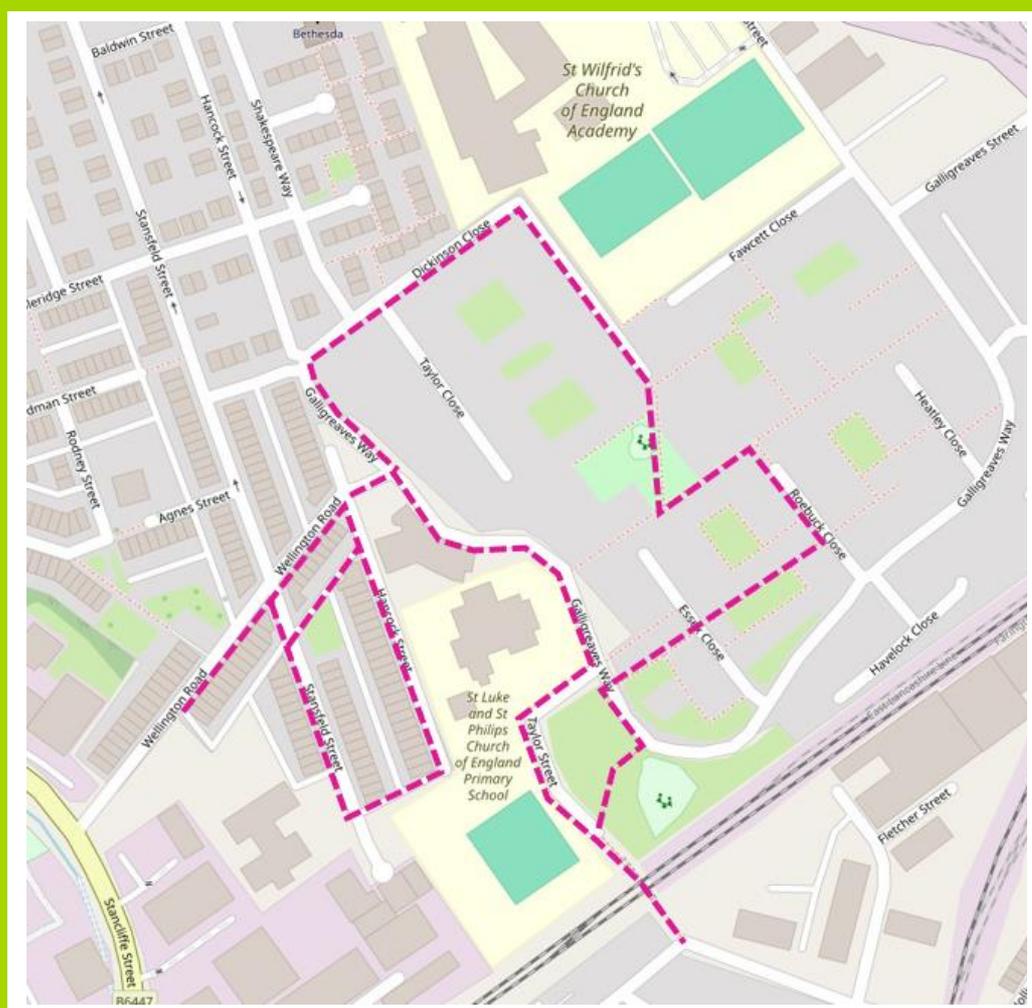


School Route Audit Report

St Luke & St Philip's Church of England Primary School, Blackburn

15TH March 2024

Compiled by Daniel O'Connell, Project Coordinator



We are Living Streets, the charity for everyday walking. Our mission is to achieve a better walking environment and inspire people to walk more.





Living Streets

We are Living Streets, the UK charity for everyday walking.

We want to create a walking nation, free from congested roads and pollution, reducing the risk of preventable illness and social isolation and making walking the natural choice. We believe that a walking nation means progress for everyone.

Our ambition is to get people of all generations to enjoy the benefits that this simple act brings and to ensure all our streets are fit for walking.

For more than 90 years we've been a beacon for walking. In our early days our campaigning led to the UK's first zebra crossings and speed limits. Now, our campaigns and local projects deliver real change to overcome barriers to walking and our ground-breaking initiatives such as the world's biggest Walk to School campaign encourage millions of people to walk.

Progress starts here: one street, one school, one step at a time.

Walk to school campaign

Living Streets' Walk to School campaign supports over 900,000 children in 3,500 schools to walk more through national schemes and events including Walk to School Week, and WOW – the walk to school challenge, making it one of the UK's leading behaviour change campaigns for young people.

Contents

1	Executive Summary	4
2	Introduction	6
	What is a School Route Audit?	6
	Background	6
	Methodology	7
3	Audit Location	9
	Map of Area	9
	School Background & Area Context	10
4	The Audit	13
	Audit Details.....	13
	Participants' Observations	14
	Area-wide Issues	15
	Findings by Location.....	18
5	Recommendations summary	29
6	Conclusion	36
	Appendices	37
	Suggested School Action Plan	38
	Appendix 1 - Analysis of Geographical Spread of Pupils.....	40
	Appendix 2 – Park & Stride (P&S) Locations	41
	Appendix 3 – Pre-SRA Walk to School Parent Survey Results	42

1 Executive Summary

We are Living Streets, the UK charity for everyday walking. We are working with St Luke & St Philip's C of E Primary School to increase walking rates in Blackburn.

On 15th March 2024 we conducted a School Route Audit (SRA) by walking around the area identifying, discussing, and recording issues that encouraged or discouraged everyday walking. The issues identified were then discussed before agreement was reached on key short- and longer-term priorities that would improve the walking environment.

St Luke & St Philip's C of E Primary School is situated in the Blackburn Central ward of Blackburn with Darwen (BwD) and is accessed via Hancock Street to the west and Taylor Street to the east.

The issues of highest priority affecting the walking environment around the school, as identified by this audit, are as follows:

- The dumping/piling of refuse sacks and household waste at various locations on the audited route (including multiple locations on the Galligreaves estate), attracting vermin and infestations.
- Heavy fly-tipping, littering, infestations, graffiti, and insufficient lighting along the full length of Taylor Street (from Galligreaves Way to Lower Hollin Bank St, including the underpass of the railway bridge).
- The pavement along the west of Galligreaves Way, running alongside the perimeter of the school's grounds, is in a particularly bad state of repair. Impassable by foot, unsurfaced, and presents a flooded, muddy, slippery obstacle forcing pedestrians into the road to navigate around it.
- Lack of a safe crossing point across Galligreaves Way near to the rear school entrance on Taylor Street. The current point of crossing at the built-out chicane/raised table presents issues with potholes, uneven surfaces, and a lack of separation between the raised table and pavement.

Recommendations discussed at the SRA included:

Short-Medium Term

- Consider options for large communal refuse sack receptacles to be installed.
- Improved delivery of refuse sacks to intended recipients on the estate (rather than being left in communal areas) to ensure all tenants get the number they need along with options for additional bags as required.

- Better communication (in all required languages) to tenants regarding refuse disposal and collection from the housing association.
- Once above recommendations are in place, an initial thorough clean-up of the area required (in the vein of “Beatsweep” to remove existing refuse issues)
- Highways Department to conduct a site visit and propose remedial action to address the pavement surfacing issues along Galligreaves Way.
- Investigate options to develop a safe crossing point (ideally a zebra crossing) across Galligreaves Way near the rear entrance of the school. Consider viability of reinstating a School Crossing Patrol Officer.
- To address the issues along Taylor Street, we recommend:
 - Repaint yellow zig-zag lineage outside rear school entrance.
 - Incorporate low level fencing / planters to prevent parking on the grass verge.
 - Deep clean all of Taylor St from Galligreaves Way to Lower Hollin Bank St, removing fly-tipped waste, litter, and tackle vermin infestations.
 - Repaint / mural / clean railway underpass masking graffiti.
 - Install lighting to fully illuminate the underpass.
 - Install CCTV to deter / capture repeated issue of fly-tipping and ASB.
 - Re-configure bollards under the railway bridge to ensure they fully block vehicle access to Taylor St from Lower Hollin Bank St.

Longer Term

- To fully address the issues along Taylor Street and the surrounding grassland:
 - Explore options to permanently block vehicle entrance to Taylor St from Galligreaves Way, and develop the route from Lower Hollin Bank St into a pleasant pedestrian / cyclist only route that attracts and encourages active travel.
 - Explore options to repurpose / redevelop the grassland currently occupied by the derelict play area, with consultation from the local community.

2 Introduction

What is a School Route Audit?

The Living Streets School Route Audit (SRA) methodology is a way of effectively involving pupils, parents, and other community stakeholders in the process of evaluating the quality of the walking environment around schools. SRAs explore the walking routes to schools from the viewpoint of the people who currently or could use them, not just those who own or manage it. SRAs provide recommendations to overcome physical and emotional barriers to walking to school and can feed into schemes to ensure places are fit for walking for all journeys.

The School Route Audit aims:

- to identify barriers to walking to school and encourage families to choose to walk.
- to identify ways to reduce the effects of vehicle traffic on people who walk and cycle.
- to improve connectivity, attractiveness, and state of maintenance; and
- to identify improvement measures, priorities and suggest a course of action.

