School Streets

Intervention Sites vs. Control Sites Full Report

January 2021

TRANSPORT FOR LONDON

Objectives & Methodology

Background – Streetspace for London and School Streets

- The Streetspace for London programme was launched by TfL as the emergency response to the Coronavirus pandemic.
- The programme, delivered by TfL and the London Boroughs aims to:
  - Make it easier and safer for people to socially distance whilst traveling in London
  - Encourage people to walk, cycle or scoot more often, or take it up for the first time
  - Prevent an increase in car use enabling deliveries, emergency services and essential vehicle journeys from becoming gridlocked.
  - Keep London's air as clean as possible to protect everyone's health and tackle the climate emergency
- As part of Streetspace for London, by January 2021 over 300 School Streets have been delivered across London.
- A School Street is typically a road (or roads) outside a school with a timed restriction on motorised traffic at school drop-off and pick-up times.
- School Streets were introduced to provide space for social distancing, encourage active journeys to school, reduce car trips and improve air quality outside schools.

Background & Objectives

- As part of the Streetspace monitoring programme, TfL commissioned this research to explore parents' awareness, attitudes and any changes to their travel behavior as a result of School Streets delivered by Boroughs across London

- This study is an attitudinal survey to provide insight into awareness and attitudes towards School Streets, among parents/carers of children who attend a Primary School with a School Street (Intervention) and those without a School Street (Control). This was to help understand the scale of support for these schemes and the impact on travel behavior and attitudes/perceptions about the School Street.

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Objectives

To gather data on...

- Awareness and support of School Streets
- How travel habits have changed as a result of Covid-19 and/or School Streets
- Attitudes towards School Streets in principle
- Understanding what specifically contributed to the success or challenges of their local School Street

Quantitative Research Findings

Methodology

DESIGN

- 10-minute self complete online survey accessed by a QR code or survey link included on leaflets delivered to schools for distribution to parents/carers.
- Leaflets delivered to 36 schools in London; 19 Intervention schools; 17 Control schools. Control schools were chosen to match the profile of Intervention schools.
- A sampling strategy was put in place to ensure a representative sample of schools. The aim was to recruit a mix of intervention and control schools from inner and outer London and in some areas of high levels of deprivation (see map in slide 6). Factors such as participation in the STARs scheme or whether the schemes were located within an LTN were also taken into consideration (see appendix - slides 26 & 27)
- Leaflets were delivered to schools 30 November – 8 December 2020 and the survey was kept open until 17 December 2020.
- The selected schools had a combined total of 15,975 students and a total of 496 responses were received. This is a 3% response rate which is typical for this survey methodology.
- The sample is self-selecting and so results reflect only those who responded.

SAMPLE

Area	#
Total responses included in report	**496**
Intervention schools	275
Control schools	221

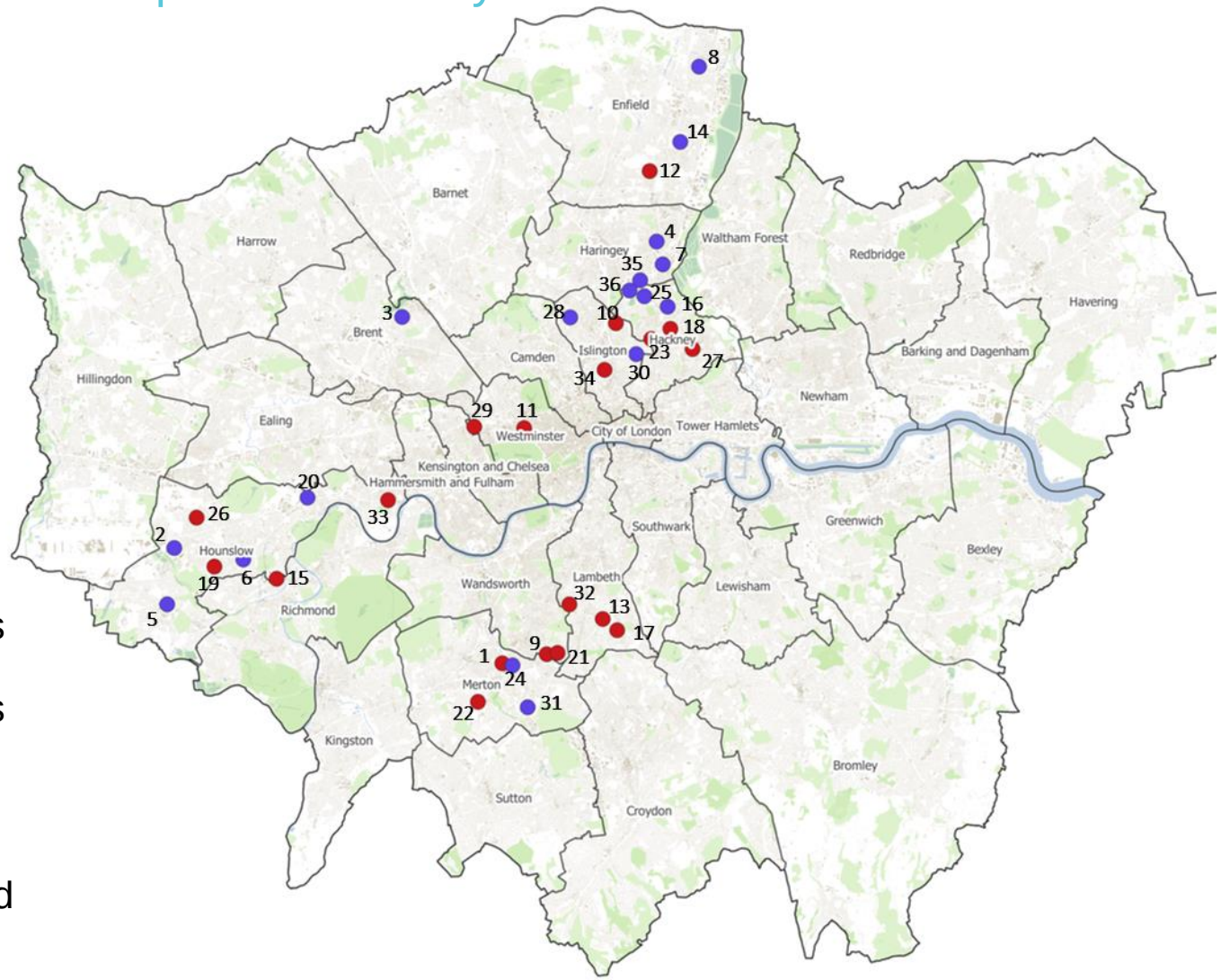
Borough	Total	Intervention	Control
Inner	253	209	44
Outer	243	66	177
Lambeth	115*	115*	0
Hounslow	108	26	82
Merton	78	24	54
Islington	60	37	23
Hackney	34	13	21
Wandsworth	24	24	0
Enfield	23	16	7
Haringey	20	0	20
Westminster	20	20	0
Brent	14	0	14

