



LEEDS SCHOOL STREETS EVALUATION



Connecting Leeds
TRANSFORMING TRAVEL



1	School Streets in Leeds		9
1.1	What Is a School Street?	9	
1.2	Leeds School Streets Trials	9	
1.3	Active Travel Fund	10	
1.4	School Streets Objectives	10	
1.5	Selection Process for Phase 1 School Streets Trials	10	
1.6	Selection Process for Phase 2 School Streets Trials	11	
1.7	Traffic Regulation Orders (TROs)	11	
1.8	Sign Design (Installed and A-frames)	12	
			1.9 School Street Branding 14
			1.10 Preparation of School Information Packs 14
			1.11 Access Permits 15
			1.12 Park and Stride 15
			1.13 Enforcement 16
			1.14 Community Safety Accreditation Scheme (CSAS) 16
			1.15 Timeline 17
2	Evaluation Methodology		18
2.1	The Covid-19 pandemic	18	
2.2	Leeds Stakeholders	18	
2.3	National Stakeholders	19	
			2.4 Red, Amber, Green (RAG) Ratings for Leeds School Streets 19
3	Feedback from Delivery Partners		21
3.1	Leeds City Council Parking Services	21	
3.2	Leeds City Council Network Management and Traffic Engineering	22	
			3.3 Leeds City Council Influencing Travel Behaviour (ITB) Team including Road Safety Trainers 22
			3.4 West Yorkshire Police 24
4	Feedback from Families, Staff and Residents		26
4.1	Introduction	26	
4.2	Key Findings from School Staff Surveys	26	
			4.3 Key Findings from School Families Surveys 28
			4.4 Key Findings from Residents Surveys 30
5	Key Findings from Traffic Surveys		33

CONTINUES ON NEXT PAGE

6

Feedback from Other Local Authorities

35

6.1	Department for Transport (DfT) and School Streets	35	6.7	Enforcement and Compliance	39
6.2	Key Findings from other Local Authorities Implementing School Streets	35	6.8	School Street Retention Criteria	40
6.3	School Street Implementation Selection Criteria	36	6.9	Decision To Retain or Remove School Streets	41
6.4	Engagement Methods Used Elsewhere	38	6.10	Issues	42
6.5	Legal Instruments	38	6.11	Benefits	43
6.6	Statutory Signage	39	6.12	Conclusion	43

7

Leeds School Streets Trial Objectives: Were They Met?

44

8

Key Lessons and Recommendations

46

8.1	Constraints On Implementation in Phase 1 And 2	46	8.8	Enforcement	49
8.2	Governance	46	8.9	Monitoring and Evaluation Methods	51
8.3	Site Selection	46	8.10	Communications	51
8.4	School and Families Engagement	47	8.11	Signage	51
8.5	Expectation By DfT to Follow Government Guidance	48	8.12	Information Sharing	52
8.6	Wider Consultation and Engagement	48	8.13	Resourcing	52
8.7	Traffic Regulation Orders (TROs)	49	8.14	Additional Recommendations	52

9

Future School Streets in Leeds

53

9.1	Stage 1. School Self-Assessment	53	9.3	Stage 3. Assessment Of Application and Prioritisation	55
9.2	Stage 2. Expression of Interest (EOI) / Application	54	9.4	School Street Steering Group Decision Points and Meetings	57

CONTINUES ON NEXT PAGE

10

Conclusions

58

11

Appendices (Available on request)

60

Appendix 1: RAG Rating Scores for Individual School Streets

Appendix 2: School Staff and Volunteers Survey

Appendix 3: Families Survey

Appendix 4: Sample Resident/Business Survey

Appendix 5: Local Authorities Survey

Appendix 6: Sample TTRO for Phase 1 School

Appendix 7: Sample TTRO for Phase 2 School

Appendix 8: Selection Process for Future School Streets

Appendix 9: Wider Strategic Context of School Streets

EXECUTIVE SUMMARY



BACKGROUND

Leeds City Council commissioned Living Streets to undertake an evaluation of the impact of fourteen trial School Streets across Leeds and to identify measures to support existing and future School Streets.

This report provides the strategic context for School Streets, an analysis and evaluation of the Leeds School Streets programme including analysis of the success of individual sites, views of key stakeholders, and findings from other local authorities' experience. It sets out the findings from the trials and makes recommendations for how future School Streets may be enhanced.

The Leeds School Streets programme was introduced in two phases (June and September 2020) with six implemented in phase 1 and eight in phase 2 using temporary traffic regulation orders, lasting for 18 months. The aim of the trial was to support social distancing in response to the Covid-19 pandemic and to help determine if School Streets are an effective way to encourage safe and sustainable travel to schools.

Funding was obtained from the Department for Transport (DfT) in 2020 from its Emergency Active Travel Fund (EATF).

EVALUATION METHODOLOGY

Staff, parents/carers, local residents and businesses at all schools in the trial were invited by Leeds City Council to participate in online surveys during summer 2021. Automated Traffic Counts and Parking Beat surveys were commissioned by Leeds City Council for Phase 1 schools and Beecroft Primary and conducted in August and September 2021. The results of the surveys were analysed by Living Streets with input from Leeds City Council's Influencing Travel Behaviour (ITB) Team.

Living Streets undertook interviews and had email correspondence with Leeds City Council officers and West Yorkshire Police on their experience of the trial School Streets programme, as well as reviewing information collected by Living Streets and Leeds City Council staff observing School Streets in operation.

Interviews were carried out by Living Streets with DfT to obtain their position on School Streets. Other local authorities who had implemented School Streets were sent an electronic survey to complete, with twenty local authorities providing responses.

A RAG (red, amber, green) rating methodology was initiated by Leeds City Council officers and refined for the purposes of this evaluation report. Living Streets assigned the RAG rating and scored Phase 1 and Phase 2 School Streets. The results of the RAG rating assessment led to the recommendation that all School Streets are retained with two exceptions.



FINDINGS

The evaluation found that, with the exception of two School Streets, the trials were successful in meeting their objectives:

› **Creation of more space for people walking and cycling to school during the Covid-19 pandemic**

68% of families responding in the survey agreed with the statement that, 'the School Streets make it easy to maintain social distancing.'

› **Improve air quality**

Perceptions of air quality improved. Over half (55%) of families responding agreed with the statement that, 'the air around the School Streets seems clean.' 30% of families reported a reduction in concerns about 'the health impact of car fumes.'

› **Improve road safety**

Perceptions of road safety improved. Before School Streets 65% of families surveyed reported being concerned about road safety. After the School Streets were introduced this dropped to 34%.

› **Encourage sustainable travel on the journey to and from school**

Survey responses from families suggest that there has been a six percentage-point increase in active modes on average across all fourteen School Street trials since they began. All schools reported noticing an increase in pupils walking or cycling to school.

All (100%) of school staff, 90% of parents/carers and 46% of residents/businesses supported their School Streets becoming permanent. A further 24% of residents and businesses said they 'maybe support' the School Street becoming permanent.

Automated Traffic Count surveys found that no School Street recorded more than six one-way vehicle movements in the periods between 8.30am and 8.45am and 3.00pm and 3.15pm. Parking Duration of Stay surveys revealed that only one School Street was observed to exceed 100% parking stress (parking stress is defined as demand for parking spaces exceeding the available number of spaces).

Comments received from other local authorities operating School Streets revealed that selection criteria for School Streets vary depending on different metrics and local priorities. Challenges with compliance and enforcement were a recurring theme. Additional powers to enforce would improve the operation of School Streets in future for most local authorities.

School Streets restrictions are not suitable for every school site and there may be alternative measures that can be explored by the school community and local authorities that will better

achieve the outcomes of facilitating more sustainable and active travel to and from school. The importance of trialling School Street restrictions and consultation with the community before making the restrictions permanent was emphasised and the majority of local authorities responding had designated School Streets using Experimental Traffic Regulation Orders.



RECOMMENDATIONS

A three-stage process for selecting potential sites as future School Streets is described and recommended (Section 9). This comprises an initial suitability check, followed by selection and prioritisation using a RAG rating system.

Recommendations on the following are made:

› Selecting suitable sites for School Streets restrictions

A robust selection process is required to support a successful School Street programme. Recommendations list the important factors in site selection to ensure that; only suitable sites are selected, baseline data is gathered before implementation, existing traffic and parking issues are understood, impacts can be measured, and post installation enquiries can be responded to.

› Governance

Establishment of a School Streets Steering Group with representatives from relevant Leeds City Council services and other key stakeholders to undertake selection of future School Streets.

› School community and families engagement

The importance of commitment to the School Streets from the school community and local members is utmost. This should include formally agreeing roles and responsibilities, understanding the potential impacts of the restrictions, the limitations around enforcement, participation in behaviour change programmes and sustainable travel training. Engagement with the local community is recommended to emphasise the wider benefits of School Streets. It is recommended that active travel training is carried out at selected schools before and during the launch of the School Streets and this opportunity is taken to

identify which schools need additional support such as cycle/scooter parking for pupils and/or staff.

› Wider consultation and engagement

Leeds City Council should ensure relevant recent guidance for consultation and engagement is followed as set out in Gear Change (DfT, 2020), Gear Change One (DfT, 2021) and the additional statutory network management duty guidance. Robust consultation and community engagement for future School Streets, along with collection of empirical evidence, will support the case for School Streets. Engagement with the whole school community should be carried out, ensuring the wider benefits

of School Streets are articulated, traffic and parking issues are noted, and local residents and businesses know how to obtain access permits. Engagement with the whole school community, residents, and businesses before, during and after introduction of School Streets should be carried out to ensure issues can be identified and responded to.

› Traffic Regulation Orders

Leeds City Council anticipates designating future School Streets through permanent Traffic Regulation Orders. This process includes prior consultation on the proposed scheme design and a 21-day notice period for statutory consultees and others who can log objections.

¹ At the time of writing this report only London Boroughs have the powers to enforce School Streets restrictions. It may be possible for local authorities outside of London to apply for powers under Part 6 of the Traffic Management Act 2004, to enforce access restrictions later in 2022.

› Enforcement

Current school street restrictions can only be enforced by the Roads Policing Unit (RPU), and they have limited resources available to be able to do this. Civil enforcement currently has no powers to issue Fixed Penalty Notices and can only provide advice. In addition to education and engagement Leeds City Council should use the powers that come into force in May 2022 under Part 6 of the Traffic Management Act 2004, to enforce access restrictions through ANPR technology, where education and engagement do not produce the desired result in reducing vehicle access. Leeds City Council should discuss the cost implications of ANPR with suppliers to determine suitable options and pricing, as they may wish to utilise ANPR for enforce other moving traffic offences, in addition to school streets.

› Monitoring and Evaluation

Annual monitoring and evaluation of School Streets is vital to articulating the benefits to communities, schools, and decision makers, as well as ensuring School Streets meet their stated aims and objectives.

› Communications

Publication of Frequently Asked Questions on the School Streets webpage and for use in correspondence may assist in freeing up staff resources. Schools should also promote School Streets on their websites, with links to the relevant council webpages/blogs, to communicate the wider purpose and benefits of school streets to parents and carers. Benefits of the School Street should be promoted more widely in the local media.

› Signage

The use of folding signs to overcome the need for 'sign-bagging' is recommended as the TRO applies during school holidays. The school community would be responsible for this. If DfT allow the use of flashing signage in future this should be considered. Doubling of signage on either side of a school street entry point would potentially contribute to creating a gateway.

› Information Sharing

It is recommended that Leeds propose and participate in a national best practice network with other local authorities to share information on running School Streets programmes.

› Additional recommendations

It is recommended that elected members take advantage of future training from Active Travel England and the LCWIP Strategic Support consortium on making the case for active travel interventions when available.

It is also recommended that whenever opportunities arise to redesign streets around schools to prioritise people these are linked to School Streets.

CONCLUSIONS

The Leeds School Streets trial has been largely successful at the majority of the sites. Following a decision to withdraw the School Streets at two sites, the temporary TROs there were left to expire, and the signage has been removed. School Streets were widely supported by schools and parents/carers. Residents and businesses were also supportive, although to a lesser extent. Overall, an increase in perceived safety was reported, with an increase in active travel mode share. It is expected that adoption of the recommendations will strengthen the Leeds School Streets programme and ensure future School Streets are successful in meeting their aims and objectives.

SCHOOL STREETS IN LEEDS

1

1.1 WHAT IS A SCHOOL STREET?

The Government's **Gear Change** (DfT, 2020) defines School Streets as where, '...local authorities close streets to through traffic and have parking restrictions at school pick-up and drop-off times. Access is maintained for residents and other requirements, such as to drop off children who may have mobility difficulties and cannot walk far.'

Access restrictions are signed using the 'No Motor Vehicles' sign, and the School Street is often monitored by school staff, volunteers or paid stewards to advise drivers of the access restrictions. Some authorities also use temporary signage (as in Leeds), physical barriers such as retractable bollards or temporary barriers, or Automatic Number Plate Recognition (ANPR) where permissible. Residents and others with a legitimate need to enter or leave the School Street

are usually invited to participate in a permit scheme to register their vehicle.

Gear Change (DfT, 2020) said, *'We will increase the number of School Streets to protect children. Almost half of all primary school children, and almost a quarter of secondary school children, are driven to school, a figure which has more than trebled in the last 40 years. School active travel could therefore play a greater role in preventing obesity and supporting healthier weight. The school run creates pollution, congestion and danger – around schools and on the wider road network. About a quarter of all morning rush hour car trips in London during school terms is school run traffic.'*

1.2 LEEDS SCHOOL STREETS TRIALS

For Clean Air Day in 2019, Leeds City Council closed roads around eleven schools and implemented 'play streets'. The success of this event and feedback from the school communities suggested

that a longer trial would help to determine if access restrictions on roads outside schools could be implemented to help change travel behaviour to school.



Figure 1: Clapgate School Street

1.3 ACTIVE TRAVEL FUND

In May 2020 the Department for Transport announced the Emergency Active Travel Fund (EATF), which subsequently became known as Tranche 1 of the Active Travel Fund (ATF). The purpose of the funding was to help councils reallocate road space for people walking and cycling, as a direct response to the Covid-19 pandemic. In West Yorkshire, local authorities were invited to submit proposals to the West Yorkshire Combined Authority (WYCA) and a submission was presented to the DfT.

Leeds City Council was subsequently awarded funding to deliver a programme of measures to create more space for cycling and walking, while easing pressure on public transport and relieving congestion ([see https://www.westyorks-ca.gov.uk/all-news-and-blogs/department-for-transport-s-active-travel-fund/](https://www.westyorks-ca.gov.uk/all-news-and-blogs/department-for-transport-s-active-travel-fund/)). Among the schemes identified for Tranche 1 funding in Leeds was the creation of a programme of School Streets trials to enable social distancing and encourage more walking and cycling to schools and to help determine if these could be implemented more widely if successful.

Active Travel Fund Tranche 2 funding, announced in November 2020, was intended to support the creation of

longer-term active travel measures. Leeds City Council was awarded further funding for measures to support active travel including, *“Upgrades and making permanent selected Tranche 1 Schemes including School Streets...”*.

1.4 SCHOOL STREETS OBJECTIVES

The objectives of the Leeds School Streets trial were identified as:

- I. To create space for people walking and cycling to school during the Covid-19 pandemic
- II. To encourage safe and sustainable travel on the journey to and from school
- III. Improve road safety
- IV. Improve air quality

The School Streets programme also supports Leeds Best Council Plan priorities by:

- › Offering safer and cleaner routes to school
- › Working towards Health and Wellbeing, Child Friendly Leeds objectives for healthy and physically active lifestyles, enhancing the city for future generations, alongside supporting independence.

1.5 SELECTION PROCESS FOR PHASE 1 SCHOOL STREETS TRIALS

The first phase of the School Streets trials needed to be installed by June 2020 to support the re-opening of schools following lockdown. Leeds City Council contacted schools that had previously taken part in Clean Air Day Play Streets closures, had local support that were identified by local school communities, Ward Members or as part of on-line engagement. Contact with school staff and families was limited due to the pandemic constraints and council staff were working from home.

A report provided on the 19th May 2020 to the Chief Officer (Highways and Transportation) on a School Streets Trial to Support Social Distancing (Phase 1) in Leeds identified that, “In the short-term School Streets are being piloted to also see how they can assist with social distancing whilst schools are in a phased and staggered return period. Temporary Traffic Regulation Orders for 18 months are proposed and the merits of making these orders permanent during this period to support clean air and sustainable travel will be monitored.”.

Phase 1 commenced in June 2020. The six schools who participated in Phase 1 of the trial were:

- › Ingram Road Primary School, Holbeck
- › Clapgate Primary School, Middleton
- › Lane End Primary School, Beeston
- › Thorpe Primary School, Thorpe
- › Primrose Hill Primary School, Pudsey
- › Cross Gates Primary School, Crossgates

1.6 SELECTION PROCESS FOR PHASE 2 SCHOOL STREETS TRIALS

All primary schools in Leeds were invited to submit an expression of interest (EOI) to participate in a second phase of the trial, incorporating learning from the first phase. Seventeen schools returned EOIs.

Schools were considered 'eligible' if the road(s) to be restricted were:

- › Not on a bus route
- › Located within a 20mph speed limit
- › On roads that did not generate heavy vehicle movement

- › In a cul de sac or no through road location
- › The location of a suitable Park and Stride site near to the road(s) to be restricted and schools was also considered

A report provided on the 28th July 2020 to the Chief Officer (Highways and Transportation) on Phase 2 of the School Streets Trial To Support Social Distancing stated that, *"the proposals complement the Sustainable Education Travel Strategy and encourage greater and safer walking, cycling and scooter use. This in turn will help improve resilience in the highway network, reduce congestion, improve air quality and help achieve a reduction in noise pollution over time contributing to improving the health of residents."*

School Street measures were implemented at a further eight schools for Phase 2 of the trial in September 2020:

- › Beecroft Primary School, Kirkstall
- › Chapel Allerton Primary School, Chapel Allerton
- › Great Preston VC CofE Primary School, Great Preston
- › Hollybush Primary School, Bramley
- › Hugh Gaitskell Primary School, Beeston

- › Middleton St Mary's Primary School, Middleton
- › Westgate Primary School, Otley
- › Woodlesford Primary School, Woodlesford

1.7 TRAFFIC REGULATION ORDERS (TROS)

Based on advice from Council colleagues in Legal Services and Traffic Engineering it was agreed to introduce a Temporary Traffic Regulation Order (TTRO) rather than using an Experimental Traffic Regulation Order (ETRO) as the most appropriate legal instrument to implement the traffic management controls required for the School Street.

A TTRO allowed the access restrictions to commence and feedback to take place during the operation; alterations could be made where they were considered appropriate. This approach also enabled time periods to be amended as schools amended their opening times as part of their Covid-19 return planning.

The proposed TTRO was advertised, Notices of Intention were displayed around the Phase 1 schools, then replaced by Notices of Making on the date the TTRO came into operation.

The Order came into operation on Monday 1 June 2020 for Phase 1 schools and Monday 7 September 2020 for Phase 2 schools. It was in force for a maximum period of 18 months or until such time as a permanent Order is introduced, whichever is the sooner.

Exemptions for some motor vehicles were written into the Orders with more listed for the Phase 2 school sites.

Phase 1 TTRO wording:

Essential access to and from premises for permit holders and emergency vehicles will be maintained.

Phase 2 TTRO wording:

Exemptions will apply to:

1. Essential access to and from premises for valid school street permit holders.
2. Disabled badge holders.
3. Emergency services and healthcare worker vehicles (including doctors on-call, district nurses, personal carers, support workers and essential healthcare visitors).
4. A vehicle operated or contracted by the school to transport people to or from it.
5. A vehicle bearing the livery of a universal postal service, actively engaged in provision of a universal postal service,
6. 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.

The School Streets restrictions at two schools; Cross Gates Primary School and Ingram Road Primary School, were reduced in extent, due to operational difficulties for school staff marshalling a large area when the TTRO was in operation.

1.8 SIGN DESIGN (INSTALLED AND A-FRAMES)

Signs were designed in line with the Traffic Signs Regulations and General Directions (TSRGD) and the associated Traffic Signs Manual and were installed on the affected streets in Leeds showing:

- › The start and end times of the PEDESTRIAN and CYCLE ZONE at each school. Times were provided by schools and were under constant review due to the evolving Covid situation. Some signs have required patch overs to reflect amended times of operation.
- › Phase 1 signs showed that there was restricted access “Except permit holders”.
- › Phase 2 signs were changed to include a Blue Badge holder exemption. The number of the permit zone allocated to each School Street and a supplementary plate sign showing the School Street logo were also added.



Figure 2: Example of Pedestrian and Cycle Zone used by Leeds City Council to designate Phase 2 School Streets

Site visits were conducted to ascertain the appropriate location of signs using existing poles where possible to ensure the tight deadlines were met. Some new poles had to be erected at cost.

Where School Street zones have been reduced in size and withdrawn the signs have been covered over then removed accordingly.

The TTRO applies throughout the year, including during school holidays. During the six-week, school summer holidays arrangements were made to have the permanent signage bagged at the beginning and unbagged at the end. There is a cost for this service which is provided by LCC staff which will have to be repeated each summer (at least), unless a more cost-effective method is introduced.

Every participating school was provided with temporary No Access signs and traffic cones. Signs are placed on the pavement or road near the installed sign at the start of the PEDESTRIAN and CYCLE ZONE to remind drivers about the access restrictions. It was the school's responsibility to find staff or other volunteers to help support the scheme and stand close by the sign. Information about the role of volunteers and their safety was included in the Schools Information Pack (see right).



Figure 3: Temporary 'No Access' sign as illustrated in School Information Pack

A safer, healthier environment for the school community and residents

This road will be closed at the beginning and end of the school day to encourage active travel through walking, cycling and scootering. These measures will improve road safety, tackle air pollution and help maintain social distancing.

Find out more at leeds.gov.uk/schoolstreets



Figure 4: Design for Leeds School Streets banner for use by schools

1.9 SCHOOL STREET BRANDING

During the rollout of the Phase 1 School Streets, a design agency was appointed to design suitable branding for Leeds School Streets to use on banners, documents, website, and social media. The branding was also used on editable templates for resident notification letters, parking permits and maps to show the extent of the access restrictions.

1.10 PREPARATION OF SCHOOL INFORMATION PACKS

Basic information about the operation of the School Street based on the details of the TTRO was sent to Phase 1 schools prior to the launch in June 2020. A comprehensive School Information Pack was created for schools prior to the launch of the Phase 2 schools in September 2020.

The School Streets branded pack was split into the following sections:

- › School Streets information.
- › Explanation of the Temporary Traffic Regulation Order and signage.
- › Sample Communications for schools to send to parents to find out about the scheme.
- › Modeshift STARS and how participation in the School Streets scheme could be accredited.
- › Frequently Asked Questions (FAQs) and
- › Volunteer information including photographs showing volunteer marshals/school staff the correct positioning of the temporary No Access signs.



1.11 ACCESS PERMITS

Council officers (including the Influencing Travel Behaviour (ITB) team) and Parking Services worked together to issue resident and business access permits in line with other parking permit schemes in Leeds. Each School Street was allocated a reference number that corresponds with the signage and permit.