For the purpose of a School Route Audit, the term pedestrian refers to people of all ages and all levels of mobility and includes people who may use mobility aids including wheelchairs and mobility scooters.

Background

Living Streets is delivering the WOW Walk-to-School programme to 10 primary schools in Blackburn with Darwen over the 23/24 project year thanks to Walk to School Outreach (WTSO) funding from Active Travel England.

St Luke & St Philip's C of E Primary School joined the programme in February '24 and this behaviour change initiative is already having a positive impact with walk-all-the-way journeys to school up 6.5 percentage points and all-the-way-car journeys to school down 11.2 percentage points on baseline data.

As part of this project, a small number of schools can benefit from intensive support carried out by a Living Streets' project coordinator each year. During communications with the school, it became apparent that there were significant issues with regards to fly-tipping and refuse along commonly walked routes to school, along with concerns of anti-

social behaviour and the general neglect and poor maintenance of the surrounding streets. As a result, the offer of a School Route Audit was made to the school – to encompass the school’s entrance and key walking routes to school – to highlight the issues faced and to try and identify a range of workable solutions.

Methodology

The key part of an SRA is a group walk around the study area to identify and discuss issues that encourage or discourage everyday walking. Participants were given a brief introduction on the purpose of the SRA and examples of the types of issue to look out for. While on the audit they were invited to comment on their perceptions and experiences, with facilitator prompts where needed. Living Streets staff undertook a pre-audit walk to understand the local context and any technical issues in the walking environment.

At the close of the session, issues raised were summarised and reviewed. This approach led to being able to build consensus on some issues and establish areas where there were diverse views and priorities.

During the audit walk, participants were asked to consider the issues listed below:

Road layout and space allocation	How much space is given over to cars? How does this affect people walking?
Crossing points and desire lines	How easy is it to cross where you need to cross? Are there long delays at crossings? Is there adequate time to cross? Are pedestrian routes direct and uninterrupted?
Footway surfaces and obstructions	Are pavements smooth, well-maintained, wide enough, free of obstructions and clutter? Are pavements and routes accessible for all users?
Facilities and signage	Are facilities accessible for all users? Is there clear signage? Are there places to sit?
Maintenance and enforcement issues	Are vehicles parked safely and legally? Is there litter, debris, or graffiti? Is infrastructure damaged or in need of repair?
Personal security	Do you feel safe walking here? Is there enough lighting? Would you walk here after dark?



Traffic Traffic speed and volume, air pollution, noise, and smell – does it feel dangerous?

Aesthetics Is the area pleasant to walk in? What do you like or not like?

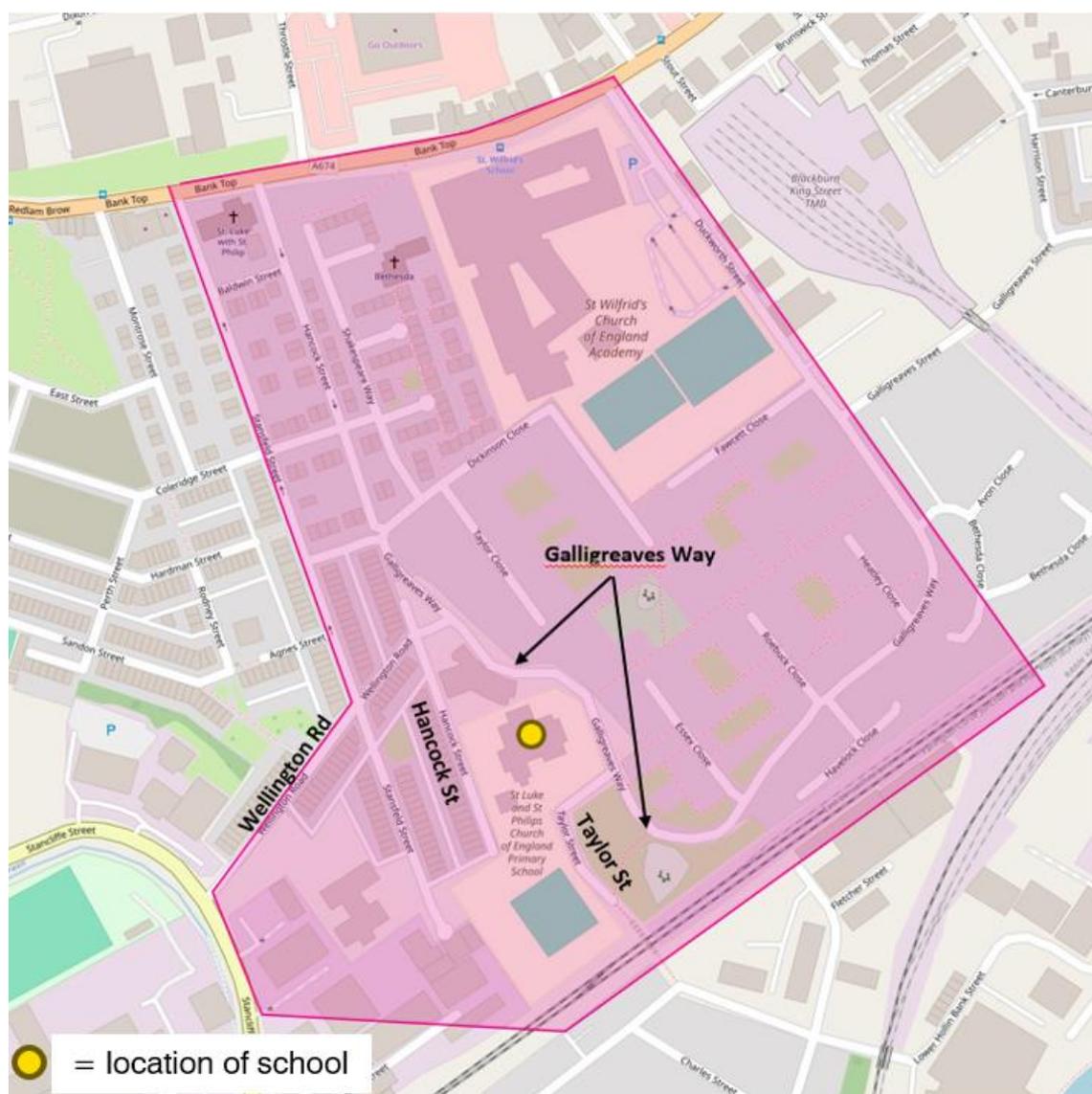
Places to play and socialise Are there play spaces, activity spaces and seating areas?
Are they in safe locations?

These issues form the structure for the recommendations at the end of this report.

3 Audit Location

The audit surveyed the area around St Luke & St Philip's C of E Primary School. This included the main entrance along Hancock Street, Wellington Road, Galligreaves Way (and cut-throughs on Galligreaves estate) and the rear entrance on Taylor Street, along with other key walk-to-school routes. Areas for investigation in the School Route Audit were informed through results from a parent survey, geographical postcode mapping and through consultation with staff at the school and the auditing group.

Map of Area



© OpenStreetMap contributors

School Background & Area Context

St Luke & St Philip's C of E Primary School in Blackburn, part of the [Cidari Multi Academy Trust](#) (Blackburn Diocese), is a single-form-entry mixed gender primary school - having a roll of approximately 210 pupils with intake from reception to year 6. The standard school day commences at 8:55am and ends at 3:30pm.

Blackburn with Darwen is ranked as the 14th most deprived district in England (14/317 Index of Multiple Deprivation).

The school is situated in the Blackburn Central ward approximately 1.2 km to the south-west of Blackburn town centre and 4.3 km west of junction 6 of the M65 motorway. Adjacent to the school is Hancock Street Children's Centre which facilitates access to early childhood services and from which Tudor House Day Nursery operates. St Wilfrid's C of E Academy is situated just 400m to the north-east of the primary school, providing secondary and sixth form education to over 1500 11-18 year olds.

The school has two access points on Hancock Street – a gated staff carpark entrance and a visitors entrance – along with a single access point to the rear of the school on Taylor Street, all of which are used at the start/end of the school day.

Recent completion of housing developments along Stansfeld Street and Hancock St (to the north of Wellington Road – see image **a**) have seen a change in road priority and incorporation of a one-way system, allowing space for pavement buildouts and on-road parking bays to be created (image **b**). This was noted as having a huge improvement in reducing / eliminating pavement parking along these streets.



© OpenStreetMap contributors

Left: Image (a) Showing change in road priority and one-way system established along Stansfeld St and Hancock St.



Left: (Image b) – view along Stansfeld St, showing parking bays and pavement buildouts.





Analysis of the geographical spread (**Appendix 1**) of pupils, shows that pupils approach the school from all directions, with 79.0% of pupils living within an 800m radius of the school (an approximately 10-minute door-to-door walk) and only 10% of pupils living beyond a 1200m radius (approximately 15-minute walk). Baseline data collected prior to the launch of the WOW Walk-to-School Challenge, showed 61.6% of children normally travel actively to school.