**One school in Lambeth has been down-weighted for the purpose of this report, due to a high level of responses outweighing other schools. The weighted responses for this borough is consequently 78 in total. Details of weighting on the sample and our QA processes are included in the appendix.*

Map showing intervention and control schools

36 Schools from Brent, Enfield, Haringey, Hackney, Islington, Westminster, Lambeth, Merton, Wandsworth and Hounslow took part in the study

- 15 boroughs were invited to participate. This was so a large enough sample of schools could be recruited within the short timeframe.
- 10 boroughs agreed to take part and were able to recruit schools.
- The intervention and control groups were matched as closely as possible
- Some schools declined to participate, as the survey was issued via leaflets which contravened their coronavirus policies.
- To participate schools were required to distribute survey leaflets to parents and to send a reminder via the school newsletter or email.

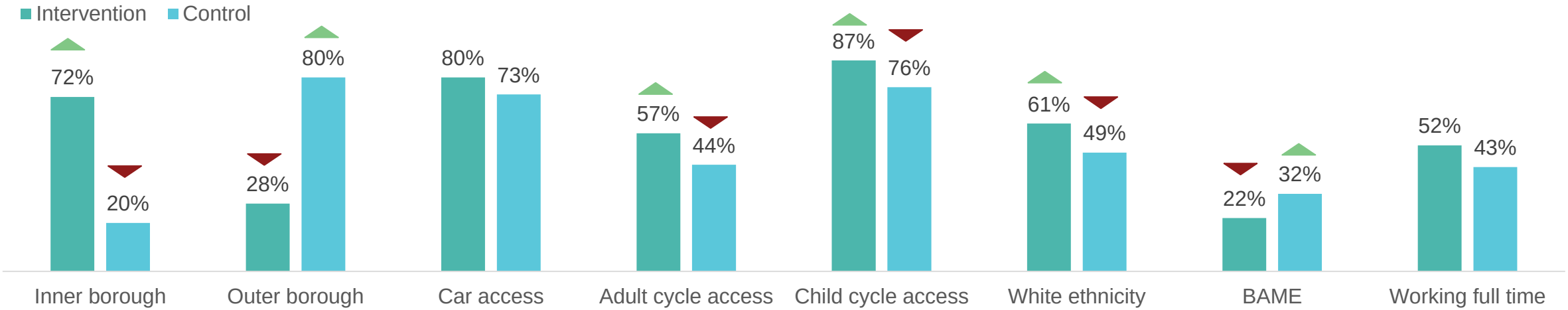


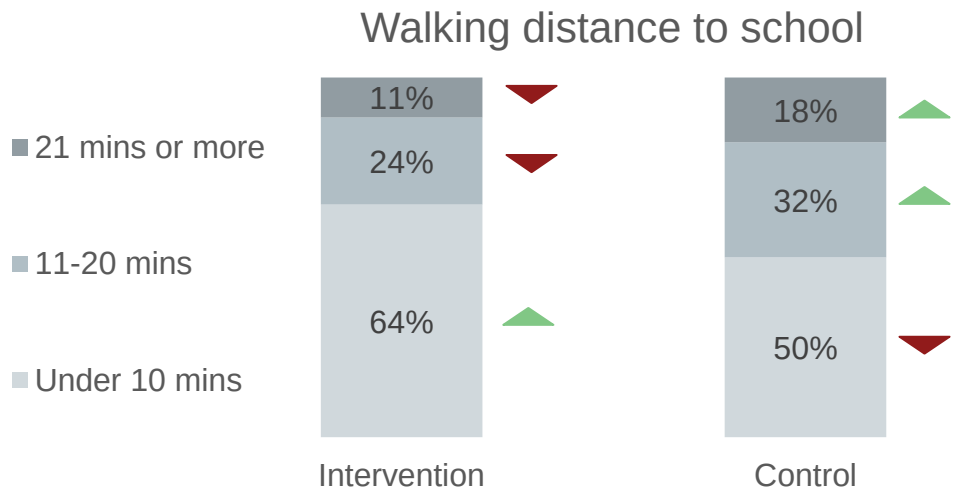
Intervention Type
- Control School
- School Street

