

Appendix E:

Business Case for Future School Streets

This Appendix provides additional consideration of the 'business case' for School Streets in Leeds weighing up the benefits gained and costs incurred as they are understood from the existing trial sites.

The evaluation has emphasised the importance any future School Streets programme being adequately resourced with capital, revenue funds and staff time. Important stages of before monitoring, data collection and scheme preparation were missed or curtailed during the trials owing to the 'Emergency' nature of the funding and implementing the schemes quickly in response to the Covid-19 pandemic. The evaluation recommends that these are vital steps that should not be missed in future.

1. Benefits of School Streets

The positive impacts and benefits of the existing School Street trials are documented in the Evaluation report, included as **Appendix A**. In summary, the perceptions of parents/carers around issues of road safety and air quality were significantly improved as a result of the School Streets. The survey results revealed that, on average there was a six percentage point increase in walking and cycling following the implementation of School Streets.

- **Perceptions of Air Quality:** Over half (55%) of parents/carers surveyed feel the air quality around school has improved as a result of the School Street.
- **Perceptions of Road Safety:** The proportion of parents/carers concerned about road safety halved as a result of the School Streets. The proportion concerned fell from 65% before the School Streets to 34% after.
- **Increase in walking and cycling to school:** 6% 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.
- **They are well supported:** 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.
- **They are generally well-observed:** 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.

2. School Street Scheme Costs

Per site costs for installing School Streets vary according to numerous factors, including the geographical extent of the scheme, the number of gateways into the restricted zone, the number of properties or residences impacted and therefore eligible to apply for access permits etc. The number of gateways dictates the number of signs that are required, the number of traffic counters needed to collect traffic data etc. The costs per scheme site have therefore been calculated as a range. Similarly, there are economies of scale when implementing multiple sites together, particularly with regards to making Traffic Regulation Orders.

Capital

Cost estimates for a School Street are provided as **Appendix D**. The estimated capital costs of implementing and operating a School Street for one year range from £9,125 to £27,392 per site. The trial sites cost on average £19,000 to install and monitor for one year, excluding staff time.

Revenue

Analysis of timesheet software reveals that School Streets schemes have required 1.2 full time equivalent (FTE) Highways and Transportation staff hours (37 hours/week) throughout their implementation reducing to 0.8 FTE hours when all schemes were operational. This does not include staff outside of Highways and Transportation e.g. Parking Services.

3. Sources of Funding for Future School Streets

Government Funding Allocations

To date trial School Streets in Leeds have received capital funding allocations from central government's Active Travel Fund tranches 1 and 2. A further allocation from ATF tranche 3 has been awarded to the West Yorkshire Combined Authority from which the five West Yorkshire District Authorities will receive £70,000 each for the implementation of up to five School Streets (i.e. £14,000/site) with funds needing to be substantially committed by Easter 2023. Future School Streets will largely rely on further funding opportunities becoming available.

Planning Contributions

Where schools apply for planning permission to build or expand, the same selection and eligibility criteria can be used to assess whether a School Street is suitable and likely to be effective. Where it is agreed that a School Street is appropriate, planning contributions should then be secured to provide capital and revenue funding to install, monitor and maintain it.

Where schemes are secured and delivered as standalone projects, all costs need to be considered and accounted for. It is therefore recommended that contributions of £25,000 are secured via planning where it is agreed that a School Street is appropriate. This figure should cover both capital and revenue staffing costs whilst the programme of School Streets is around 15-20 sites. Where applications are from private schools, these could be secured via a Section 106 Agreement. Where applications are from state or Academy schools funds will need to be secured via agreement and paid prior to the commencement of development.

Staffing/Revenue Funding

It is proposed that the ITB team can continue to manage the implementation of Phase 3 School Streets (plus one currently secured through planning) and oversee the post-implementation monitoring and maintenance of the twelve Phase 1 and Phase 2 School Streets. Additional staffing resource will be needed to support an enhanced programme and more site locations. Otherwise, Travel Plan review and support offered to all schools will continue to be significantly reduced. An additional SO2 officer post is required to oversee an enhanced School Streets programme.

The trials have demonstrated that not all sites are suitable locations for a School Street to be installed and that we should be selective about where they are located. Making sure they are in the right locations will ensure that the programme has positive results and that more appropriate interventions can be pursued in locations where School Streets are not the best solution.