The school has informally suggested the use of the parking facilities at Go Outdoors as a Park & Stride location for those travelling in from further afield. Go Outdoors is situated to the north side of Bank Top, approx. 475m from the school entrance. There is also a small parking area located to the north side of Wellington Rd, between Stansfeld St and Stancliffe St (**Appendix 2**).

In 2023, Blackburn with Darwen Council working in partnership with the local community including the PCSO, Together Housing (housing association), St Luke & St Philip's Church, St Wilfrids Academy, St Luke & St Philip's C of E Primary School, and Neighbourhood Teams, delivered a "Beatsweep" day on 21st June to tackle the many issues around refuse, fly-tipping, Graffiti and ASB in the Galligreaves area. This involved a full community clean-up of the area with skips and caged vans being provided to remove dumped waste. Sadly, all these issues have returned and many of our findings in this SRA will not be unfamiliar issues, however, more sustained resolutions must be sought, and we hope our recommendations in achieving them will be considered.

A survey was carried out with parents prior to the delivery of the SRA to ascertain their travel habits, concerns, and ideas regarding active travel to school and barriers to walking. A summary of the survey results can be found in (**Appendix 3**). Safer crossing points and cleaner streets were the issues of highest priority for improvement. Repeated comments were made regarding issues with rubbish, waste, fly-tipping, parking, and traffic volume/speed along Wellington Rd.

4 The Audit

Audit Details

The SRA took place on Friday 15th March 2024 at 9:00am. The group comprised 1 Living Streets staff member and 9 other attendees – 3 pupils, 2 school staff, 3 parents and a BwD Council Road Safety Officer. The three councillors for Blackburn Central ward were invited to attend but were unresponsive. The weather on the day of the audit was overcast with light rain. Prior to setting out on the SRA, a briefing was held at the school to introduce all attendees to the current, ongoing work the school was delivering with Living Streets to encourage active travel. The briefing also provided a background to the purpose and process of the SRA, and an arena for attendees to raise initial thoughts and concerns.

It is important to note that a key strength of the SRA is the collection of 'subjective/qualitative data.' The engagement activities are undertaken with small groups of participants to enable greater discussion of people's opinions about their local environment. The result is that we obtain a more in-depth understanding of the 'lived' experiences of local people and issues faced day to day within the context of a specific geographical area.

Participants' Observations

This section provides a description of the observations made by participants during the audit.

The comments below include the participants' recommendations for improving the walking environment. Quotation marks indicate specific phrasing used by participants. Any comments and recommendations made by Living Streets staff are clearly identified.

- We've witnessed drug dealing in daylight taking place in the alleyway behind The Wellington Chip Shop, right opposite the school – Staff
- "My neighbour's camera spotted 9 rats" - Pupil
- The corner outside the chip shop is always busy with cars parked everywhere on the pavements – Parent
- We need more bins and places to put bin bags – Parent
- Constant parking on yellow lines on Taylor Street – Parent
- New bin bags are just pushed through the fence or left somewhere, and other people take them, so you can't always get a bin bag for your rubbish if you live in the flats. When your bin bags are full there's nowhere to put them so they just pile up outside on a corner and can be there for weeks before being collected and they attract rats – Parent
- Streets around the school were used for filming a multi-million-pound feature film recreating Belfast in the 1970s during the 'Troubles' – Staff
- Fly-tipping and rubbish bags thrown everywhere, it's disgusting – Parent
- Pavement is not surfaced and huge puddles at back of school – Parent
- Cars speeding, we need more speed bumps – Parent
- Massive rubbish dump and graffiti under bridge and rats – pupil referring to area on Taylor Street and railway underpass
- Cars park half on the pavement blocking us from walking – pupil
- Pupils play in the bushes and have made their own swing with rope and a tyre because the actual swings have been taken down – Staff referring to the derelict remains of the play area on Galligreaves Way.
- No lighting in tunnel – Parent referring to railway underpass on Taylor Street
- One Parent has to pick her daughter up as she is scared of the rats – Parent talking about walking through the railway underpass on Taylor Street
- Some families will not walk through the tunnel and will go the long way around because it's so disgusting – Parent



Notes on Refuse Collection from BwD Council Website for Galligreaves Area

- Burgundy bin (lilac sack) general waste + food waste, collected every 2 weeks
- Grey bin (clear sack) – glass tins plastic, collected every 4 weeks
- Blue bin (blue sack) - paper, collected every 4 weeks
- Brown Bin (garden waste only, **not** food waste) – not on collection rota for Galligreaves area.

Amongst the participants of the auditing group were residents who provided their perspective on the underlying causes contributing to these issues. In summary the points made were as follows:

- Houses on Galligreaves are provided with wheelie bins, while those in flats use sacks.
- There is no receptacle to store filled sacks in and it's not viable to keep filled sacks inside flats until collection day. As such they pile up on land outside and attract vermin and infestations.
- Refuse sacks (lilac, clear and blue) are provided, but are left in communal areas/ "hung off fences" which often results in some households being without. Such coloured sacks cannot be easily purchased, so in such instances black bin bags are used by residents, which don't allow for recycling and there were also

concerns that these black bin bags would not be collected by the Council as deemed contaminated.

It is also understood that occupants of the flats are often transient, often English isn't their first language, and the flats have been used for emergency short-term housing. It is believed that Together Housing (the housing association) provide all new tenants with a discussion on refuse collection at the start of their tenancy.

On the day of the audit a local resident was witnessed depositing a full black bin bag next to the public bin at the bus stop on Galligreaves Way/Duckworth St, demonstrating all of the points raised above.

Evidently the current system for refuse storage/collection in the area has failed and requires a full overhaul and multi-faceted approach.

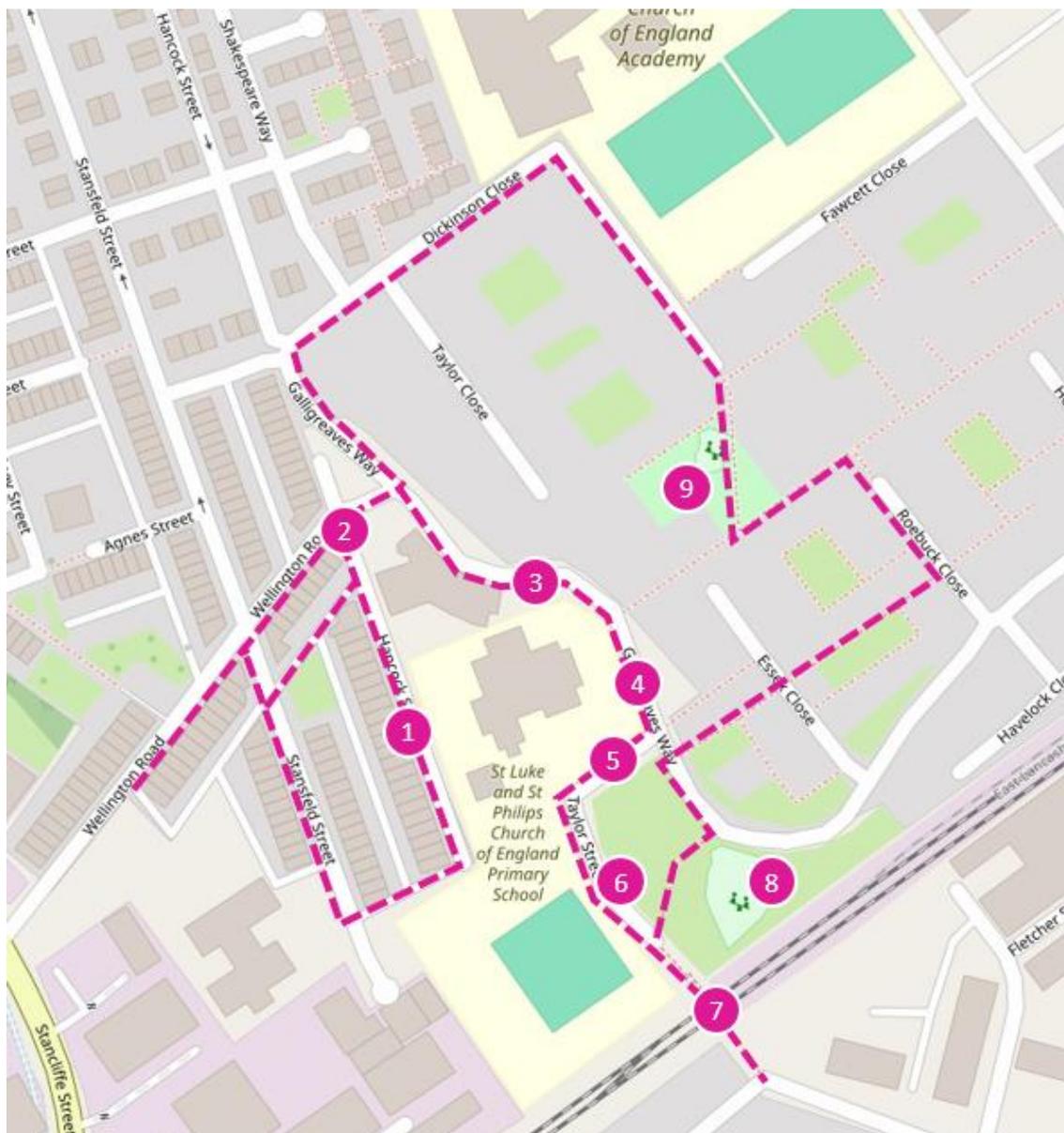
(2) Antisocial Behaviour

School staff raised concerns about the blatant nature of drug dealing that was taking place in close proximity to the primary school entrance on Hancock Street – the alleyway to the rear of The Wellington chip shop, being identified as an area of particular concern. Evidence of discarded bottles and cans of alcoholic drinks were strewn around alleyways and littered much of what remains of the children's play area between Galligreaves Way and Taylor Street. In addition, it is known that the area has been associated with violent crime and there is a general feeling of unsafety amongst some members of the community.