ITB staff conducted site visits to check all addresses affected by the access restrictions would receive correspondence providing information and temporary permits. Parking Services were responsible for resident letter printing, mail preparation and postage.

- › May 2020 (Phase 1) – temporary paper permits were issued to all residents, businesses and schools which expired at the end of July 2020.
- › August 2020 Phase 1 and Phase 2 residents and businesses received details of how to apply for an access permit either online or in person at a Leeds City Council Community Hub. These permits were valid until the end of the school term in July 2021
- › All permits issued by Parking Services were auto renewed in line with the expiry of the TTRO. Permits for School Street zones launched on 1st June 2020 were renewed until 31st December 2021 and Phase 2 schools had an expiry date of 7th March 2022.
- › Parking Services have advised that their preference for School Streets that are made permanent following the trial will be to issue access permits with a three-year validity period in line with other parking restriction schemes in Leeds.

1.12 PARK AND STRIDE

Phase 1 - To address concerns about displaced parking around School Street zones ITB investigated Park and Stride site locations, available for parents/ carers to use during the restricted times.

If a Park and Stride site was not already in operation ITB contacted the landowners/occupiers to seek permission and formalise agreements to use of the land. ITB visited all proposed Park and Stride sites to identify walking routes between it and the school. The routes were mapped, risk-assessed and details were added to the individual school information on the Leeds City Council School Streets webpage.

Phase 2 - Schools who were interested in participating in Phase 2 submitted Expression of Interest forms which included a request for schools to identify a suitable or existing Park and Stride site. A similar process to Phase 1 was followed.

A generic risk assessment was created to cover the use of car parks for all agreed Park and Stride locations and details were included in the School Information Packs.

1.13 ENFORCEMENT

Leeds City Council do not have any powers to enforce moving vehicle offences such as ‘contravention of a local traffic order’. This can only be carried out by West Yorkshire Police (WYP). Whilst WYP Neighbourhood Policing Teams (NPT) have been supportive of the initiative they are not in a position to offer a regular presence to enforce the School Streets due to competing demands. To date, no Fixed Penalty Notices (FPNs) have been issued for contravention of a School Street restriction in Leeds.

Penalty Charge Notices (PCNs) for parking offences in the streets surrounding the School Street restrictions have been issued by the Council’s Civil Enforcement Officers (CEOs) and PCSOs along with advice given to drivers.



1.14 COMMUNITY SAFETY ACCREDITATION SCHEME (CSAS)

To allow Leeds City Council to obtain powers to help enforce the School Streets restrictions a Community Safety Accreditation Scheme (CSAS) was applied for.

CSAS is a voluntary scheme under which police chief constables can choose to accredit employed people already working in roles that contribute to maintaining and improving community safety with limited but targeted powers. The scheme creates a framework for working in partnership with the police, providing additional uniformed presence in communities. All schemes are managed, monitored and assessed at a local level by the responsible police force.

This CSAS scheme is the first one in West Yorkshire to be supported. However, the CSAS operated by West Yorkshire Police gives those accredited with powers take names and addresses and report this to the Police, but not to issue Fixed Penalty Notices (FPNs).

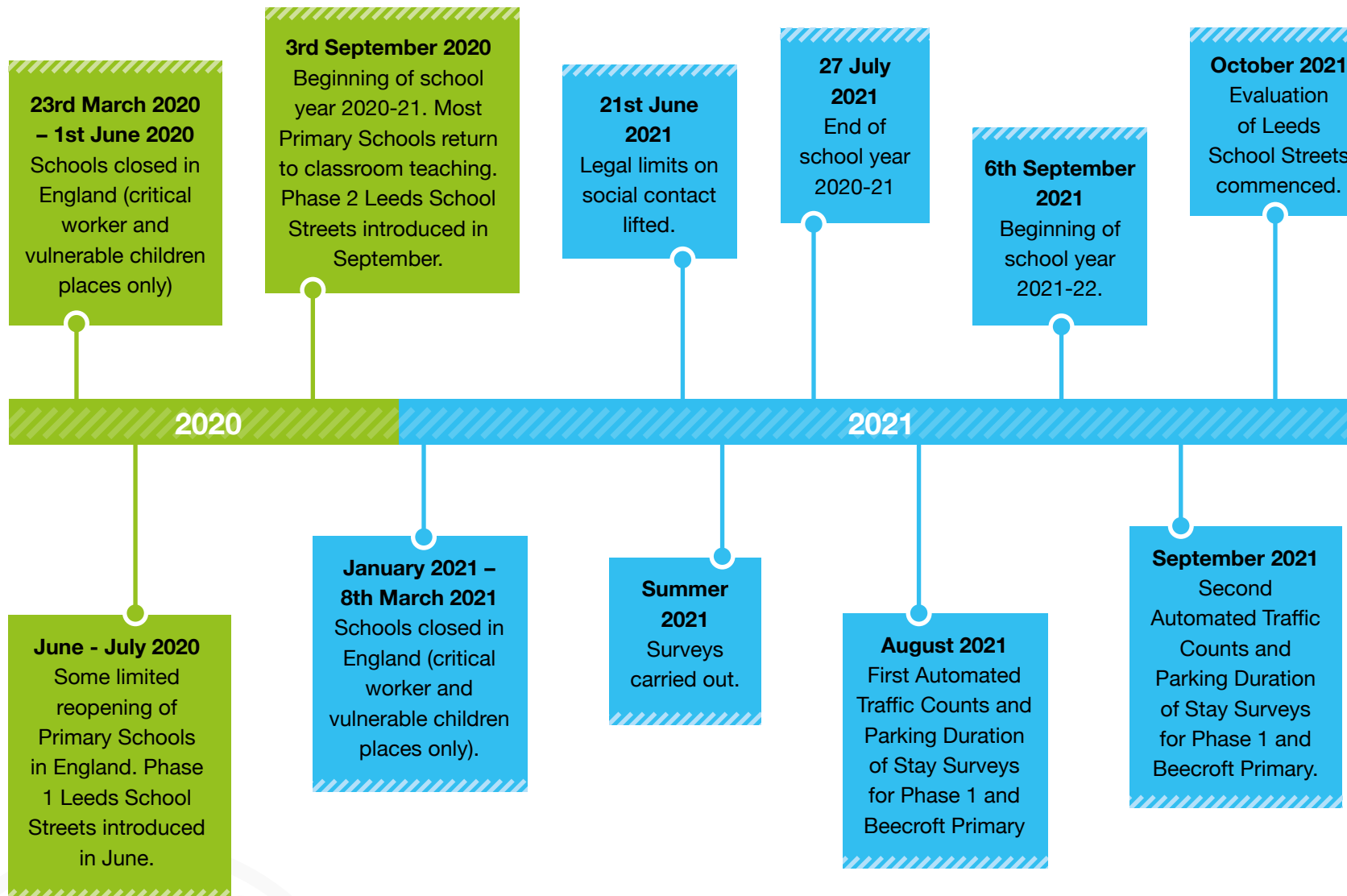
Leeds City Council CEOs in Parking Services were invited to apply for this role. Due to the number of officers affected by Covid-19 symptoms, the cumbersome training and vetting process (including checks on members of family members), a limited response from CEOs putting themselves forward for CSAS training was received. One CEO did apply and attended training in November 2020. The cost of the training was £500.

Later in 2022, when it is an option to do so, LCC may apply for an order under Part 6 of the Traffic Management Act 2004, which will designate powers to local authorities to civilly enforce moving traffic contraventions.



1.15 TIMELINE

It is important to note that the situation with Covid-19 was dynamic throughout the period of the trials and this was reflected in the Government's advice on social distancing, travel to workplaces and education including schools. The timeline below is useful in understanding the implementation of Phases 1 and 2 of Leeds School Streets in relation to the pandemic:



This section describes the methodology used to carry out an evaluation of the School Streets trials implemented in Leeds. It was not possible to collect ‘before’ monitoring data given the circumstances during, and the speed at which the Phase 1 and 2 School Streets trials were installed. Some information and data, for instance school mode of travel, was available for some of the participating schools. Monitoring of these trials and any future schemes is essential to understand the impact they have had and whether their objectives have been achieved.

2.1 THE COVID-19 PANDEMIC

Leeds School Streets were introduced rapidly in response to available funding (Active Travel Fund Tranches 1 and 2), primarily to facilitate social distancing due to the Covid-19 pandemic. The constraints experienced by Leeds City Council in responding to the ATF timescales in a dynamic situation caused by the Covid-19 pandemic should be recognised. Leeds City Council was

required to introduce measures to support social distancing without the opportunity to carry out detailed consultation and data gathering. The success of these trials and their ability to meet the scheme objectives should be considered with this in mind. Additionally, disruption to pre-Covid travel patterns and school operations as a result of the pandemic continued to the end of the summer term 2021. 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.

2.2 LEEDS STAKEHOLDERS

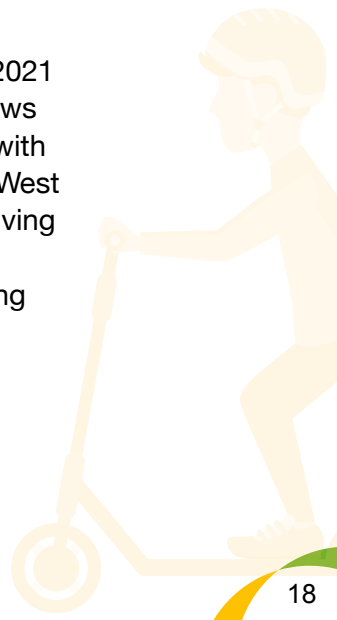
The ITB Team set up a webpage with information and mapping of all School Streets, and a dedicated email address for queries and correspondence throughout the trials. The team responded to a significant volume of queries and correspondence from residents, schools, families and Council officers and members throughout the trial period. Information provided online has been continuously improved to answer frequently asked questions

and to help reduce the volume of queries received.

Online surveys to capture the opinions of school staff, families of pupils and residents were carried out by Leeds City Council’s Influencing Travel Behaviour (ITB) team in summer 2021 (copies of the survey questionnaires are provided in **Appendices 2,3 and 4.**)

Automated Traffic Counts and Parking Duration of Stay surveys were commissioned by Leeds City Council for Phase 1 sites and Beecroft Primary in August and September 2021. Due to the need for the trial School Streets to be implemented quickly to support Covid-19 social distancing and ATF funding requirements no traffic counts or parking surveys could be carried out before Temporary Traffic Regulation Orders (TTROs) were made.

During October and November 2021 Living Streets undertook interviews and had email correspondence with Leeds City Council officers and West Yorkshire Police, as well as receiving logged information collected by Leeds City Council staff observing School Streets in operation.



2.3 NATIONAL STAKEHOLDERS

Interviews were carried out with DfT to obtain their position on School Streets.

Other local authorities who had implemented School Streets were sent an electronic survey to complete on their experience of running School Streets initiatives (See **Section 7 – National Context**).

2.4 RED, AMBER, GREEN (RAG) RATINGS FOR LEEDS SCHOOL STREETS

The evaluation of School Street sites aims to review the success of the fourteen trial sites in Leeds by considering several factors and assigning a Red Amber Green (RAG) rating to various factors in order to provide an eventual recommendation to retain or remove the School Streets in question.

A Red Amber Green (RAG) rating methodology was initiated by the ITB team of Leeds City Council and refined for the purposes of this evaluation report. Living Streets completed the assignment of the RAG rating and scored Phase 1 and Phase 2 School Streets. These RAG ratings and scores are included in **Appendix 1**.

The evaluation has used several objective datasets and subjective assessment of

factors where no objective data set was available to assess thirteen indicators of success (ten for Phase 2 schools). RAG ratings for individual elements were scored as follows to give an overall score for each School Street:

Green = 1, Amber = 3, Red = 5.

For Phase 1 Schools and Beecroft Primary where automated traffic counts and parking surveys were carried out the maximum score available was 65. For the remaining Phase 2 schools the maximum score available was 50 as no automated traffic counts or parking surveys were commissioned for these sites. Presence of Park and Stride and Enforcement Resource were not assigned a RAG rating.

Factors assessed to determine the success of the School Street were:

- › School Engagement – Level of support and involvement from the school.
- › Support or opposition to the School Street being made permanent obtained from results of surveys sent to school staff, parents and local residents and businesses.
- › Correspondence received.
- › Percentage Point Change in Walking and Cycling/Scooting Before vs. After School Street using data collected via the families' online survey.

- › Parking Stress – Using parking survey data from surveys commissioned by Leeds City Council. Parking stress is expressed as the number of parked vehicles as a percentage of the amount of authorised available parking. (Not available for Phase 2 Schools).
- › Parking displacement as reported in parent/carer surveys and observed by LCC staff.
- › Whether a Park and Stride site was identified and available.
- › School Street traffic levels – Using Automated Traffic Count survey data from counts commissioned by Leeds City Council. Based on the highest 5-day average (Monday-Friday) of traffic movements within the School Street. (Not available for Phase 2 Schools). Observed compliance of the School Street access restriction by drivers as observed by Living Streets staff on site visits, and from Leeds City Council staff observations, was also considered.
- › Enforcement Resource – Whether Police or Parking Services had attended the site at any point during the period of the TTRO.

- › Number of residential dwellings within restricted access area.
- › Number of public access points for motor vehicles into the School Street restricted access area.

Where measurable data was assessed the threshold for determining the RAG rating is described in the RAG rating column in Appendix 1. It should be noted that the factors reviewed during the evaluation differ from the selection criteria used by Leeds City Council to select phase 2 School Streets which considered the suitability of the School Street site for inclusion in phase 2 of the trial.

The results of the RAG rating assessment led to the recommendation that all School Streets are retained with two exceptions. These were Beecroft Primary School, where Leeds City Council took the decision to withdraw this school from the trial prior to the completion of the full evaluation report; and Cross Gates Primary where several issues make the School Street problematic and there has been an increase in car use and reduction in active travel journeys since the trial began (based on surveys conducted as part of this evaluation).



This section summarises the results of conversations with various teams within Leeds City Council and West Yorkshire Police (WYP). Feedback has also been gathered from school staff, families of pupils and local residents and this is described in Section 4.

Living Streets conducted interviews with Leeds City Council staff who were involved in School Streets and reviewed written accounts of site visits by staff. West Yorkshire Police officers and Police Community Support Officers (PCSOs) were contacted to obtain their views on the operation of School Streets.

3.1 LEEDS CITY COUNCIL PARKING SERVICES

Parking Services staff gave the following feedback:

- › School parking concerns are a major issue for Parking Services.
- › Parking Services were not involved in the development of the scheme.

- › Parking Services had no contact with individual schools.
- › Parking enforcement does not work without a penalty.
- › It would be useful to make this a civil offence and have a relevant civil enforcement code to give powers to civil enforcement officers to issue an enforceable ticket.
- › During lockdown, Parking Service staff were asked to volunteer for a School Street parking enforcement role. Fifteen staff expressed an interest.
- › Under Section 40 of the Police Reform Act, the chief officer of any police force may establish and maintain a Community Safety Accreditation Scheme (CSAS) in order that some powers normally available to constables or others, may be conferred on persons accredited under the scheme. The CSAS operated by West Yorkshire Police gives those accredited with powers to take names and addresses, but not to issue Fixed Penalty Notices (FPNs) as explained in Section 1.
- › Police vetting for CSAS powers was required, and staff needed to attend a Police training course. People were put off volunteering for the School Streets enforcement role due to what some considered an onerous Police vetting process and background checks, and only one member of staff subsequently undertook the training.
- › The take-up of the access permits issued as part of the School Street trials was low (28% of those eligible). This reduced to 14% of those eligible once permits issued to school staff are discounted from this figure.
- › There has been some anecdotal evidence of the displacement of vehicles to nearby streets received from staff involved.



3.2 LEEDS CITY COUNCIL NETWORK MANAGEMENT AND TRAFFIC ENGINEERING

The Network Management and Traffic Engineering division of Leeds City Council gave the following feedback:

- › Officers engaged with the Influencing Travel Behaviour team from the early stages of the initiative, commenting on shortlisting and early proposals, advising where shortlisted School Streets may be problematic, design and placement of signage and access requirements.
- › Responsible for managing the Temporary Traffic Regulation Order process (TTROs).
- › Opinions differed around whether a TTRO or ETRO was the most suitable legal instrument to implement the traffic management controls within the School Street. TTROs were felt to be preferable to Experimental Traffic Regulation Orders (ETROs) as the initiative had specific outcomes.
- › Difficulties experienced at a couple of the trial sites with larger School Street zones were addressed by reducing the size of School Street area following review (Cross Gates and Ingram Road).
- › Enforcement of the TRO is the major issue due to available powers and resources.
- › The delegation of powers by West Yorkshire Police under the Community Safety Accreditation Scheme (CSAS) is a lengthy process that has deterred staff from applying and does not confer powers to award a Fixed Penalty Notice (FPN).
- › Automatic Number Plate Recognition (ANPR) may be valuable as an enforcement mechanism but there will be cost implications.
- › Use of volunteer School Street wardens was discounted at an early stage, with a decision made to use temporary red and white signage as explained in the guidance to each school. Some individual schools left signs out all day contrary to the guidance given.
- › Forgery of access permits was reported at one school, although this was dealt with.
- › An early concern was parking displacement.
- › In some locations, issues existed in nearby streets before the designation of the School Street, and it is possible that these issues were conflated with the School Street and perception of parking displacement. Parking can be

an emotive issue and does not always reflect parking capacity.

- › There were issues regarding access for delivery vehicles in the Phase 1 trial locations. These were addressed and resolved in Phase 2 by amending the TRO exemptions.
- › Signs were affixed to the nearest lighting column where one was available, to minimise street clutter, otherwise mounting poles were installed. Placement of signage could be reviewed for continuing School Streets.
- › Leeds was able to fabricate signage using its own workshop facilities. This was quicker than procuring signage via other routes.

3.3 LEEDS CITY COUNCIL INFLUENCING TRAVEL BEHAVIOUR (ITB) TEAM INCLUDING ROAD SAFETY TRAINERS

Feedback from the Influencing Travel Behaviour (ITB) team was:

- › The ITB team have diverted resources to deliver School Streets from core work of the team that was paused temporarily during the Covid-19 pandemic.

- › The amount of staff time involved was significantly underestimated.
- › Implementation and monitoring of the School Streets programme involves liaising with a number of different council services and external partners including Network Management, Traffic Engineering, Parking Services, Street Cleansing, Parks and Countryside, Information Management and Governance, Health and Safety, Civic Enterprise Leeds, Facilities Management, Waste Management and West Yorkshire Police.
- › The Leeds City Council School Streets website needs to be reviewed regularly and updated with current details of schools participating in the School Streets programme.
- › Any changes to opening and closing times need to be patched on the permanent signs.
- › The School Streets programme requires a great deal of preparation by staff prior to implementation including several site visits to determine the extent of the restrictions, identify affected residents and businesses, carry out risk assessments of the restricted area and park and stride locations, deliver equipment, take photographs of the correct positioning of the temporary signage for the Schools Information Pack.
- › The Schools Information Pack was a very comprehensive document covering all aspects of the delivery of the programme. Each pack was tailored to the individual school site.
- › Most members of the ITB team provided support at schools to help introduce the programme for the first fortnight in June and September 2020.
- › Positive feedback on support provided was received by the ITB team from school staff.
- › Additional site visits in the morning and afternoon have enabled ongoing monitoring and support (sometimes at the request of schools or ward members) to remind parents/carers about the access restrictions and encourage compliance.
- › The levels of school resource to place and monitor temporary signage varied within schools.
- › Varying levels of compliance of temporary and statutory signage was observed. Not all parents/carers are receptive to the access restrictions and have challenged ITB staff about the access restrictions and/or been abusive both online and in person. Discussions took place with LCC Health and Safety officers regarding the risk assessment for ITB staff and school staff/volunteers marshalling the School Streets zone.
- › Varying levels of use of Park and Stride locations was reported.
- › Whilst ITB are on site schools frequently request additional works or help to support the School Streets programme such as new guard rails, School Crossing Patrols, road markings such as Keep Clear and Zig Zags to be repainted etc.
- › Dealing with high levels of correspondence related to School Streets has had resource implications within the Influencing Travel Behaviour (ITB)Team.
- › A dedicated School Streets inbox was set up as a mechanism for stakeholders to contact ITB about the School Streets programme which required monitoring.
- › Every e-mail to the School Streets inbox is logged for a response within 10 working days or forwarded to the relevant council service if ITB are unable to answer the query. The volume of e-mails and varied content make it difficult to manage with other competing deadlines.
- › The majority of School Streets queries require additional action and liaison with schools and/or other council services and agencies to address ongoing matters raised. A significant number of e-mails from members of the public request police and/or

parking services support to tackle parking issues in their neighbourhood.

- › Further investigation is undertaken when a significant amount of correspondence is received relating to one school site. In Phase 1, feedback from different sources led to a review of the School Streets zone at 2 schools, Ingram Road Primary School and Cross Gates Primary School. Consultation resulted in a reduced zone which required changes to the LCC website and permanent sign removal.
- › The cost of 'sign bagging' when restrictions are not applicable (school holidays) is a concern and cheaper alternatives should be investigated.
- › Ongoing road safety issues at two schools led to several meetings with school staff and ward members to try and address concerns. Despite ITB providing supporting measures and interventions the TRO was not made permanent at either site. Residents were informed and the permanent signs bagged temporarily for later removal. ITB will continue to work with the schools to encourage safe and sustainable travel.
- › For Phase 2 of the programme primary schools in Leeds were asked to complete Expression of Interest

Forms (EOI). Six of the schools who submitted EOIs were not suitable, but ITB contacted them to offer support to encourage more sustainable travel.

- › ITB and Parking Services worked together to issue resident and business access permits in line with other parking permit schemes in Leeds. ITB created mail merge documents for residents and helped map the addresses included in each of the agreed School Streets zones. E-mail queries about access permits are forwarded to Parking Services.
- › Advice was sought about using online surveys to evaluate the programme. Access and training were given to ITB staff to be able to create GDPR compliant surveys for school staff, parents, and residents. The surveys took time to finalise using different questioning techniques so that they would provide useful information for the full evaluation. ITB staff and schools tested the surveys prior to being circulated.
- › Individual surveys were created for residents in and around each of the School Streets zones. Letters with a link to the survey were sent to residents within the School Street zone and streets ITB considered might have been impacted by the access restrictions.

- › To be inclusive all participating schools were contacted to ask if they had significant numbers of parents/carers who would not class English as their first language. Hugh Gaitskell Primary School requested the parent/carer survey in 6 different languages to enable a larger number of people to respond. ITB arranged and paid for this service.

3.4 WEST YORKSHIRE POLICE

All Neighbourhood Policing teams (NPTs) were contacted for feedback. Three PCSOs responded to requests for further information about West Yorkshire Police enforcement activity at the School Streets. Key points to note are:

- › Although work to inform NPTs took place one PCSO reported becoming aware of the scheme via social media and liaised directly with a local school for more information.
- › An NPT took an active role in trying to encourage use of Park and Stride at one location.
- › NPTs have been advised by Road Traffic Policing colleagues that they have no powers to enforce moving vehicle offences. Individual officers feel this has put them in a difficult position.