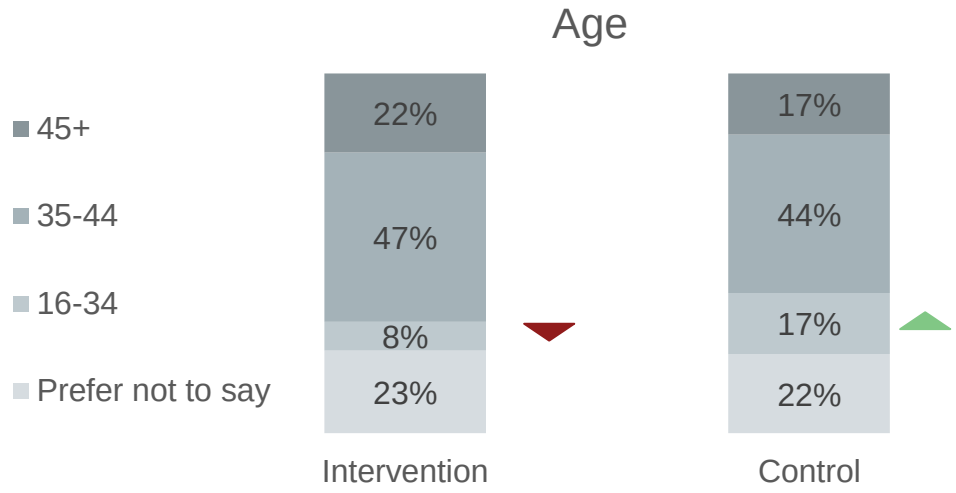
School Name
1 All Saints Primary School
2 Beavers Community Primary School
3 Braintcroft Primary School
4 Bruce Grove Primary
5 Cardinal Road Infant & Nursery School
6 Chatsworth Primary School
7 Earlsmead Primary School
8 Eastfield Primary School
9 Furzedown Primary School
10 Gillespie Primary School
11 Hampden Gurney CE Primary School
12 Hazelbury
13 Hitherfield Primary School and Children's Centre
14 Houndsfield Primary School
15 Ivybridge Primary
16 Jubilee Primary School
17 Julian's West Norwood Primary School
18 Nightingale Primary School
19 Orchard Primary
20 Our Lady and St John's Catholic Primary School
21 Penwortham Primary School
22 Poplar Primary
23 Princess May Primary School
24 Singlegate Primary School
25 Sir Thomas Abney Primary School
26 Springwell School
27 St John and St James' CofE Primary School
28 St John's Upper Holloway
29 St Mary of the Angel's RC Primary School
30 St Paul's Steiner School
31 St Peters and St Pauls
32 Telferscot Primary School
33 The William Hogarth Primary School
34 Thornhill School
35 Tiverton Primary School
36 Woodberry Down Community Primary School

There are some differences between the two sample groups

Respondents from Intervention Schools are more likely to attend school in inner boroughs, live closer to their school, have greater access to cycles, and are more likely to be white and older







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Summary

Summary

There is a good level of support for School Streets at Intervention and Control Schools

- Awareness of School Streets schemes was high at Intervention Schools, at 84%
- 81% of those at Intervention Schools believe a School Street is suitable for their school. 3 in 4 support their School Street remaining in place while social distancing is required, and permanently subject to community consultation.
- 66% of those at Control Schools also show interest in measures being implemented while social distancing is required, but fewer parents agreed with their implementation as a permanent measure with 59% agreeing (and 17% disagreeing)

The impact of School Streets on travel behaviour is difficult to disentangle from the impact of Covid-19

School Streets and the impact of coronavirus had an equal influence on encouraging more active travel

- There was little evidence of mode shift to walking, cycling or scooting as the main mode of transport to school in either the Intervention or Control group. The only significant difference between usual mode of transport pre pandemic to nowadays was a decrease in the use of public transport within the control group
- However, respondents report walking to school more, as a combined result of the pandemic and implementation of School Streets.
- Respondents also claim that School Streets have reduced the amount they travel by car to and from primary schools, beyond the impact of the pandemic.

Intervention Schools claim to benefit from greater safety and ease of active travel

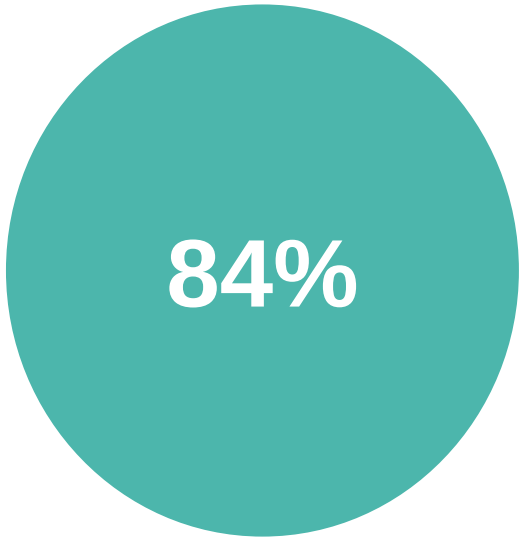
- The measures have successfully increased space for social distancing at Intervention Schools.
- Intervention Schools also claim to see the benefits of reduced traffic/congestion and are happier with the greater ease and safety in which they can participate in active travel to and from school. Respondents at Intervention Schools also reported less dissatisfaction with air quality than at Control Schools.
- Although significantly lower than Control Schools, Intervention Schools still claim they face challenges of parking, onward journeys and danger from traffic. They also spontaneously voice concerns around the perception that some School Streets are not fully enforced and continued frustration with congestion.