Findings by Location

This section identifies location-specific comments. Those issues associated with refuse have been addressed in the previous section titled 'Area-wide Issues' and are omitted from the following map. The numbered points are addressed in detail in the table that follows.

Map of findings



© OpenStreetMap contributors

-  = Observation locations
-  = Route walked on Audit.

1 Hancock Street

Hancock Street is the main access point to the school's ground. The audit group explained the problems of heavy congestion along this section of road, with vehicles parking on both sides of the road, mounting pavements and blocking gates during drop-off/pick-up times. Pavement parking and parking over the faded yellow zig-zag lineage was observed.

Recommendations

- Complete repaint of yellow lineage along Hancock Street
- Traffic enforcement officers to have a scheduled presence in the area at drop-off/pick-up times.
- Reinforce messaging about parking alternatives – Park & Stride at Go Outdoors (or on car park off Wellington Rd) – as promoted by the WOW programme.



Above: Hancock Street – faded yellow zig-zag lineage and cars ignoring markings and parking over them.

<https://what3words.com/gets.sounds.ally>

Below: Hancock Street – pavement parking



2 Wellington Road / Hancock St Junction

Wellington Road was reported as being heavily congested and dangerous to cross during rush hour. Participants reported that it's common for cars to speed along this road as it's the main cut-through route from Galligreaves to the B6447 (Stancliffe St). The congestion is often compounded by cars parking on the pavement and "abandoning their vehicles" on the corner with Hancock Street, outside The Wellington Chip Shop, which was noted as a particularly difficult corner to cross during times of peak traffic flow. Many families walking to school (or to the adjacent Children's Centre) have to navigate this Wellington Rd/Hancock St junction and report it as feeling unsafe and in need of a dedicated safe crossing point for pedestrians.

Pupils also noted the blocked drainage and resulting highway flooding issue on Wellington Road.

Recommendations

- Traffic calming options to be explored to address issues of speeding vehicles along Wellington Road.
- Options for a safe crossing point across Wellington Road towards Hancock Street to be explored, along with options for support from a School Crossing Patrol Officer.
- BwD Highways Department to address the issue of blocked drainage and gully flooding issue.



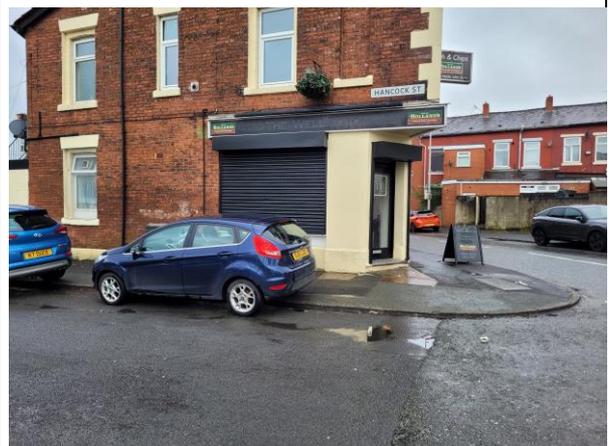
Above: Congestion along Wellington Road during the morning's school run.

Below Drainage blocked on Wellington Road causing pooling of water. <https://what3words.com/hung.truly.truly>



Below: reported issues of cars parking on the corner around The Wellington Chip Shop, blocking pavements and causing issues to traffic flow.

<https://what3words.com/safety.slams.spark>



3 Galligreaves Way (alongside the school's perimeter)

The pavement along the west of Galligreaves Way, running alongside the perimeter of the school's grounds, was in a particularly bad state of repair. It was impassable by foot, unsurfaced and presented a flooded, muddy, slippery obstacle rather than an accessible footway.

Travelling south along Galligreaves Way, the pavement along this section appeared to be tarmacked up to the end of the Children's Centre, then an 80m unsurfaced section (as pictured) was encountered, before the tarmac reappeared near the corner of Taylor Street. This discontinuation of the pavement would see families and children forced to walk into the road (and into oncoming traffic) to bypass this section.

Recommendations

- Highways Department to conduct a site visit and propose remedial action to address the surfacing and accessibility issues along this section of the pavement.



Above: Images showing the section of pavement along Galligreaves Way to the side of the Primary School / Children's Centre. Surfacing is absent and evidence of car tracks and flooding. From: <https://what3words.com/spared.worker.hangs> to <https://what3words.com/sounds.monks.suffer>

4 Galligreaves Way – Crossing Point

Pupils and families approaching school by foot from the east or to the south of the school will access via the rear school entrance on Taylor Street. Families approaching school from the Galligreaves estate make use of two common walkways on the estate that emerge on Galligreaves Way (as indicated in **figure 1**). The informal crossing point of Galligreaves Way for these families is at the narrowing of the road on the built-out chicane with the raised table. Pupils and families familiar with this route commented on the state of disrepair at this crossing point with multiple potholes in the road's surface, patched up repairs and worn road marking, presenting trip hazards when crossing here.

There was also concern that the raised table merged with the pavement level (on the school's side of the street) and there was little to distinguish between road and pavement at this point, as such cars frequently mount and drive along the pavement when navigating over this raised table. Evidence of a collision with the railings could be seen here too. Flooding of the footway was also observed.

A serious accident between a car and a bike was reported on this section of Galligreaves Way in September 2023 (<https://www.lancashiretelegraph.co.uk/news/23769801.police-close-road-blackburn-crash/>)

Audit participants mentioned that a School Crossing Patrol Officer had once operated on this section of road but is no longer in post.



Above: Common crossing point of Galligreaves Way at the chicane built out / raised table.

<https://what3words.com/copper.palms.really>



Imagery © 2024 Google. Bluesky and Infoterra

Above: Figure 1 - Annotated map showing area of concern

Recommendations

- As a minimum resurface the raised-table and the potholes at this point of crossing. Repaint lineage and make clear separation between raised table and pavement. Install clear signage warning motorist of school children crossing.
- Investigate further options to develop this point into a zebra crossing with raised table. Consider viability of reinstating a School Crossing Patrol Officer.

5 – Taylor Street / Rear School Entrance

The section of Taylor Street accessed from Galligreaves Way (and the only intended access point to Taylor St for vehicles), is a common pick-up/drop-off point for pupils accessing the school by the rear gated entrance. It was mentioned that this street does become congested with cars during these times and that cars park on the yellow zig zags (which are heavily faded) and mount the grass verge. There is a 'No Stopping' sign on the grass verge which is clearly ignored. The congestion and parking in this area presents an added danger to those walking to school along this route.

Recommendations

- Long term: Permanently close the road to vehicle access (this will help address points 6 and 7 that follow). It is understood that previous discussions within the council to block Taylor St to vehicle access have been raised, but due to school traffic using



Above: View along Taylor Street looking west from Galligreaves Way. The rear school entrance is to the right on the photos. From <https://what3words.com/quick.carbon.join> to <https://what3words.com/being.design.hurray>

this as a drop-off/pick-up point and fear that blocking this road will displace said traffic onto an already busy Galligreaves Way, this option has not previously been explored further. However, with this school now running the WOW Walk-to-School Programme, along with promotion of Park & Stride options, in addition to post-code plotting data highlighting 79% of school children live within an easy walkable distance, the option to redesign this road and block vehicle access should be revisited.

- Short term:
Repaint yellow zig-zag lineage.
Incorporate low level fencing / planters to prevent parking on the grass verge.

6 – Taylor Street – Railway Bridge Approach

As we continued along Taylor Street, towards the railway bridge, there was a huge issue with fly-tipping. Participants explained that this is a constant issue along Taylor Street, as soon as some rubbish is removed, more rubbish is dumped. The rubbish is also giving rise to vermin infestations in the area. This was deemed unsatisfactory by all in attendance as this was a key walk-to-school route and needed immediate attention. It is understood that the grassland is part private- and part council-owned. The area was described as “disgusting”, “filthy”, “infested” and “depressing”.

Recommendations

- Long term: as with point 5 above, permanently close Taylor St to vehicle



Above: Taylor Streets looking south towards the Railway Bridge with the school's grounds to the right of the photo. From <https://what3words.com/delay.with.reject> to <https://what3words.com/called.loved.globe>

access and look to re-design layout to encourage walking and cycling.

- Short term: full clean-up of area, remove fly-tipped waste (look for evidence to prosecute). Install CCTV cameras to capture offenders and act as a deterrent.

