



Active
Travel
England

Streets for Schools Tool

Case studies



October 2026

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Introduction and purpose

The case studies outlined in this document can be used to complement Active Travel England's (ATE) Streets for Schools Tool. They highlight examples of active travel provision in accessing educational institutions.

Active travel interventions outside educational facilities are likely to result in improved safety and a more pleasant environment, improving the health and wellbeing of students and staff when they are working or studying. This is also beneficial to other members of the public and community, such as parents dropping their children off at school, people passing a college on their way to work and people socialising on the street.

The tools metrics are grouped according to the RUPA framework, also outlined in ATE's Designing for Active School Journeys Supplementary Planning Advice Note. The framework is:

- **reclaim** (allocate space for people)
- **upgrade** (improve accessibility, safety and attractiveness)
- **protect** (design for appropriate speed)
- **activate** (incorporate play and learning)

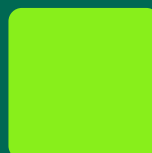
There are eight case studies included in this document, with a mix of primary, secondary and higher education facilities across England. The case studies feature different interventions within the context of educational facilities and local areas, considering the aims of the council and stakeholders' desires.

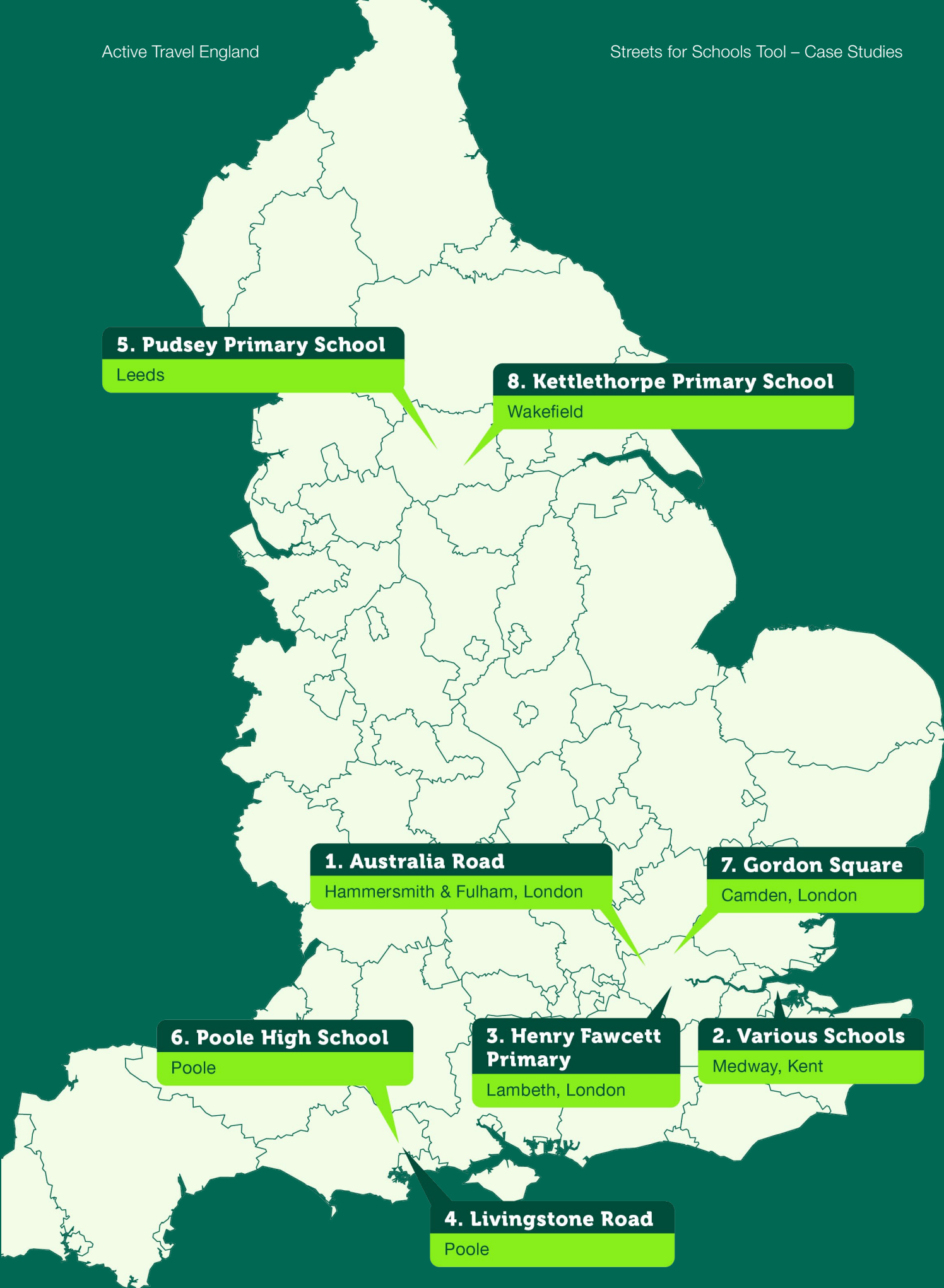
While the case studies do not show all the possible interventions, they offer real-life examples of creative and beneficial interventions by local authorities designed to increase active travel access to and around the educational facility. These interventions are assigned to the metrics in the Streets for Schools Tool to highlight the importance of implementing better infrastructure for active travel.

