

# Appendix 1 – Overview of School Streets in Leeds

## 1. Introduction

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. Only people who live or work on those streets or who have permits for other reasons are allowed vehicular access during the restricted times. Non-residents are not allowed to drive through or park on these streets.

## 2. Implementation of Phase 1 and 2

Six 'Phase 1' School Streets were approved at Highways Board on 19<sup>th</sup> May 2020 and were launched on 1st June 2020. A further eight 'Phase 2' School Streets were approved in July 2020 and were launched on 5th September 2020.

Temporary Traffic Regulation Orders (TTROs) were used for the trial schemes and expire after 18 months on 1st December 2021 and 5th March 2022 respectively.

Phase 1 School Streets	Phase 2 School Streets
<ol style="list-style-type: none"><li>1. Cross Gates Primary</li><li>2. Clapgate Primary, Belle Isle</li><li>3. Ingram Road Primary, Holbeck</li><li>4. Lane End Primary, Beeston</li><li>5. Pudsey Primrose Hill Primary</li><li>6. Thorpe Primary</li></ol>	<ol style="list-style-type: none"><li>7. Beecroft Primary, Kirkstall</li><li>8. Chapel Allerton Primary</li><li>9. Great Preston VC CofE Primary</li><li>10. Hollybush Primary, Bramley</li><li>11. Hugh Gaitskell Primary, Beeston</li><li>12. Middleton St Mary's Primary</li><li>13. Westgate Primary, Otley</li><li>14. Woodlesford Primary, Woodlesford</li></ol>

For Phase 2, all primary schools in Leeds were invited to express their interest in having a School Street and a list of selection criteria were used in order to progress those schools where it was felt School Streets could have the greatest impact. 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 committed to providing information and support to parents and carers to advise and remind them about the new access restrictions on the designated School Street.

The criteria for suitable locations identified as part of the Phase 2 selection process were:

- Roads where there is little or no through road access, e.g. cul de sacs (more likely to be considered if only one/two points of entry, see example plan)
- Not suitable on main arterial/distributor roads and roads used by bus services.
- Where there is availability or potential for suitable 'Park & Stride' locations nearby.
- In locations where surrounding streets should be able to accommodate any displaced traffic/parking.
- Not located in streets with any other traffic generators in the vicinity, e.g. shops, businesses, health centres, leisure facilities which could have an impact on the scheme.

Schools wishing to participate in Phase 2 were also advised that they need to make sure there is engagement and commitment from both school staff and the wider school community as follows:

- A contact available during school holidays to finalise plans and notify parents and arrangements. (This will be limited contact.)
- Communications to parents about the scheme should be sent via email, letter, text and your webpage during school holidays.
- Recruitment of volunteer marshals to help staff the closure for at least the early stage of the scheme. Reminder activity will take place at the start of and intervals throughout every term.
- Proven support from school staff, parents and residents
- An understanding that the access restrictions also apply to school staff and traveling to work by car will not be possible during the hours of operation unless a permit has been issued.
- Schools must be signed up with and participating in the Modeshift STARS programme.
- School mode of travel data must be provided to the Council.

### **3. Operation of School Streets During the Trial – Phase 1**

The Influencing Travel Behaviour team (ITB) manage the implementation and operation of the School Streets trial and over the course of the trial have:

- Provided on-site support and resources
- Responded to correspondence from schools, residents, parents and ward members
- Developed communications, a webpage resource and blogs
- Organised safe and sustainable travel education at sites
- Carried out consultation with staff, families and residents/businesses
- Implemented a permit system with Parking Services and the web team
- Requested enforcement from Parking Services and local Neighbourhood Policing Teams

During the early stages of the trial and following the return to school after lockdown restrictions, amendments to the School Street zones and hours of operation were required. This included the removal of signage and sign patching.

No additional staff resources have been made available to the ITB team to manage the trial. Best practice in the UK suggests that regular engagement with the schools, pupils, residents and families is required to foster support and ensure the restrictions are successful. If the School Street restrictions are to be extended to further sites in Leeds, consideration must be given to the provision of resources to ensure the success and minimise risk.

The Temporary Traffic Regulation Orders (TTRO) at Phase 1 Schools expired on 1<sup>st</sup> December 2021. Therefore, a decision about the retention of the restrictions and a subsequent move to a Traffic Regulation Order is required.

# Appendix 2 - Initial Results from the Evaluation of Leeds School Streets

## 1. Introduction

A full evaluation was commissioned and awarded in September 2021 to Living Streets. Living Streets is a charity that promotes walking and has a consultancy arm that offers services in planning and urban design, positive behaviour-change and project delivery.

The evaluation is collating and analysing various data sets that have been collected to date including site observation visits, online surveys of staff, residents and families, interviews with key delivery partners and traffic data (parking beats and counts). The final report is due in early 2022, however, initial findings and recommendations about the Phase 1 School Street trials have been provided so that decisions can be made about whether they are retained or removed now that the TTROs have expired.

The objectives of the evaluation are to:

- Recommend which of the trials should be made permanent and which should be removed after the end of the trial.
- Evaluate the impact of trial School Streets at fourteen individual sites in Leeds.
- Determine the level of displaced parking at each site
- Identify additional national measures required to ensure School Streets are successful i.e. enforcement powers, legislation, approval of signage etc.
- Recommend additional measures at each site and to support further School Streets programmes in Leeds.

## 2. Evaluation Methodology

The evaluation of Phase 1 School Street sites and Beecroft Primary School Street has reviewed the impact of these trials by considering a number of factors, assigning a Red Amber Green (RAG) rating to each factor. The overall results contribute to a recommendation to retain or remove each of the School Streets in question.

