in children from local village to fill the spaces looks a distinct risk.</li> </ol>	Formal objection
20	<p>It's not necessary to expand the school based on predicted admissions. Therefore a waste of money, time and resources. If additional primary school places are needed the money and resources should be spent on expanding a school that will take local children first, to encourage walking, cycling and scooting to school and discourage more car journeys. We are concerned about the impact of increased traffic on child safety, both from crossing the roads and also the increase in car pollution. There is already a problem with "idling". More traffic means increased air pollution. It will make it even more difficult for local residents to move safely in and out of their drives.</p>	Formal objection

21	<p>I would like to register my objection to plans to expand St Edwards School. The area is very well served with schools. I believe we have six. Many children travel in to Boston Spa to be educated so it is not just to serve the local community. I don't believe extra provision is required at the moment and even if it does become the case in the future surely local children should be given priority for places. I am very concerned about pollution levels in the village, as it stands, without increasing this with more parents driving to schools to pick up, leaving their cars idling in our streets, smoking next to their cars while they wait for their children and drinking take away coffees etc. I spend part of every day removing the litter from outside our schools and so do others. The mess is substantial on a daily basis. Parking is a huge issue in many of our streets, especially at school drop off and pick up times. Surely we should be working towards calming traffic in this community and so making it a safer place for our children and indeed every one of us that need to move around the village. We should also be looking towards reducing levels of air and land pollution. Expanding schools further in this community is taking us in the wrong direction. I would be interested to hear your views on this topic.</p>	Formal objection
22	<p>I am writing re the proposed expansion of St Edward's Primary School. I object to this expansion because the admission criteria for the school favours people based on their faith. Local students would be trumped by students travelling along way, resulting in more traffic in the area, more pollution and potentially more dangerous roads.</p>	Formal objection
23	<p>Re the proposed expansion of St Edwards Catholic Primary School, Boston Spa. This expansion should not go ahead. The traffic in this area of Boston Spa at the drop off and pick up points of the day is horrendous for the residents of the local roads around the school and also for people visiting for legitimate reasons. There are three schools in this locality and the utter disregard parents have when dropping or collecting children has to be seen to be believed.</p> <p>People living in the area struggle to access their own properties and I have actually seen roads and drives blocked by inconsiderate parking. And when it's hard to park they just park on the pavements! Parking on pavements for me is very difficult as I used a wheel chair with both my late mother and my late sister, I now have a disabled husband. Such inconsiderate parking is not unusual and should not have to be tolerated. I guess the schools expansion will not be able to prevent this situation becoming worse. I have attached photos of this parking for your perusal.</p> <p>This is not a new problem but residents should not be expected to contend with yet more families vying for parking. It is also most likely that additional children using a catholic school will come from a greater catchment area increasing the likelihood of travelling to school by car.</p> <p>Should there be a Requirement for more school places in the locality this should be provided within the local county primary where there is a greater chance of these children walking or cycling to school. Any likelihood of children being brought to school by car should be discouraged by making parking as difficult as possible and ensuring that children live sufficiently close to the school to walk.</p>	Formal objection
24	<p>I would like to be known my objections to the proposed expansion at St Edwards Catholic Primary School Boston Spa.</p> <p>While the proposal for an increase in the Reception class of 10, this will mean, over the next few years, an overall increase of fifty percent in the size of the school. This, in turn, will considerably exacerbate the serious problems that already exist with regard to traffic and parking in the area. There are already 3 schools in close proximity on Westwood Way.</p> <p>Many parents bring and collect their children by car causing considerable congestion. Westwood Way, Whitham Close and other nearby roads are frequently rendered inaccessible by cars being parked on both sides of these roads. On</p>	Formal objection