The tool aims to also highlight perceived as well as actual safety considerations when designing schemes. This is especially important for women and girls, who are more likely to be prevented from walking, wheeling and cycling by perceived risks to personal safety.

For some of the case studies, there are several lessons learned outlined. These are included as a guide to reflect on how interventions could be better implemented to improve active travel access for schools, colleges, and other educational facilities. Highlighting different case studies allows for exploration of different methods that can be used, with varying levels of implementation, and proves that even a small change can have a positive impact on how people travel to and from places of learning.

In some of these case studies, improvements include connecting the place of learning to the wider area. This can be through methods such as improving multi-modal connectivity, for example Park and Stride, and connecting new cycle infrastructure to the existing infrastructure surrounding the educational facility. [The ATE Route Check tool](#) is also available and a useful way of understanding active travel infrastructure that exists in the wider area.





5. Pudsey Primary School

Leeds

8. Kettlethorpe Primary School

Wakefield

1. Australia Road

Hammersmith & Fulham, London

7. Gordon Square

Camden, London

6. Poole High School

Poole

3. Henry Fawcett Primary

Lambeth, London

2. Various Schools

Medway, Kent

4. Livingstone Road

Poole

1. Australia Road, Hammersmith & Fulham, London

Australia Road is in the White City area of Hammersmith & Fulham, a neighbourhood characterised by local community facilities and proximity to the wider White City regeneration zone in West London.

The road is situated between Randolph Beresford Early Years Centre, a local authority nursery school for children aged 1 to 5. The centre has approximately 130 pupils, reflecting the dense urban catchment and the high demand for early-years provision in the area.

Date of completion: November 2015



Planting, resurfacing and places to socialise and rest at Australia Road.

Interventions include:

- traffic restrictions
- resurfacing
- new street furniture
- permeable paving
- planted basins
- rain gardens
- tree planting

Benefits include:

- reduction in local and wider flood risk
- carriageways adaptations that have made the area and its community assets safer
- ecological considerations that have provided conditions for biodiversity to increase as the scheme matures
- use of the scheme, as an important educational resource, which will be enhanced using the monitoring results
- strong community buy-in and a reduction in vandalism compared with similar sites in the borough
- increased space for active travel
- traffic removed
- play places introduced

Lessons learned include that:

- supervision of sustainable drainage systems (SuDS) construction by experienced designers is essential to ensure that final output meets quality, purpose and function. SuDS should be resilient and long-lasting, which is achieved by high-quality construction and installation
- involvement of the construction contractors early in the design process ensures best material choices and construction methodologies
- community engagement is essential to successful buy-in and understanding of the benefits of the scheme
- urban regeneration can provide multi-functional benefits including drainage
- landscape design which makes a bold visual statement can elevate the scheme and instil a sense of pride within the local community – the importance of the end user should not be under-estimated

Metrics that this scheme shows include:



traffic



planting,
SuDS, trees



play
places



places to
socialise or rest



A walkway in sustainable urban drainage that children can play on.