**Table 1** provides a description of the factors considered, datasets used, metrics used, RAG thresholds and relevant comments.

The evaluation has used several objective datasets and subjective assessment of factors where no objective data set was available to assess. No single factor/indicator was given a higher weighting than any other but additional information including any caveats and cautions are provided in the 'Comments' column of **Table 1**.

Where measurable data was assessed the threshold for determining the RAG rating is described in the RAG rating column in **Table 1**. It should be noted that the factors reviewed during the evaluation differ from the selection criteria used to initially select School Streets which considered the suitability of the School Street site for inclusion in the trial.

The results of the RAG rating assessment are provided in **Table 2**.

**Table 2: Indicators used in the evaluation of individual School Streets (Phase 1 and Beecroft Primary)**

	Indicator	Dataset	Metric used	RAG rating	Comments
1	School Engagement	Information provided by ITB team	RAG rating based on school engagement/involvement throughout the initiative, taking into account observations on site, comments and conversations with the school.	<div style="background-color: #90EE90; height: 15px; width: 100%;"></div> <div style="background-color: #FFD700; height: 15px; width: 100%;"></div> <div style="background-color: #FF4500; height: 15px; width: 100%;"></div>	
2, 3, 4	School Staff, Families and Resident/Businesses Survey	Online surveys designed and distributed by ITB team	Respondents supporting School Street being made permanent as a % of total respondents.	<div style="background-color: #90EE90; height: 33px; width: 100%; text-align: center; color: black; font-weight: bold;">&gt;66%</div> <div style="background-color: #FFD700; height: 33px; width: 100%; text-align: center; color: black; font-weight: bold;">34-66%</div> <div style="background-color: #FF4500; height: 33px; width: 100%; text-align: center; color: black; font-weight: bold;">&lt;34%</div>	<p><b>School Staff:</b> Number of responses varies across all schools. Highest = 32 (Pudsey Primrose Hill) Lowest = 1 (Thorpe) Mean = 9.7</p> <p><b>Families:</b> Number of responses varies across all schools Highest = 228 (Pudsey Primrose Hill) Lowest = 29 (Lane End) Mean = 84.2</p> <p><b>Residents:</b> Number of responses varies across all schools Highest = 18 (Clapgate) Lowest = 1 (Ingram and Lane End) Mean = 8.14 Residents were asked to select from yes, no and unsure (compared to school staff and families who only had yes/no options).</p> <p>Caution advised using ratings where low response rate received</p>
5	Correspondence	School Streets correspondence log (positive and negative feedback via phone, emails)	Subjective RAG rating based on volume of correspondence to ITB team which puts pressure on LCC resource. Correspondence log available.	<div style="background-color: #90EE90; height: 15px; width: 100%;"></div> <div style="background-color: #FFD700; height: 15px; width: 100%;"></div> <div style="background-color: #FF4500; height: 15px; width: 100%;"></div>	Attention should be paid to the fact that people who are somewhat positive/somewhat negative may not be motivated to contact ITB. Correspondence while useful, may be largely negative, as a result of an actual or perceived issue affecting a resident. It therefore may not reflect an accurate picture of local opinion or statistically significant sample and should be considered as a subset of the Residents survey. Caution advised.
6	Modal Shift: Change in Walking and Cycling/Scooting Levels from the Family Surveys	Family survey respondents were asked how their children travelled to school before the School Street and how they travel to School now.	Reduction or increase walking and cycling/scooting	<div style="background-color: #90EE90; height: 15px; width: 100%; text-align: center; color: black; font-weight: bold;">Percentage point increase &gt;2%</div> <div style="background-color: #FFD700; height: 15px; width: 100%; text-align: center; color: black; font-weight: bold;">No or small change 0%-2%</div> <div style="background-color: #FF4500; height: 15px; width: 100%; text-align: center; color: black; font-weight: bold;">Percentage point decrease &lt;0%</div>	

7	<b>Parking Stress</b>	Parking beat survey data collected on 28th and 29th September by Tracsis on behalf of Leeds City Council. Parking stress is expressed as the number of parked vehicles as a percentage of the amount of authorised available parking.	Highest recorded Parking Stress By Street % in area surveyed during School Street access restrictions. (0830 and 0845 counts used for AM. 1500 and 1515 used for PM).		No comparative data available for term-time pre-Covid Pandemic. Note that no counts except one exceeded 100% Parking Stress and therefore available parking is able to accommodate parking displaced from School Street. See note on count at Thorpe Primary for further details
8	<b>Parking Displacement Issues</b>	Subjective views of LCC staff and Living Streets identified during site visits	RAG rating based on judgement of level of problems identified, conflict and dangerous manoeuvres observed on neighbouring streets		
9	<b>Park and Stride</b>	Park and Stride availability	Park and Stride identified on <a href="https://www.leeds.gov.uk/parking-roads-and-travel/school-streets">https://www.leeds.gov.uk/parking-roads-and-travel/school-streets</a>	No RAG rating	
10, 11	<b>School Street Traffic Levels (AM and PM)</b>	Automatic traffic count data collected w/c 27 <sup>th</sup> September by Tracsis on behalf of Leeds City Council. The highest 5-day average (Monday-Friday) traffic movements within the School Street are used as an indicator.	Based on highest one way 5-day average of counts within School Street: AM: 08.30 - 08.45 PM: 15.00 - 15.15	<5 movements	No comparative data available for term-time pre-Covid pandemic. Data does not differentiate between permitted vehicles and those breaching access restrictions.
				5-10 movements	
				> 10 movements	
12	<b>Observed Compliance</b>	Subjective views of LCC staff and Living Streets identified during site visits within School Street	RAG rating based on feedback from ITB and Living Streets staff observing each site on various visits.		Includes subjective observations on manoeuvres, permit compliance, speed and conflict observed.
13	<b>Enforcement Resource</b>	Attendance by Police or Parking Services at any point during the period of the TTRO period.	RAG rating based on a count of	No RAG rating	
14	<b>Properties located within the School Street zone (residential, commercial and educational)</b>	Number of premises located within the School Street Restrictions	RAG rating based on a count of premises	<25	
				25-50	
				>50	
15	<b>Gateways into the School Street Zone</b>	Number of access points into the School Street Zone	RAG rating based on a count of access points into the School Street zone	1	
				2	
				3 or more	