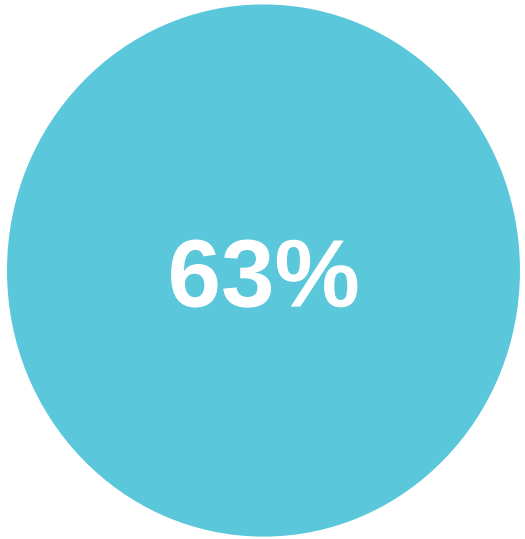
Awareness and Support in Principle

Majority of parents/carers at schools with School Streets are aware that their school has a School Street

At Control Schools, just under two thirds of respondents reported being aware of the School Streets initiative in general, despite not having a scheme at their school

Awareness of School Streets





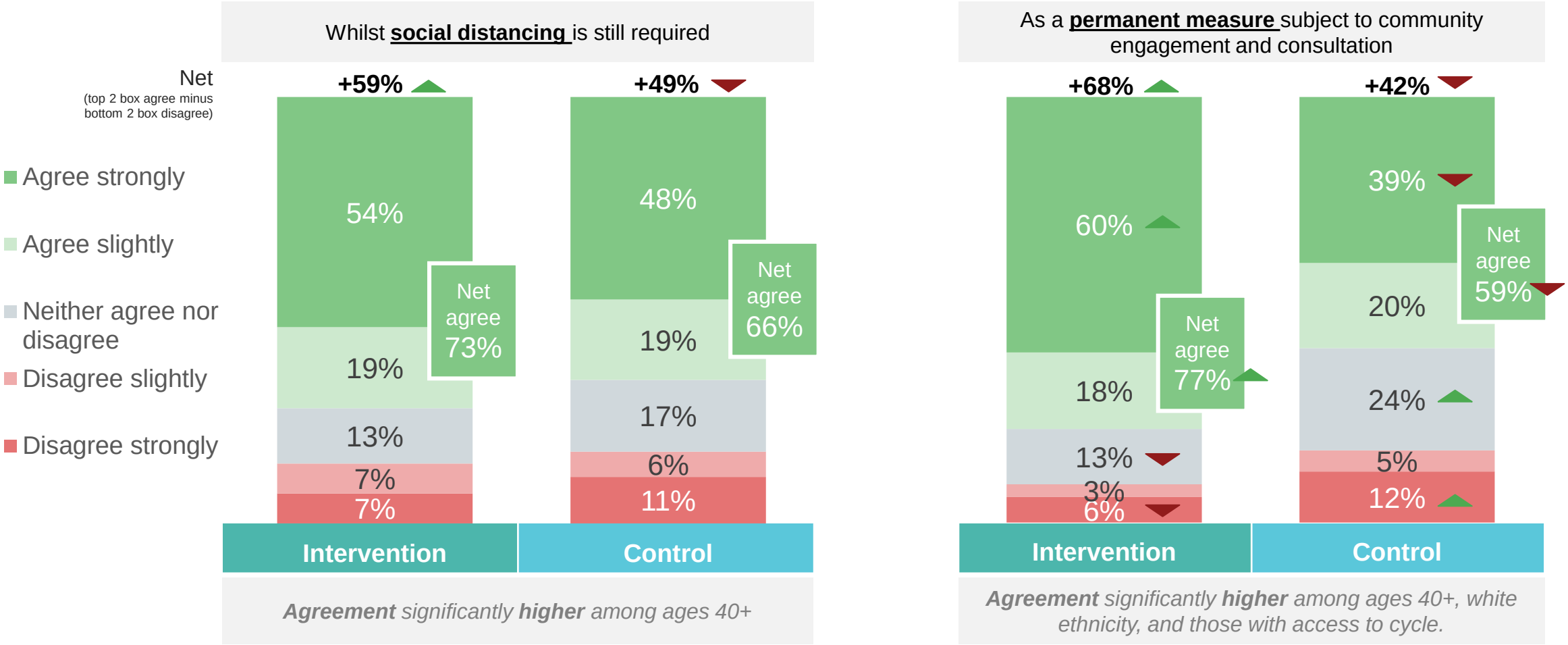
***Awareness** is significantly **higher** among those living within the School Street area, parents and/or children with access to a cycle, and those not working full time.*

Q | Q8. Before today, were you aware that a School Street has been implemented outside your Primary School recently? Q14. Before today, were you aware of School Streets?
Base | Intervention (275), Control (221)

There is a good level of support for School Streets in both groups

At School Street schools, 3/4 of those who responded agree with School Streets remaining during social distancing and permanently; at Control Schools there is lower support but only 17% disagree

Agreement with School Street remaining in place/being implemented…



Q | Q16. To what extent do you agree or disagree with this School Street remaining in place (Intervention) being implemented (Control)
Base | Intervention (275), Control (221)