2. Various schools, Medway

Medway Council introduced School Streets schemes across a number of primary and infant schools to reduce traffic and improve safety at drop-off and pick-up times. The schemes temporarily restrict vehicle access on selected roads outside schools during busy periods, creating calmer, safer streets for children and families.

These changes have been implemented in a mix of urban, suburban and village locations across Medway, with each school's surrounding roads adapted to local needs. By limiting through traffic and encouraging walking, wheeling and cycling, the schemes aim to improve air quality, reduce congestion and support healthier travel habits for families across the area.

Date of completion: September 2024

Interventions include:

- School Keep Clear markings and educational campaigns in locations where a school street wasn't suitable
- Camera enforced School Keep Clear markings at locations where School Streets weren't viable. This reduces the parking of vehicles directly outside the school gate, making the environment safer for students. Using camera enforcement improves compliance and reduces the resources needed to enforce the restrictions
- Leaflets circulated online and to schools promoting safe behaviours like driving within speed limits and parking away from schools, as part of Medway's campaign to encourage safer parking

Prior to implementing the School Streets, extensive engagement was carried out with headteachers, the school community, residents and businesses. Medway Council met with schools to discuss the programme, ran an online survey asking the school community for feedback on the proposals, and spoke to parents and carers at more than 50 pop-ups at school gates. Some headteachers were positive about the proposals and publicly backed the scheme, while others were more wary of the idea initially.



Pencil bollards can signal proximity to a school.

As it was a new concept in the area, the council found it helpful to spend time with headteachers explaining how the scheme would work and answering questions.

Engaging with schools to ensure buy-in was a key part of the process.

Benefits include:

- safer, calmer streets, significant reductions in car use during the school run and improvements in air quality, after the first seven school streets had been operating for a year
- **68%** of parents/carers and **69%** of staff reported noticeably safer, calmer environments
- car trips during restricted periods decreased from **28%** to around **10%**
- pedestrian trips rose from **68%** to approximately **86%**
- most sites recorded reductions in traffic-related pollutants during operating times
- no collisions during operating hours at any School Street site

Monitoring and evaluation have been vital to building the case for future School Streets – with Phase 2 currently being rolled out and phases three and four planned.

Results from the parent and carer survey showed that:

- **68%** agreed or strongly agreed that the road outside the school feels safer
- **69%** agreed or strongly agreed that the environment feels calmer

Metrics that the scheme shows:



traffic



multi-modal connectivity



A timed closure sign for a school street in Medway.
Image courtesy of Project Centre.



Pencil bollards.
Image courtesy of Project Centre.

3. Henry Fawcett Primary School, Lambeth, London

Henry Fawcett Primary & Nursery School in Kennington, an inner London neighbourhood, is surrounded by diverse and strong community networks.

The school is a community school for children aged 3 to 11. There are around 225 pupils at Henry Fawcett Primary, and facilities in the local area include the Oval cricket ground, community centres and a wide range of services that support families living nearby.