**Table 2: School Streets Evaluation RAG Rating Matrix**

	School	Clapgate	Cross Gates	Ingram Road	Lane End	Pudsey Primrose	Thorpe	Beecroft
1	School Engagement							
2	School Staff Survey	6/6 (100%)	11/11 (100%)	7/7 (100%)	4/4 (100%)	32/32 (100%)	1/1 (100%)	7/7 (100%)
3	Parents Survey	109/119 (92%)	28/51 (55%)	31/33 (94%)	23/29 (79%)	223/228 (98%)	21/34 (62%)	*B: 45/61 (74%) S: 9/31 (29%)
4	Residents Survey <sup>4</sup>	13/18 (72%)	3/7 (43%)	1/1 (100%)	0/1 (0%)	2/11 (18%)	3/7 (43%)	4/12 (33%)
5	Correspondence (feedback via emails/letters +ve and -ve) <sup>5</sup>							
6	Percentage Point Change in Walking and Cycling/Scooting Before vs. Now <sup>6</sup>	3%	-6%	10%	1%	6%	7%	2%
7	Parking Stress <sup>7</sup> : AM PM	32% (AM) 31% (PM)	23% (AM) 25% (PM)	56% (AM) 67% (PM)	33% (AM) 52% (PM)	59%(AM) 59% (PM)	78% (AM) 111% (PM)	28% (AM) 28%(PM)
8	Parking Displacement Issues <sup>8</sup>							
9	Park and Stride <sup>9</sup>	yes	yes	yes	yes	yes	no	yes
10	AM School Street Traffic Levels (cars) <sup>10</sup>	5.5	15	3.5	2.5	1	17	9
11	PM School Street Traffic Levels (cars) <sup>11</sup>	6	7	2.5	2	0.5	22	12.5
12	Observed Compliance <sup>12</sup>							
13	Enforcement Resource <sup>13</sup>	Yes	Yes	No	Yes	No	Yes	Yes
14	Residential dwellings within restrictions <sup>14</sup>	44	72	18	11	13	65	55
15	Gateways into the School Street Zone <sup>15</sup>	2	3	2	1	1	1	1
	RAG Scoring (G=1, A=3, R=5)	31	45	17	26	18	41	36
	Recommendation	Retain	Remove	Retain	Retain	Retain	Retain	Removed

\*RAG rating based on combined survey responses for Beecroft PS and adjacent Sacred Heart PS

### 3. Leeds School Street Trials: General Observations

- **School Engagement** – All schools apart from Lane End (Amber) have been judged to be well engaged.
- **Staff and Families Surveys** - Staff and parents are widely supportive of School Streets, although fewer parents support the initiative at Cross Gates Primary and Thorpe Primary. However, a majority at both these schools are still supportive - Cross Gates Primary (54% in favour) and Thorpe Primary (62%).
- **Residents' Survey** - Response rates to the residents' survey were low with both Ingram and Lane End only receiving one response. The RAG rating is based on those responding in favour of making those permanent but when respondents who 'maybe' support the School Street becoming permanent are included, only Lane End (Red), and Thorpe and Beecroft (both Amber) would not receive a Green RAG rating.
- **Correspondence** – Use of correspondence received should be treated with caution for the following reasons:
  - numbers of responses may not be representative of the views of the majority of residents or those residents not making contact.
  - issues may be duplicated in the Residents survey.
  - issues may be localised and not impact widely on other residents.
  - other issues not directly relevant to the evaluation may have been raised.
- **Travel Mode Shift** – All schools scored a Green or Amber rating apart from Cross Gates. It is unclear how changed travel habits as a result of the Covid-19 pandemic affect modal shift from this dataset.
- **Parking Stress** – Only Thorpe Primary was given a red rating (See specific comments on Thorpe below) indicating that no other location assessed exceeded its parking capacity.
- **Parking Displacement Issues** – Based on alternative parking locations reported by parents and observations by ITB staff. This is a subjective assessment and should be considered alongside the Parking Stress rating as explained above.
- **Park and Stride** – Park and Stride facilities were identified for all Phase 1 schools apart from Thorpe Primary. Parent and carer surveys indicated a general lack of awareness of Park and Stride locations.
- **School Street Traffic Levels** – The ratings are based on number of vehicle movements. The Automated Traffic Counts undertaken by Tracsis did not differentiate between vehicles with and without permits.
- **Observed Compliance** – Based on observed compliance within the School Street. The only red rating is at Cross Gates which is due to the volume of vehicle manoeuvres that caused conflict with pedestrians.