PCSOs do not have the powers to enforce, only members of the Road Policing unit.

- › Words of advice have been issued from PCSOs to motorists contravening the access restrictions.
- › No Fixed Penalty Notices have been issued by West Yorkshire Roads Policing Unit.



4.1 INTRODUCTION

School staff, families of pupils and residents at all schools in the trial were invited to participate in online surveys during summer 2021 and provide feedback about their experience of their School Street. These online surveys were carried out using an online survey tool ('Smart Survey') by the ITB Team of Leeds City Council and the raw data was shared with Living Streets and analysed. This section provides an overview of this analysis, drawing out key trends and findings.

4.2 KEY FINDINGS FROM SCHOOL STAFF SURVEYS

Numbers of staff completing the survey varied with a mean of 11.4 staff completing the survey across all schools (survey supplied in Appendix 2).

Schools selected multiple reasons for wanting to be involved in the School Streets scheme, the top five being:

1. To reduce illegal and inconsiderate parking (16 responses)
2. To encourage pupils and their families to walk or wheel to school (15 responses)
3. To ease congestion (15 responses)
4. Because of road safety concerns (15 responses)
5. To make the area more child-friendly (14 responses)

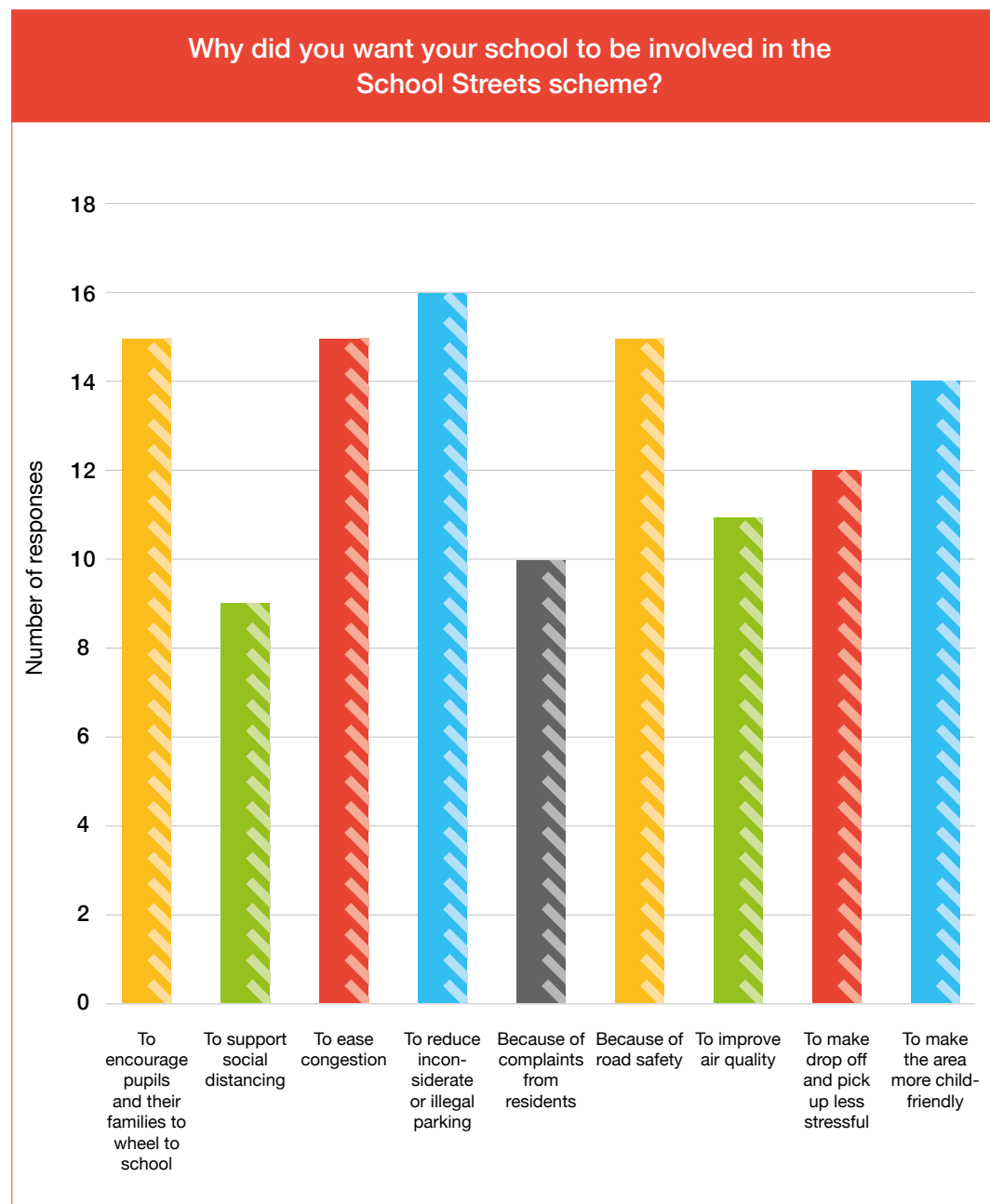


Figure 5: Reasons given by schools for participating in Leeds School Streets

Schools identified the following top three factors as working well during the initial implementation:

1. Physical presence of staff/volunteers (16 responses)
2. Support from Council staff (13 responses)
3. Families were well informed (12 responses)

Schools identified the following top three factors that they considered would most help improve their School Streets:

1. More enforcement (11 responses)
2. Other ways of identifying the area as a School Street, e.g., posters, bunting, chalk, bin stickers (8 responses)
3. More staff time and resources to support the scheme (7 responses)

Schools were asked how much support they felt they received from councillors, governors, staff, Council, parents/carers and Police/PCSOs. Schools responded that staff followed by parents and carers were most supportive, with councillors and governors felt to be least supportive.

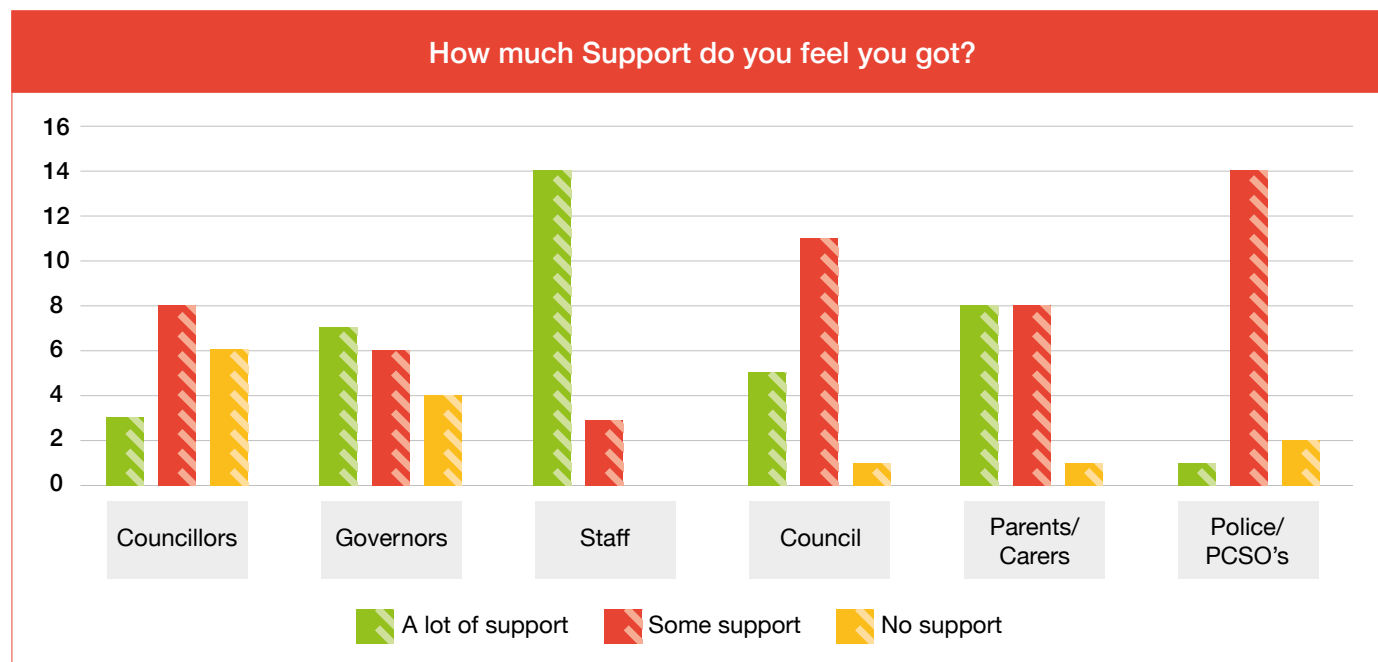


Figure 6: Amount of support schools feel they received throughout trials

Most schools read all the comprehensive information pack and used elements of it.

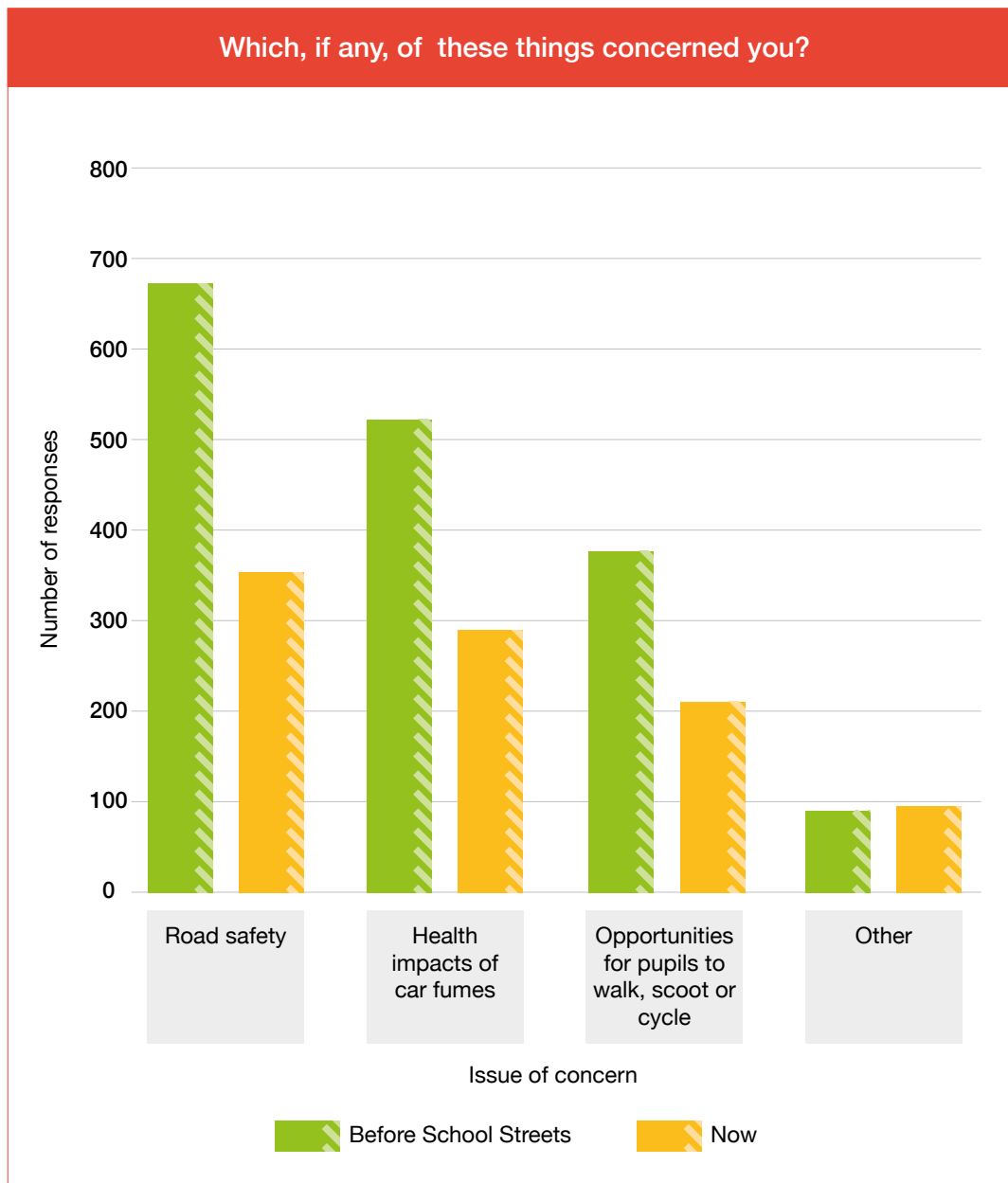
- › All schools thought traffic is restricted on the right streets.
- › All schools, with the exception of Cross Gates, thought that on balance most people respect the restrictions all or some of the time.
- › All schools reported noticing an increase in pupils walking or cycling to school. 222 responses were received with 142 responses indicating an observed increase in walking and 69 reporting an increase in cycling
- › All the schools reported that most of the feedback they received on the School Streets was positive.
- › Of 161 responses to the question 'Overall, do you feel School Streets has had an impact?' 151 responses mentioned that the impact was positive with only 2 responses saying the impact was negative. 7 responses mentioned there had been no impact.
- › All schools supported their School Streets being made permanent.

4.3 KEY FINDINGS FROM SCHOOL FAMILIES SURVEYS

- Numbers of families completing the survey varied across all schools with a mean of 71.6 respondents per school completing the survey across all schools.
- Figures for self-reported mode of travel before the implementation of the School Street are as follows
 - Walking was the most popular mode for travel to school (753 respondents - 56% of responses received)
 - Car was the next most popular mode for travel to school (422 respondents- 32% of responses received).
 - Cycling was the third most popular mode for travel to school (80 respondents – 6% of responses received).
- Figures for self-reported mode of travel after the implementation of the School Street are as follows
 - Walking was the most popular mode for travel to school (793 respondents) - 5.31% increase in walking.
 - Car was the next most popular mode for travel to school (372 respondents) - 11.85% decrease in car use.
 - Cycling was the third most popular mode for travel to school (99 respondents) – 23.75% increase in cycling
 - For parents who drive their children to school 19% reported using a Park and Stride facility. Of those not using a Park and Stride the most popular reasons given were ‘There isn’t a Park and Stride,’ or ‘I’m not aware of a Park and Stride.’
 - 52% of those parents driving their children to school responded that it would be possible for them to walk, cycle or scoot instead.
 - Parents reported they would take advantage of the following if available:
 - Walking Bus - 28%
 - Cycle and scooter parking - 19%
 - Family cycle training -12%
 - Concerns about the following factors had reduced following the introduction of School Streets:
 - Road safety – Before School Streets 66% (669/1021 responses) of families surveyed reported being concerned about road safety. After

- the school streets were introduced, this dropped to 34% (352/1021 responses).
- Health impact of car fumes – Before School Streets 65% (530/818 responses) of families surveyed reported being concerned about the health impact of car fumes. After the school streets were introduced, this dropped to 35% (288/818 responses).
- Opportunities to walk, cycle or scoot – Before School Streets 63% (374/590 responses) of families surveyed reported being concerned about opportunities to walk, cycle or scoot. After the school streets were introduced, this dropped to 37% (216/590 responses).





- › Parents and carers strongly agreed or agreed with the following statements:
 - › The School Streets feel safe – 77%
 - › The School Streets are child-friendly – 75%
 - › The School Streets are enjoyable place to be – 66%
 - › The School Streets make it easy to maintain social distancing – 68%
 - › The air around the School Streets seems clean – 55%
 - › The School Streets help my family to walk, scoot or cycle – 55%
 - › There is little or no illegal or inconsiderate parking – 54%
- › 90% of parents and carers support the School Streets being made permanent
- › The family survey gave pupils the opportunity to provide up to five comments about the School Street. 367 pupils responded, and a total of 921 comments were received. Only 14 comments were not positive, with some respondents unaware of the School Street, or providing answers unrelated to the question. The main factors children liked about the School Streets were increased safety, the ability to play with friends and the feeling of independence it gave them.

Figure 7: Concerns of schools before/ during School Streets

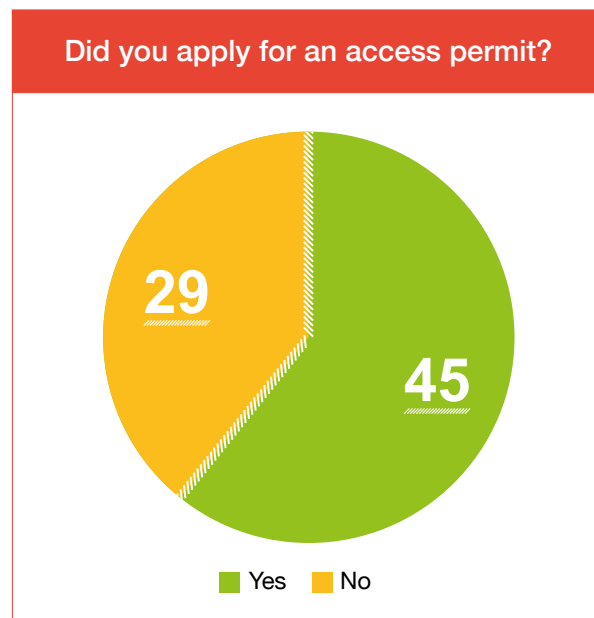
4.4 KEY FINDINGS FROM RESIDENTS SURVEYS

- › 47% of respondents lived within the designated School Streets, with 53% living in nearby streets.
- › 70% of respondents found out about the School Street via a letter from Leeds City Council.
- › The residents survey asked whether anyone in the household or business had applied for a permit. 61% of respondents applied for parking permits. The survey did not differentiate responses from those living within the School Street from those living on other streets.

74 of 155 respondents answered this question. The survey invited people to comment, and twenty-seven additional comments were made. These comments revealed that five respondents were unaware of the permitting scheme, six were not resident on the School Street, two did not require a permit, and one was unsure how to apply. Of the other comments seven respondents said they had a permit. Six other comments were received with no direct relevance to the question about permits.

- › Residents were asked how they heard about the introduction of the School Street

Figure 8: Number of residents applying for access permits



- › 70% of 127 respondents heard directly about the introduction of the School Street in a letter from Leeds City Council. Other ways residents and businesses heard about the introductions were via a notice (10%), from other residents (8%) and via school (6%).
- › Residents and businesses were also asked, 'Do you have any suggestions about how we can discourage non-exempt drivers from accessing the School Streets during the restricted times?'. Fifty-three people said they had suggestions and 42 of these

(79%) were exclusively about the need for additional enforcement of the restrictions. 5 respondents (9%) made comments about displacement into surrounding streets and extension of the permit scheme. These were residents solely in surrounding streets near Great Preston and Chapel Allerton schools. Two respondents commented on wider promotion of the Park and Stride schemes.

- › Respondents were asked whether they thought drivers respect the access restrictions. Answers were as follows:
 - › Always - 16%
 - › Sometimes - 43%
 - › Rarely - 18%
 - › Never - 19%
 - › Don't know 4%
- › Residents were asked 'How often has someone from your household or business had to ask a school parent/carer to move their vehicle during the times of restricted access because you have been unable to leave or access your property?' Answers were as follows:
 - › Daily - 12%
 - › Weekly - 36%
 - › Monthly - 14%
 - › Never - 38%

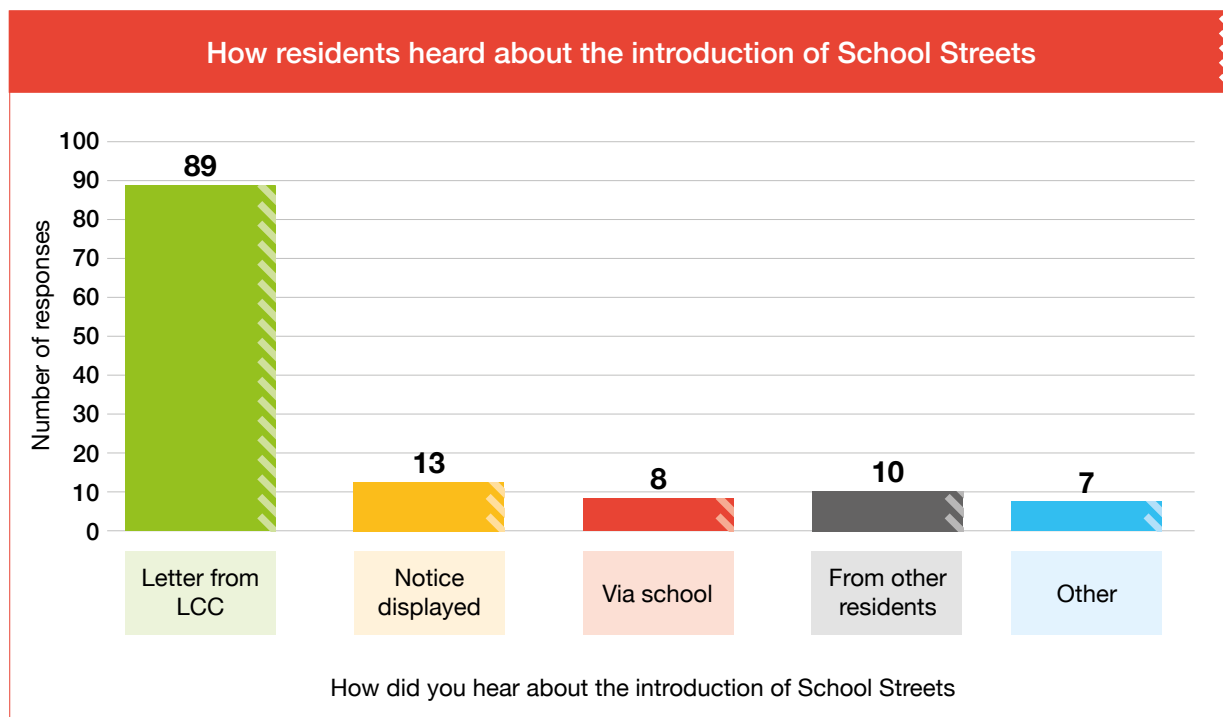


Figure 9: Method residents heard about the introduction of School Streets

- › Respondents reporting experiencing parking issues outside restricted access times:
 - › Always - 30%
 - › Sometimes – 24%
 - › Rarely – 27%
 - › Never – 18%
 - › Don't know - 1%
- › Respondents were asked when they became aware of the School Streets access restrictions:
 - › Before implementation – 40%
 - › After implementation – 39%
 - › Via survey – 21%
- › Respondents were asked how often they experienced parking issues prior to the introduction of School Streets. Prior to the introduction of the School Streets trials 83% of residents reported always or sometimes experiencing parking issues:
 - › Always - 63%
 - › Sometimes – 20%
 - › Rarely – 9%
 - › Never – 5%
 - › Don't know - 3%

- › 46% of respondents supported the School Street becoming permanent. 30% did not support the School Street becoming permanent and 24% maybe support the School Street becoming permanent.
- › Residents were asked what changes they had noticed on their street during the times during the restricted access and were given six factors to consider: Volume of traffic accessing the street, legally parked cars, congestion, noise, dangerous driving and illegally or inconsiderately parked cars. A respondent was able to choose the level of impact they perceived for each factor. Response rates varied from one to twenty-five for each school area surveyed. As the survey did not differentiate between respondents living on the School Street and those living in nearby streets it is difficult to draw specific conclusions about impacts on residents on different streets. Results presented below include all responses irrespective of the respondent's location.