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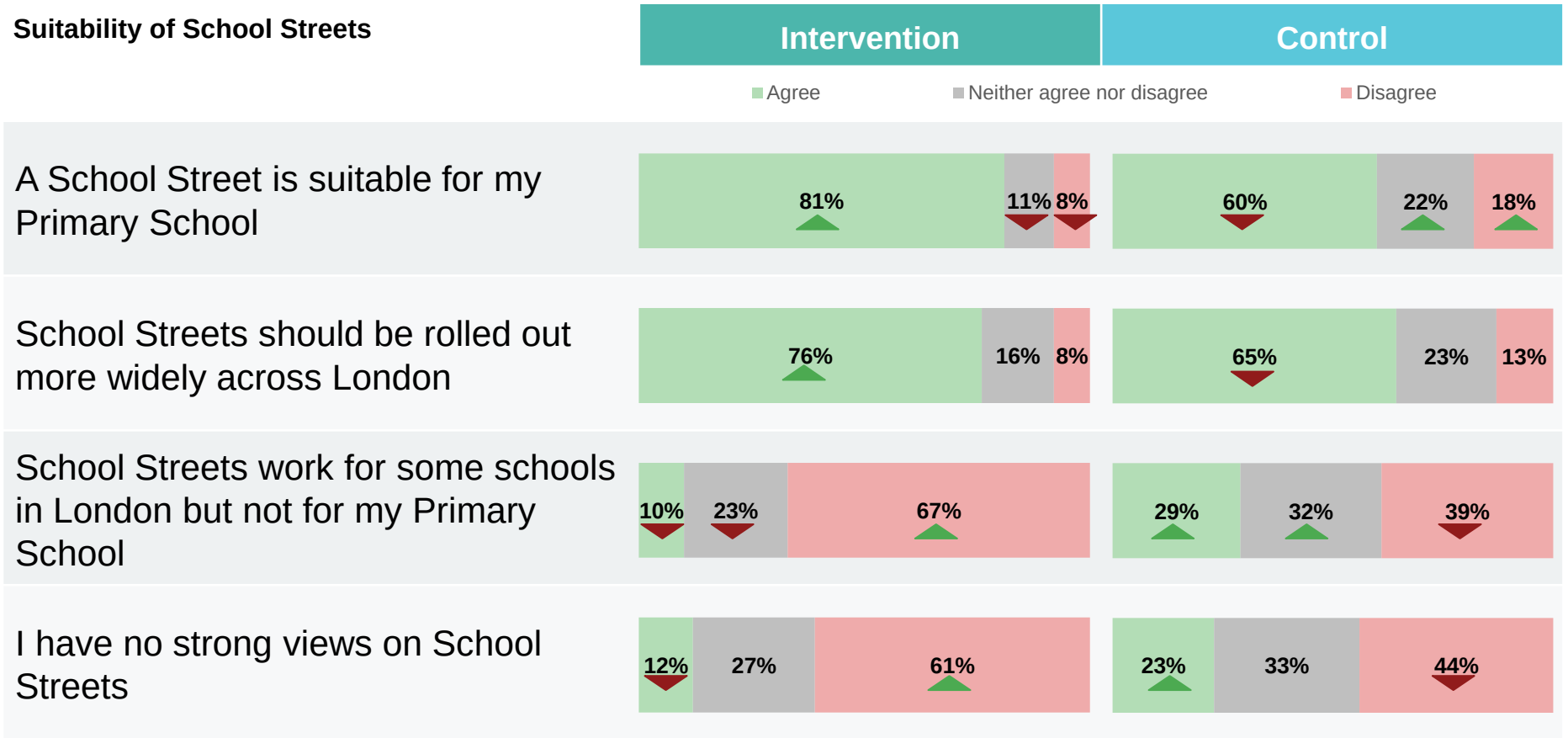
There is a good level of agreement with delivery of School Streets schemes locally and across London

Both groups, and particularly Intervention Schools, believe School Streets are suitable for their school and should be rolled out more widely

Suitability of School Streets



Within Intervention, those aged 40+, white ethnicity, and those with access to cycles are more likely to want School Streets rolled out more widely

Q | Q15. Do you agree or disagree with the following statements about School Streets in London
Base | Intervention (275), Control (221)