### 4. Leeds School Street Trial: School-Specific Observations

Two of the trial School Street sites have been recommended for removal:

- Cross Gates Primary School
- Beecroft Primary School

The issues at these two sites relate to:

- Lack of compliance with restrictions and vehicles continuing to enter the restricted zones
- Lack of enforcement and the ability (except by road policing units) to enforce moving vehicle offences
- Pre-existing parking issues – in particular at Beecroft Primary
- The extent and multiple access points of the School Street zone being unmanageable – in particular at Cross Gates

- Road layouts and characteristics around the school e.g. narrow road widths, footways, use as rat runs etc
- The resources and commitment required to support the restrictions
- The level of negative feedback received by the ITB team and the resource required to respond to correspondence

Cross Gates and Beecroft scored more highly than others based on the RAG rating applied (45 and 36 respectively). However, Thorpe Primary also scored highly (41).

Assessing the School Street trials against a set of consistent criteria (such as the RAG rating applied in this evaluation), potentially means that there is a degree of nuance that may go unrecorded in the ratings, therefore resulting in a recommendation which may not at first reflect the RAG rating.

Further commentary is therefore included regarding those trials which have been recommended for removal as well as Thorpe Primary School which received several 'red' RAG ratings and an overall 'score' of 41, between Cross Gates (45) and Beecroft (36).

It is also worth noting that for two of the trials recommended for permanent orders (Thorpe Primary and Lane End), amendments to the School Street zone and or timings are being proposed in an attempt to address some of the issues that have been raised during the trial and potentially contributed to more negative feedback and/or red RAG ratings (see **Appendix 3**).

#### **4.1 Beecroft Primary School**

Beecroft Primary School, Kirkstall has been participating in the Leeds School Streets scheme since September 2020 (Phase 2). The school has two entrances, with the main entrance on Eden Way and a second entrance on Sandford Road. Sacred Heart Catholic Primary School is on the same site with its main entrance also on Eden Way. The area around both schools is particularly busy at drop off and pick up times.

A decision to remove this School Street has already been made but the following observations from the evaluation should be noted:

- The school is adjacent to Sacred Heart Catholic Primary. While all staff and 74% of parents at Beecroft supported the School Street being made permanent no Sacred Heart staff (2 respondents) and only 29% of Sacred Heart parents thought the School Street should be permanent.
- Survey comments and correspondence suggest most concerns were raised regarding issues on Argie Avenue, Eden Gardens and Eden Mount.
- It is not possible to prove traffic has been displaced from Sandford Road to Argie Avenue, Eden Gardens and Eden Mount. Neither Argie Avenue, Eden Gardens nor Eden Mount show parking stress levels in excess of 38%. Comments appear to focus on dangerous parking and parking behaviour on yellow lines and crossings on Argie Avenue, Eden Gardens and Eden Mount.

There is a history of parking issues on Argie Avenue and the introduction of the School Streets scheme has given residents another way of reporting the issues at school drop off and pick up times. One resident e-mailed two or three times a day on a regular basis sending photographs. Another resident has sent regular correspondence to the ward councillors and MP.

The ITB team has responded to all correspondence and actioned the following interventions:

- ITB staff have been on site on a number of occasions to advise parents about the access restrictions on Sandford Road and/or the Park and Stride locations.



- A Drivers Code of Practice provided by ITB was sent to parents and/or uploaded on school websites
- Both schools have been offered pedestrian skills training and sent Walk to School Week packs.
- Other suitable parking areas were investigated and ITB set up a new Park and Stride site at Milford Sports Club.
- Support was requested from officers in the Neighbourhood Policing Team who attended and issued tickets for obstruction offences.
- Argie Avenue has been added to a list of areas to be visited regularly by the Civil Enforcement Officers (Parking Services).
- Traffic Engineering colleagues have been consulted and they do not support resident only parking or more highway restrictions around Argie Avenue.

As well as surveying the staff, families and residents of Beecroft Primary, Sacred Heart Catholic Primary staff and families were also surveyed. Beecroft Primary School staff and three quarters of the families who responded to the survey support the scheme being made permanent, whilst school staff and 71% of families who responded from Sacred Heart Catholic Primary School do not support a permanent School Street.

The extent of the residential consultation area included all residential and business properties that are directly impacted by the restricted access as well as streets where car parking is likely to be displaced. Only a third of resident survey respondents support the scheme being made permanent with parking and enforcement issues being the most often cited reasons influencing this decision.

After a year of the trial, parking issues around Argie Avenue and Eden Gardens (a small cul-de-sac near the main entrance to both schools) are still being raised. A high level of intervention has been required and time given for these measures to have an impact, but they have not fully resolved the issues nor reduced the ongoing correspondence. Parking issues have been raised around other School Streets sites but not to the same, consistent level as the area around Beecroft Primary School. The level of support from the council and partners required to manage this site cannot be sustained.