The RAG scoring matrices with recommendations for each trial School Street are included in **Appendix 1**.

Residents were asked to comment about any benefits they had gained from the School Streets trial. The question did not differentiate between respondents living on the School Street and those living in nearby streets. 41 people made a comment about benefits to them. Of the benefits reported by residents and businesses commenting 33 commented on a reduction in traffic volume and increase in safety, with smaller numbers commenting on easier access to their property (6) or cleaner air (2).

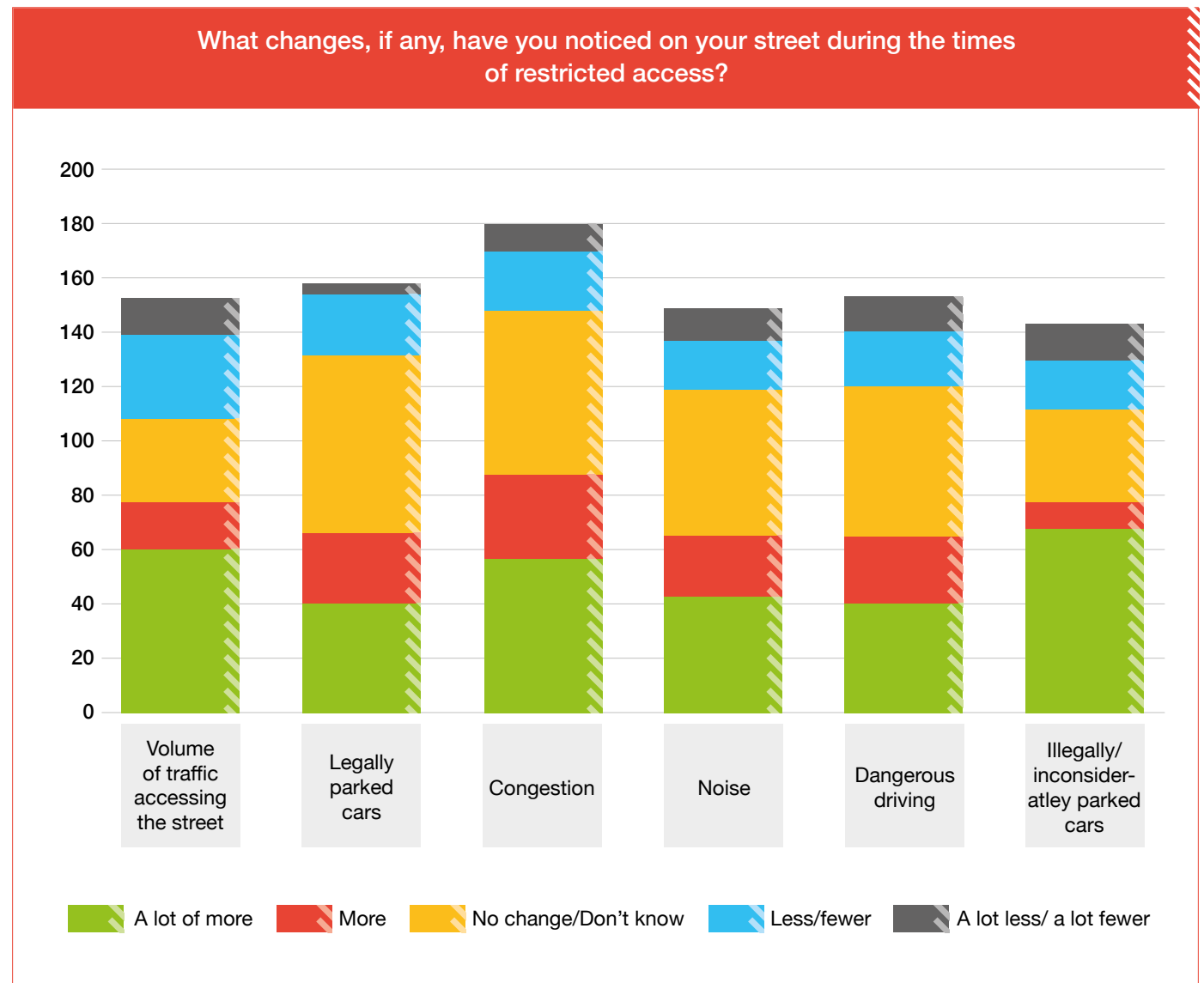


Figure 10: Changes noticed by residents during times of restricted access



KEY FINDINGS FROM 5 TRAFFIC SURVEYS

5

Due to the need for rapid implementation of the School Streets to respond to the Government requirement for social distancing in response to the Covid 19 pandemic it was not viable to carry out Automated Traffic Count (ATC) surveys prior to the designation of the School Streets due to traffic levels and school closures.

To help identify the impact of the school street restrictions, Leeds City Council commissioned Tracsis to carry out ATC surveys and Parking Duration of Stay surveys for Phase 1 School Streets and Beecroft Primary during school holidays when traffic around schools would be normal. The first ATC survey was carried out between Saturday 28th August and Friday 3rd September 2021 (outside term time). The second ATC survey was carried out between Monday 27th September and Sunday 3rd October 2021 (during term time).

Although residents and Leeds City Council staff reported parking displacement, the Parking Duration of Stay surveys record that parking stress² only exceeded 100% at one location on one occasion (Thorpe Primary). This was due to ten cars being counted on an unnamed road with nine available parking spaces. Except for Thorpe Primary School Street there were no instances of parking stress exceeding 67%.

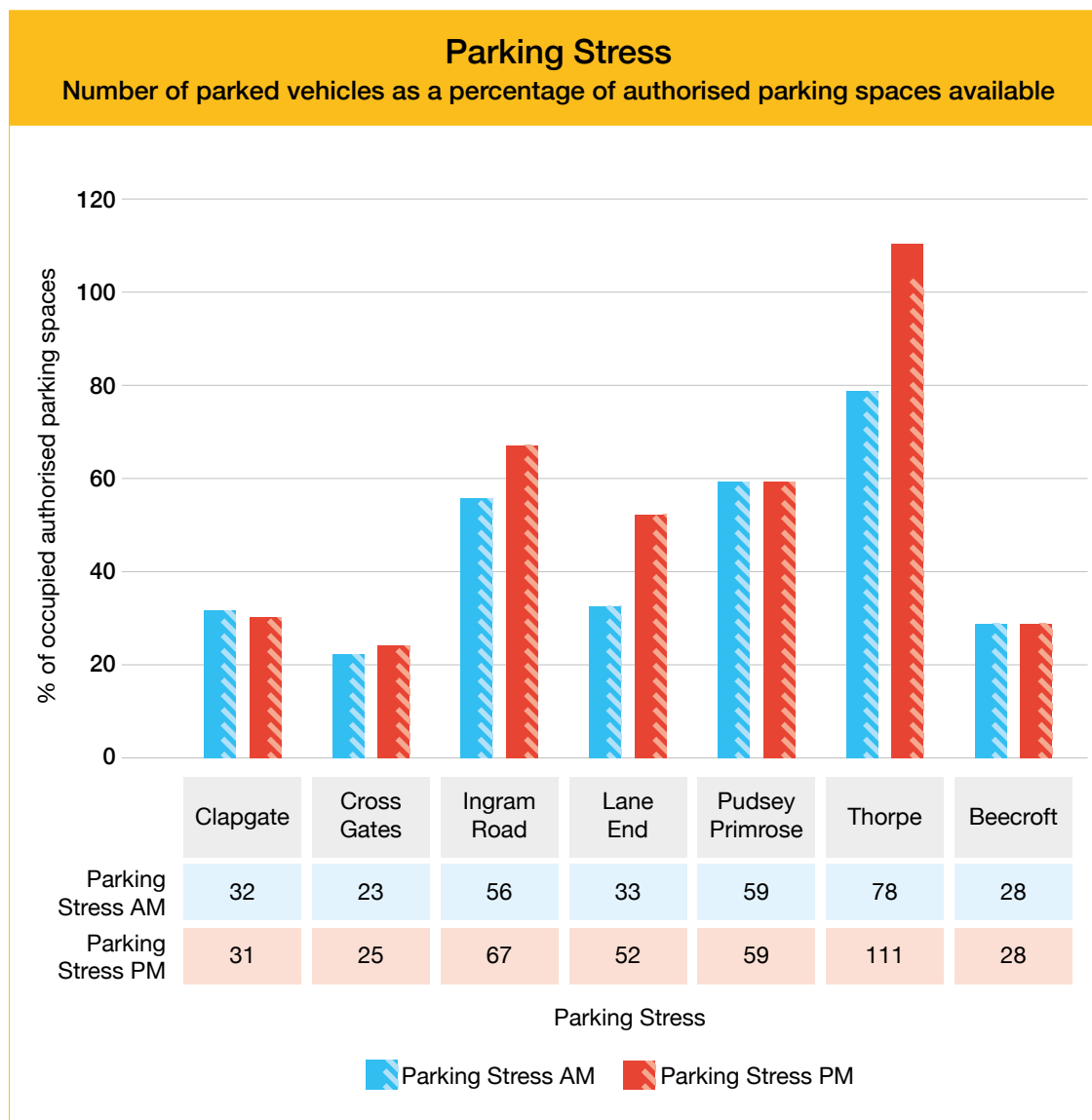


Figure 11: Parking Stress - Phase 1 Schools and Beecroft Primary

² Parking Stress defined as the number of parked vehicles as a percentage of authorised parking spaces available. Parking stress can exceed 100%.

Vehicle movements were recorded on the Phase 1 and Beecroft School Streets although the survey did not differentiate between vehicles with or without permits. A decision was taken to remove the School Streets at Cross Gates and Beecroft. For the remaining schools where ATCs were carried out (Clapgate, Ingram Road, Lane End and Pudsey Primrose), no school recorded in excess of six one-way vehicle movements in the periods between 8.30am and 8.45am and 3.00pm and 3.15pm. While Thorpe recorded higher numbers of vehicle movements the increase in modal shift towards walking, cycling, and scooting at Thorpe Primary is encouraging and the school is fully engaged in trying to address issues of drivers disregarding access restrictions.

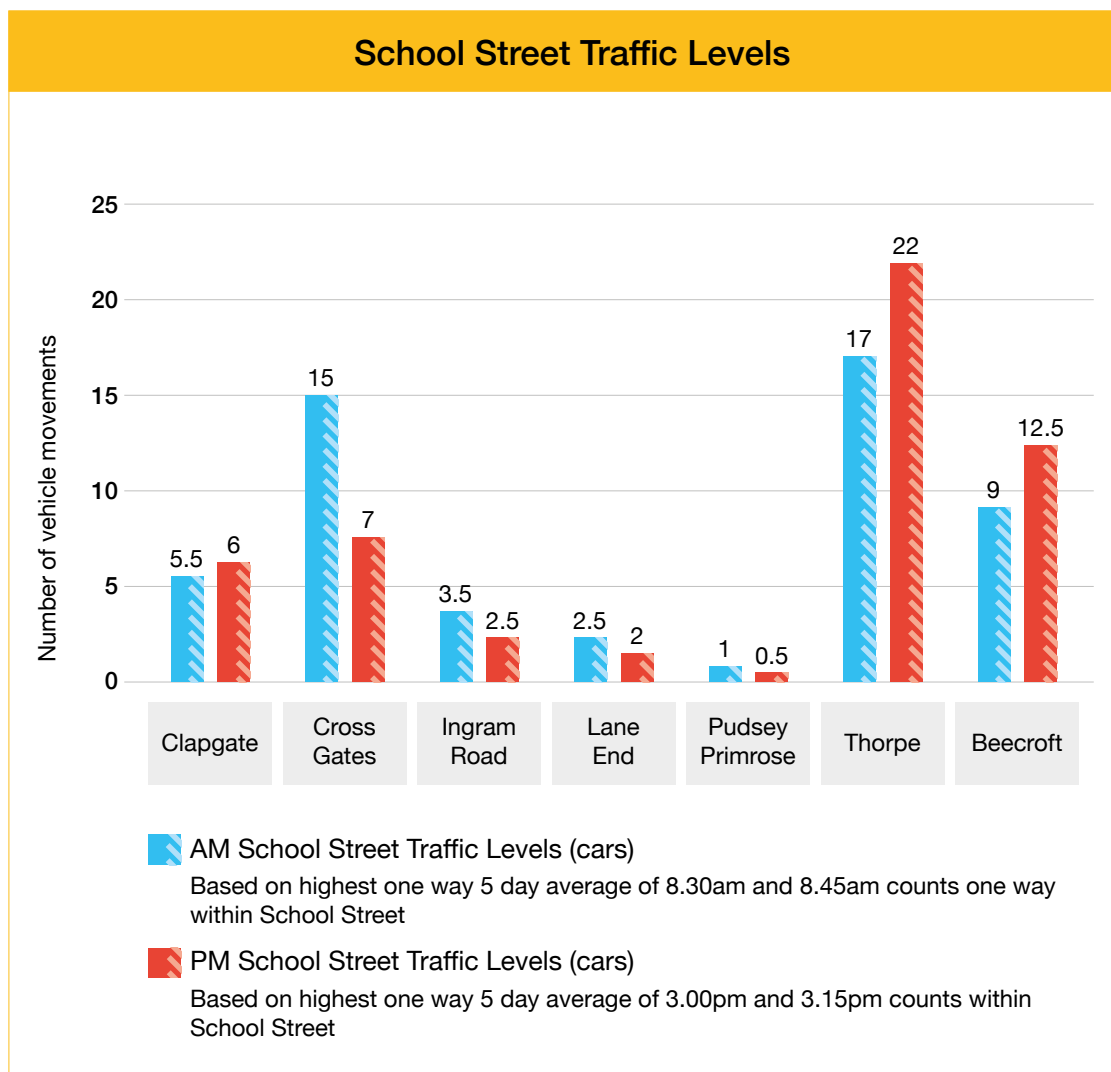


Figure 12 School Street Traffic Levels

This section of the report provides an overview of School Streets in the UK. It summarises the results of a survey conducted by Living Streets that asked local authorities in the UK about their experience of implementing School Streets.

6.1 DEPARTMENT FOR TRANSPORT (DFT) AND SCHOOL STREETS

The Department for Transport (DfT) is currently preparing guidance for local authorities on School Streets due for publication in 2022. This will cover DfT's expectations of how they should work with guidance on making them operationally effective. DfT have consulted with a number of local authorities in preparing this guidance.

The DfT is also committed to introducing 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 as set out in Gear Change (DfT, 2020). 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.

The DfT have also confirmed that provided the signs meet the requirements set out in the Traffic Signs Regulations and General Directions (TSRGD) manual, and a Traffic Regulation Order is in place, then the restriction is enforceable by the police. The Road Traffic Regulation Act 1984 makes it an offence to contravene a TRO. The Road Traffic Offenders Act 1988 allows the police to issue a Fixed Penalty Notice against someone who commits that offence.

6.2 KEY FINDINGS FROM OTHER LOCAL AUTHORITIES IMPLEMENTING SCHOOL STREETS

Living Streets contacted forty local authorities that had implemented School Streets requesting that they complete a survey on their experience. Twenty authorities provided a response. All responding authorities were in England except for City of Edinburgh, Renfrewshire, and City of Cardiff. Of the remaining seventeen authorities, three were London Boroughs with the remaining

fourteen located elsewhere in England. Nineteen authorities were willing to be contacted about their School Streets with eight authorities having evaluation materials they were willing to share. The survey results are included as Appendix 5.

It should be noted that there are differing powers regarding enforcement and signage between local authorities. Local authorities in London are able to use ANPR to enforce moving traffic violations, including those relating to School Streets, under Part 6 of the Traffic Management Act 2004. As mentioned above these powers will be available to local authorities in England outside of London from 2022.

The response to the Living Streets survey shows that School Streets have been implemented across England including London, Scotland, and Wales. The area that implemented the most according to the local authorities that participated in survey is London with 66 School Streets reported by respondents. A few local authorities noted they had implemented School Streets prior to 2020 and the pandemic but most of the local authorities surveyed stated their school streets were designated from 2020 onward.

6.3 SCHOOL STREET IMPLEMENTATION SELECTION CRITERIA

Every location and local authority are unique, and the survey showed that each local authority uses a number of different metrics and priorities to assess their own selection criteria for school streets. The data does suggest that the criteria used were weighted by a number of different factors as well as the location of the schools and the ability to enforce the restrictions.

Some local authorities indicated that they were limited by the timescales and interest from schools, others indicated that having Modeshift accreditation or a commitment from the school to engage with the travel planning process was a key factor. Others cited their approach was a reaction to issues like anti-social or dangerous parking and congestion at the school gates, air quality, or motivated by moving active travel priorities up the political agenda.

Others used a high-level assessment approach to include road closure feasibility, traffic impact, community impact, air quality issues, road safety issues, barriers to active travel, school clusters and how the scheme would work with complementary initiatives.

Eighteen local authorities said the level of school support and school location were the most important criteria. Seventeen local authorities stated road layout was their second most important criteria. A full list of the fifteen most commonly mentioned criteria used is shown here:

Top Selection Criteria

1. Level of school support	94.74%
2. School location	94.74%
3. Road layout	89.47%
4. Requests from schools	84.21%
5. Participation in active travel behaviour change programme	73.68%
6. Availability of Park and Stride locations	63.16%
7. Requests from community	63.16%
8. Potential impact on public transport	52.63%
9. Air quality	42.11%
10. Requests from parents	42.11%
11. Requests from Councillors/MP	42.11%
12. Road accident injury statistics	36.84%
13. Levels of journeys to school by car	31.58%
14. Levels of active travel behaviour	31.58%
15. Perception of danger and risk	31.58%

What criteria did you use to decide where your School Streets were

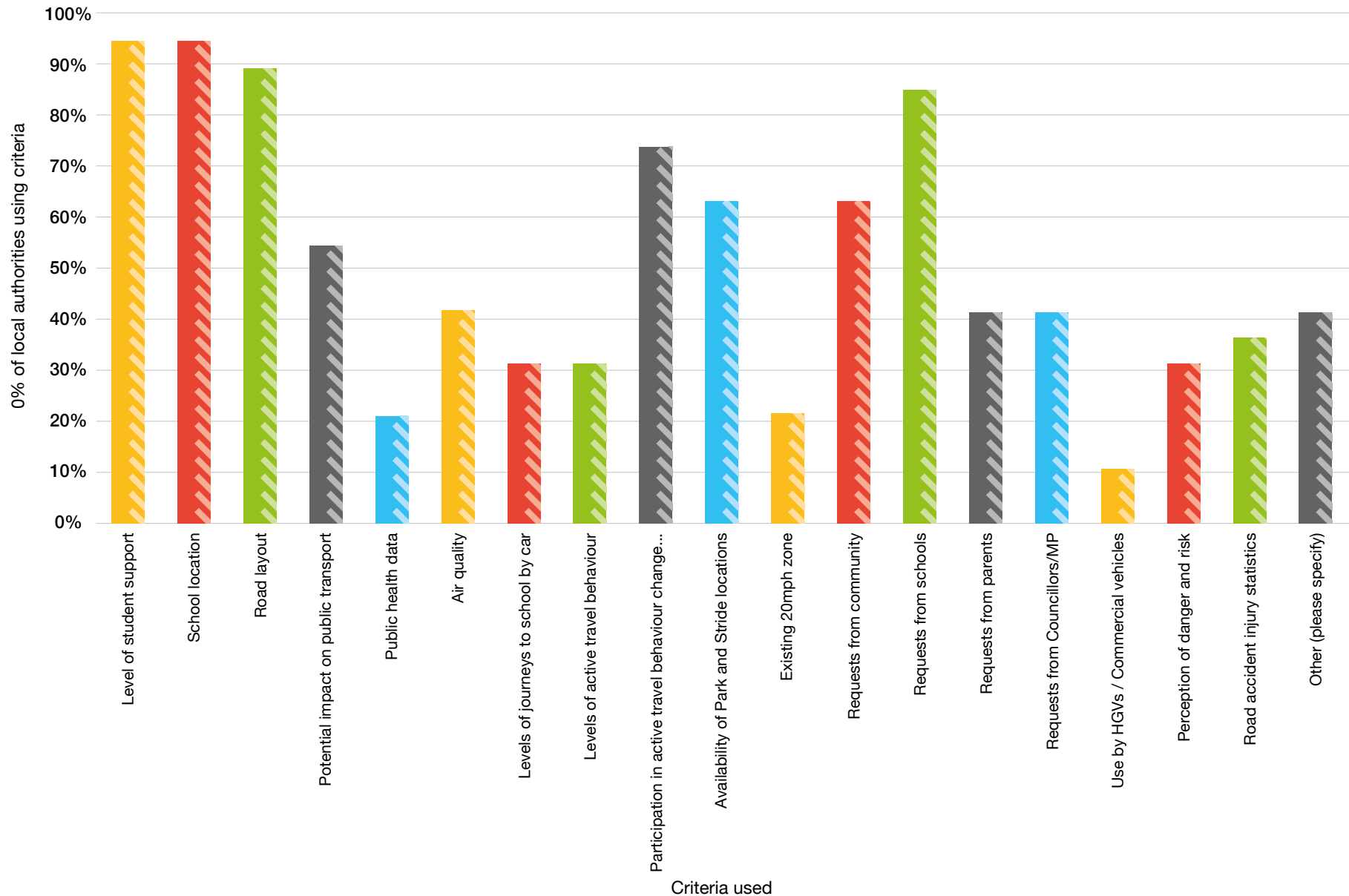


Figure 13: Criteria used by local authorities for selection of School Streets

6.4 ENGAGEMENT METHODS USED ELSEWHERE

The key feedback from the survey is that the consultation process is timed to be long enough to give people time to engage and comment. The process also needs to include time for communicating clear feedback and next steps.

Survey respondents indicated the nature of engagement methods most commonly used.

Letters/ emails	94.74%	18
Via school	94.74%	18
Notices on street	73.68%	14
Email address for contact	68.42%	13
Social media	63.16%	12
Interactive webpage	57.89%	11
Phone number for contact	42.11%	8
In person (door to door/ on-street/ drop-in session)	31.58%	6

Some local authorities had to deploy additional resources such as the Commonplace online engagement platform, local press and radio, councillor led sessions and using methods to reach targeted audiences that may not be engaged through the regular consultation format.

6.5 LEGAL INSTRUMENTS

Fourteen local authorities (78%) reported using Experimental Traffic Regulation Orders /Traffic Management Orders (ETROs/ ETMOs). Eight local authorities (44%) used Temporary Traffic Regulation Orders / Traffic Management Orders (TTRO/TTMO) and three local authorities (17%) reported using Traffic Regulation Orders /Traffic Management Orders (TROs/TMOs) to restrict access to School Streets. Some authorities used more than one method. The key benefit for a local authority using an ETRO is that the consultation is carried out in real time with the restrictions in place which gives the public the opportunity to see the change in operation. This approach can provide insight on the impact/changes over a fixed period of time.

Many of the local authorities used ETROs or TTROs for the pilot phase of the School Streets and if the pilots were/are successful, they designated or intend to designate TROs.