	<p>occasion it has meant that refuse collection had to be missed as the lorries have not been able to access the road. Road cleaning is impossible. In addition there is constant parking on the pavements making it impossible to walk with a pushchair or wheelchair forcing these onto the road to pass. My own drive has been blocked on a number of occasions making it impossible for me to drive my car out of my garage when needed. Parking on double yellow lines at the road corners is common. In colder weather waiting cars are almost always running their engines, adding to the pollution in the areas. I am also concerned for the safety of the children as well as pedestrians and road users at key times now. This issues will only worsen if the proposed expansion goes ahead.</p>	
25	<p>I would like to register my objection to the expansion of St Edwards Primary School, for the following reasons:</p> <ol style="list-style-type: none"> <li>1. The level of traffic up and down Westwood Way, especially on school days is inappropriate for a residential area. Parents regularly speed and we have had 3 incidents of parents damaging our parked cars through careless driving.</li> <li>2. There are already two other schools which also cause congestion.</li> <li>3. There is a veterinary practice which is also a very busy business which cause traffic congestion in the streets in a residential area, with both customer and staff parking not limited to the premises.</li> <li>4. Parking for residents is extremely difficult and parents delivering children park on the pavements and yellow lines on Westwood Way and the High Street.</li> <li>5. There is now Box Tree Court which again adds to congestion.</li> <li>6. All this is adding to the pollution of the area, I often observe parents in cars with their engines running. In fact we as residential and rate payers feel that our standard of living and peace has been severely affected by these developments and our needs constantly ignored by Leeds City Council.</li> </ol> <p>One suggestion would be to make Westwood Way and the High Street resident only parking, as in York. Parking could be provided at various car parks located around the village ie St Mary's Church etc.</p>	Formal objection
26	<p>We are writing to voice our strong objection to the proposal to increase places offered in Reception at St Edwards Catholic Primary School, Westwood Way, Boston Spa from 20 to 30 from September 2022. Our objections are as follows:- 1) There are currently 3 schools with main entrances on Westwood Way – St Edwards, Primrose Lane Primary and West Oaks SNE – all of whose start and finish times overlap. As a result, the motor vehicle congestion at drop-off and pick-up times already renders the areas of Westwood Way and Whitham Close virtual no-go areas, and makes crossing of the roads for those parents and children walking to and from school, many with push chairs or prams, dangerous because of poor sight lines. 2) Because of the congestion, on a number of occasions, refuse collection vehicles have been unable to access our street, Whitham Close, and have lefty the bins unemptied. Any increase in school numbers would exacerbate the situation. 3) Again, because of the congestion, in the event of an emergency, it is highly unlikely that larger vehicles such as fire engines would be able to access the 11 properties on Whitham Close at drop-off or pick-up time. This situation could only become worse in the event of an increase in school numbers. 4) The new Housing 21 development on Westwood Way has put further pressure on parking possibilities in the Westwood Way and Whitham Close areas. 5) From our point of view, it would only be acceptable to accept any increase in numbers if the parents of those children were local and willing and able to walk their children to school. We suggest that Planning Officers attend during drop-off and pick-up times to see the problems for themselves.</p>	Formal objection

**Appendix A: Response 1 attachment**

**Westwood Way traffic action plan for 2021 -2022**

<b>Priority : To have residents only parking on Westwood Way from the High Street up to Box Tree Court</b>							
<b>Success criteria: Residents only parking on Westwood Way, The Orchard, Woodlea, Whitham Close and Box Tree court</b>							
<b>Objective</b>	<b>Actions</b>	<b>Timescale</b>	<b>Persons</b>	<b>Impact of actions</b>	<b>Resource</b>	<b>Monitoring</b>	<b>Status</b>
To gauge residents opinion on residents only parking	Residents survey	12 – 19 April 2021	[REDACTED]	95% of residents have indicated the need for residents only parking	Time	Individual interviews with residents [REDACTED]	Survey done
To learn of the parking problems across Westwood Way	Individual interviews with residents from Westwood Way, the Orchard, Woodlea, Whitham Close and Box Tree Court	7 June 2021	[REDACTED]	Feedback from Westwood Way residents petition for residents only parking document collated	Time	Individual interviews with residents [REDACTED]	Issues noted
To have residents only parking	LCC to liaise with PCC to implement residents only parking	6 August 2021 -6 February 2022	[REDACTED]	Traffic can flow freely and safely along Westwood Way at all times as per Neighbourhood Plan CPA 1	Time and money	Monthly written feedback from [REDACTED] to [REDACTED]	
<b>Evaluation:</b>							

## Westwood Way traffic action plan for 2021 -2022

<b>Priority : To ensure vehicles going to the vets use client only parking and turn their engines off</b>							
<b>Success criteria: All drivers at the vets to park in client only car park with engines turned off</b>							
<b>Objective</b>	<b>Actions</b>	<b>Timescale</b>	<b>Persons</b>	<b>Impact of actions</b>	<b>Resource</b>	<b>Monitoring</b>	<b>Status</b>
To ensure the vets tell their clients to use the client only car park	Discussions and emails with the vets requesting they tell clients at the time of booking to park in the car park	March 2021 onwards	██████ and the vets manager	Limited success so far	Time	██████ asking drivers parked on Westwood Way to use the vets car park is very effective	Issues noted
To ensure the vets tell their clients to switch off their engines	The vets have displayed the LCC banner and clients are respecting this	March 2021	The vets	Very successful, cars in client car park engines switched off	LCC Banner	██████ daily walk past	Done
<b>Evaluation:</b>							