7 – Taylor Street - Railway Bridge

As the group approached the railway bridge, it was evident that the underpass was intended to be blocked to vehicle access through the installation of bollards. As can be seen from the images to the right, this has had limited success as vehicle tracks bypassing the bollards could be clearly seen. The area was heavily littered and known to be vermin infested. Audit participants familiar with this route described it as ‘disgusting, heavily graffitied and very badly lit’ and that ‘one parent has to carry her child as they go under the bridge because the child is terrified of the rats’.

Recommendations

- Long term:
Permanent closure of Taylor St to vehicles to be explored, with options to redesign this route into one that promotes walking & cycling and encourages children to want to walk to school.
- Short term:
Replace bollards to fully close this section as intended on both sides of the railway bridge.
Deep clean of the area under the railway bridge / address vermin issue.
Repaint / mural the walls to cover the



Above: Views looking south along Taylor Street, under the

<p>graffiti (have pupil involvement in mural creation) and improve the look and feel.</p> <p>Installation of lights under the bridge that fully illuminate the underpass.</p>	<p>railway bridge and out towards Lower Hollin Bank St in the distance. From https://what3words.com/called.loved.globe to https://what3words.com/glee.barn.bless</p>
<p>8 – Children’s Play Area between Galligreaves Way & Taylor Street</p> <p>The audit group observed that the children’s play area between Galligreaves Way and Taylor Street was in a state of decay, with aspects of the play area having been removed/dismantled (swings). It was felt by the group that this play area was in a slightly secluded location, tucked away in a corner, and didn’t feel a particularly safe place for children to play. Pupils in the audit group said, “we don’t play here anymore” and prefer the “new play area in the estate” (see point 9). Evidence of discarded alcoholic drink bottles and cans suggested the area may now attract anti-social behaviour.</p> <p><u>Recommendations</u></p> <ul style="list-style-type: none"> - Explore options to re-purpose/redesign this area in consultation with the local community. 	 <p>Above: Views of children’s play area. https://what3words.com/river.coach.tried</p>

5, 6, 7 & 8 - Overarching Note: Taylor Street & Surrounding Green Space

Points 5, 6, 7 & 8 along Taylor St to the railway bridge underpass and surrounding green space (Section as indicated in **Figure 2**) have so far been discussed as individual points of concern. However, it is worth considering these points in combination as the issues raised are interconnected and together draw attention to an area in desperate need of improvement.

Recommendations

- Taylor St, from Galligreaves Way to under the railway bridge and onto Lower Hollin Bank St (points 5 to 7), presents a range of issues from congestions to fly-tipping to infestations. Access to Taylor St at point 7 is currently blocked to vehicles (or is intended to be) by use of bollards at either side of the underpass, that don't quite serve their intended purpose. Taylor St serves no purpose to vehicles other than as a drop-off/pick-up point for school traffic (as discussed in point 5) and as an apparent access point for fly-tipping. Serious consideration should be given to the redevelopment of Taylor St to provide a safe and pleasant pedestrian / cycle only route – from Lower Hollin Bank St, under the railway bridge and along Taylor St to the rear school entrance and onto Galligreaves Way. A route attractive to families and children that encourages active travel to school. Scope to redevelop the area including the



Above: **Figure 2** – Taylor Street and surrounding green space



<p>derelict play area should also be explored.</p>	
<p>9 – Children’s Play Area in Galligreaves Estate</p> <p>Audit participants welcomed the newly created play area in the Galligreaves Estate. Well designed with a feeling of safety as overlooked by surrounding houses and flats, and a much more attractive option than the previous play area (as noted in point 8).</p>	 <p>Imagery © 2024 Google. Bluesky and Infoterra Above: View of newly created children’s play area in the centre of Galligreaves Estate. https://what3words.com/spun.belts.dips</p>



5 Recommendations summary

The table below provides a summary of the recommendations made by participants and the Living Streets facilitator.

Many of the recommendations are interlinked or there may be both localised short-term interventions and longer-term wider-scale interventions. Some activities may require collaboration with other public or stakeholder bodies and may require further engagement and consultation activities.

Assessments of timescale and priority have been made by Living Streets staff, informed by conversations in the Audits. Prioritisation is primarily based on benefits for walking journeys and pedestrian experiences. Timescales indicates the likely period required for interventions to be made and should be reviewed alongside indicative priorities. The lead-in time for some recommendations will be long and will require a range of surveying, monitoring, design, and consultation activities before interventions can be made, though there is scope to use shorter term pop-up and testing approaches.

Indicative timescales: Short-term = < 6 months; medium-term = 6–18 months; long-term = over 18 months.

Issues and Recommendations table by location (Numbers and letters refer to previous map references)

No	Location	What3Words	Issue and Recommendation	Timescale	Priority	Responsibility
A to F	Multiple Locations as identified on pg. 15/16 or report	A= https://what3words.com/month.upset.crop B= https://what3words.com/living.admiral.vibes C= https://what3words.com/jump.senior.freed D= https://what3words.com/perky.rental.head E= https://what3words.com/curve.armed.orbit F= https://what3words.com/mash.darker.remit	<p>Issue: A to F are examples of, and not complete coverage of, the piles of refuse sacks observed on the audit.</p> <p><u>Recommendation:</u></p> <ul style="list-style-type: none"> - Consider options for large communal refuse sack receptacles to be installed - Improved delivery of refuse sacks to intended recipients on the estate (rather than being left in communal areas) to ensure all tenants get the number they need along with options for additional bags as required. - Better communication (in all required languages) to tenants regarding refuse disposal and collection from the housing association. - Once above in place, an initial thorough clean-up of the area required (in the vein of “Beatsweep” to remove existing refuse issues) 	Short-term Short-term Short-term Short-Medium term	HIGH HIGH HIGH HIGH	BwD Council / Refuse Collection BwD Council / Refuse Collection Together Housing / BwD Council BwD Council, Local Community/School groups/Volunteers
1	Hancock St	https://what3words.com/gets.sounds.ally	<p>Issues: Pavement parking, faded yellow zig-zag lineage, congestion.</p> <p><u>Recommendation:</u></p>			

			<ul style="list-style-type: none"> - Complete repaint of yellow lineage along Hancock Street - Traffic enforcement officers to have a scheduled presence in the area at drop-off/pick-up times. - Reinforce messaging about parking alternatives – Park & Stride sites at Go Outdoors or on car park off Wellington Rd (Appendix 2) and continue to promote active travel to school through the WOW programme. 	<p>Short-Medium-term</p> <p>Ongoing</p> <p>Ongoing</p>	<p>Medium</p> <p>Medium</p> <p>Medium</p>	<p>BwD Council/Highways</p> <p>BwD Council Traffic Enforcement</p> <p>St Luke & St Philip’s CofE Primary School Staff / Living Streets</p>
2	Wellington Rd/ Hancock St	<p>https://what3words.com/hung.truly.truly (Blocked Drain)</p> <p>https://what3words.com/safety.slams.spark (Congestion on junction)</p>	<p>Issues: Wellington Rd is difficult to navigate across on foot during peak traffic flow. Wellington Rd is a common cut-through with speeding cars. Congestion and parked cars on the corner outside The Wellington Chip Shop. Blocked drainage on Wellington Rd.</p> <p><u>Recommendation:</u></p> <ul style="list-style-type: none"> - Traffic calming options to be explored to address issues of speeding vehicles along Wellington Road. - Options for a safe crossing point across Wellington Road towards Hancock Street to be considered, along with options for support from a School Crossing Patrol Officer. - BwD Highways Department to address the issue of blocked drainage and gully flooding. 	<p>Medium-term</p> <p>Medium-term</p> <p>Short-term</p>	<p>Medium</p> <p>Medium</p> <p>Medium</p>	<p>BwD Council/Highways/ Road Safety</p> <p>BwD Council/Highways/ Road Safety</p> <p>BwD Council/Highways</p>

3	Galligreaves Way (alongside the school perimeter)	From https://what3words.com/spared.worker.hangs to https://what3words.com/sounds.monks.suffer	<p>Issue: The pavement along the west of Galligreaves Way, running alongside the perimeter of the school's grounds, is in a particularly bad state of repair. Impassable by foot, unsurfaced and presents a flooded, muddy, slippery obstacle forcing pedestrians into the road to navigate around it.</p> <p><u>Recommendation:</u></p> <ul style="list-style-type: none"> - Highways Department to conduct a site visit and propose remedial action to address the surfacing and accessibility issues along this section of the pavement. 	Short-Medium-term	HIGH	BwD Council / Highways
4	Galligreaves Way crossing point	https://what3words.com/copper.palms.really	<p>Issues: Common crossing point of Galligreaves Way used by families accessing the rear school entrance. The pavement build-out / chicane and raised table are in a state of disrepair, with multiple potholes, patched up repairs and worn road marking, presenting trip hazards when crossing here. There is also concern that the raised table merges with the pavement level (on the school's side of the street) and there is little to distinguish between road and pavement at this point.</p> <p><u>Recommendations</u></p> <ul style="list-style-type: none"> - As a minimum resurface the raised-table and the potholes at this point of crossing. Repaint lineage and make clear separation between 			