6.6 STATUTORY SIGNAGE

Fourteen local authorities cited challenges regarding the placement of statutory signage and challenges around school holiday closures. The key problems listed were getting the signage erected in a timely manner, the correct placement and clarity of information to state when the school street is operational. The other key issue raised is that the overall recognition and compliance is low for drivers approaching school streets without the signage being complemented by visible enforcement methods or ANPR.

6.7 ENFORCEMENT AND COMPLIANCE

Many of the local authorities used temporary signage, moveable barriers, bollards, and traffic cones to mark the school street zones.

Fourteen (74%) used temporary signage, temporary/ moveable barriers, traffic cones and fourteen (74%) also indicated using voluntary School Street wardens (School staff/parents). Eleven (58%) indicated using Civil parking enforcement visits.

Enforcement outside of London Boroughs was cited as a key issue. The lack of resource through police, PCSO's and parking wardens forced many local authorities to rely heavily on voluntary support from parents which is not always sustainable.

Whilst the compliance for staffed school streets seemed to be effective, some local authorities commented that there were instances when parents and residents challenged school street stewards or are simply opposed to the schemes. The other key issues local authorities faced was managing exemption lists and local access.

Quotes from survey:

Civil enforcement visits only used if we get reports that parents are using other roads and parking illegally etc.

Only occasional visits from PCSO's due to lack of resource

Civil parking enforcement visits is only one day per term per school.



6.8 SCHOOL STREET RETENTION CRITERIA

Most of the local authorities surveyed indicated the top criteria for retaining school streets was support from parents, school, residents, and businesses. Other criteria commonly used were correspondence received by the council related to the school streets, and traffic counts on the school streets and the surrounding areas. Other criteria used are listed in Figure 14 below.

As many of the school streets were implemented using ETROs or TTROs which have not yet expired trials and consultations are still ongoing.

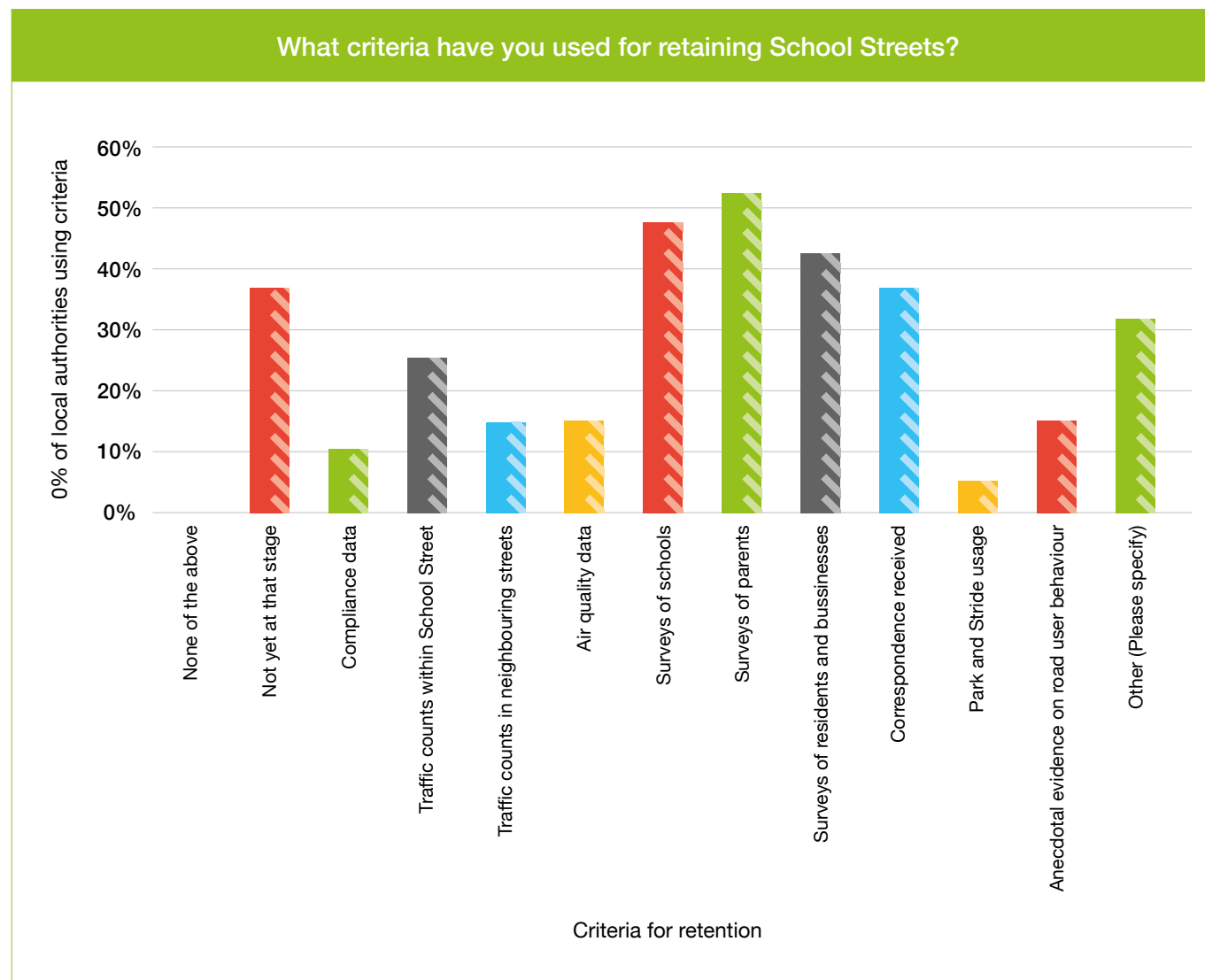


Figure 14: Criteria considered by local authorities for retention of School Streets

6.9 DECISION TO RETAIN OR REMOVE SCHOOL STREETS

Many of the local authorities carried out additional consultations with the public to determine whether school streets should be retained, made permanent or be removed. A complete list of consultation methods is shown below. Other methods reported are similar to the School Streets selection and included early engagement with schools, letter drop to residents and independent run focus groups.

Council run surveys	61.11%	11
Via school	50.00%	9
Not yet at that stage	33.33%	6
Level of correspondence received (letters/emails/ phone calls logged)	33.33%	6
Email address for contact	27.78%	5
Independent surveys	16.67%	3
Phone number for contact	16.67%	3
Other (please specify)	16.67%	3
Social media	11.11%	2
Interactive webpage	11.11%	2
None of the above	5.56%	1

As indicated, many of the school streets are still being trailed. There was no overall consensus between the nineteen local authorities on why they removed school streets however the few that were removed were because of public and/or political opposition.

What criteria have you used for retaining School Streets?

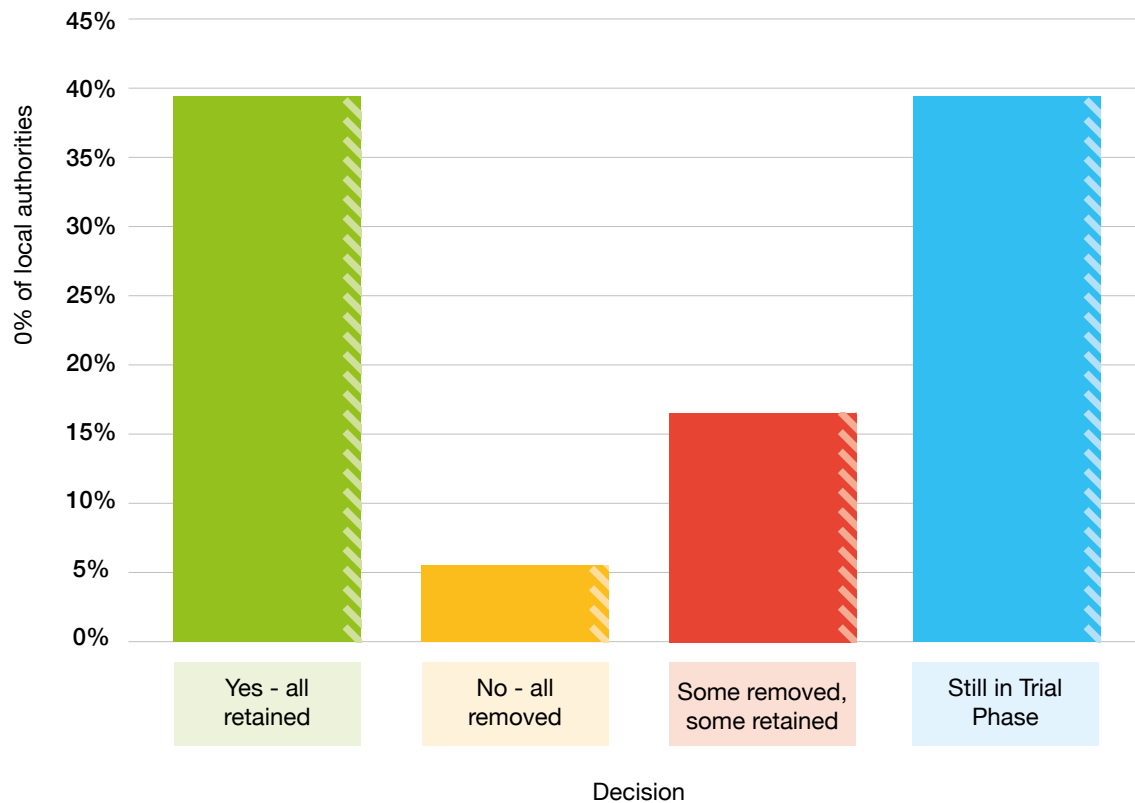


Figure 15: Percentage of local authorities retaining/removing School Streets

6.10 ISSUES

Eighteen local authorities have cited the greatest issue with school streets has been displacement of vehicles parking and dropping off children to neighbouring streets. Suggestions on how to mitigate parking displacement vary from having a wider restricted zone to collecting and interpreting parking surveys, undertaking traffic counts prior to implementing schemes, having more robust trials, and matching this with active travel behaviour change programmes.

Other key themes that were highlighted across many of the local authorities:

- › Traffic management: Low traffic access only for permits vs no traffic
- › Lack of school engagement in schools and buy in to active travel initiatives
- › Residents that object to schemes and won't compromise

6.11 BENEFITS

In many respects the key benefits of School Streets outweigh the issues cited as more active travel to school can help decrease traffic outside the school gates and have other effects on road safety issues and improve air quality.

The key benefits of school streets reported by respondents are summarised below

Increased rates of walking to school	18
Fewer vehicles within the School Street during the access restriction	18
Road safety benefits	14
Increased rates of cycling to school	12
Improved air quality	8
Reduced vehicle speeds on and around School Streets	7



6.12 CONCLUSION

The survey of other local authorities has shown that each School Street implementation has a unique set of challenges. There are however some overarching lessons, shared experience, and best practice notable from this analysis:

1. Selection criteria for school streets vary depending on the different metrics and priorities used. There is also a need to collect data for school mode of travel, traffic management data, road safety and air quality data to ensure the impact of the school street will create a better environment and show the positive benefits.
2. It is important to take undertake community engagement in addition to consultation. Engagement and consultation prior to the school street trial, post-trial implementation and before the schemes are made permanent is essential to the school street being adapted and successful. The overall school street campaign will need to answer key concerns and should be given promotional resources as a priority. The public health benefits of the schemes also need to be articulated.
3. The power to enforce schemes with the remaining elements of Part 6 of the Traffic Management Act 2004 would improve the operation of School Streets in the future for most LAs. Outside of London it is difficult to enforce school streets with the current powers available. Whilst temporary signage, bollards and other moveable barriers may support compliance and may be suitable so for specific types of school streets many others would benefit from ANPR.

LEEDS SCHOOL STREETS TRIAL OBJECTIVES: WERE THEY MET

7

The objectives of the School Streets trials were set out in Section 1. A summary of how these objectives were met using the evaluation data and analysis is set out here:

- Creation of more space for people walking and cycling to school during the Covid-19 pandemic

68% of families responding in the survey agreed with the statement that, 'the School Streets make it easy to maintain social distancing.'

- Encourage sustainable travel on the journey to and from school

There has been a six percentage-point increase in active modes on average across all fourteen School Street trials, with only Cross Gates showing a six percentage-point decrease. All schools reported noticing an increase in pupils walking or cycling to school.

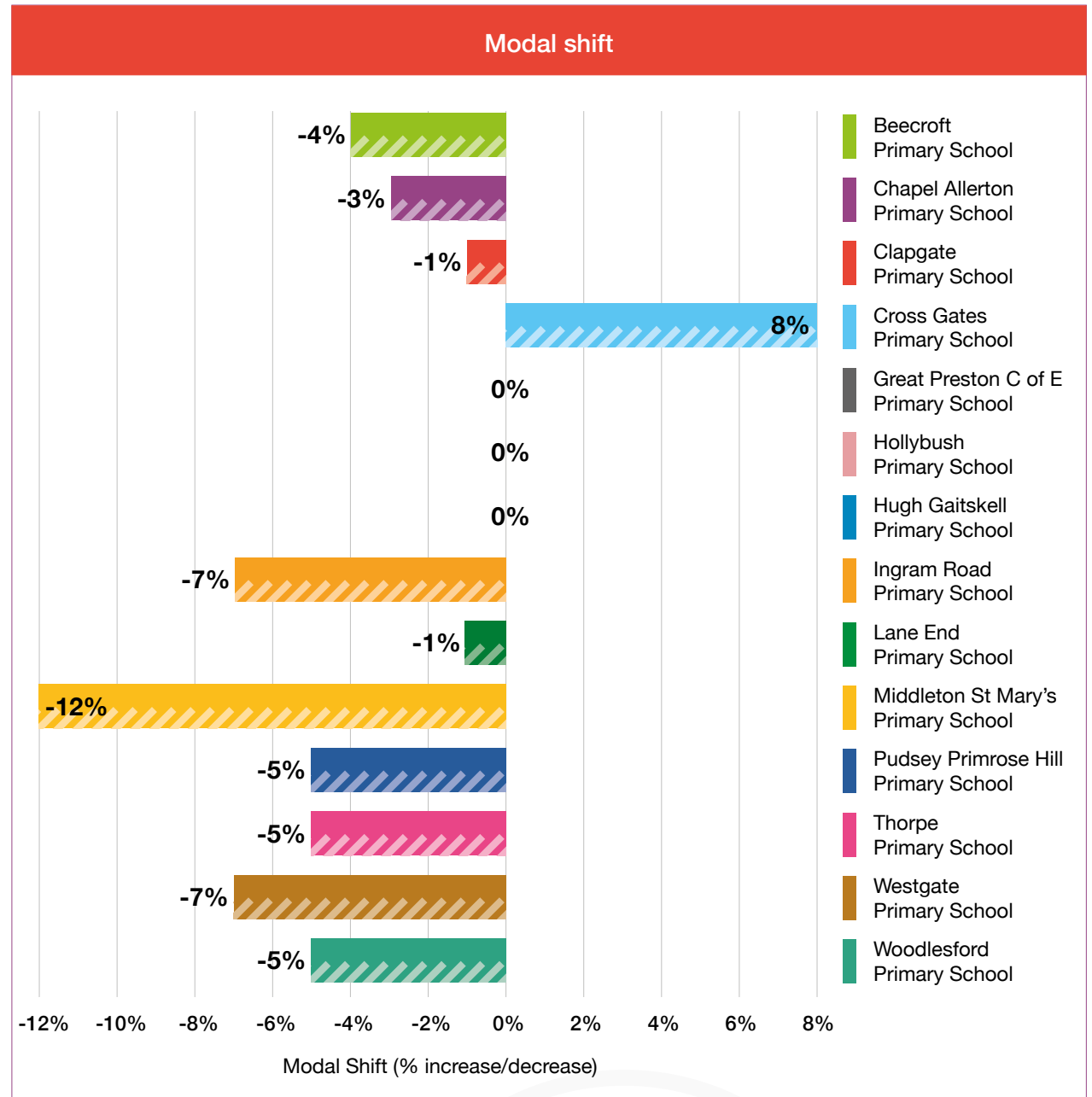


Figure 16(a): Percentage Point Change in Car Use

› **Improve road safety**

Before School Streets 65% of families surveyed reported being concerned about road safety. After the school streets were introduced, this dropped to 34%.

› **Improve air quality**

No measurements of air quality were undertaken, however 55% of families responding agreed with the statement that, 'the air around the School Streets seems clean.' 30% of families reported a reduction in concerns about 'the health impact of car fumes.'

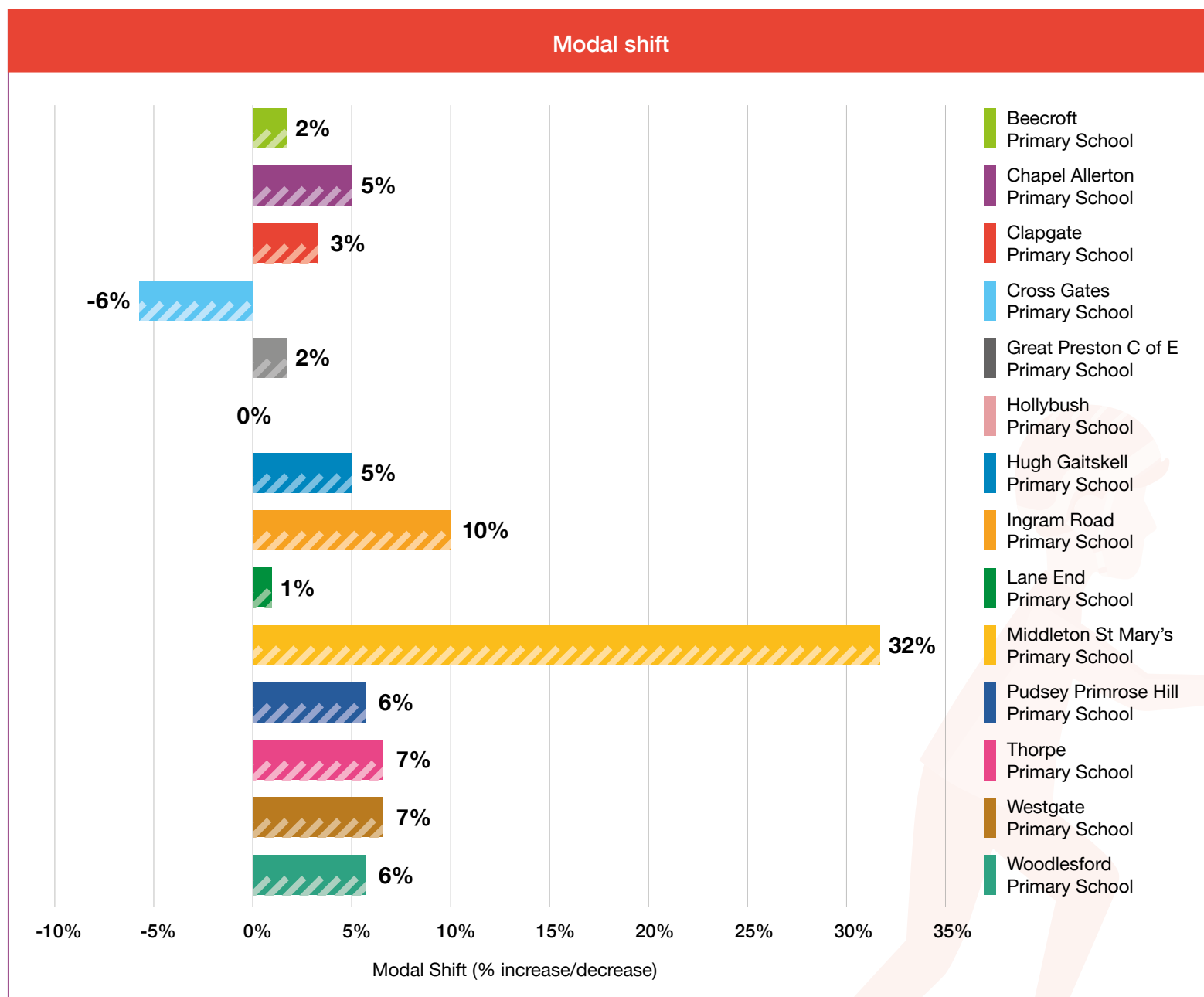


Figure 16(b): Percentage Point Change in Active Modes

Key lessons and recommendations from the Leeds School Street trials are set out below.

8.1 CONSTRAINTS ON IMPLEMENTATION IN PHASE 1 AND 2

The constraints of Leeds City Council responding to the Emergency Active Travel Fund timescales in a dynamic situation caused by Covid 19 pandemic should be recognised. Leeds City Council was required to introduce measures to support social distancing quickly and as a consequence, were unable to carry out detailed consultation, engagement and data gathering.

Having an established methodology for both shortlisting and scoring future School Streets will aid in the selection and evaluation of future trials especially if there are constraints with funding and timescales for implementation. Leeds City Council will need to operate a flexible approach to respond to the availability of funding for future phases of School Streets.

8.2 SELECTION OF SCHOOL STREETS - GOVERNANCE

It is recommended that a School Streets Steering Group be established with relevant officers from across the Council to undertake selection and review of future School Streets including Influencing Travel Behaviour, Highways and Network Management engineers, Parking Services, Education and Communications.

It is also recommended that officers with relevant expertise in areas such as Public Health, Air Quality and other relevant fields are members of this steering group to ensure future School Streets contribute to wider Council strategic priorities wherever possible. The Steering Group should also seek the views of other stakeholders including Police and local elected members and relevant portfolio holders and could support the consultation stage for TROs. It is recommended that a suitable Portfolio Holder or Lead Member chair this group.

Influencing Travel Behaviour Teams officers should continue to act as the lead contacts between the Steering Group and individual Schools.

Leeds City Council's Highways Board will remain the final decision-making body for all decisions relating to School streets including annual monitoring.

8.3 SELECTION OF SCHOOL STREETS - SITE SELECTION

- › Streets with bus routes or constant access requirements for Heavy Goods Vehicles or commercial vehicles are not suitable for designation as School Streets.
- › Unless other viable alternative routes are available, through routes are unlikely to function effectively as School Streets. This should be assessed on a site-by-site basis.
- › The more properties that are present within the area of restricted access the higher the potential number of vehicle movements, which may compromise the effectiveness of the School Street. Potential sites should be reviewed on a case-by-case basis.

- › The more ‘gateways’ there are to a School Street the less effective the School Street may be, although this should be reviewed on a case-by-case basis, as other factors may be at work. In general, the trial sites where there were only one or two gateway points and fewer streets were the most effective.
- › Additional data collection is essential when selecting potential, new School Streets. Data from automated traffic surveys including pedestrian and cycle counts, parking surveys including stopped vehicle detection, vehicle path analysis, anonymised postcode mapping to assess potential number of active travel journeys, and air quality surveys should all be considered. This data collection needs to be built into cost estimates of schemes and budgeted for when selecting new sites. Surveys should be carried out prior to designation to confirm site suitability. Data can then be presented as part of the engagement process to help support the case for designation.