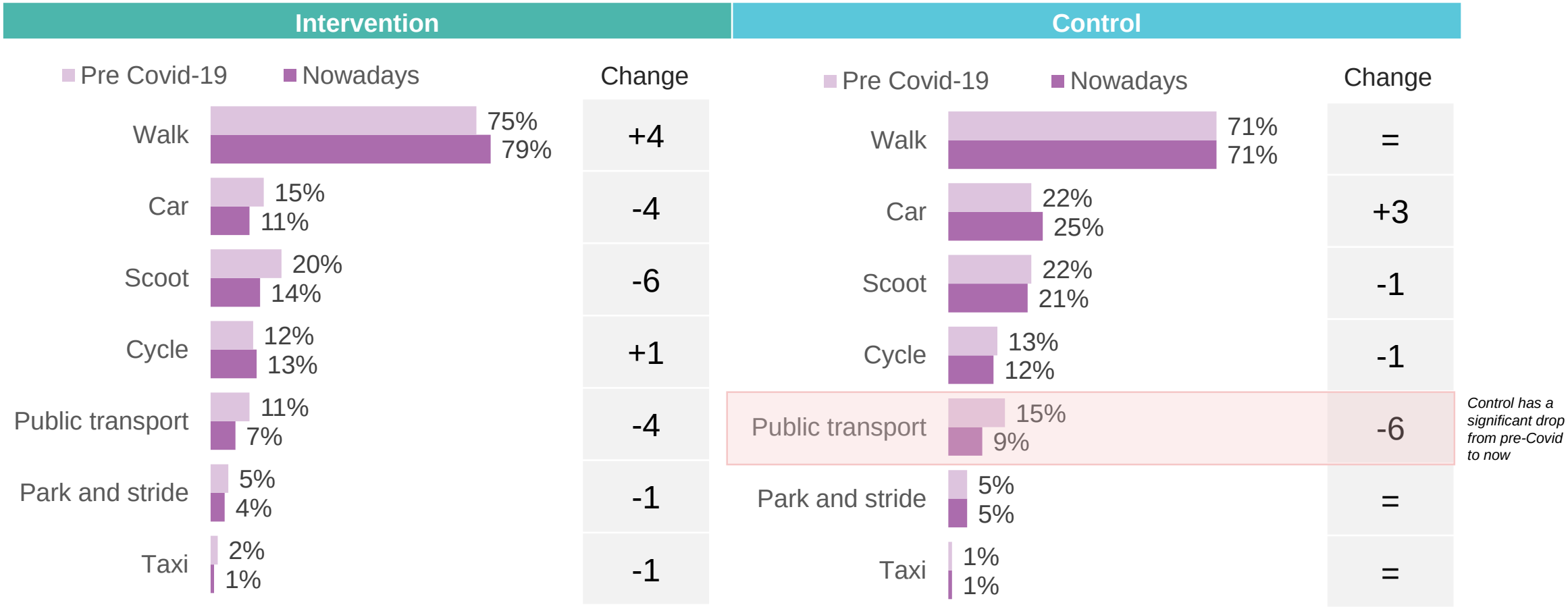
= *sig. higher / lower @95% CL*

Impact on Travel

The way that children travel to school is relatively unchanged

Walking continues to be the most popular mode of transport to and from school, both before Covid-19 and in the present; public transport use has decreased at Control Schools

Child usual travel to/from school before Covid-19 and nowadays



Control has a significant drop from pre-Covid to now

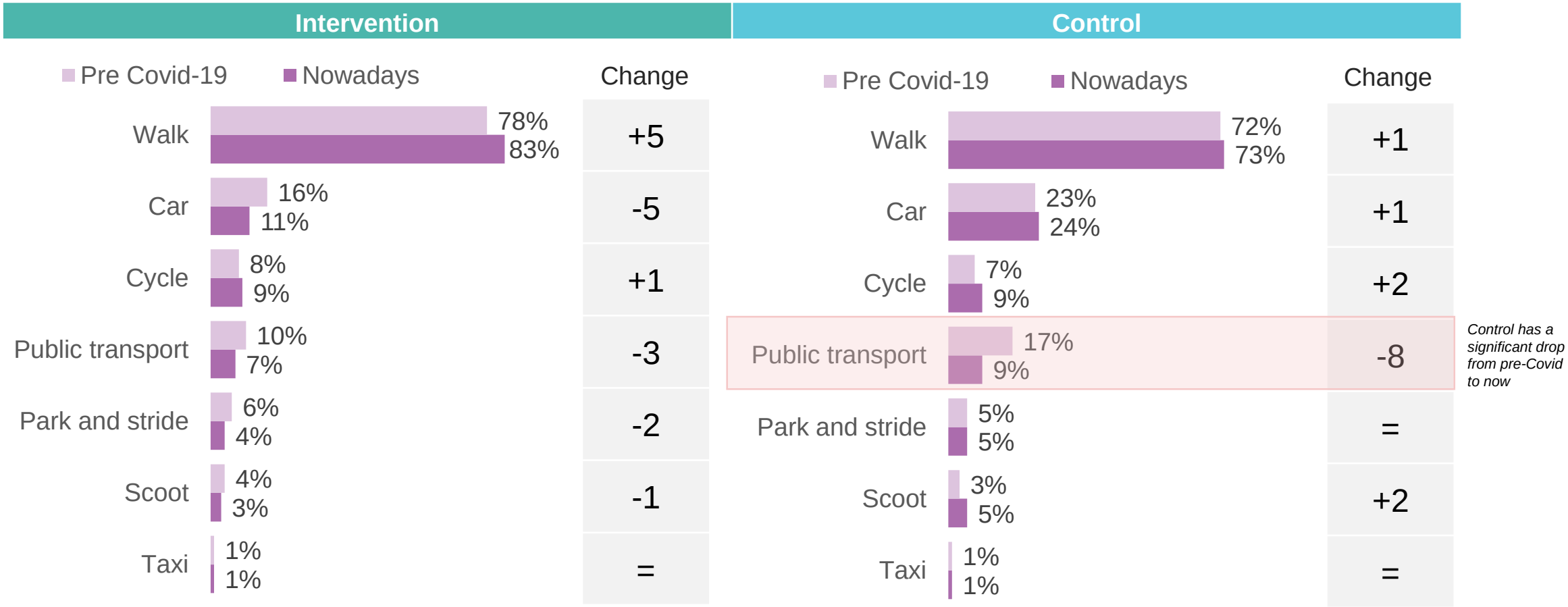
Q | Q10a. Thinking back to before the Covid-19 pandemic in March this year, how did you and/or your children usually travel to get to the Primary School and back? Q10b. And nowadays, how do you and/or your children usually travel to get to the Primary School and back?
Base | Intervention (275), Control (221)