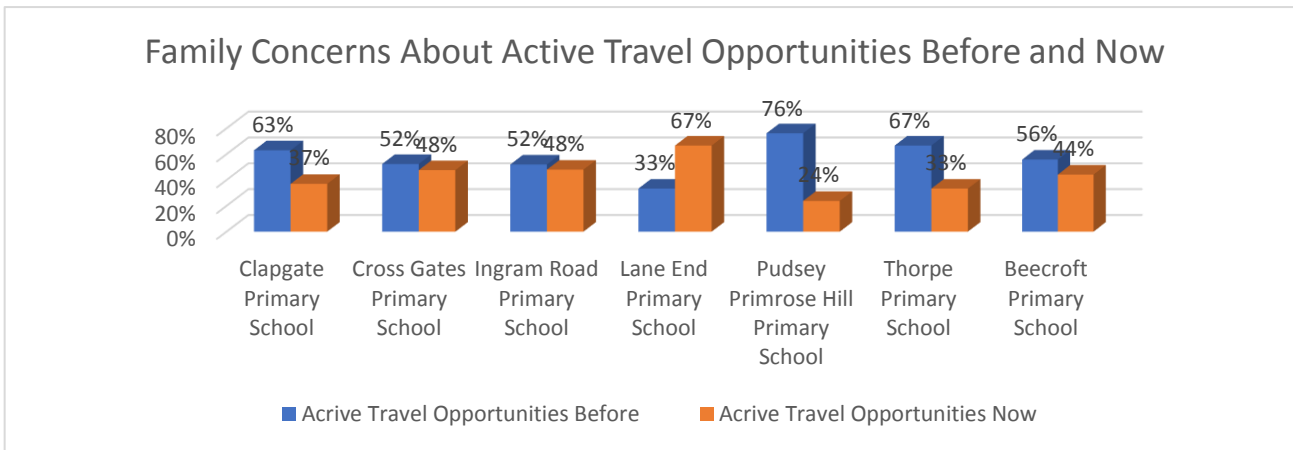
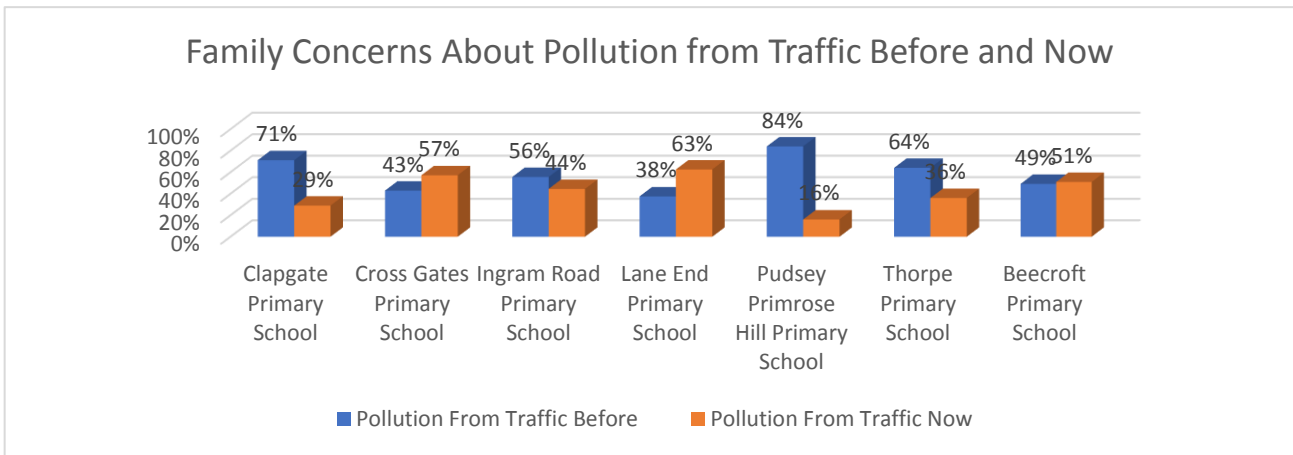
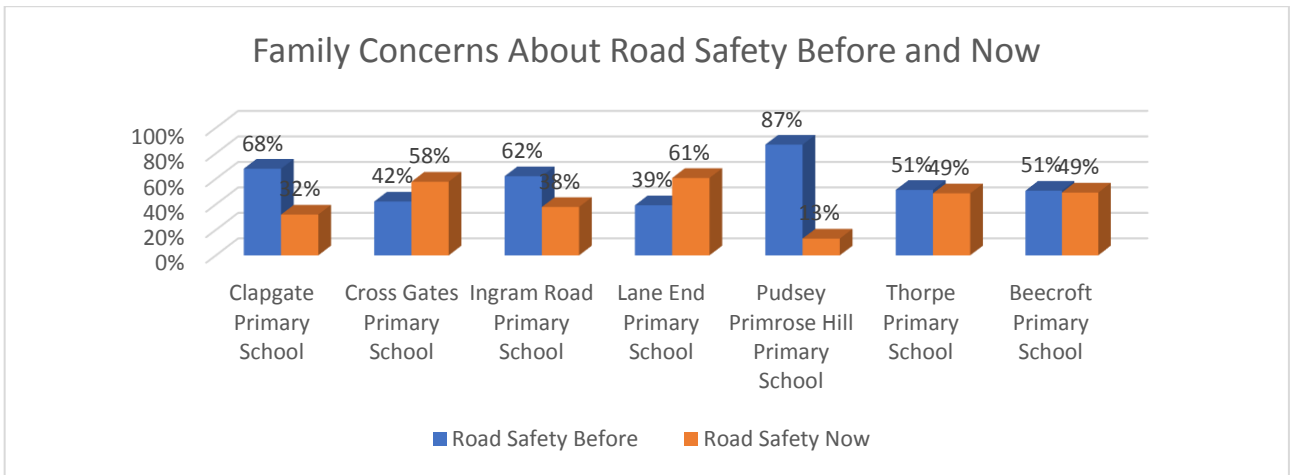
#### **4.2 Cross Gates Primary School**

Cross Gates Primary have been participating in the Leeds School Streets scheme since June 2020. There are multiple access points to the school. In principle, consultation groups have expressed support for a scheme to improve conditions outside the school during drop off and pick up times. In practice the restrictions are not well observed and there has been negative feedback and correspondence.

There are persistent parking issues including drivers parking on footpaths within the School Street zone (evidenced in photos sent to the ITB team). There has also been a high level of intervention and support by Neighbourhood Policing Teams and PCSOs. Higher levels of through-traffic and rat-running have been observed on what are relatively narrow road-widths in the vicinity of the school compared to other sites e.g. cul-de-sac locations.