			<p>raised table and pavement. Install clear signage warning motorist of school children crossing.</p> <p>- Investigate further options to develop this point into a safe crossing for pupils and families (ideally a zebra crossing). Consider viability of reinstating a School Crossing Patrol Officer.</p>	<p>Short-Medium-term</p> <p>Medium term</p>	<p>HIGH</p> <p>Medium</p>	<p>BwD Council / Highways / Signage</p> <p>BwD Council / Highways</p>
--	--	--	---	---	----------------------------------	---

5, 6, 7 & 8	Taylor St (from Galligreaves Way to Lower Hollin Bank St, passing under the railway bridge) and surrounding grassland and play area	From https://what3words.com/quick.carbon.join to https://what3words.com/glee.barn.bless (children's play area: https://what3words.com/river.coach.tried)	<p>Issues: Congestion, faded yellow zig-zag lineage and grass verge parking outside rear-school-entrance.</p> <p>Heavy repeated fly-tipping, littering, vermin infestations, graffiti, lack of adequate lighting (under railway bridge), bollards failing to prevent vehicle access.</p> <p>Neglected play area, in a state of disrepair attracting anti-social behaviour.</p> <p><u>Recommendation</u></p> <p>The area occupied by points 5 through 8, should be considered as a cluster in addition to the individual concerns raised.</p> <p>Short-term:</p> <ul style="list-style-type: none"> - Repaint yellow zig-zag lineage outside rear school entrance. - Incorporate low level fencing / planters to prevent parking on the grass verge. - Deep clean all of Taylor St from Galligreaves Way to Hollin Bank St, removing fly-tipped waste, litter, and tackle vermin infestations. - Repaint / mural / clean railway underpass masking graffiti. - Install lighting to fully illuminate the underpass. - Install CCTV to deter / capture repeated issue of fly-tipping and ASB. 	Short-Medium term	HIGH	BwD Council / street cleansing / pest control / highways / street lighting / surveillance
-------------	---	--	---	-------------------	-------------	---

		<ul style="list-style-type: none"> - Re-configure bollards under the railway bridge to ensure they fully block vehicle access to Taylor St. <p>Longer-term:</p> <ul style="list-style-type: none"> - Explore options to permanently block vehicle entrance to Taylor St from Galligreaves Way, and develop the route from Lower Hollins Bank St into a pleasant pedestrian / cyclist only route that attracts and encourages active travel. - Explore options to repurpose / redevelop the grassland currently occupied by the derelict play area, with consultation from the local community. 	Medium-Long term	HIGH	BwD Council / highways / town planning / local community consultation
--	--	--	------------------	-------------	---

6 Conclusion

A School Route Audit was undertaken with pupils, staff, parents, and a BwD Council Road Safety Officer of St Luke & St Philip's C of E Primary School to identify issues that may discourage people from walking. The observations highlighted that there are major issues with refuse/household waste particularly around the Galligreaves estate, and Taylor Street is being used as a regular fly-tipping area which requires immediate attention and consideration for permanent closure to vehicles. Further key concerns included pavement surfacing and safer crossing points along Galligreaves Way.

This report is being submitted to both members of staff at St Luke & St Philip's C of E Primary School and BwD Council so that recommendations can be taken on board and action can be undertaken.

St Luke & St Philip's C of E Primary School is able to use this report as a testimonial to request improvement works alone or alongside any other developments, and to help with their School Travel Plan. The school should also work to carry out action points and ensure their longevity, calling on residents and parents to help and support.

Appendices



Suggested School Action Plan

Living Streets has produced this specific Action Plan for the school based on the outcomes of the School Route Audit process and specific recommendations that the school can implement. The specific barriers to walking identified are outlined in the table below alongside possible actions to overcome them and encourage more walking to school.

Findings at location	Suggested Action	Who can help?	Timeframe
Congestion issues on Hancock Street and Taylor Street during drop-off/pick-up,	<ul style="list-style-type: none"> - School to formalise the identified Park & Stride options and confirm permissions for use (See appendix 2 for details, locations, and distances from school of the P&S options at Go Outdoors and at the carpark on Wellington Rd). - Once established promote these P&S options to all parents and families (Living Streets can assist with creation of electronic maps highlighting these locations and walking routes from them to school). Living Streets can also plan a promotional walk to school, with mascot Strider, from e.g. Go Outdoors to school. - School to continue to promote and engage in WOW the walk-to-school challenge and encourage those families living within an 800m radius (as can be seen from the postcode plots appendix 1) to try a door-to-door walked journey at least once each week. 	School staff, WOW champions	Within 2 months
School to self-report specific infrastructure	<ul style="list-style-type: none"> - Use https://www.fixmystreet.com/ to locate and raise concerns of specific issues as identified in this audit report. - Use https://www.blackburn.gov.uk/consultations/open-consultations/consultation-walking-and-cycling to raise concerns of barriers 	School staff, audit participants, parents	Within 2 months

issues raised in Audit that create barriers to walking	to the walking environment (especially issues along Taylor St and need for it to be vehicle free)		
Continue to support community clean-ups	- It is known that the school actively support clean-up/litter-picks in the area and have been involved in initiatives including Beatsweep. Continued engagement in community litter-picks to help improve the area is encouraged.	School staff, Living Streets	Ongoing.

Appendix 1 - Analysis of Geographical Spread of Pupils.

A series of postcode plots were made using QGIS software to show the geographical spread of pupils who attend St Luke & St Philip's C of E Primary School. 214 postcodes were plotted on a map and isochrone ring boundaries from 400m to 10km were overlaid. For GDPR purposes the postcode plot maps will not be included, however, the following data was extracted and aggregated from the plots on the map:

Distance (m)	Number of Pupils
up to 400	134
401 to 800	35
801 to 1200	23
1201 to 1600	6
1601 to 2000	4
2001 to 3000	4
3001 to 4000	4
4001 to 5000	1
5001 to 6000	1
6001 to 8000	1
8001 to 10000	1
Grand Total	214

800m is approximately a 10-to-15-minute walking distance to school at the pace of an average primary school aged child.

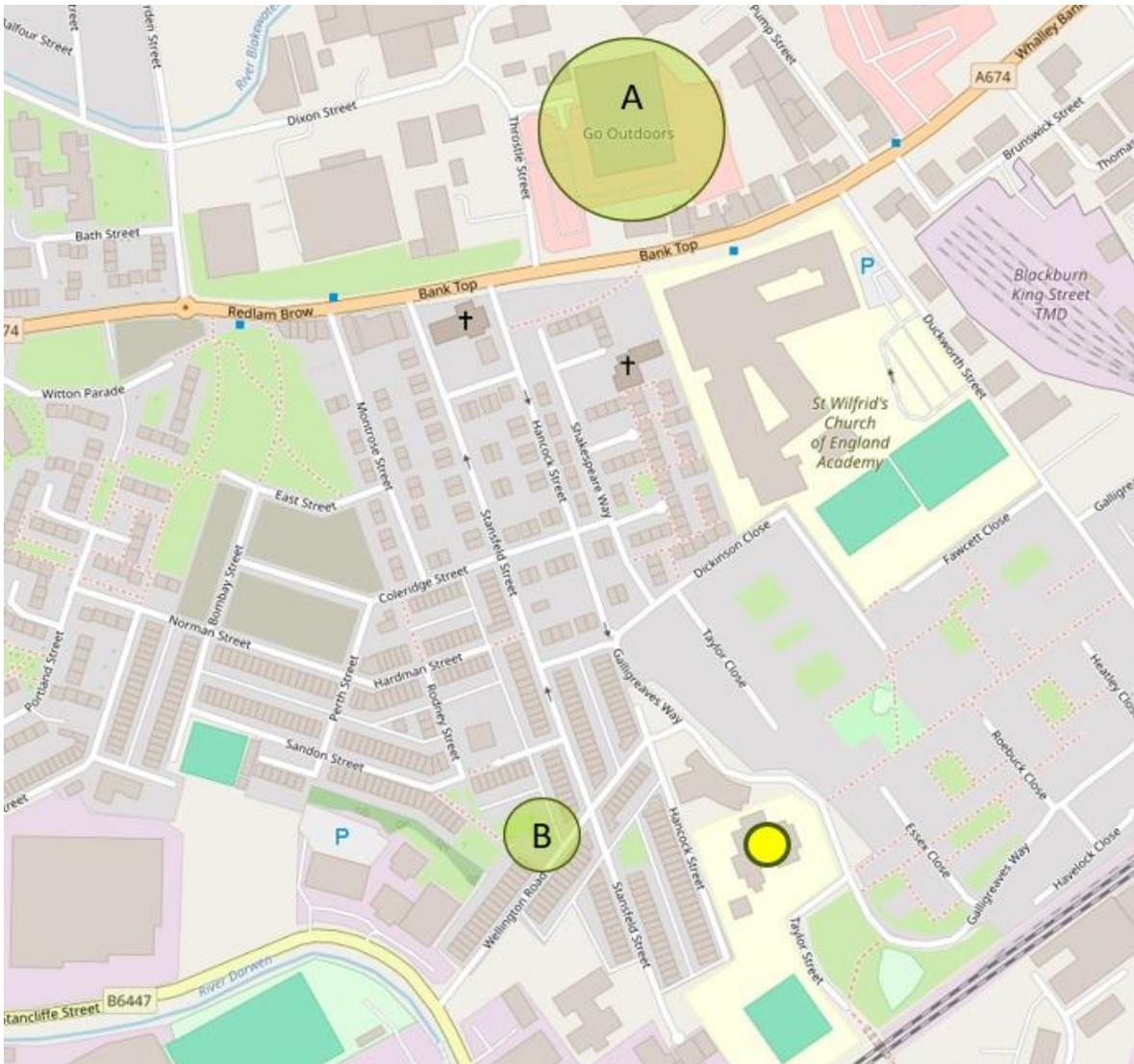
169 pupils inside 800m radius	79.0%
192 pupils inside 1200 m radius	89.7%
22 pupils live beyond 1200m radius	10.3%

The data also showed pupils approach to school was fairly equally distributed across all directions.