8.4 SCHOOL AND FAMILIES ENGAGEMENT

- › School engagement and ongoing commitment is essential to a successful School Street, including participation in relevant behaviour change programmes that support the aims of School Streets. This is important in encouraging modal shift.
- › Schools sometimes struggle to provide the staff resources to support School Streets. Schools should identify a named member of their Senior Leadership team at the outset as the lead contact on School Streets.
- › A Memorandum of Understanding (MOU) between Leeds City Council and the participating school setting out the roles and responsibilities of both parties in running an effective School Street should be issued and signed by both parties. It should cover the school’s responsibility to promote active travel through recognised behaviour change programmes to pupils and parents, communication responsibilities including regular promotion of the School Street through appropriate channels, as well as monitoring and review of the operation of the School Street.
- › Schools should be encouraged to involve parents/carers, residents and governors in the promotion of School Streets ensuring the wider benefits are clearly articulated, including potential improvements to behaviour and concentration levels, mental and physical wellbeing as a result of active travel journeys, improved safety around the school, reduced congestion and improved air quality.
- › Where possible Park and Stride locations should be identified to support the operation of School Streets and should be regularly promoted through behaviour change initiatives, and school communications as some parents responding to the surveys were unaware of Park and Stride locations when one existed.
- › The Families Survey identified a number of measures that may encourage active travel such as walking bus initiatives and cycle parking facilities at school. These additional measures should be introduced where possible to support School Streets.
- › Opportunities to link School Streets to behaviour change initiatives such as Eco-Schools, Healthy Schools and Active Schools should be explored.

8.5 EXPECTATION BY DEPARTMENT FOR TRANSPORT (DFT) TO FOLLOW GOVERNMENT GUIDANCE

- › In addition to the letters to Local Transport Authority Council Leaders dated 16 October 2020 from the Secretary of State for Transport and the letter of 30 July 2021 from the Minister of Transport, Government guidance states ‘We are revising our additional Network Management Duty guidance to make clear our expectation that schemes will remain in place and that schemes need to be given the time to bed in. The guidance also reminds authorities that gathering and publishing proper 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 – typically professional, representative polling.’ (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.’ This stresses the importance of ensuring that a genuinely representative picture of local views is obtained to inform the decisions that members and officers make. Additional statutory network management duty guidance was also issued on 30 July 2021 and is effective from that date. This includes the following guidance, ‘Consultation and community engagement should always be undertaken whenever authorities propose to remove, modify or reduce existing schemes and whenever they propose to introduce new ones. Engagement, especially on schemes where there is public controversy, should use objective methods, such as professional polling to British Polling Council standards, to establish a truly representative picture of local views and to ensure that minority views do not dominate the discourse. Consultations are not referendums, however. Polling results should be one part of the suite of robust, empirical evidence on which decisions are made.’ Leeds City Council officers should be satisfied that this guidance has been followed before removing any School Streets.

8.6 WIDER CONSULTATION AND ENGAGEMENT

- › Ensure consultation and engagement methods follow Government guidance and reach the intended audience. A variety of methods should be used including online consultation, mail outs, drop-in sessions, posters and banners, and local print and broadcast media.
- › Ensure consultation and engagement materials are accessible to all audiences and written materials are available in languages other than English where this is appropriate.
- › Engagement may encourage people to raise issues that may not be directly related to the operation of a School Street. These issues may be valid and require investigation but a mechanism for ensuring these issues do not take up a disproportionate amount of ITB officer time should be put in place, such as commitment from the school to address issues within the MOU. Use of standardised responses to FAQs may also help alleviate this.
- › Correspondence generated by the introduction of School Streets has taken up a significant amount of time for Leeds City Council’s Influencing Travel Behaviour team. Use of

standardised responses to FAQs may help alleviate this.

- › Consultation and engagement should not be seen as a referendum on whether a School Street should go ahead or be retained without equal consideration of the views of the school community including staff, pupils and parents, and consideration of the Council's wider strategic aims and objectives.
- › Collection of appropriate data to be able to make the case to residents would be beneficial, for example to show parking capacity exists on nearby streets.
- › A decision on whether to carry out consultation before the launch of future School Streets, or to introduce future School Streets and consult while they are in operation should be made by Leeds City Council. The advantage of the former is that it allows people to feel they have had ample opportunity to give their views before changes happen. The advantage of the latter is to give people opportunity to live with the changes and give their views after experiencing the School Street in operation.

8.7 TRAFFIC REGULATION ORDERS (TROS)

- › Leeds City Council now considers permanent TROs the most appropriate way to restrict access on future School Streets, and all trial School Streets have been made permanent with the exception of Beecroft and Cross Gates. The British Parking Association has provided a best practice Traffic Regulation Orders Guide (July 2019) endorsed by the Department of Transport. It is recommended that Leeds review and follow this best practice Guidance especially with a view to scoping and consultation.

8.8 ENFORCEMENT

- › While a programme of education and engagement is preferable, the ability to enforce where drivers breach the access restrictions is important in ensuring School Streets are effective.
- › 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 currently exists to enforce School

Street violations outside of London so Parking Services are unable to issue Fixed Penalty Notices and power to enforce currently lies solely with the Police who are also uncertain what enforcement powers are available.

- › The Road Traffic Regulation Act 1984 makes it an offence to contravene a TRO. The Road Traffic Offenders Act 1988 allows the police to issue a Fixed Penalty Notice against someone who commits that offence. This information should also be included on the Leeds School Streets webpage to provide clear information that the offence is enforceable.
- › Discussions should be undertaken with West Yorkshire Police to resolve any confusion about how the offence will be enforced. Clarity on how appropriate powers can be delegated to civil parking enforcement officers also needs to be provided.
- › 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. All local authorities have been contacted about the procedure for registering their expressions of interest to use these powers. Local Authorities in London are already using ANPR technology to enforce moving traffic contraventions including School Streets access. ANPR technology can be fixed or mobile, allowing deployment over a number of sites and scenarios where ANPR may be useful.

- › It is recommended that where new powers under Part 6 of the Traffic Management Act 2004 are used by Leeds City Council, this is linked to the permit system to allow residents and business users to apply for exemption.
- › Other local authorities have used voluntary or paid wardens to advise drivers of the restrictions, as well as for deploying signage and temporary barriers. It is recommended that Leeds City Council continues with the current approach of securing commitment from within the school to deploy temporary signage and monitor the operation of restrictions.
- › Levels of permit uptake were low according to Parking Services, and permits were sometimes not displayed or easily visible. Investigate redesign

of permits or supply windscreen permit holders to make permits more prominent.

- › One local authority advises setting up the renewal process for permits as early as possible.
- › The current TTROs state exemptions apply to the following:
 - › 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.

It is not likely to be viable to remove delivery vehicles from the list of these exemptions in case addresses are identified as being undeliverable. It is recommended that where possible residents should be encouraged to advise delivery companies that restrictions are in place at specific times of day.

- › During observations of School Streets, it was noted that Leeds City Council refuse collection vehicles and other Leeds City Council liveried vehicles entered School Streets on occasion. TTROs will either need to include Leeds City Council refuse collection vehicles on the list of exemptions or collection routes should be updated to avoid operational times of the School Streets.

8.9 MONITORING AND EVALUATION METHODS

- › Evaluation of individual School Streets and continuing evaluation of the impact of the wider School Streets scheme to capture lessons learned, is vital to articulating the benefits to communities, schools, and decision makers.
- › Ensure appropriate resources are dedicated to monitoring and evaluation (Suggest no less than 10% of identified budgets).
- › Resources should be identified to gather follow-up data using the same methodology for collection of baseline data. Once future School Streets are in operation Leeds ITB team should continue to collect the data covered in the RAG rating system as shown in Appendix 1, in order to inform evaluation of the success of individual School Streets. This will require a commitment to carry out surveys of parents/ carers, residents and businesses, and school staff, carry out traffic surveys and monitor compliance.
- › While a RAG rating system is a useful framework for reviewing the impact of individual school streets it is important to understand that factors unique

to an individual School Street may be difficult to capture within such a framework. RAG scores should be used to inform the final decision on whether a School Street trial has been effective but should not be considered in isolation if other data supporting the retention/ removal of a School Street exists.

- › Data collected in the monitoring and evaluation of future School Streets can be used to demonstrate how the scheme contributes to meeting Best Council Plan priorities.
- › Promote the benefits of the scheme as highlighted in Communications below.

8.10 COMMUNICATIONS

- › Update the Connecting Leeds blog to include information on the wider public health benefits of School Streets.
- › Publish FAQs on the School Streets webpage.
- › Publish positive examples on the Connecting Leeds blog showing the benefits of School Streets and celebrate successes.
- › Ensure school websites clearly promote the School Street and its benefits over and above traffic restriction and control. Ensure school

websites link to the Leeds City Council School Streets webpage.

- › Promote the benefits of School Streets more widely in the local media.

8.11 SIGNAGE

- › The ability for Leeds to be able to manufacture its own signage ‘in-house’ is an advantage.
- › Nationally the TTRO/TRO process does not currently allow for term-time only restrictions. ‘Sign-bagging’ is costly and time consuming.
- › Edinburgh City Council has used the wording ‘When Lights Flash’ and flashing LEDs on their 613c Pedestrian and Cycle Zone signage to indicate to drivers when restrictions are in force. The ability to use this method would potentially be a solution to using resources to bag or fold signs. It is understood that DfT currently have no plans to introduce this option in England but if this option does become available it should be considered.
- › Consider replacement of existing signage with folding signage as used by some other local authorities (Hackney, Solihull) to overcome the need for sign-bagging. Using folding signage for future School Streets

would be advantageous. Folding signage will still need to be folded and unfolded so costs for all related resources, staffing and insurances should be obtained and factored in.

- › Restricted access times on signs may need to be reviewed to reflect changes in the school opening and closing times that have altered throughout different phases of the pandemic in response to social distancing requirements.
- › Placement of signs may need to be reviewed, to ensure schools are complying with advised positioning
- › Encourage schools to create a better sense of place using for example, banners, lamppost wraps, bunting etc to create a sense of place to help promote the School Streets.

8.12 INFORMATION SHARING

- › Propose and participate in any national best practice network.
- › Consideration should be given to encouraging other local authorities to meet as appropriate to share information on School Streets, and lobby for changes to help improve the operation of School Streets.

8.13 RESOURCING

- › Leeds City Council should ensure that resources are available to cover all aspects of selection, operation and continued monitoring of current and future School Streets.
- › Consideration of allocating sufficient resources to the following should be given:
 - › Infrastructure – Entry and exit signage, signage poles, existing sign plate removal and replacement, temporary signage and sign-bagging (or sign folding if folding signage is used.)
 - › Implementing Traffic Regulation Orders,
 - › Operation of the permitting scheme, including print or linking to ANPR systems if used, issue and renewal.
 - › Promotional materials for use by schools, and project communications including review of webpage.
 - › Data collection to inform monitoring of schemes before, during and post-implementation and their evaluation.
 - › Staff resources within Leeds City Council.
 - › Enforcement resources – ANPR, Parking Services time, Police time.

8.14 ADDITIONAL RECOMMENDATIONS

- › Where possible School Streets should be supported by schemes that improve the physical environment around schools. While this work is outside the direct scope of School Streets and is reliant on funding availability whenever opportunities arise to redesign streets outside schools to make them better for people walking and cycling these should be taken. Options such as footway widening, reallocation of underused carriageway, measures to reduce vehicle speeds at other times of day, sustainable urban drainage schemes and tree planting should all be investigated where viable.



It is recommended that for future School Streets there is a robust selection process for selecting potential sites. The process is shown below in Figure 17.

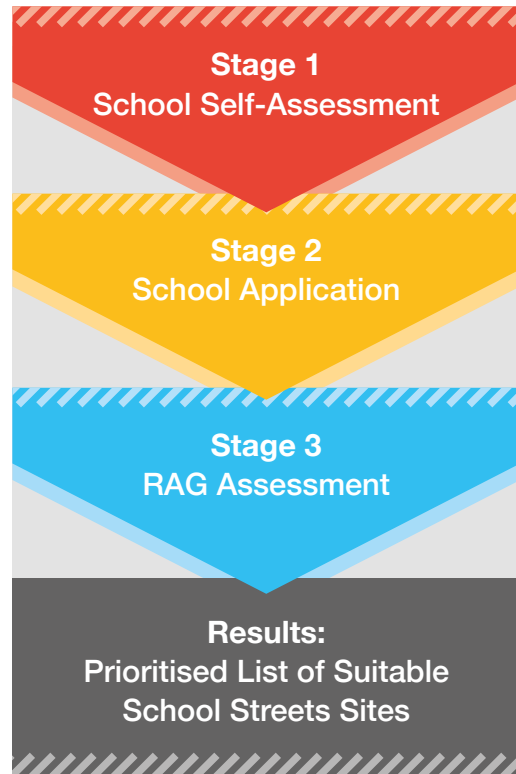


Figure 17: Leeds School Streets selection process

A full table showing each stage with criteria, data and information required, data sources to be used and the rating is provided in Appendix 8.

9.1 STAGE 1. SCHOOL SELF-ASSESSMENT

An initial suitability check can be carried out by schools to ascertain whether the site has attributes that would allow it to potentially be designated as a School Street. The recommended process for the initial suitability check is outlined below:

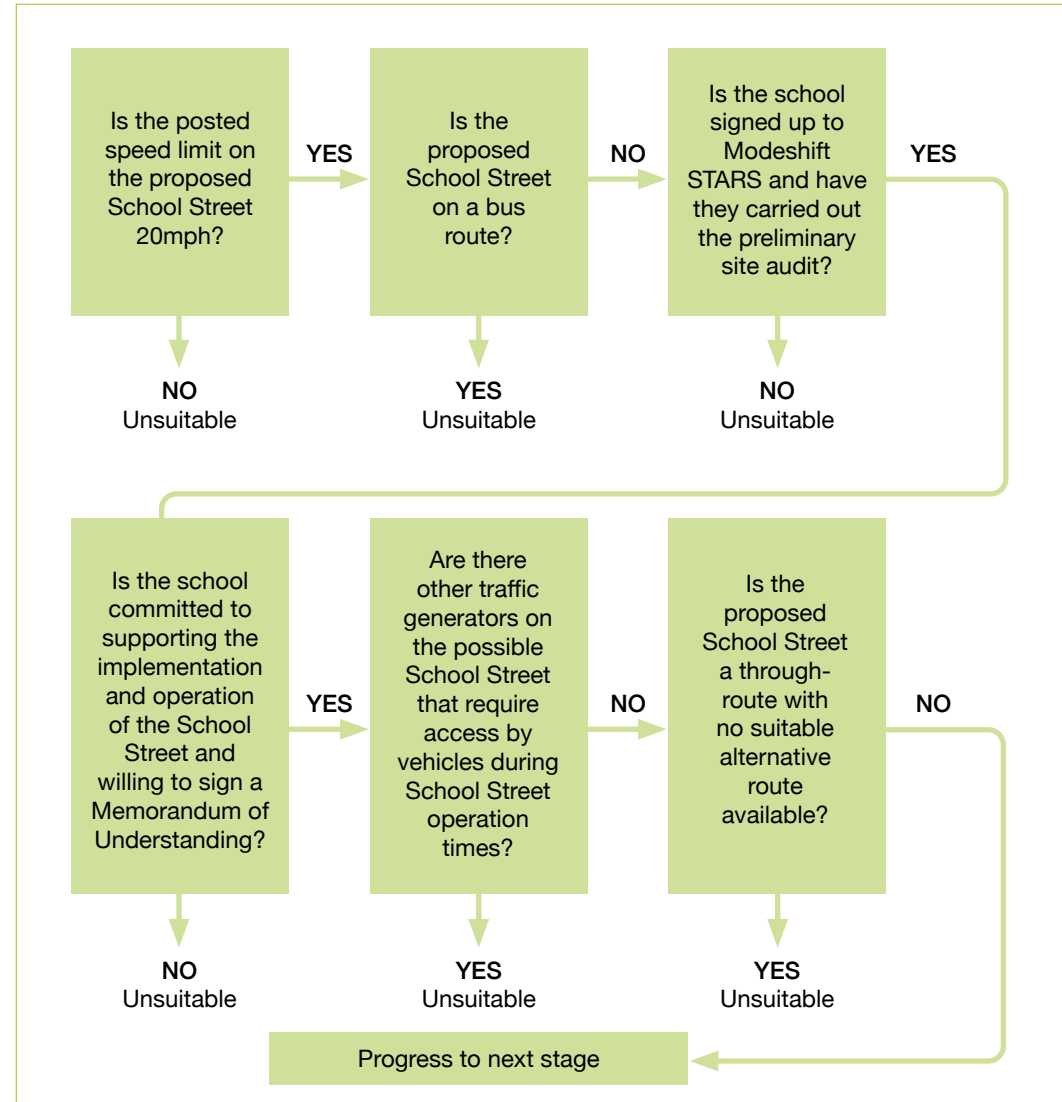


Figure 18: Stage 1 – School Self-Assessment

9.2 STAGE 2. SCHOOL APPLICATION TO COUNCIL

If a school has completed Stage 1 (self-assessment) and is deemed 'suitable', an application form prepared by Leeds City Council should be completed by the school. The application form will request the following information and data from schools:

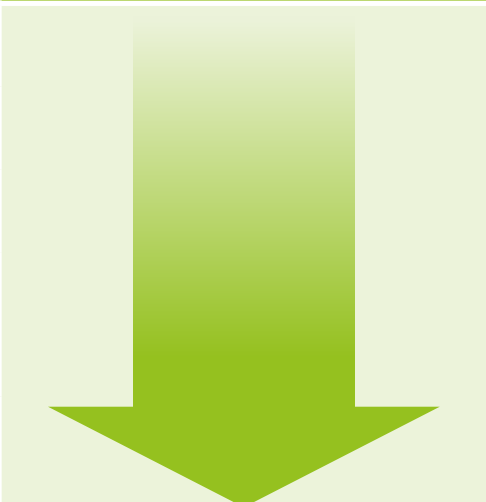
Stage 2 School Application	Data Provided by Schools With an Application	
	Percentage of pupils travelling to school by car	Synergy database
	Available Park & Stride	School identifies suitable location
	Number of streets affected by access restrictions	Site audit
	Number of gateways into School Street i.e. vehicular access points into the School Street Zone that would need signage	Site audit
	Proximity to other schools and relationships in term of parking / access with those schools	Site audit

Figure 19: School Application - Data Required

9.3 STAGE 3. ASSESSMENT OF APPLICATION, PROPOSED SITE AND PRIORITISATION

Once an application/EOI is received by Leeds City Council additional data is collected to inform the suitability of the site. Then the selection criteria are given a Red/Amber/Green (RAG) rating as set out in Table 1 below.

Table 1 – Selection Criteria for School Streets

Criteria	Metric Advice
Stage 1: School Self-Assessment (Yes/No questions - see Figure 18)	
Stage 2: Expression of Interest (EOI) / Application to Council	
Percentage of pupils travelling to school by car	<p>Prioritise schools with higher levels of car use from latest available School MOT data</p> <p>RED <20% and >60% car use</p> <p>AMBER 20-29% and 51-60% car use</p> <p>GREEN 30-50% car use</p>
Park and Stride	<p>RED – No Park and Stride site available</p> <p>AMBER – Park and Stride site identified but concerns about accessibility/operability.</p> <p>GREEN – Accessible and operable Park and Stride site identified</p>
Number of streets affected by access restrictions	<p>To be used to assess consultation and engagement requirements and signage/enforcement resources required.</p> <p>RED – More than three streets likely to be affected by potential restrictions.</p> <p>AMBER – Three streets likely to be affected by potential restrictions.</p> <p>GREEN – One/two streets likely to be affected by potential restrictions</p>
Number of gateways accessible by motor vehicle in possible School Street. i.e., vehicular access points into the School Street Zone that would need signage	<p>To assess implications for signage/enforcement resources:</p> <p>RED – More than three public entry points accessible by motor vehicle.</p> <p>AMBER – Three public entry points accessible by motor vehicle</p> <p>GREEN – One or two public entry points accessible by motor vehicle.</p>
Proximity to other schools and relationships in terms of parking / access with those schools	<p>RED – Likely significant impact on nearby school(s) if School Street restrictions introduced</p> <p>AMBER – Possible impact on nearby school(s) if School Street restrictions introduced</p> <p>GREEN – No impact on nearby school(s) if School Street restrictions introduced</p>

Criteria	Metric Advice
Stage 3: Data Collection, Assessment of Applications and Prioritisation	
Road safety	<p>RED – No road traffic safety concerns identified AMBER – KSI data/LTP Casualty Reduction programme identifies issues at or close to potential School Street</p> <p>GREEN – KSI data/LTP Casualty Reduction programme identifies issues at or close to potential School Street, and other surveys reveal concerns by parents/ carers/ pupils and staff over safety of active travel journeys to school</p>
Air Quality	<p>To confirm locations where air quality issues may be present around schools. To be used to aid prioritisation and align with other Best Council priorities.</p> <p>RED – No concerns raised about Air Quality</p> <p>AMBER – Concerns raised about Air Quality close to school</p> <p>GREEN – Concerns raised about Air Quality close to school and data available to support concerns</p>
Traffic surveys	<p>To confirm problematic traffic movements at school opening and closing times before School Street restrictions:</p> <p>RED – No problematic traffic movements observed or identified from surveys.</p> <p>AMBER – Some problematic traffic movements observed or identified from surveys.</p> <p>GREEN – Problematic traffic movements observed or identified from surveys.</p>
Anticipated levels of parking displacement	<p>To be used to aid prioritisation/ assess suitability</p> <p>RED – Displaced parking likely to cause parking stress on adjacent streets to exceed 80%</p> <p>AMBER – Displaced parking likely to cause parking stress to be between 50 and 80%</p> <p>GREEN – Displaced parking likely to cause parking stress below 50%</p>
Proximity to other schools and relationships in terms of parking/ access	<p>Will designation of School Street adversely affect active travel journeys to nearby schools?</p> <p>RED – Likely significant impact on nearby school(s) if School Street restrictions introduced.</p> <p>AMBER – Possible impact on nearby school(s) if School Street restrictions introduced.</p> <p>GREEN – No impact on nearby school(s) if School Street restrictions introduced.</p>
Planned development/ highway works in vicinity	<p>Are works planned that would negatively affect the operation of a School Street?</p> <p>RED – Planned developments/highway works likely to negatively affect operation of a School Street.</p> <p>AMBER – Possibility planned developments/highway works may negatively affect operation of a School Street.</p> <p>GREEN – No planned developments/highway works likely to negatively affect operation of a School Street</p>

Other road traffic issues in vicinity of possible School Street	To be used to isolate other issues that may influence residents' opinions of School Street proposals. RED – Ongoing road traffic issues that may influence residents' opinions of School Street proposals GREEN – No ongoing road traffic issues that may influence residents' opinions of School Street proposals
Additional Criteria to Consider	Not RAG rated
Links to existing or planned active travel infrastructure	Is the school close to existing or planned active travel infrastructure/improvements that would support active travel journeys to school? Narrative reporting required on likely impact of existing or planned active travel infrastructure on supporting increase in active travel journeys.
Planned expansion of school	Impact of planned expansion of school on projected number of car journeys to school
Indices of Multiple Deprivation (IMD) data i.e., Living Environment Deprivation Domain, Income Deprivation Affecting Children Index (IDACI)	To be used to aid prioritisation and align with other Best Council priorities.