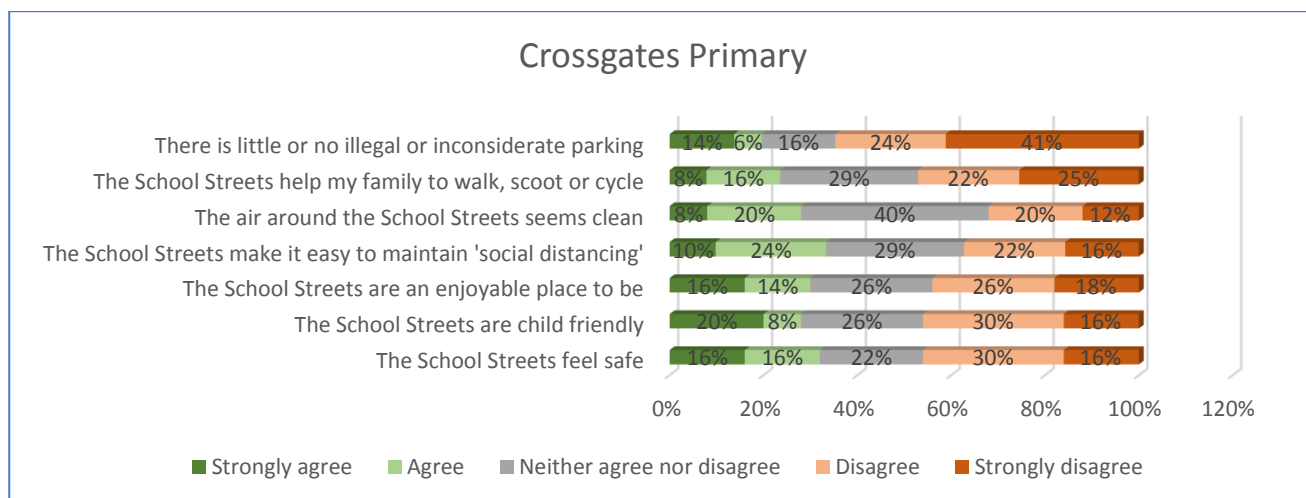
In contrast to most other Phase 1 School Streets, results from the family surveys at Cross Gates suggest parents/carers are more concerned about road safety and pollution from vehicles now than before the introduction of the School Street – see **Figure 1**.

**Figure 1: Families' Concerns About Road Safety, Air Pollution and Active Travel Opportunities Before and Now**



When asked how strongly they agree or disagree with a series of statements about the School Street it revealed that they feel there is illegal and inconsiderate parking (only 20% agree that this doesn't happen whereas 65% think it does). Only 32% of parents/carers agree that the School Street at Cross Gates feels safe. This compares to an average of 77% across all of the fourteen trial School Streets. Disappointingly, only 24% feel the School Street at Cross Gates Primary enables their family to walk, scoot or cycle more. This compares to an average of 55% across all the fourteen School Street trials.

**Figure 2: Families' Views on the School Street at Cross Gates**



### 4.3 Thorpe Primary School

While there are relatively more amber and red ratings, the recommendation to retain considers the following:

- A majority (62%) of parents are in favour of the School Street becoming permanent.
- The residents' survey is split equally between those in favour of retention and those wanting the access restriction removed with one person 'Maybe' supporting the School Street becoming permanent.
- Correspondence – Some issues relate to wider concerns about speed on surrounding roads which have been conflated with the presence of the School Street.
- Modal Shift – based on the families' survey data the second highest percentage point increase in walking and cycling/scooting has been recorded at Thorpe Primary of the Phase 1 School Streets.
- Parking Stress – It should be noted that although a maximum PM Parking Stress level of 111% is recorded, this is due to 11 cars being recorded on an unnamed road with 10 available spaces. No other street assessed recorded a PM Parking stress of more than 34%.
- School Traffic Levels – The Automated Traffic Counts undertaken by Tracsis did not differentiate between vehicles with and without permits.
- The school is committed to encouraging behaviour change to increase active travel, participates in Modeshift and has also recently begun Living Streets WOW challenge (Walk to School), indicating their levels of support for the School Street.
- Families are less concerned now about fumes from traffic and opportunities to travel actively than they were before the School Street was implemented (see **Figure 1**).
- There are other favourable factors at this School Street site which have contributed to the recommendation to retain it such as the cul-de-sac layout with low levels of through traffic and rat running, lower levels of resident trips and an effective park and stride. There are also relatively easy to identify measures that may further support the operation of the School Street e.g. adjusting the School Street zone area.

### 4.3 Ingram Road Primary School

Ingram Road Primary Schools School Street zone was revised following consultation with local councillors, school staff and parents. The original extent covered a large geographical area and was therefore resource intensive, while also impacting a large number of residential properties and businesses. Brown Lane East is a key link for residential properties to the south and

businesses to the west of the school street for onwards journeys, its layout and width also make it challenging to enforce restrictions. The original extent included:

- Crosby Street (between Ingram Road and Shafton View)
- Brown Lane East (between Ingram Road and Shafton View)
- Rydall Place (between Crosby Street and Brown Lane East)
- Rydall Terrace (between Crosby Street and Brown Lane East)
- Rydall Street (between Crosby Street and Brown Lane East)

The revised School Street zone includes:

- Rydall Place (between Crosby Street and Brown Lane East)

## **5. Enforcement**

It appears that some drivers may be confused by the restrictions and others are ignoring the School Street restrictions. Confusion also exists regarding how the restrictions can be enforced. No civil parking enforcement code exists to enforce School Street violations. Parking Services are unable to issue Fixed Penalty Notices for non-compliance with School Street restrictions. The power to enforce moving vehicle offences currently lies solely with Road Policing Units.