= sig. higher / lower @95% CL

The way that adults travel to school is relatively unchanged

Walking continues to be the most common way for parents/carers to travel to or from school, with public transport use decreasing substantially for Control Schools since Covid-19

Adult usual travel to/from school before Covid-19 and nowadays



Control has a significant drop from pre-Covid to now

Q | Q10a. Thinking back to before the Covid-19 pandemic in March this year, how did you and/or your children usually travel to get to the Primary School and back? Q10b. And nowadays, how do you and/or your children usually travel to get to the Primary School and back?
Base | Intervention (275), Control (221)

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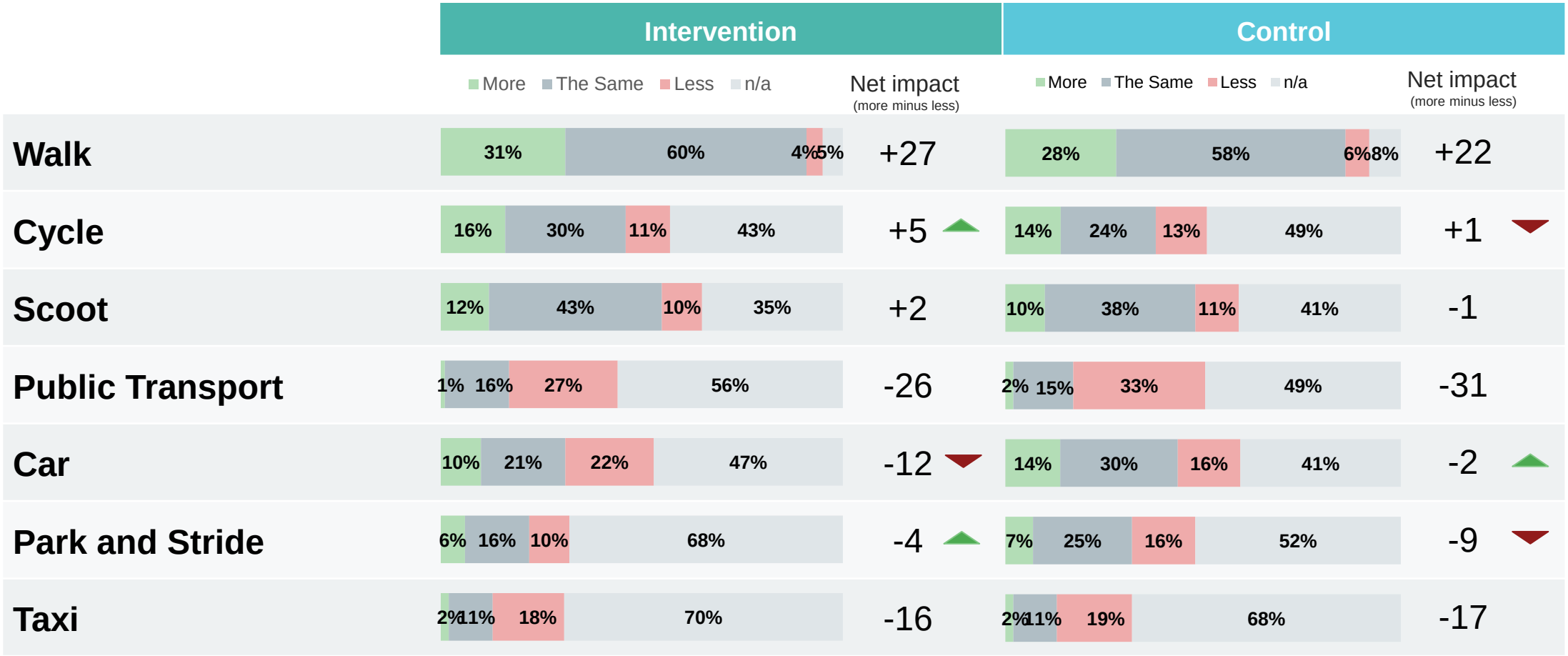
However the amount of active travel has increased

There has been claimed growth in the amount of walking to or from school since the pandemic across both audiences

Changes in travel due to Covid-19



Q | Q11a. As a result of the Covid-19 pandemic, has it encouraged you and your child/children to do more or less of the following types of travel to and from school?
Base | Intervention (275), Control (221)