9.4 SCHOOL STREET STEERING GROUP DECISION POINTS AND MEETINGS

Key decisions about the suitability and prioritisation of sites for School Streets will be made by a School Streets Steering Group as described in Section 8. The membership of this Steering Group will include membership of relevant officers from across the Council including Influencing Travel Behaviour (ITB), Highways and Network Management engineers, Parking Services, Education and Communications and will be chaired by a suitable Portfolio Holder

or Lead Member. Advice and input will be sought by the Steering Group from Council areas such as Public Health, Air Quality, and stakeholders such as the Police and local elected members.

Influencing Travel Behaviour Team officers should continue to act as the lead contacts between the Steering Group and individual Schools.

Leeds City Council's Highways Board will remain the final decision-making body for all decisions relating to School Streets including annual monitoring.



The first and second phase of the Leeds School Streets project have been successful in meeting their objectives at twelve of the chosen fourteen trial schools. The existing School Streets should be continued, and further School Streets should be considered to build on the success of the trials, and increase road safety, air quality and the number of pupils travelling actively across the city.

Assessing future School Streets sites using the selection process suggested in this report will increase the likelihood of future School Streets meeting their objectives successfully.

Leeds School Streets scheme supports Government's aspirations for increasing walking and cycling as set out in CWIS (DfT, 2017) and Gear Change (DfT, 2020). It supports the West Yorkshire Transport Strategy 2040 (WYCA, 2017). It also contributes to Leeds City Council's Best Council Plan (LCC, 2020) and the Connecting Leeds Transport Strategy and Action Plan (LCC, 2021) as well as Leeds Safer Roads Partnership's Leeds Safer Roads Vision Zero Strategy (2022).

Leeds School Streets were introduced in 2020 in a dynamic and fast-changing environment resulting from the Covid-19 pandemic. Social distancing in the area around schools where parents/carers and children congregate at

school opening and closing times was important, with 68% of parents/carers responding to the Leeds City Council survey, agreeing that, 'School Streets make it easy to maintain social distancing.' Due to the need to implement measures rapidly and the nature of the available funding, it was not possible to engage with local communities or undertake extensive data collection prior to introducing school streets.

Prior to the introduction of School Streets 65% of parents and carers were concerned about road safety issues around the school gates area. This dropped to 34% after with an increase in active travel mode share.

The scheme's impact on air quality was more difficult to measure as no air quality sampling was undertaken before or after the introduction of the School Streets, however 55% of families agreed with the statement that, 'the air around the School Streets seems clean.' Leeds City Council should consider the viability of measuring air quality around School Streets in the future.

The School Streets scheme has also encouraged sustainable travel to and from school with a 6% average increase in pupils using an active mode to travel to school across all schools. This is

supported by all schools reporting an increase in pupils walking or cycling to school.

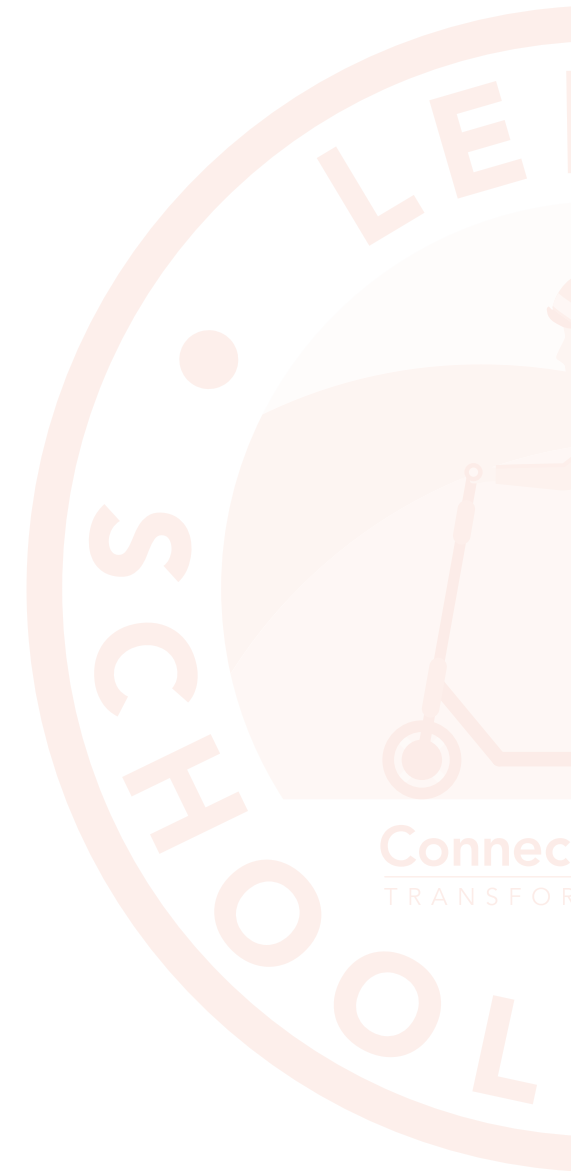
Leeds School Streets received almost universal support from schools and parents/carers, with residents/businesses also supportive, although to a lesser extent. This level of support is comparable to other local authorities implementing similar schemes

It is expected that adoption of the recommendations will strengthen the Leeds School Streets scheme and ensure future School Streets are successful in meeting their aims and objectives. It will also help Leeds City Council respond to future funding opportunities by having a robust methodology for selection of future School Streets

Ensuring that school support is agreed, consultation and engagement is robust, and allocating resources to carry out ongoing monitoring and evaluation are all important to ensuring the success of School Streets.

Additionally, the use of new powers under Part 6 of the Traffic Management Act 2004 should be considered to enforce future School Streets where contraventions of restrictions are problematic, to complement engagement and education activities.

A review of the project's webpage is recommended, as well as inclusion of information with case studies on the wider public health benefits of School Streets. Leeds City Council also has an opportunity to take a lead on establishing a national network to help share findings and best practice on School Streets.



APPENDIX 1 – RAG RATING SCORES FOR INDIVIDUAL SCHOOLS

A. Phase 1 Schools with Beecroft Primary

School	Clapgate	Cross Gates	Ingram Road	Lane End	Pudsey Primrose	Thorpe	Beecroft
School Engagement ¹							
School Staff Survey ²	6/6 (100%)	11/11 (100%)	7/7 (100%)	4/4 (100%)	32/32 (100%)	1/1 (100%)	7/7 (100%)
Parents Survey ³	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%)
Residents Survey ⁴	13/18 (72%)	3/7 (43%)	1/1 (100%)	0/1 (0%)	2/11 (18%)	3/7 (43%)	4/12 (33%)
Correspondence (feedback via emails/ letters +ve and -ve) ⁵							
Percentage Point Change in Walking and Cycling/ Scooting Before vs. Now ⁶	3%	-6%	10%	1%	6%	7%	2%
Parking Stress ⁷	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)
Parking Displacement Issues ⁸							
Park and Stride ⁹	yes	yes	yes	yes	yes	no	yes
AM School Street Traffic Levels (cars) ¹⁰	5.5	15	3.5	2.5	1	17	9
PM School Street Traffic Levels (cars) ¹¹	6	7	2.5	2	0.5	22	12.5
Observed Compliance ¹²							
Enforcement Resource ¹³	Yes	Yes	No	Yes	No	Yes	Yes
Residential dwellings within restrictions ¹⁴	44	72	18	11	13	65	55
Gateways into the School Street Zone ¹⁵	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

Notes on RAG ratings for Phase 1 Schools and Beecroft Primary

- * RAG rating based on combined survey responses for Beecroft PS and adjacent Sacred Heart PS
- ¹ Subjective RAG rating based on school engagement/involvement throughout the initiative taking into account observations on site, comments, conversations with the school
- ² Total number of respondents (Respondents supporting School Street being made permanent)
Thresholds - % of respondents supporting School Street being made permanent: Green - >66%, Amber - 34-66%, Red - <34%
- ³ Total number of respondents (Respondents supporting School Street being made permanent)
Thresholds - % of respondents supporting School Street being made permanent: Green - >66%, Amber - 34-66%, Red - <34%
- ⁴ Total number of respondents answering question* (Respondents supporting School Street being made permanent/ Residents unsure/ Residents not supporting School Street being made permanent)
Thresholds - % of respondents supporting School Street being made permanent: Green - >66%, Amber - 34-66%, Red - <34%
- ⁵ Subjective RAG rating based on volume of correspondence to ITB team which puts pressure on LCC resource.
- ⁶ Data from Family Surveys: Red – Percentage point decrease in walking and cycling <0%, Amber – No or small change in walking and cycling 0%-2% Green – Percentage point Increase in walking and cycling >2%
- ⁷ Max peak parking stress -AM and PM. 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). Figures in italics show where highest % parking stress occurred on School Street. Thresholds: Green (<50%), Amber(<100%), Red (>100%)
- ⁸ Based on survey responses from parents, and observed by LCC staff on site
- ⁹ Red – no operational Park and Stride site, Green – operational Park and Stride site
- ¹⁰ Based on highest one way 5 day average of 8.30am and 8.45am counts one way within School Street: Red > 10 movements, Amber 5-10 movements, Green <5 movements
- ¹¹ Based on highest one way 5 day average of 3.00pm and 3.15pm counts within School Street: Red > 10 movements, Amber 5-10 movements, Green <5 movements
- ¹² Subjective RAG rating based on feedback from ITB staff observing each site on various visits. Includes subjective observations on manoeuvres, permit compliance, speed
- ¹³ Based on parking services and/or police attending the site at any point through the trials. This is based on requests and no RAG rating attached due to lack of PCNs/Enforcement resources.
- ¹⁴ Number of properties located within the School Street zone (residential, commercial and educational): Red >50, Amber = 25-50, Green<25
- ¹⁵ Number of access points/gateways into the School Street Zone: Red ≥ 3, Amber = 2, Green=1

B. Phase 2 Schools

School	Chapel Allerton	Great Preston	Hollybush	Hugh Gaitskell	Middleton St Mary's	Westgate	Woodlesford
School Engagement ¹							
School Staff Survey ²	6 (6) 100%	22 (21) 95%	4(4) 100%	28 (27) 96%	15 (15) 100%	3 (3) 100%	14 (13) 93%
Parents Survey ³	93 (87) 94%	48 (46) 96%	28 (28) 100%	45 (45) 100%	6 (6) 100%	116 (115) 99%	111 (94) 85%
Residents Survey ⁴	11 (2) 18%	23 (12) 52%	6 (3) 50%	6 (2) 33%	25 (16) 64%	8 (3) 38%	19 (7) 37%
Correspondence (feedback via emails/ letters +ve and -ve) ⁵							
Percentage Point Change in Walking and Cycling/Scooting Before vs. Now ⁶	5%	2%	0%	5%	32%	7%	6%
Parking Displacement Issues ⁷							
Park & Stride ⁸	No	Yes	No	Yes	Yes	Yes	No
Observed Compliance ⁹						2	2
Enforcement Resource ¹⁰	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Residential dwellings within restrictions ¹¹	17	20	10	8	69	3	22
Gateways into the School Street Zone ¹²	2	1	2	1	2	1	2
RAG Scoring (G=1, A=3, R=5)	20	18	18	14	26	12	14
Recommendation	Retain	Retain	Retain	Retain	Retain	Retain	Retain

Notes on RAG ratings for Phase 2 Schools

- ¹ Subjective RAG rating based on school engagement/involvement throughout the initiative taking into account observations on site, comments, conversations with the school
- ² Total number of respondents (Respondents supporting School Street being made permanent)
Thresholds - % of respondents supporting School Street being made permanent: Green - >66%, Amber - 34-66%, Red - <34%
- ³ Total number of respondents (Respondents supporting School Street being made permanent)
Thresholds - % of respondents supporting School Street being made permanent: Green - >66%, Amber - 34-66%, Red - <34%
- ⁴ Total number of respondents answering question* (Respondents supporting School Street being made permanent)
Thresholds - % of respondents supporting School Street being made permanent: Green - >66%, Amber - 34-66%, Red - <34%
- ⁵ Subjective RAG rating based on volume of correspondence to ITB team which puts pressure on LCC resource. Correspondence log available.
- ⁶ Data from Family Surveys: Red – Percentage point decrease in walking and cycling <0%, Amber – No or small change in walking and cycling 0%-2%, Green – Percentage point Increase in walking and cycling >2%
- ⁷ Based on survey responses from parents, and observed by LCC staff on site
- ⁸ No = no operational Park and Stride site Yes = operational Park and Stride site
- ⁹ Subjective RAG rating based on feedback from observing each site on various visits. Includes subjective observations on manoeuvres, permit compliance, speed
- ¹⁰ Based on parking services and/or police attending the site at any point through the trials. This is based on requests and no RAG rating attached due to lack of PCNs/Enforcement resources.
- ¹¹ Number of properties located within the School Street zone (residential, commercial and educational: Red >50, Amber = 25-50, Green<25
- ¹² Number of access points/gateways into the School Street Zone: Red ≥ 3, Amber = 2, Green=1

APPENDIX 2 – SCHOOL STAFF AND VOLUNTEERS SURVEY

School Streets Consultation: school staff and volunteers

This survey is from City Development at Leeds City Council.

Your school has been taking part in a temporary School Streets scheme. The Council must now decide whether to make this permanent, or whether to remove the restrictions and let things go back to what they were before.

This survey will help us make that decision.

The last day that you can respond is 20 June.

If you need to speak to someone about this survey then please email schoolstreets@leeds.gov.uk or telephone 0113 378 7306.

Privacy notice (data protection)

The results will help us to generate a report for the Leeds City Council Highways Board. When results are shared publicly or with other organisations, your response will be anonymised so it cannot be linked back to you. Your school may be identifiable.

Details of your rights under UK Data Protection Legislation, including details of the Council's Data Protection Officer, your rights as a Data Subject, and your right to complain to the Information Commissioner's Office are available at: <https://www.leeds.gov.uk/privacy-statement/privacy-notice> Our software supplier, SmartSurvey Ltd, will also process your data on our behalf but will never use these for its own purposes. We will store your response for up to 2 years.

We use cookies to help improve your experience of using our website. See our cookies page for more information. If you continue without changing your cookie settings we assume that you are happy with our use of cookies.

Please confirm... *

I give my consent for my personal information to be used as described in the privacy notice.

2. Your details

Your details *

Name

Your School Streets school

Your position

- Head-teacher or acting head-teacher
- Teacher / teaching assistant
- Support staff eg caretaker, playground assistant
- Other (please specify):

When did your School Streets start? *

- Phase 1: June 2020
- Phase 2: September 2020

Are you also the parent /carer or have responsibility for a child at this school? *

- Yes
- No
- Other

Do you also live on this School Street?*

- Yes
- No

Are you the head-teacher (or acting head-teacher)? *

- Yes
- No

3. Implementation (head-teachers only)

Why did your school want to be involved in the School Streets scheme?

Please tick all that apply. *

- To encourage pupils and their families to walk or wheel to school
- To support 'social distancing'

- To ease congestion
- To reduce inconsiderate or illegal parking
- Because of complaints from residents
- Because of road safety concerns
- To improve air quality
- To make drop off and pick up less stressful
- To make the area more child-friendly
- Other (please specify):

What worked well in the initial implementation of your School Streets scheme?*

- Physical presence of staff / volunteers
- Practical support (eg high-viz vests)
- School closely involved in decisions
- Families well informed
- Support from Council staff
- Presence of police / PCSOs
- Other (please specify):

How often do you now put the red temporary 'No Access' signs out?*

- Every day
- Most days
- Some days
- Never

If you put the temporary signs out, who usually does this? Tell us anything else you think we need to know about the signs.

If you used volunteers to help with the temporary signs, how did you recruit them?

If you put the temporary signs out, do you have someone standing there for the duration of the restriction?

- Yes
- No
- Sometimes

Please tell us anything else that you have learned about staffing and managing the temporary signs.

Which of these do you think would most help to improve your School Streets? Please select no more than five, and use the Comments box below to tell us more. *

- More involvement from parents and carers
- More enforcement
- Better or more engagement with the wider community
- Other ways of identifying the area as a School Street, eg posters, bunting, chalk, bin stickers
- More staff time and resources to support the scheme
- A Park and Stride
- Better, different or more prominent signage
- More time to plan and prepare
- Better or more engagement with residents on the restricted streets
- A Park and Stride at a different location
- A greater understanding of the commitment required
- Other (please specify):

Comments:

How much support do you feel you got? Please use the Comments box below to tell us more about what would have most helped.

	A lot of support	Some support	No support
Councillors	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Governors	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	A lot of support	Some support	No support
Colleagues	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Council	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Parents/carers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Police / PCSOs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Comments:

We sent you a comprehensive information pack. Did you read this?*

- Yes, all of it.
- Yes, most of it.
- Yes, some of it.
- No, none of it.

4. Communication (head-teachers only)

Which parts of the information pack did you use? Please tick all that apply and use the comments box to tell us how you used them. *

- Sample text to parents and carers
- Instructions about how to place the 'No Access' signs
- Sample letter to parents and carers
- FAQs
- Link to LCC School Streets website
- Content for your website and newsletter
- Volunteer information
- Maps with Park and Stride location
- Link to the interactive walking map
- I didn't use it

Comments:

Did you share any parts of the information pack with anyone else? Tick all that apply. *

- Staff
- Volunteers
- Councillors
- Governors
- I did not share it
- Other (please specify):

Can you suggest any content additions or format improvements to the information pack?

5. Traffic restrictions (head-teachers only)

Are the traffic restriction timings on the sign correct for your school? *

- Yes
- No
- Don't know

If you think the timings should be changed, please tell us more

Do you think traffic is restricted on the right streets? *

- Yes
- No
- Don't know

If you think the restricted streets should be changed in any way, please tell us more.

On balance, do you think most people respect the restrictions? Please use the Comment box to tell us more. *

- All the time
- Most of the time
- Some of the time
- Not much of the time

- Never
- Don't know

Please tell us anything else you think we need to know about compliance

6. Impact

Have you noticed any increase in any of the following by pupils and their families? If so, please tick all that apply.

- Walking (including scooting / skating)
- Cycling
- Other

Comments:

If you have noticed any other changes in how people behave or interact that you think could be related to your School Street, please tell us more here.

If you got any feedback about School Streets, was it mostly positive or negative?*

	Mostly positive	Mostly negative	No feedback	Neither positive nor negative
Colleagues / other volunteers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pupils	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Parents and carers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Residents	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Others (eg delivery people)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Comments:

Overall, do you feel School Streets has had an impact? (You will have a chance to comment further below.)*

- Yes, a positive impact
- Yes, a negative impact
- No impact / don't know

How much do you agree with the following statements?*

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree
The School Streets feel safer to use	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The air around the School Streets seems cleaner	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The School Streets are more child-friendly	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The School Streets are a more enjoyable place to be	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The surrounding streets seem less congested	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The School Streets make it easier for people to maintain 'social distance'	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The School Streets encourage more pupils and their families to walk or wheel to school	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The School Streets have reduced inconsiderate or illegal parking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
There are fewer complaints from residents	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Drop-off and pick-up times are less stressful	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Is there anything else you think is important for us to know about your School Street?

7. Support

Your School Street is currently a temporary scheme. The Council must now decide whether to make your School Street permanent, or whether to remove the temporary restrictions and allow the street to go back to what it was before.

Do you support this School Streets becoming permanent? *

- Yes
- No

If you answered 'no', what would help you to change your mind?

Please now click the Finish button below to save and send your responses to us.

APPENDIX 3 – FAMILIES SURVEY

School Streets consultation: Families

This survey is from City Development at Leeds City Council.

Your school has been taking part in a temporary School Streets scheme. The Council must now decide whether to make this permanent, or whether to remove the restrictions and let things go back to how they were before.

This survey will help us make that decision.

The last day that you can respond is 20 June.

If you need to speak to someone about this survey then please email schoolstreets@leeds.gov.uk or telephone 0113 378 7306.

Privacy notice (data protection)

The results will help us to generate a report for the Leeds City Council Highways Board. When results are shared publicly or with other organisations, your response will be anonymised so it cannot be linked back to you.

Your information will be kept secure and used in line with Data Protection legislation. Your data will be processed by the relevant teams within Leeds City Council. Our software supplier, SmartSurvey Ltd, will also process your data on our behalf but will never use these for its own purposes. We will store your response for up to 2 years.

General information about how Leeds City Council uses your data can be found at www.leeds.gov.uk/privacynotice.

We use cookies to help improve your experience of using our website. See our cookies page for more information. If you continue without changing your cookie settings we assume that you are happy with our use of cookies.

Please confirm... *

I give my consent for my personal information to be used as described in the privacy notice.

2. Your details

Your details*

Name

How many children are you responsible for at this school?*

3. What is the name of your School Streets school?*

4. Do you also work or volunteer at the school?*

Yes

No

5. Do you live or work on the School Streets?*

Yes

No

6. Please tell us how your child / children usually travel/s to school. Tick all that apply.*

	Walk (or scooting)	Cycle	Car/van	Car-share (with another family not living in your home)	Public bus service	School bus	Taxi	*Other (please specify in the box below)
Before School Streets (if they were at school back then)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Now	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

*Please specify

7. Do you use the School Street to get to school?*

Yes - most of the time

Yes – sometimes

No

8. If you do ever drive to school, where do you usually park?

- Park and Stride
- Somewhere else

Please tell us the name of the road/s or the Park and Stride you usually park on

9. If you drive but don't use Park and Stride, we'd like to understand your reasons. Please tick all that apply.

- There isn't a Park and Stride
- I'm not aware of a Park and Stride
- It's too far away
- It takes too long
- It's not in a convenient place
- I have other children in the car
- I need to get to somewhere else afterwards
- Other (please specify):

Can you suggest a different Park and Stride site?

10. If your child/ren currently travels by car, would they be able to walk, scoot or cycle instead?

- Yes
- No

Why is that?

11. If available, would you take advantage of any of the following? Please tick all that apply.

- Walking 'school bus' (accompanied by staff or volunteers)
- Family cycle training
- Cycle / scooter parking for pupils
- Cycle parking for parents / carers
- Help with cycle / walking route-planning
- A 'bike-buddy' to cycle with you at first
- Refurbished bikes to buy

- Car-sharing with another family
- 'Bike bus' (children accompanied by staff / volunteers on bikes)

12. Which, if any, of these things concerned you? (Skip this question if this does not apply to you.)

	Before School Streets	Now
Road safety	<input type="checkbox"/>	<input type="checkbox"/>
Health impacts of car fumes	<input type="checkbox"/>	<input type="checkbox"/>
Opportunities for pupils to walk, scoot or cycle	<input type="checkbox"/>	<input type="checkbox"/>
Other	<input type="checkbox"/>	<input type="checkbox"/>

Please tell us about anything else that you were / are concerned about

13. How much do you agree with the following statements about your School Streets?

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree
The School Streets feel safe	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The School Streets are child friendly	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The School Streets are an enjoyable place to be	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The School Streets make it easy to maintain 'social distancing'	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The air around the School Streets seems clean	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The School Streets help my family to walk, scoot or cycle	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
There is little or no illegal or inconsiderate parking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

What else have you noticed about your School Street?