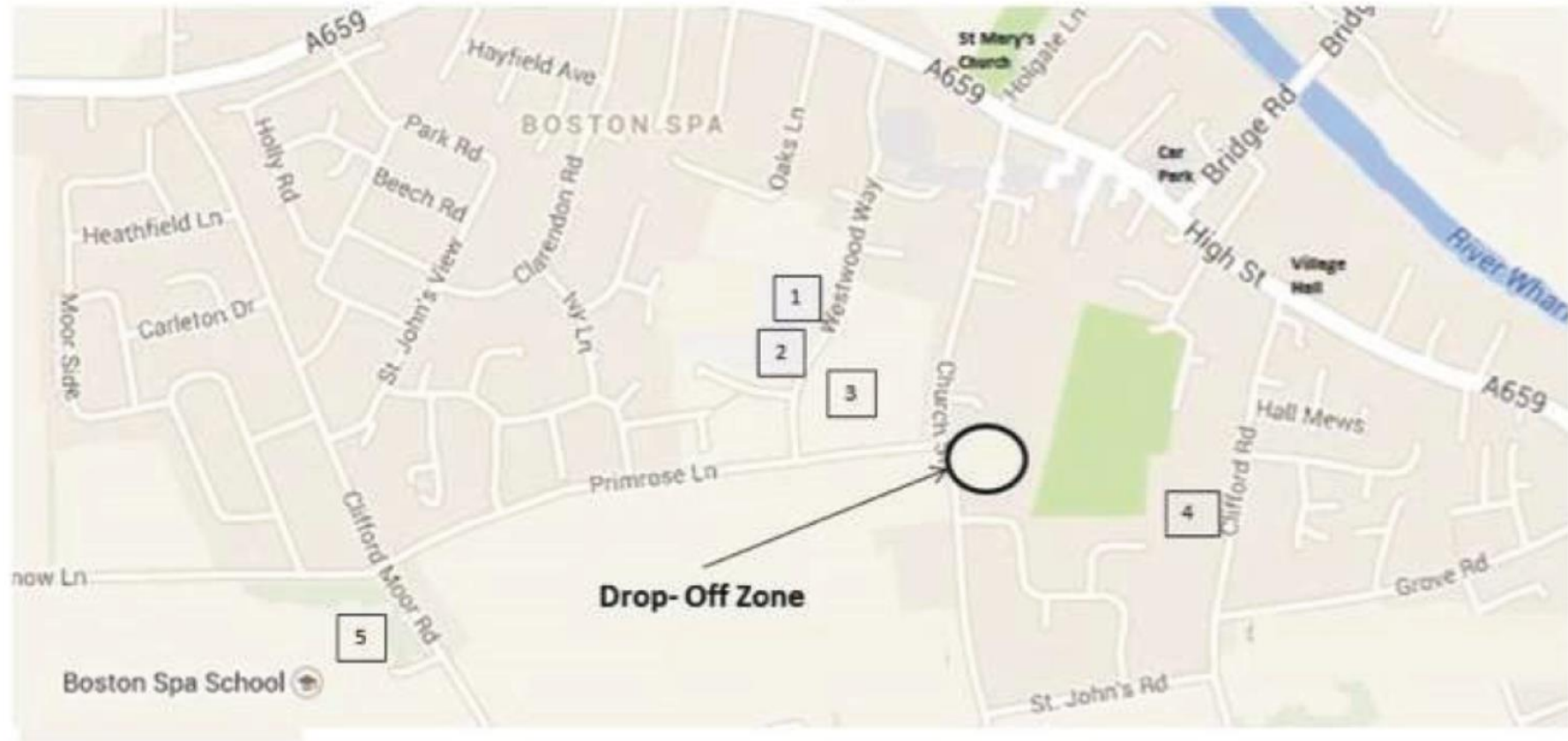
## Westwood Way traffic action plan for 2021 -2022

<b>Priority : To establish and maintain a speed limit of 20mph for all drivers at all times</b>							
<b>Success criteria: To reduce speed of all drivers to 20 mph as captured from data of speed guns</b>							
<b>Objective</b>	<b>Actions</b>	<b>Timescale</b>	<b>Persons</b>	<b>Impact of actions</b>	<b>Resource</b>	<b>Monitoring</b>	<b>Status</b>
To do traffic survey of Westwood Way	Survey of traffic from 7.30 – 9.00am	17 May 2021	[REDACTED]	80% drivers seemed over 20mph, 20% seemed over 40mph	Time	Further traffic survey September 2021 [REDACTED]	Done
To identify speeding drivers and re-educate them	Speed gun to be used to determine precise speeds of drivers on Westwood Way	tba	[REDACTED]	To reduce speed in line with Neighbourhood plan page 42, also TMA 1, TMA 2 page 44	Time Speed gun	Data from the speed gun	
<b>Evaluation:</b>							