Interventions include:

- the scheme is connected to a fully pedestrianised space: providing a safe and playful space for children at the primary school and living in the area, and making it easier for locals to walk, wheel and cycle
- play features
- planters and street furniture to create spaces for people to rest and socialise
- public seating
- new trees planted and an increase in greenery
- more cycle parking, including for cargo and adapted cycles

Benefits include:

- **19.4%** of kerbside space in the area is now devoted to being for sustainable travel such as bike lanes and e-charging points
- **41%** rise in cycling to school since the School Street was implemented
- **39%** reduction in vehicle traffic
- the scheme was made permanent in December 2025, and the infrastructure will be upgraded to permanent materials

Metrics that this scheme shows include:



cycle/scooter/
buggy parking



planting,
SuDS, trees



play
places



places to
socialise
or rest



Seating for resting and socialising outside Henry Fawcett School.



Planting and play equipment.

4. Livingstone Road Junior School, Poole

Livingstone Road Junior School sits in a residential part of Poole, close to the neighbourhoods of Alderney and Branksome.

The area includes a mix of housing, local shops and community facilities, and it has good transport links to both Poole and Bournemouth. There are approximately 200 to 300 pupils at this school, with many living near to the school.

Date of completion: 2022, made permanent in March 2023

Interventions include:

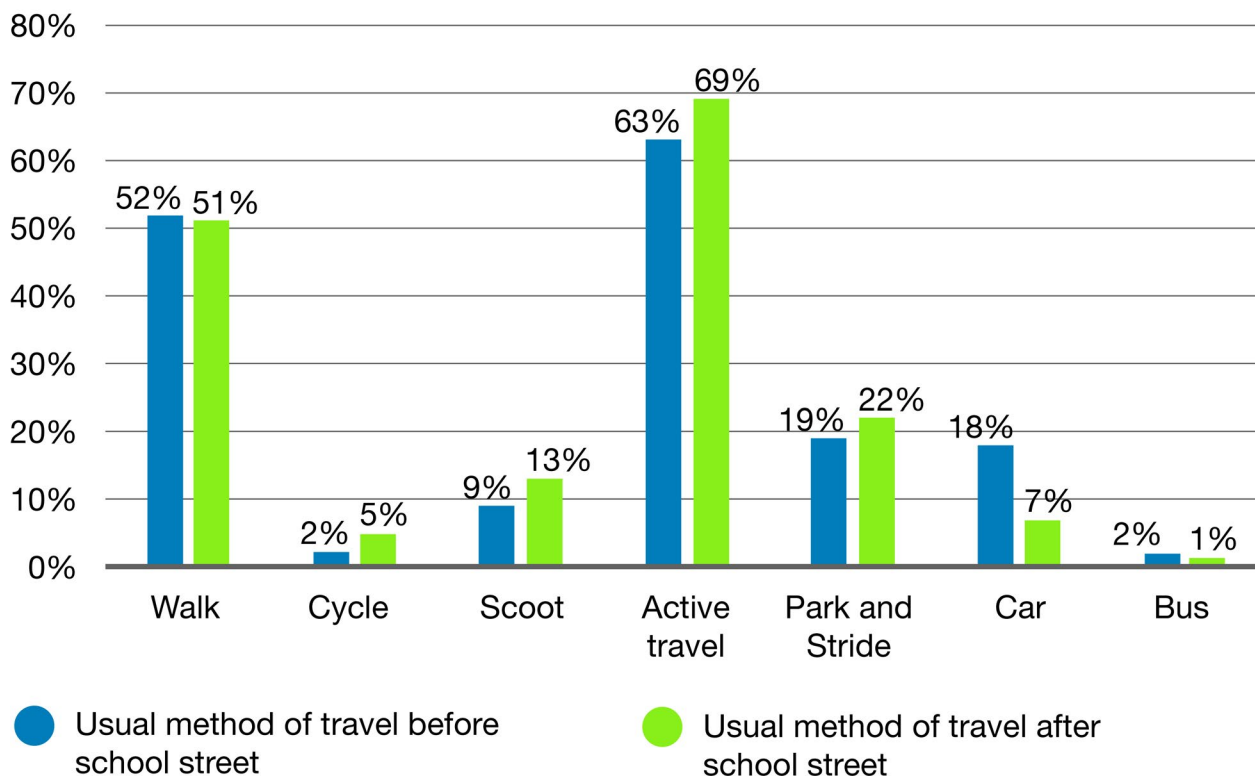
- a section of Livingstone Road closed during a timed School Street closure (8:00am to 9:00am, and 2:15pm to 3:30pm) while another adjacent section has been permanently closed, apart from access for pedestrians and cycles
- a shared walking and cycle path enabling access from the School Crossing Patrol crossing site on nearby Upper Road directly to the school gate
- a large amount of cycle and scooter parking implemented on site
- a gateway feature with pulled-in kerb, gate and signage
- continuous footway over the adjacent Uppleby Road cul-de-sac
- benches along the School Street, and children can play on the road before and after school as one section is closed at all times. Play features such as hopscotch have been painted on the ground in the fully closed section
- a 'rainbow path' has been created in Uppleby Road leading to the School Street