14. We would love to know what pupils think about their School Streets. If your child/ren would like to, please help them answer this question, in their own words.

What do you think are the best things about School Streets? You can give up to 5 answers!

1

2

3

4

5

15. Your school has been taking part in a temporary School Streets scheme. The Council must now decide whether to make this permanent, or whether to remove the restrictions and let things go back to how they were before.

Do you support this School Street becoming permanent? *

Yes

No

If you answered 'No', what would help you change your mind?

Please now click the Finish button below to save and send your responses to us.

APPENDIX 4 - SAMPLE RESIDENT/BUSINESS SURVEY - CHAPEL ALLERTON PRIMARY SCHOOL

1. Survey Information

This survey is from City Development at Leeds City Council.

Chapel Allerton Primary School has been part of the Leeds School Streets trial where traffic is restricted on roads around the school at drop-off and pick-up times. School Streets can make it safer for everyone to walk, cycle or scoot to school and address other issues such as congestion around the school gate and on local streets, community relationships, air quality and noise.

Leeds City Council are currently evaluating the School Streets trial to determine the effectiveness of the scheme, and its continued implementation. As part of the evaluation the council is consulting with all stakeholders, including residents and businesses.

Your feedback will inform our report for the Leeds City Council Highways Board who will make the final decision for each school.

Instructions

The survey should only take a few minutes to complete and will close on Wednesday 8th September 2021 at 5 pm.

If you would like to contact us about the survey please telephone 0113 37 87436 or email schoolstreets@leeds.gov.uk.

You can find out more about School Streets by following this link: [Error! Hyperlink reference not valid.](#)

2. Privacy Notice

Privacy notice (data protection)

Your response will be used to help us measure the support for this School Street. Your information will be kept secure and used in line with Data Protection legislation. When results are shared publicly or with other organisations, your response will be anonymised so it cannot be linked back to you.

Your data will be processed by the relevant teams within Leeds City Council. Our software supplier, SmartSurvey Ltd, will also process your data on our behalf but will never use these for its own purposes. We will store your response for up to 2 years.

General information about how Leeds City Council uses your data can be found at www.leeds.gov.uk/privacynotice.

We use cookies to help improve your experience of using our website. See our cookies page for more information. If you continue without changing your cookie settings we assume that you are happy with our use of cookies.

Please confirm... *

I give my consent for my personal information to be used as described in the privacy notice.

3. Resident or Business Address

The access restrictions at school drop-off and pick-up times apply on the whole of Back Methley Drive and Zermatt Mount (Methley Place to Methley Terrace) and part of Methley Terrace from Zermatt Mount to Methley Drive.

Do you live or work on either Back Methley Drive, Zermatt Mount or Methley Terrace (Zermatt Mount to Methley Drive) which are School Streets and have access restrictions in place? (Please answer "yes" if you have to use the School Streets to access your property). *

Yes

No

4. School Streets Feedback

As a resident or business on the School Street(s) you will have been sent information from Leeds City Council about the introduction of the scheme. School Streets introduce a temporary Traffic Regulation Order to legally restrict traffic from driving on key streets around a school at drop-off and pick-up times.

There are clear, permanent signs in appropriate places so that everyone can see the times when traffic is restricted.

Vehicles are not allowed to enter the streets during these times unless they have a permit, display a Blue Badge or are exempt.

The School Streets will be enforced by the police and drivers may get a £50 fixed penalty if they drive on a School Street during restricted times.

The times of restricted access for this school are:
8.25 - 9.35 am and 2.35 - 3.35pm

How did you find out about the introduction of the scheme? (Tick all answers that apply) *

Letter and permit information sent by Leeds City Council

Notices of Intention and Making displayed on the School Streets

Through the school

Discussions with neighbours or other residents

Other (please specify):

Did anyone in the household or business apply for an access permit? *

- Yes
- No (Please tell us why not below)

Comments:

The School Street has been in place for almost 12 months. In your opinion, do drivers seem to respect the access restrictions? *

- Always
- Sometimes
- Rarely
- Never
- Don't know

Do you have any suggestions about how we can discourage non-exempt drivers from accessing the School Streets during the restricted times? *

- Yes
- No or n/a

If Yes, please provide more detail here

How often has someone from your household or business had to ask a school parent/carer to move their vehicle during the times of restricted access because you have been unable to leave or access your property? *

- Daily
- Weekly
- Monthly
- Never

Do you ever experience parking issues outside of the restricted access times? *

- Always
- Sometimes
- Rarely
- Never
- Don't know

If you do, please provide details

5. Impact of School Streets

The School Streets trial at Chapel Allerton Primary School was introduced in September 2020. We would like to obtain feedback about the impact the introduction of the School Streets trial has had on your household or business. This is your opportunity to tell us about your experience before the School Streets trial started and if things are different now.

The times of restricted access for this school are:
8.25 - 9.35 am and 2.35 - 3.35 pm

When did you become aware of the introduction of the access restrictions on the School Streets? *

- Before implementation
- After implementation
- Only now, through this survey

How often, if ever, did you experience parking issues on your street (at school drop off and pick up times) prior to the introduction of the School Streets trial? *

- Always
- Sometimes
- Rarely
- Never
- Don't know

What changes, if any, have you noticed on your street during the times of restricted access? *

	A lot more	More	No change/ Don't know	Less/ fewer	A lot less/a lot fewer
Volume of traffic accessing the street	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Legally parked cars	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Congestion	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Noise	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Dangerous driving	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Illegally/inconsiderately parked cars	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Please tell us about significant changes

Please tell us about any benefits you have gained from the School Streets trial

6. Should this School Streets scheme be made permanent?

Leeds City Council need to decide whether to make the School Streets scheme (including access restrictions) permanent at this school. Please provide information to help us make this decision.

Do you support this School Street becoming permanent? *

Yes

No

Maybe

Please tell us why

7. Additional Information

Please tell us anything else you would like us to consider in relation to our decision about whether to make this School Street permanent

8. Final step

Please now click the Finish button below to save and send your responses to us.

APPENDIX 5 - SURVEY OF LOCAL AUTHORITIES RUNNING SCHOOL STREETS PROJECTS

Living Streets is undertaking an evaluation of Leeds School Streets for Leeds City Council. As part of this work we are interested in the experience of local authorities running similar initiatives. We would be grateful if you are able to complete the questionnaire.

We expect the questionnaire to take around 10 minutes to complete.

1. Name of Local Authority

2. Has your local authority implemented a School Streets initiative?

- Yes
 No

3. If yes, how many School Streets did you designate?

4. When were these School Streets designated?

5. What legal instrument/s have you used to restrict access to School Streets

- Temporary TRO/TMO
 Experimental TRO/TMO
 TRO/TMO

Comment (optional)

6. What criteria did you use to decide where your School Streets were located (Please select all applicable)

- Level of school support
 School location
 Road layout
 Potential impact on public transport
 Public Health data
 Air quality
 Levels of journeys to school by car
 Levels of active travel behaviour
 Participation in active travel behaviour change programmes
 Availability of Park and Stride locations
 Existing 20mph zone
 Requests from community
 Requests from schools
 Requests from parents
 Requests from Councillors/MP
 Use by HGVs/ Commercial vehicles
 Perception of danger and risk
 Road accident injury statistics
 Other (please specify)

7. What consultation was carried out with local people before the start of your School Streets (Please select all applicable)

- Letters/ emails
 Social media
 Via school
 In person (door to door/ on-street/ drop-in session)
 Notices on street
 Interactive webpage
 Email address for contact
 Phone number for contact
 Other (please specify)

None of the above

8. Enforcement/Compliance - Which of the following were used to enforce or encourage compliance (Please select all applicable)

- Police visits
- Civil parking enforcement visits
- Voluntary School Street wardens (School staff/parents)
- Paid wardens
- Temporary signage
- Temporary/ moveable barriers/ traffic cones
- Collapsible traffic bollards
- ANPR cameras
- Other (please specify)

None of the above

9. Have you had any challenges regarding statutory signage?

- Placement
- Dealing with closures in school holidays
- Other (please specify)

None of the above

10. Have you retained your School Streets?

- Yes - all retained
- No - all removed
- Some removed, some retained
- Still in Trial Phase

Comment (optional)

11. If not, how many were removed?

12. When were the School Streets removed?

13. What were your reasons for removal?

- Public opposition
- Opposition from Councillors/MPs
- Displaced traffic/parking issues on nearby streets
- Difficulty enforcing access restrictions
- Road safety concerns
- Air quality
- Other (please specify)

14. What criteria have you used for retaining School Streets? (Please select all applicable)

- Not yet at that stage
- Compliance data
- Traffic counts within School Street
- Traffic counts in neighbouring streets
- Air quality data
- Surveys of schools
- Surveys of parents
- Surveys of residents and businesses
- Correspondence received
- Park & Stride usage
- Anecdotal evidence on road user behaviour
- Other (please specify)

None of the above

15. What consultation did you carry out to decide whether School Streets were retained (Please select all applicable)

- Not yet at that stage
- Council run surveys
- Independent surveys
- Level of correspondence received (letters/emails/ phone calls logged)
- Social media
- Via school
- In person (door to door/ on-street/ drop-in sessions)
- Interactive webpage
- Email address for contact
- Phone number for contact
- Other (please specify)

None of the above

16. What benefits have you seen as a result of School Streets (Please select all applicable)

- Fewer vehicles within the School Street during the access restriction
- Reduced vehicle speeds on and around School Streets
- Road safety benefits
- Improved air quality
- Increased rates of walking to school
- Increased rates of cycling to school
- Other (please specify)

None of the above

17. What problems have you encountered as a result of School Streets (Please select all applicable)

	Yes	No	Don't know	N/A
Displacement of vehicles parking and dropping off children to neighbouring streets	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Displacement of through traffic	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Increased complaints from residents/ businesses/ school/ parents	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Confrontations between road users, pedestrians, residents etc during operation of school streets	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Other (please specify)

18. Have you carried out any evaluation of your School Streets that you would be willing to share?

- Yes
- No

Comments (optional)

19. What would you do to improve the operation of your School Streets in the future?

20. Do you have any further comments?

APPENDIX 6 – SAMPLE TTRO FOR PHASE 1 SCHOOL

* 21. Please tick this box to confirm you agree that your answers can be used as part of the Leeds School Streets evaluation.

- Agree
 Disagree

22. Would you be willing to be contacted by Living Streets or Leeds City Council officers if necessary to discuss your School Streets in further detail?

- Yes
 No

23. If you are willing to be contacted by Living Streets or Leeds City Council officers, please supply contact details:

Name	<input type="text"/>
Job Title	<input type="text"/>
Email Address	<input type="text"/>
Phone Number	<input type="text"/>



**ROAD TRAFFIC REGULATION ACT 1984 - SECTION 14(1)
ROAD TRAFFIC (TEMPORARY RESTRICTIONS) ACT 1991
LEEDS CITY COUNCIL (SCHOOL STREETS)
(TEMPORARY TRAFFIC MANAGEMENT MEASURES) ORDER 2020**

NOTICE IS HEREBY GIVEN that because of the likelihood of danger arising to the public (School Streets), Leeds City Council intends in not less than 7 days to make an Order the effect of which will be that no person shall cause or permit any motor vehicle to proceed on the length(s) of road defined on the days and between the times shown in Schedule 1 hereto.

SCHEDULE 1

Cross Gates Primary School, Cross Gates		
Road	Extent	Times of Operation
Maryfield Crescent	Maryfield Avenue to Poole Crescent	Monday to Friday At the beginning and end of the school day between the times displayed on the signs
Poole Crescent	Between its junctions with Poole Road	
Poole Road	Between its junctions with Poole Crescent	
Farm Road	Between its junctions with Poole Crescent	
Poole Mount	The whole	
Diversions: using Thornfield Drive, Thornfield Way, Farm Way and Poole Crescent		

Essential access to and from premises for permit holders and emergency vehicles will be maintained.

The Order is intended to come into operation on Monday 1 June 2020 and will continue in force for a maximum period of 18 months or until such time as a permanent Order is introduced, whichever is the sooner.

All communications with regard to this Notice should be addressed to Highways & Transportation Section, St George House, Leeds City Council, Great George Street, Leeds LS1 3DL, for the attention of Mr A Merckel (Tel: 0113 3787488).

Dated this 25 day of May 2020

Leeds City Council
Civic Hall
LEEDS
LS1 1UR

APPENDIX 7 – SAMPLE TTRO FOR PHASE 2 SCHOOL



**ROAD TRAFFIC REGULATION ACT 1984 - SECTION 14(1)
ROAD TRAFFIC (TEMPORARY RESTRICTIONS) ACT 1991
LEEDS CITY COUNCIL (SCHOOL STREETS PHASE 2)
(TEMPORARY TRAFFIC MANAGEMENT MEASURES) ORDER 2020**

NOTICE IS HEREBY GIVEN that because of the likelihood of danger arising to the public (School Streets), Leeds City Council intends in not less than 7 days to make an Order the effect of which will be that no person shall cause or permit any motor vehicle to proceed on the length(s) of road defined on the days and between the times shown in Schedule 1 hereto.

SCHEDULE 1

Chapel Allerton Primary School, Chapel Allerton		
Road	Extent	Times of Operation
Zermatt Mount	Methley Place to Methley Terrace	Monday to Friday At the beginning and end of the school day between the times displayed on the signs
Methley Terrace	Zermatt Mount to Methley Drive	
Back Methley Drive	The whole	
Diversions: None applicable		

Exemptions will apply to:

1. Essential access to and from premises for valid school street permit holders;
2. Disabled badge holders;
3. Emergency services and healthcare worker vehicles (including doctors on-call, district nurses, personal carers, support workers and essential healthcare visitors);
4. A vehicle operated or contracted by the School to transport people to or from it;
5. A vehicle bearing the livery of a universal postal service, actively engaged in provision of a universal postal service;
6. 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.

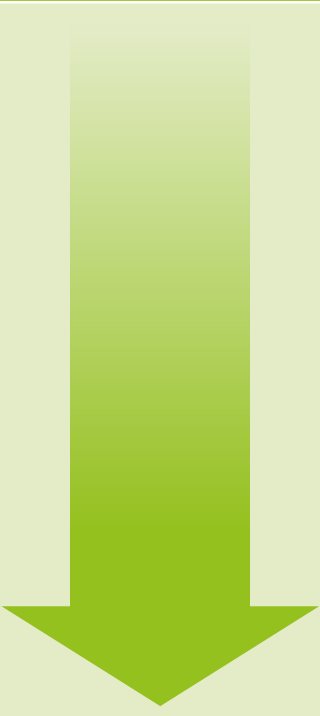
The Order is intended to come into operation on Monday 7 September 2020 and will continue in force for a maximum period of 18 months or until such time as a permanent Order is introduced, whichever is the sooner.

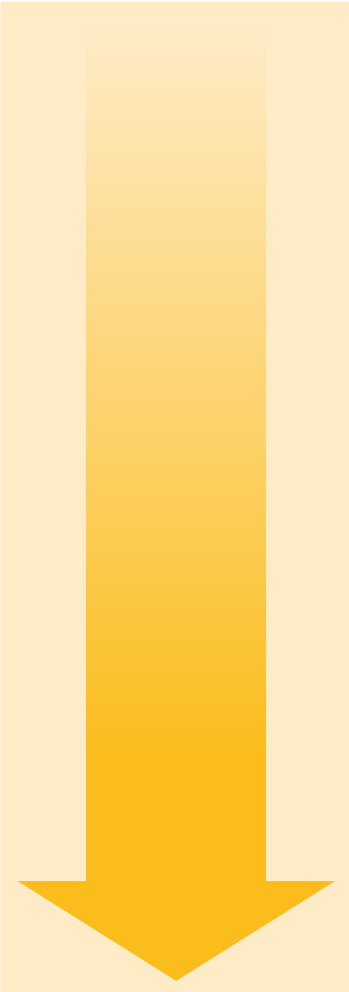
All communications with regard to this Notice should be addressed to Highways & Transportation Section, St George House, Leeds City Council, Great George Street, Leeds LS1 3DL, for the attention of Mr S Shergill (Tel: 0113 3780426).

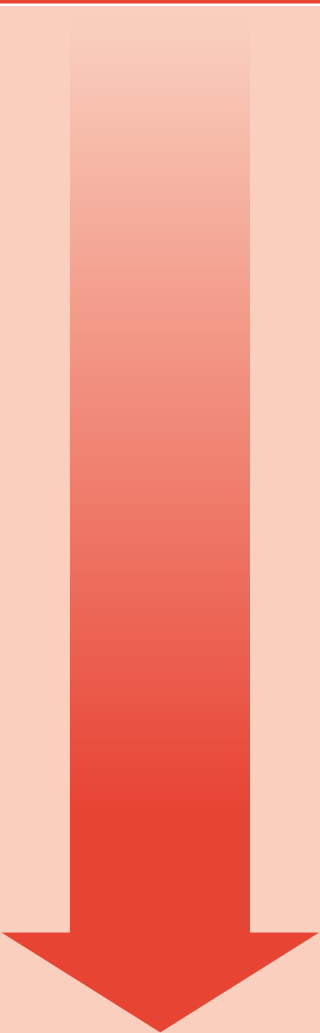
Dated this 27 day of August 2020

Leeds City Council
Civic Hall
LEEDS
LS1 1UR

APPENDIX 8 - SELECTION PROCESS FOR FUTURE LEEDS SCHOOL STREETS

Leeds School Street Selection:	Criteria	Source of data/ information	Provider of data/ information	Rating
Stage 1 School Self-assessment: Initial Self-Assessment Sift by Schools (Yes/No Suitability)				
	Is the speed limit on the potential School Street(s) 20 mph	Site audit	School via Modeshift STARS	yes = suitable no = unsuitable
	Is the school on a bus route?	Site audit	School via Modeshift STARS	yes = unsuitable no = suitable
	Is the school signed up to Modeshift STARS and has the site audit been completed?	Site audit	School via Modeshift STARS	yes = suitable no = unsuitable
	Is the school committed to supporting the implementation of the School Street and willing to sign a MOU?	School	School	yes = suitable no = unsuitable
	Are there any significant traffic generators located on the potential School Street(s) where access is required during the School Street operating times?	Site audit	School via Modeshift STARS	yes = unsuitable no = suitable
	Is the pupil entrance to the school located on a through route where traffic using the route do not have an alternative?	Site audit	School via Modeshift STARS	yes = unsuitable no = suitable

Leeds School Street Selection:	Criteria	Source of data/information	Provider of data/information	Rating
Stage 2 School Application: Data Provided by Schools with an Application				
	Percentage of pupils travelling to school by car	Synergy database	School via Synergy database	RED <20% car use, AMBER 20-30% car use, GREEN >30% car use
	Available Park and Stride	School identifies suitable location	School via EOI application	RED - No Park and Stride site available, AMBER - Park and Stride site identified but concerns about accessibility/operability, GREEN - Accessible and operable Park and Stride site identified
	Number of streets affected by access restrictions	Site audit	School via EOI application	RED - More than three streets likely to be affected by potential restrictions, AMBER - Three streets likely to be affected by potential restrictions, GREEN - One/two streets likely to be affected by potential restrictions
	Number of gateways into the School Street i.e. vehicular access points into the School Street Zone that would need signage	Site audit	School via EOI application	RED - More than three public entry points accessible by motor vehicle, AMBER - Three public entry points accessible by motor vehicle, GREEN - One or two public entry points accessible by motor vehicle
	Proximity to other schools and relationships in terms of parking / access with those schools	Site audit	School via EOI application / Leeds City Council contacts other schools	RED - Likely significant impact on nearby school(s) if School Street restrictions introduced, AMBER - Possible impact on nearby school(s) if School Street restrictions introduced, GREEN - No impact on nearby school(s) if School Street restrictions introduced

Leeds School Street Selection:	Criteria	Source of data/ information	Provider of data/ information	Rating
Stage 3 RAG Assessment: Additional Data Collection by Leeds City Council / Partners and RAG Assessment Against All Stage 2 and 3 Criteria				
	Road Safety	KSI data and LTP Casualty Reduction Programme	STATS-19	RED – No road traffic safety concerns identified, AMBER – KSI data/LTP Casualty Reduction programme identifies issues at or close to potential School Street, GREEN - KSI data/LTP Casualty Reduction programme identifies issues at or close to potential School Street, and other surveys reveal concerns by parents/ carers/ pupils and staff over safety of active travel journeys to school
	Air Quality	Air Quality Data	Leeds City Council Air Quality Officers	RED – No concerns raised about Air Quality, AMBER – Concerns raised about Air Quality close to school, GREEN – Concerns raised about Air Quality close to school and data available to support concerns
	High Traffic Flows	Automatic Traffic Count Surveys	Surveys Commissioned by Leeds City Council	TBC
	Potential parking displacement issues	Parking Beat Surveys	Surveys Commissioned by Leeds City Council	RED – Displaced parking likely to cause parking stress on adjacent streets to exceed 80%, AMBER - Displaced parking likely to cause parking stress to be between 50 and 80%, GREEN - Displaced parking likely to cause parking stress below 50%
	Planned development/ highway works in vicinity	Highway Engineering Teams, Leeds City Council	Highway Engineering Teams, Leeds City Council	RED – Planned developments/highway works likely to negatively affect operation of a School Street, AMBER – Possibility planned developments/highway works may negatively affect operation of a School Street, GREEN – No planned developments/highway works likely to negatively affect operation of a School Street
	Other road traffic issues in vicinity of possible School Street	Highways or consultation as part of TRO	Highways or consultation as part of TRO	RED – Ongoing road traffic issues that may influence residents' opinions of School Street proposals, GREEN – No ongoing road traffic issues that may influence residents' opinions of School Street proposals

Results: Prioritised List of Suitable School Streets Sites

APPENDIX 9 - WIDER STRATEGIC CONTEXT OF SCHOOL STREETS

National Strategic Context

Leeds School Streets supports the following national strategies and policy documents:

The **Cycling and Walking Investment Strategy (CWIS) (DfT, 2017)** objective to, 'Increase the percentage of children aged 5 to 10 that usually walk to school.'

The **Gear Change (DfT, 2020)** theme of 'Better Streets for cycling and people' – Specifically, 'We will increase the number of school streets to protect children.'

Leeds City Council Strategic Context

School streets can play a role in contributing to the **Best Council Plan 2020-25** Best City priorities of:

- › Health and Wellbeing
- › Sustainable Infrastructure
- › Child-Friendly City
- › Age-Friendly Leeds, resilient communities; and Promoting community respect and resilience.
- › Safe, Strong Communities

School Streets can also support **Connecting Leeds Transport Strategy and Leeds Safer Roads Vision Zero Strategy (Leeds Safer Roads Partnership, 2022)**.

Contact:

John Kilner (Principal Technical Advisor)

Living Streets

john.kilner@livingstreets.org.uk

We are Living Streets, the UK charity for everyday walking. We want to create a nation where walking is the natural choice for everyday, local journeys.

Living Streets (The Pedestrians Association) is a Registered Charity No. 1108448 (England and Wales) and SC039808 (Scotland). Company Limited by Guarantee (England and Wales) Company Registration No. 5368409. America House, 2 America Square, London, EC3N 2LU



Connecting Leeds
TRANSFORMING TRAVEL