## Westwood Way traffic action plan for 2021 -2022

<b>Priority : To develop a parents parking drop off zone adjacent to St John's School</b>							
<b>Success criteria: Parents use parking drop off zone alleviating chronic parking problems on Westwood Way</b>							
<b>Objective</b>	<b>Actions</b>	<b>Timescale</b>	<b>Persons</b>	<b>Impact of actions</b>	<b>Resource</b>	<b>Monitoring</b>	<b>Status</b>
To ascertain feasibility of a parking zone near St John's School	Meetings with St Edwards and St John's head teachers and LCC to discuss potential parents parking drop off zone	July 2021 to start meetings January 2022 to trial	[REDACTED]	The provision of a parents drop off zone as per Neighbourhood Plan TMA 3 page 44	Time and space for drop off zone	Feedback from parents to schools Feedback from residents to [REDACTED]	Issues noted
To improve pedestrian safety outside St Edwards school	Residents only parking Establish 20mph zone Investigate having a zebra crossing near the Primrose Lane end of Westwood Way on the route of the proposed parents drop off zone	Mar 2022 Jan 2022 Sept 2021 to start meetings January 2022 to be completed	[REDACTED]	No parents parking Reduce car speed Provides a safe crossing point for St Edwards pupils and carers	Time/ cost Speed gun Time and money	Feedback from parents to schools	
<b>Evaluation:</b>							

# Potential Drop-Off Zone



Street

## Appendix C - Response 8 attachment

### Learning Places Sufficiency Assessment

19/00664/FU | Demolition of existing buildings, conversion of Borlocco House to 10 apartments and erection of 73 dwellings  
18 May 2020



Leeds City Council use established pupil product ratios (PPRs) to estimate the number of children likely to be yielded from new housing development in Leeds. The PPRs are 25 primary aged children and 10 secondary aged children per 100 family dwellings (2+ bedroom units). This projected yield is aligned with current population data, including birth and Census data, and our latest school place projections for Reception and Year 7 to produce an assessment of need and whether expansion of existing schools or a new school may be required to meet the additional housing generated demand.

Based on the PPRs stated above we would estimate this proposed development (78 2+ bedroom units) would yield approximately:

**Total Primary School Pupils: 20**

**Primary School Pupils per school year group: 3**

**Total Secondary School Pupils: 8**

**Secondary School Pupils per school year group: 2**

There are 5 primary schools located within the Boston Spa Primary School Planning Area (PPA), providing a combined total of 120 Reception class places close by to the proposed development. The nearest secondary school(s) are *Boston Spa Academy* and *Wetherby High School* which together provide a total of 400 Year 7 places.

The table on the next page provides details of the total number of nearest children and available reception places for the primary schools in the Boston Spa PPA. The number of nearest children is lower than the number of places available in future years, indicating that there are sufficient places across primary schools in the area for all children. However, cohorts do tend to grow from birth in this area and primary schools in Boston Spa have been full at allocation in reception in some recent years. It is, therefore likely that additional primary school places may be needed in the area at some point to meet the additional need generated by new housing.

Options may exist within the surrounding area to expand local schools on a temporary or permanent basis in order to meet additional housing generated demand, however, understanding which schools have potential to expand requires a detailed feasibility study to be carried out, and this would only take place once a proposed solution is being taken forward.

Therefore only a high level summary of proposed solutions can be discussed at the planning application stage. All options would need to be fully assessed in order to ascertain the best approach to be taken should planning approval be granted.

<b>Boston Spa Primary Planning Area</b>	<b>Admission Limit</b>	<b>Cohort Data (Number of nearest children by year starting school)</b>		
		<b>2021</b>	<b>2022</b>	<b>2023</b>
<b>Totals</b>	<b>120</b>	<b>91</b>	<b>106</b>	<b>80</b>

The nearest secondary schools to the development have had some surplus capacity in year 7 in recent years and secondary projections for this area indicate that there are sufficient places available to absorb the small amount of additional demand this proposed development would generate.

Finally, it should be noted that the demographic landscape is constantly changing and, as most housing developments take a number of years to complete or even start, our projection data may become out of date by the time this proposed development is constructed. Therefore, although the planning of school places needs to be planned ahead of the need arising, it is essential that actual construction start dates and build rates are known in order to more accurately assess the impact of housing generated demand on the availability of school places at that time.