Benefits include:

- a positive impact on air pollution, congestion, residents' health and safety on streets around the school
- **65%** of people said they felt it was safer to walk, and **62%** felt safer cycling to Livingstone Primary [after the changes](#)
- **81%** of respondents, including local residents, parents and teachers said they wanted the trial to continue and be made permanent
- **66%** of Livingstone pupils felt safer outside of school
- **11%** between pupils travelling to school by car
- active travel to school increased by **6%**

Figure 1: [Pupil Travel Behaviour before and after the School Street](#)

The mode of travel pupils state that they 'usually' travel to schools, before and after the School Street was introduced (by school).



Metrics that this scheme shows include:



traffic



walking and wheeling crossing points



side road crossings



footway quality and maintenance



play places



Improved side road crossing and footway at Livingstone Road, Poole.

5. Pudsey Primrose Hill Primary School, Leeds

Pudsey Primrose Hill Primary is in the suburban neighbourhood of Pudsey, in northwest Leeds, in a residential area.

The school serves the local area and has 450 to 500 pupils, making it one of the larger primary schools in the area. Its location benefits from good transport connections and a mixed local population, reflecting the wider demographic profile of Pudsey.

Date of completion: 2020

Interventions include:

- no vehicle access onto Primrose Hill at the beginning and end of the school day, between 8:15am to 9:10am and 2:40pm to 3:40pm. This encourages parents and children to use active travel modes of transport on the journeys to and from school
- three Park and Stride schemes introduced around the school, encouraging parents to walk with their children for part of the journey



A timed closure sign.

Benefits include:

- three Park and Stride schemes, allowing parents and children to walk part of the way if they are unable to walk all the journey. These sites are located at different locations to ensure that children who live in all directions can walk part of the way to and from school

This is a pilot scheme and data to understand this specific School Street's benefits will be measured over time. Expected benefits will be:

- a reduction in traffic
- reduced vehicle emissions outside the school gates
- increased numbers of children walking, wheeling and cycling to school
- more children and parents taking advantage of Park and Stride options and starting the day with part of their journey to school on foot, with associated health and wellbeing benefits



A Park and Stride route for Pudsey Primary School in Leeds.

Metrics that this scheme shows include:



traffic



multi-modal connectivity



Park and Stride

6. Poole High School, Poole

Poole High School is a large secondary school and sixth form close to Poole town centre. The surrounding area is a mix of residential streets and busy retail zones, with strong transport connections across Dorset.

With more than 1,800 students, it is one of the largest secondary schools in the area and draws pupils from a wide catchment of varied neighbourhoods. Its central location gives the school easy access to local amenities and contributes to a lively, well-connected school environment.