It seems that the most useful tool in enforcement will be the Government's stated aim to commence the remaining elements of Part 6 of the Traffic Management Act 2004, allowing local authorities outside London to apply for an order designating powers to civilly enforce moving traffic contraventions. This will enable local authorities to enforce access restrictions including School Streets using ANPR technology. It is expected that this will be available from early 2022. Local Authorities in London are already using ANPR technology to enforce moving traffic contraventions including School Streets access. Technology may also allow linking of permit schemes to ANPR systems.

## **6. Further Considerations: Government Guidance Regarding Withdrawal of Schemes**

Government guidance has been issued to advise Local Transport Authority Council Leaders (letters dated 16 October 2020 from the Secretary of State for Transport, 30th July 2021 from the Minister for Transport and in [Additional statutory network management duty guidance](#)) that schemes should remain in place long enough for them to bed in. Local Transport Authorities have also been advised that gathering and publishing evidence about the effects of schemes is essential; and that any proposal to remove a contested scheme should involve a process that genuinely reflects local opinion (Gear Change: One Year On, DfT, 2021).

Particular attention is directed to Page 30-31 of 'Gear Change: One Year On' *'Cycling and walking schemes can create passionate opposition, but there is now clear evidence that neither the opposition – nor the passion – reflects public views.'*

The School Street Trials have now been in place for 18 months (Phase 1) and 15 months (Phase 2) with mostly positive continuous support throughout. The evaluation has included the collection of various datasets including surveys of school staff, families and residents (albeit with low response rates in some locations).

## **7. Gathering Evidence to Support Additional School Streets**

Leeds School Streets were introduced rapidly in response to available funding (ATF Tranches 1 and 2) to allow social distancing due to the Covid 19 pandemic. When considering future School

Streets, it is recommended that the following are considered (the list below is not exhaustive and will be update in the full Evaluation Report):

- Latest Government guidance on engagement and consultation should be observed. Use of professional polling is recommended in the guidance issued.
- The funding for School Streets was provided through the (Emergency) Active Travel Fund as a response to the Covid-19 pandemic. This emphasised social distancing as a priority and there was an expectation that measures should be implemented quickly. Additionally, disruption to pre-Covid travel patterns and school operations, as a result of the pandemic, continued until the end of the summer term 2020. The difficulty in gathering meaningful comparative data against the backdrop of the pandemic should be considered fully when making decisions on the future of School Streets.
- Consideration should be given to investigating enforcement methods available especially once the changes to Part 6 of the Traffic Management Act 2004 commence.
- Opportunities to consider the role of School Streets in delivering wider strategic outcomes across the council, for example in Health and Wellbeing, should be considered when selecting future School Streets, and advice and involvement from relevant officers across the Council should be sought to ensure the widest strategic impact.
- Objective data such as before and after Automatic Traffic Counts should be obtained whenever possible. It is recognised that this was not possible for the trial Leeds School Streets due to the need to introduce the initiative quickly.
- It is recommended that Council officers and elected members attend the '*Creating Better Streets for People*' training delivered through the LCWIP Strategic Support Programme to ensure a better understanding of the wider context for School Streets. The LCWIP Strategic Support Programme is also providing mandatory training to officers.

## 8. Recommendations

Following the initial evaluation of the Phase 1 trial, it is recommended that:

8.1 The extension of School Streets restrictions at Beecroft and Cross Gates Primary is not supported – see table in **Appendix 3**

8.2 The implementation of a Permanent Traffic Regulation Order at the remaining Phase 1 sites be supported – see table in **Appendix 3**