With only 21% of pupils living outside a 10–15-minute door-to-door walking distance (800 m), and only 10.3% of pupils living beyond a 1200m radius (15-to-20-minute walk), establishing the P&S options detailed in **Appendix 2** will provide options, to those that drive to school, to park away from Hancock St / Taylor St and help reduce congestion.

Appendix 2 – Park & Stride (P&S) Locations

Below are the two Park & Stride locations that have been identified.



© OpenStreetMap Contributors

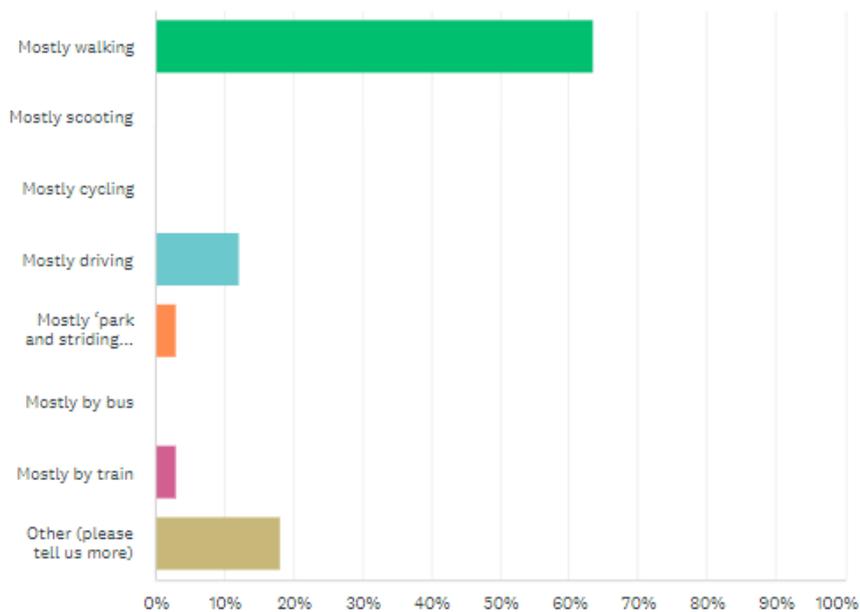
-  = Location of St Luke & St Philip's C of E Primary School
-  = Location of Go Outdoors, P&S option (475m, <10min walk)
-  = Location of small carpark on Wellington Rd, P&S option (175m, <5min walk)

Appendix 3 – Pre-SRA Walk to School Parent Survey Results

A short Walk-to-School parent survey was sent to all parents prior to the delivery of the SRA. 33 responses were collected and the summarised findings are displayed below.

What is your family’s usual way of travelling to and from school?

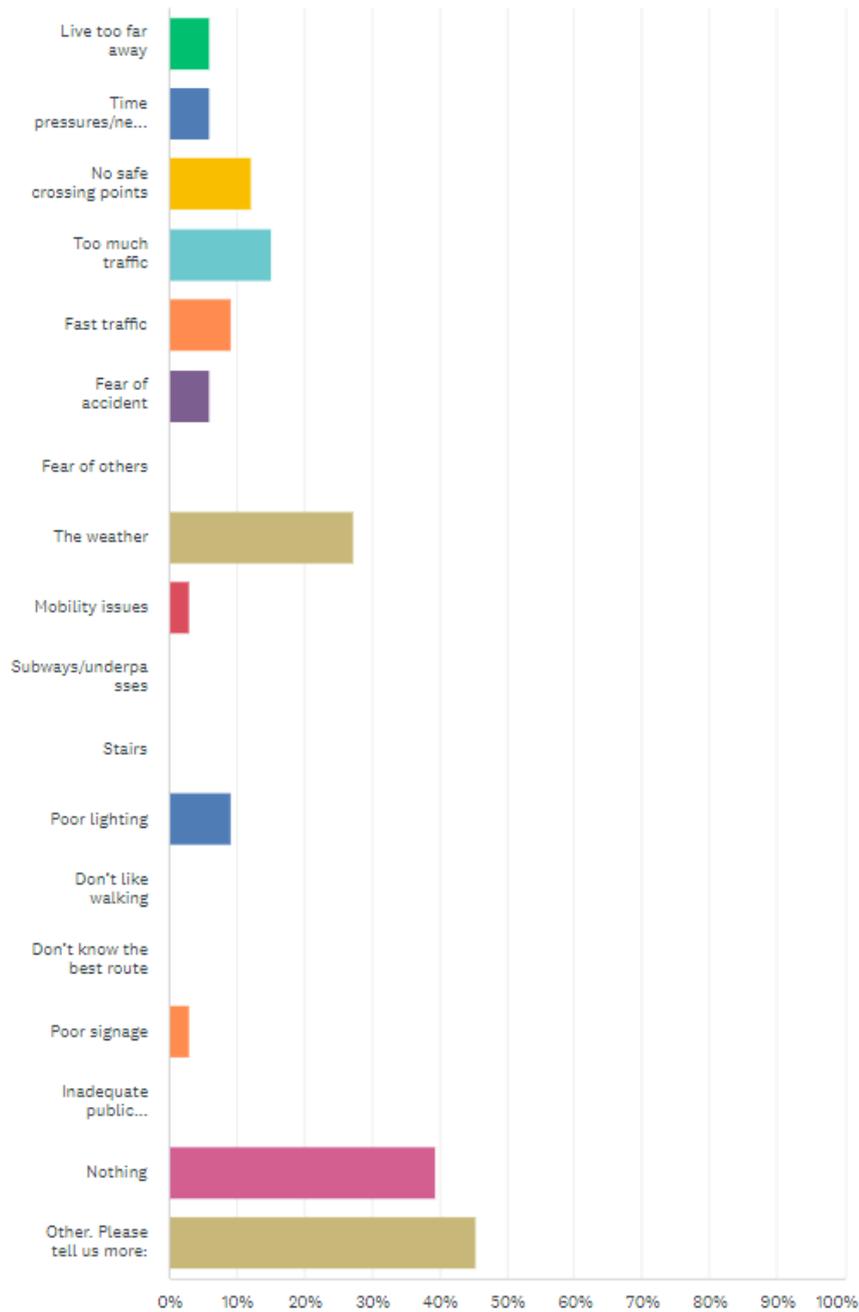
Answered: 33 Skipped: 0



ANSWER CHOICES	RESPONSES
Mostly walking	63.64% 21
Mostly scooting	0.00% 0
Mostly cycling	0.00% 0
Mostly driving	12.12% 4
Mostly 'park and striding' (this is parking approx. 10 minutes away and walking the remainder of the journey)	3.03% 1
Mostly by bus	0.00% 0
Mostly by train	3.03% 1
Other (please tell us more)	Responses 18.18% 6
TOTAL	33

What prevents your family walking to school or walking more often? Please tick all that apply.

Answered: 33 Skipped: 0



Q3 Are there any particular problems around the school at either school drop off or pick up time that you would like to tell us more about e.g. dangerous vehicle movements, pavement parking etcPlease tell us more (what is the issue and where).....