Date of completion: Overall scheme implemented in 2022 and completed in 2024, with School Street implemented in 2025

Interventions include:

- an unmarked road to the school that has a School Street closure (8:10am to 8:35am and 2:45pm to 3:15pm)
- a segregated cycle lane on Wimborne Road that forms part of a larger corridor between Wimborne Road and New Inn Junction, including dedicated space for cyclists, traffic signal upgrades and providing more space for pedestrians and cyclists around New Inn Junction
- new SuDS and planting have been included in the surrounding area of the school
- benches have been added along the route to increase provision of spaces to rest, socialise and gather
- gateway features that are planned for the start of the School Street, including a School Street gate, signage and potentially a junction narrowing to reduce speeds



Wimborne Road's segregated cycle lane.

Benefits include:

- improved safety for pupils and families by reducing traffic during school run hours and slowing vehicle speeds at key junctions
- a protected, continuous cycling route as part of a wider corridor, making active travel safer and more attractive
- enhanced local environment with new SuDS and planting that supports drainage, reduce flooding risk and increase biodiversity
- a more welcoming public realm with new benches that encourage resting, socialising and community interaction
- strengthened identity and visibility of the School Street through gateway features, signage and design elements that reinforce a safer, people-focused space

Metrics (and icons) that the scheme shows includes:



walking and wheeling crossing points



cycling crossing points



footway quality and maintenance



cycling protection



multi-modal connectivity



street entry treatment



trees, SuDS and planting

7. Gordon Square, University College London, London

Gordon Square is within the University College London (UCL) campus, in Bloomsbury, central London. The surrounding area of Bloomsbury is known for its concentration of universities, museums and cultural institutions.

UCL has more than 50,000 students and a very international student population. Its location places it within walking distance of major libraries, research centres and public institutions, creating a highly connected academic environment.

Date of completion: Summer 2024



Seating and tables for resting and socialising on Gordon Square.

Interventions include:

- a restriction of motor traffic on the road outside the Institute of Archaeology, except for cycles, by installing planters between Gordon Street and Taverton Street
- the introduction of a two-way cycle lane to provide safer, more convenient cycling through the area and into UCL
- the creation of a welcoming public space with planting, seating, cycle parking, small exhibition areas, and sustainable, biodiversity friendly features that support pollinating insects
- work along Camden's Bloomsbury Green Corridor, which aims to deliver a more sustainable and inclusive public realm
- new interventions have been proposed to significantly pedestrianise Gordon Street, create a one-way traffic system, and enhance the public realm on the western side of Gordon Square. These proposals run from early 2026 until August 2027 (changes to Gordon Street to the north-west of the square were completed in June 2026)

Benefits include:

- reduced traffic and improved air quality by prioritising walking and cycling
- safer, more accessible routes for cyclists travelling through the area and to UCL
- a greener, more welcoming public space with seating, planting, bike parking, and biodiversity friendly features that support pollinators

Metrics that the scheme shows includes:

traffic

walking and wheeling
crossing points

footway quality and maintenance



places to socialise and rest



trees, SuDS and planting



points of interest



8. Kettlethorpe High School, Wakefield

Kettlethorpe High School is in the south west of Wakefield, close to the residential areas of Kettlethorpe and Sandal.

The school sits within a mixed suburban community with good links to Wakefield city centre and surrounding neighbourhoods. There are around 1,700 pupils, drawing from a wide local catchment across the south of Wakefield.

Date of completion: September 2021

Interventions include:

- cycle parking provision to encourage active travel to school
- Park and Stride facilities from the local supermarket

According to Wakefield Council's monitoring and evaluation of the scheme, benefits include:

- **100%** of the students that were surveyed felt safer walking, cycling and scooting on Kettlethorpe Hall Drive, where the School Street was implemented.
- **100%** of the students that were surveyed wanted to keep the School Street
- **86.4%** of the people who responded to the survey wanted to keep the School Street
- **4.4%** reduction in the number of children travelling to school by car
- all the cars that entered the School Street had permits and parked in the school visitor car park



Kettlethorpe High School students enjoy their School Street's timed road closure.

Metrics that the scheme shows includes:



traffic



walking and wheeling
crossing points



multi-modal connectivity



Park and Stride



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