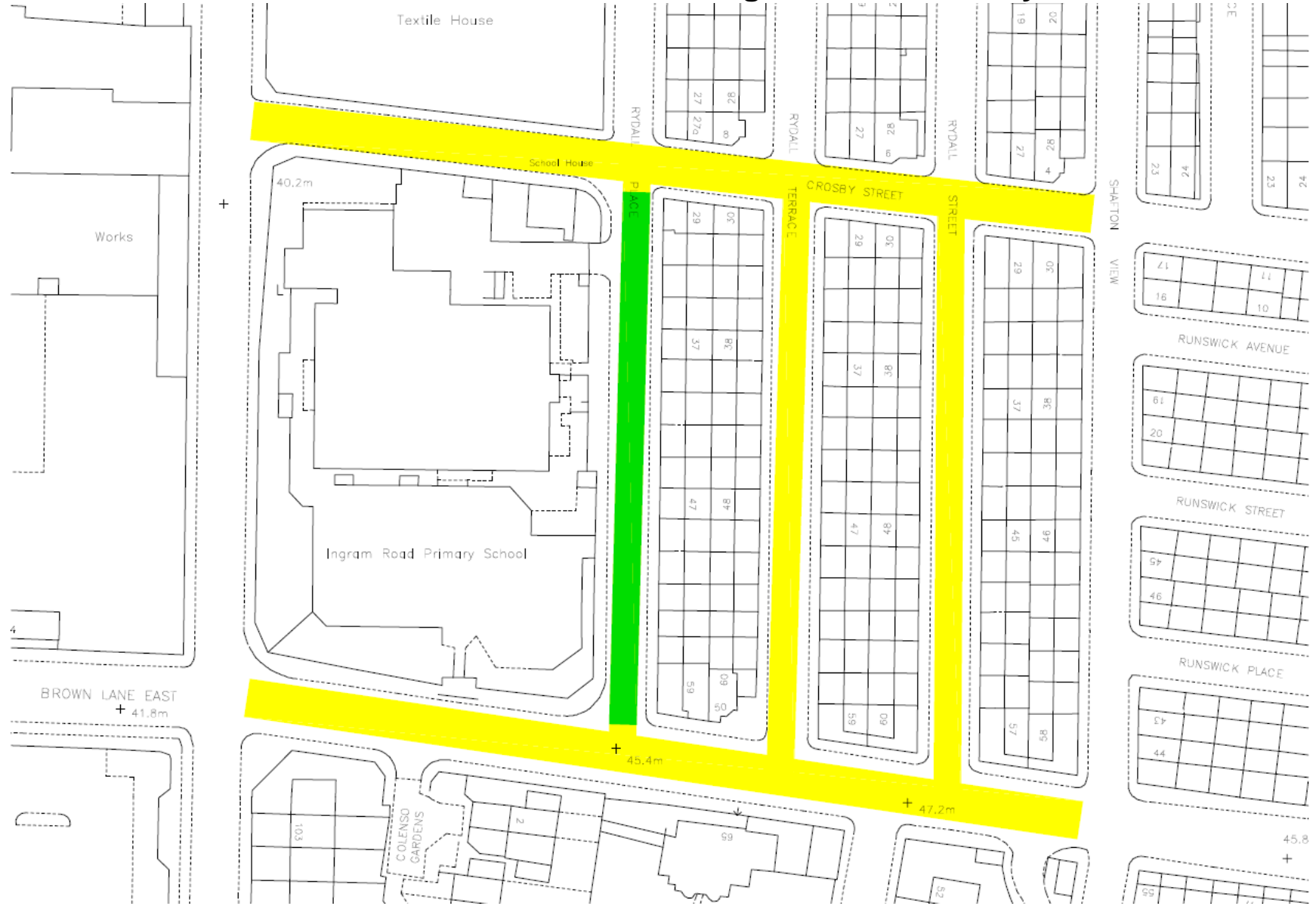
8.3 The Traffic Regulation Order is to include the wider exemptions used in Phase 2:

- Essential access to and from premises for valid school street permit holders;
- Disabled badge holders;
- Emergency services and healthcare worker vehicles (including doctors on-call, district nurses, personal carers, support workers and essential healthcare visitors);
- A vehicle operated or contracted by the School to transport people to or from it;
- A vehicle bearing the livery of a universal postal service, actively engaged in provision of a universal postal service,
- A vehicle bearing the livery of a private delivery service provider actively engaged in the delivery of goods to premises or properties situated on the road subject to the Order, or any other adjoining road which cannot otherwise be accessed.

## Appendix 3 – Table of Recommendations for Phase 1 + Beecroft School Street Trials

School	Recommendation	Primary Reasons	TRO / Amendments Required	TRO Timings
Cross Gates Primary	Remove	<ul style="list-style-type: none"> <li>Persistent inconsiderate and dangerous parking</li> <li>Complex site with multiple access points</li> <li>Negative feedback received by ITB team, ward members and school about a lack of compliance from parents, residents and PCSOs</li> </ul>	N/A	N/A
Beecroft Primary	Remove	<ul style="list-style-type: none"> <li>High volume of negative feedback and correspondence</li> <li>Displaced parking issues to other areas rather than resolved</li> <li>Not supported by an adjacent school.</li> </ul>	N/A	N/A
Clapgate Primary	Retain	Generally supported but restrictions sometimes ignored.	Use Phase 2 TRO wording re additional exemptions.	Current restrictions: 8.25-9.35 & 14.40-15.50 Gate open (AM) 8.50 Gates open (PM) 15.20, nursery finishes at 15.10 <b>NO CHANGES REQUIRED</b>
Lane End Primary	Retain	Generally supported but some concerns expressed by parents and businesses.	Use Phase 2 TRO wording re additional exemptions. Review the extent of the School Street Zone and location of signage.	Current restrictions: 8.25 – 9.20 & 14.40 – 15.35 Gates open (AM) 8.40 Gates open (PM) 15.00 <b>NO CHANGES REQUIRED</b>
Pudsey Primrose Hill Primary	Retain	Strong support from the school and parents.	Use Phase 2 TRO wording re additional exemptions. Time on signage needs amending.	Current restrictions: 8.10-9.20 & 14.40-15.50 Gates open (AM) 8.30 Gates open (PM) 15.10 <b>CHANGE RESTRICTION TIMINGS TO 8.15-9.10 AND 14.40-15.40</b>
Thorpe Primary	Retain	Supported but restrictions are sometimes ignored.	Use Phase 2 TRO wording re additional exemptions. Review the extent of the School Street Zone and location of signage.	Current restrictions: 8.10-9.20 & 14.40-15.50 Gates open (AM) 8.45 Gates open (PM) 15.00 <b>CHANGE RESTRICTION TIMINGS IN THE AFTERNOON TO 14.40-15.35</b>
Ingram Road Primary	Retain	General support, few issues.	Use Phase 2 TRO wording re additional exemptions. Formalise amended School Street Zone (Appendix 4)	Current restrictions: 8.25-9.20 & 14.40-15.35 Gates open (AM) 8.45 & 9.00 Gates open (PM) 15.00 & 15.15 <b>NO CHANGES REQUIRED</b>

# Appendix 4 - School Street Zone Amendment Plan – Ingram Road Primary School



**Appendix 5 – School Streets Location Plans**