Answered: 22 Skipped: 11

#	RESPONSES	DATE
1	Dangerous vehicle movements and cars parking anywhere they can	3/7/2024 12:44 PM
2	Too much traffic crossing roads and dangerous parking.	3/6/2024 3:05 PM
3	My mum drops me, Amaya and my brother then Amaya dad or mum picks us three up	3/6/2024 7:52 AM
4	Foot path and roads are filthy broken Bottles glasses around. Traffic comes very fast	3/5/2024 1:20 AM
5	No	3/1/2024 9:29 PM
6	Fly tipping, and rivers that are aware of people walking	2/29/2024 10:40 AM
7	No	2/29/2024 7:25 AM
8	Yes, there is a problem in crossing the road that is located in front of the nursery. Most of the time, cars are very fast when turning, and indeed we find it difficult to cross from that place for all the families, so I ask you to solve this problem. Thank you very much.	2/28/2024 10:25 PM
9	No	2/28/2024 10:09 PM
10	Wellington road is very busy at pick up time with excessive vehicle movements and dangerous parking. Also on Hancock street people park on the footpaths and in alleyways blocking walking access	2/28/2024 4:11 PM
11	Have to walk through rubbish and waste that is dumped at the back of the school. Messy and unsafe.	2/28/2024 2:46 PM
12	No pavement parking and fast traffic	2/28/2024 2:13 PM
13	Dangerous cars	2/28/2024 1:50 PM
14	Alot of rubbish in around the school surroundings and the dog litters on the oath way	2/28/2024 1:47 PM
15	The path way under the train bridge to school is absolutely disgusting. Broken glass, fly tipping, used condoms, dog dirt, obscene graffiti and general dirty. The path is full of pot holes.	2/28/2024 1:34 PM
16	Not enough parking for drop off	2/28/2024 1:20 PM
17	No parking	2/28/2024 12:39 PM
18	Dangerous parking	2/28/2024 12:27 PM
19	Parking too far up onto the pavement The entire road hancock street Cars reversing onto pavement without looking for people behind car	2/28/2024 12:26 PM
20	Back entrance - too many cars parking and turning round in a path sized allyway. Theres a feild across from the back entrance gate, if this was cleared up and concreted there would be more room for cars and families to walk through safely	2/28/2024 12:08 PM
21	Too many parked cars outside of school	2/28/2024 12:07 PM
22	Not enough parking, causing cars to park in dangerous places.	2/28/2024 12:03 PM

Q4 Many schools like to set up Park & Stride locations. These are for those families that travel some distance to school each day and would find it difficult to travel the full journey in an active way. The idea is that families park 10 minutes away from school and walk the remaining distance .This can hugely help to reduce congestion and traffic danger around the school gates. Are there any locations which you know of that could make a good Park & Stride location?

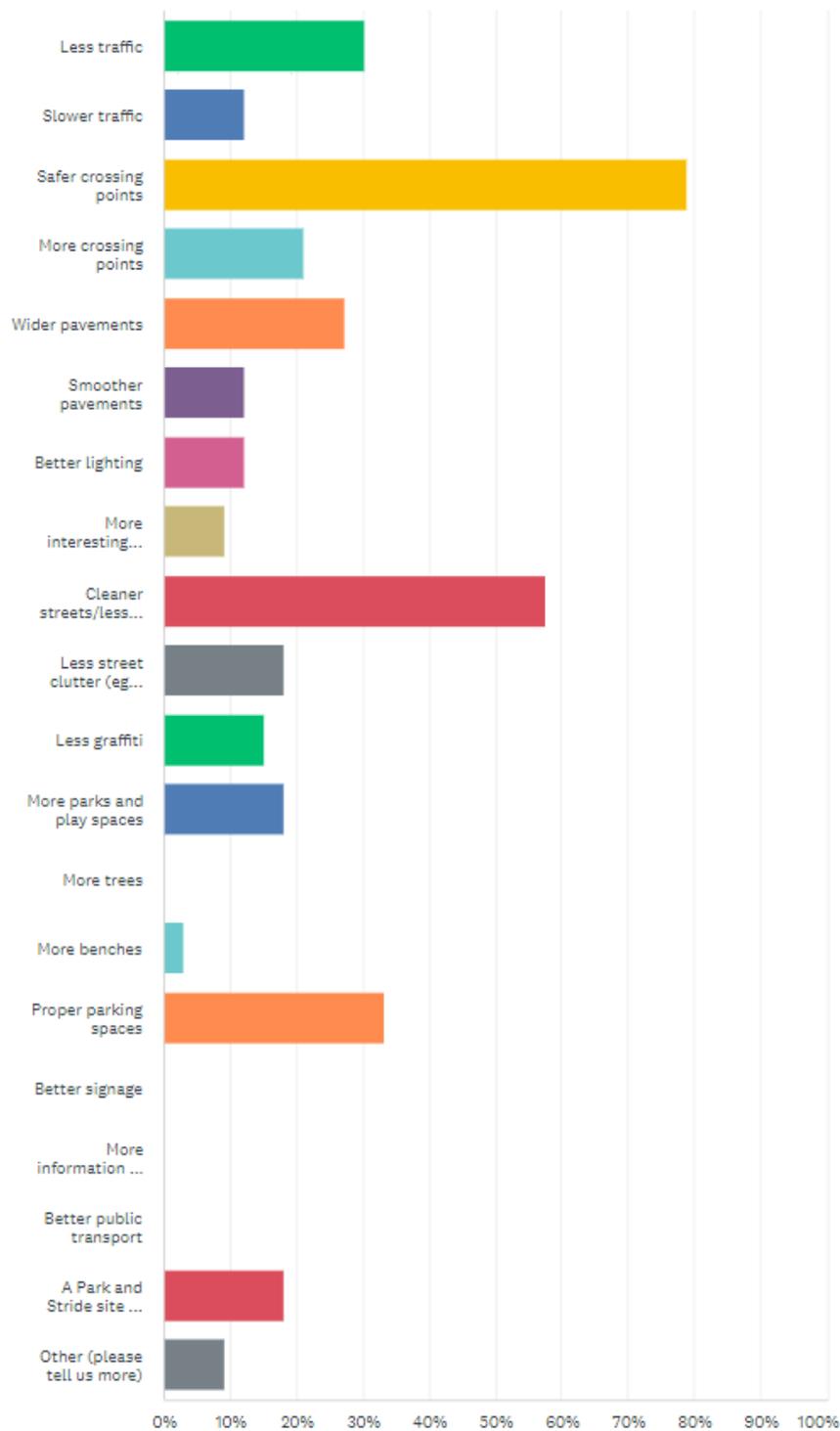
Answered: 33 Skipped: 0

#	RESPONSES	DATE
1	Dhhg	3/18/2024 6:43 PM
2	Unsure of any locations	3/7/2024 12:44 PM
3	No	3/6/2024 3:05 PM
4	We want a good park	3/6/2024 1:32 PM
5	Go out doors	3/6/2024 10:39 AM
6	Park next to the houses	3/6/2024 7:52 AM
7	Parking always full on the street	3/5/2024 1:20 AM
8	Go outdoors Tesco Church st luke ans st philos	3/3/2024 9:04 PM
9	No	3/2/2024 7:29 PM
10	Winters Park	3/1/2024 9:29 PM
11	None	3/1/2024 10:30 AM
12	No	2/29/2024 10:40 AM
13	No	2/29/2024 7:25 AM
14	No	2/28/2024 10:25 PM
15	Don't know	2/28/2024 10:09 PM
16	No	2/28/2024 6:10 PM
17	No	2/28/2024 4:11 PM
18	Lots of land at the back of school that could be made into a safe car park. Less risk of accidents or the road being blocked at pick up.	2/28/2024 2:46 PM
19	No I don't know	2/28/2024 2:13 PM
20	No	2/28/2024 1:50 PM
21	Yes at St Luke&Philip	2/28/2024 1:47 PM
22	No	2/28/2024 1:34 PM
23	No	2/28/2024 1:20 PM
24	No	2/28/2024 12:39 PM
25	Nope	2/28/2024 12:28 PM
26	No	2/28/2024 12:27 PM



27	Not sure	2/28/2024 12:26 PM
28	Go outdoors	2/28/2024 12:09 PM
29	No	2/28/2024 12:08 PM
30	Car park on Sandon Street across from the bus stop on Wellington Road	2/28/2024 12:07 PM
31	No	2/28/2024 12:03 PM
32	The car park half way up stansfeld Street	2/28/2024 12:01 PM
33	n/a	2/28/2024 10:40 AM

What would be YOUR top 5 priorities of what you would change to improve the walking environment near the school



Q6 The final question: Is there anything else not covered by the other questions that you would like to tell us about your journey to school, the walking environment around the school and/or how you would like these things to change?

Answered: 15 Skipped: 18

#	RESPONSES	DATE
1	No	3/18/2024 6:43 PM
2	N/A	3/7/2024 12:44 PM
3	Need a zebra crossing or lollipop lady to assist with crossing wellington Rd. Also poor parking outside school needs sorting people still park in the no parking area (especially where the zigzag school parking sign is)	3/6/2024 3:05 PM
4	Clean the area	3/6/2024 1:32 PM
5	No	3/6/2024 7:52 AM
6	On the wellington road near school. There should be zebra crossing. So we can easily cross the roads. Even kids can do too if they are on there own	3/5/2024 1:20 AM
7	Saving your money from petrol and gass	3/3/2024 9:04 PM
8	I wake to school	3/1/2024 9:29 PM
9	No	2/28/2024 10:09 PM
10	Very dangerous to cross roads so a zebra crossing on wellington road would be extremely helpful. More cleaning of streets and fly tipping in the whole area which makes walking unpleasant	2/28/2024 4:11 PM
11	No	2/28/2024 1:50 PM
12	No	2/28/2024 12:39 PM
13	No	2/28/2024 12:08 PM
14	No	2/28/2024 12:03 PM
15	No	2/28/2024 12:01 PM

**We are Living Streets, the charity for everyday walking.
Our mission is to achieve a better walking environment
and inspire people to walk more.**

133 Whitechapel High Street, Aldgate, London E1 7QA

T: 020 7377 4900 www.livingstreets.org.uk @livingstreets

Living Streets (The Pedestrians' Association) is a Registered Charity No. 1108448 (England and Wales) and SC039808 (Scotland). Company Limited by Guarantee (England & Wales), Company Registration No. 5368409. 133 Whitechapel High Street, London E1 7QA.