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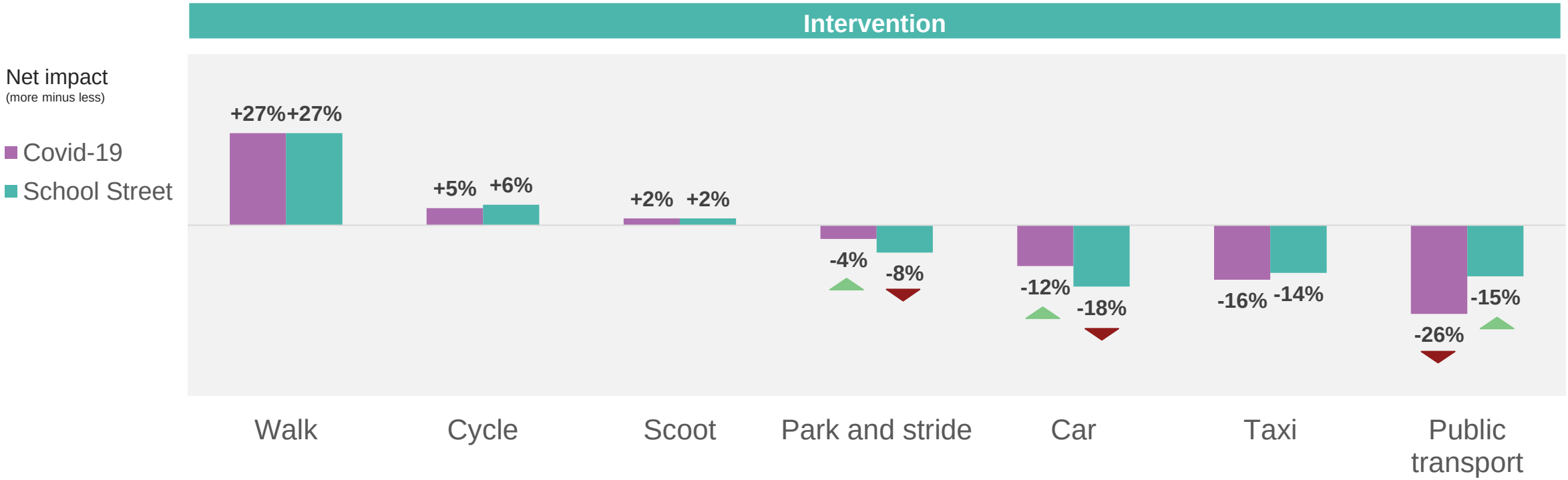
More active travel is not due to School Streets alone

Those at Intervention Schools claim the impact of both School Streets and Covid-19 on active travel is equal, although School Streets have had more of an impact on car usage

Encouraged to do more or less as a result of Covid-19 / School Street | Intervention schools



More likely to be cycling more if male and live further away from school

More likely to be scooting more if KS1 (reception – year 2)

More likely to be using car less if male

More likely to be using Public Transport and Taxis less if BAME

Q | Q11a. As a result of the Covid-19 pandemic, has it encouraged you and your child/children to do more or less of the following types of travel to and from school? Q11b. As a result of the School Street at your Primary School, has it encouraged you and your child/children to do more or less of the following types of travel to and from school
Base | Intervention (275)

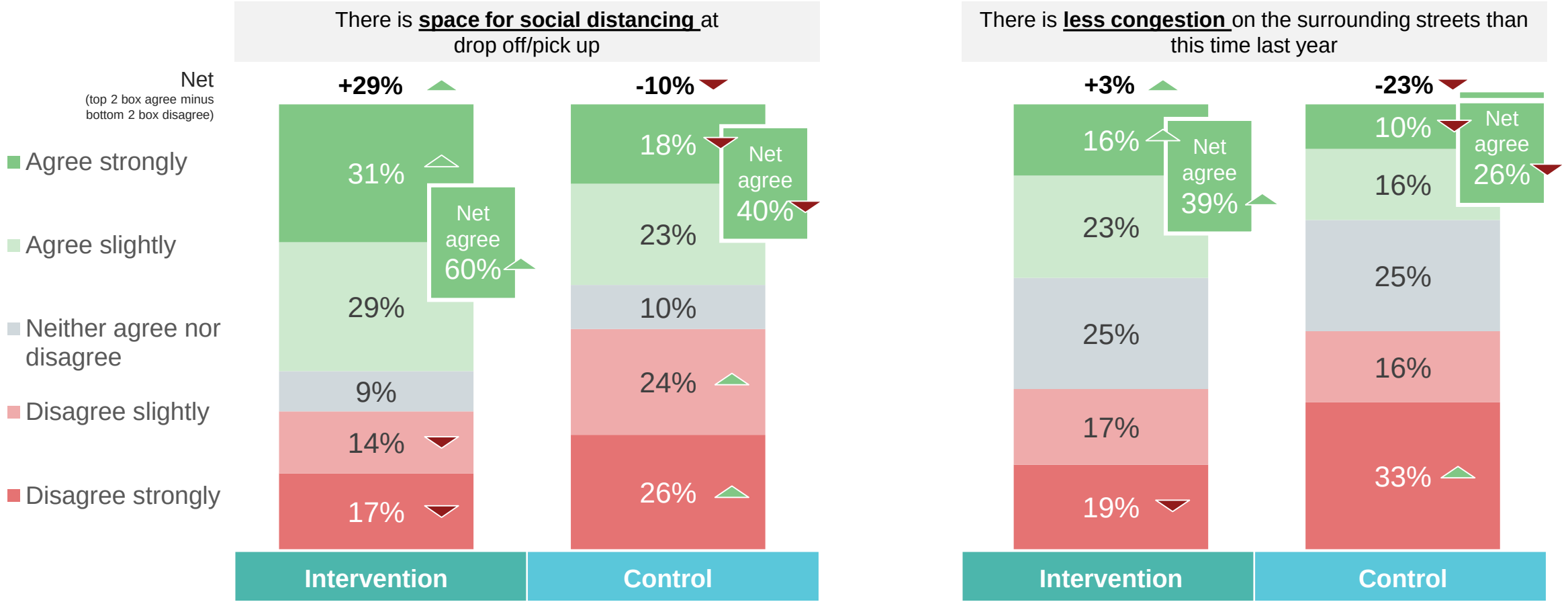
= sig. higher / lower @95% CL

Attitudes towards School Streets

Intervention Schools enjoy more space and less congestion

Those at Intervention Schools are significantly more likely to agree that there is space for social distancing and less congestion than last year

Experience of area around schools



Q | Q12. Thinking about the streets around your Primary School, how much do you agree or disagree with the following statements?
Base | Intervention (275), Control (221)

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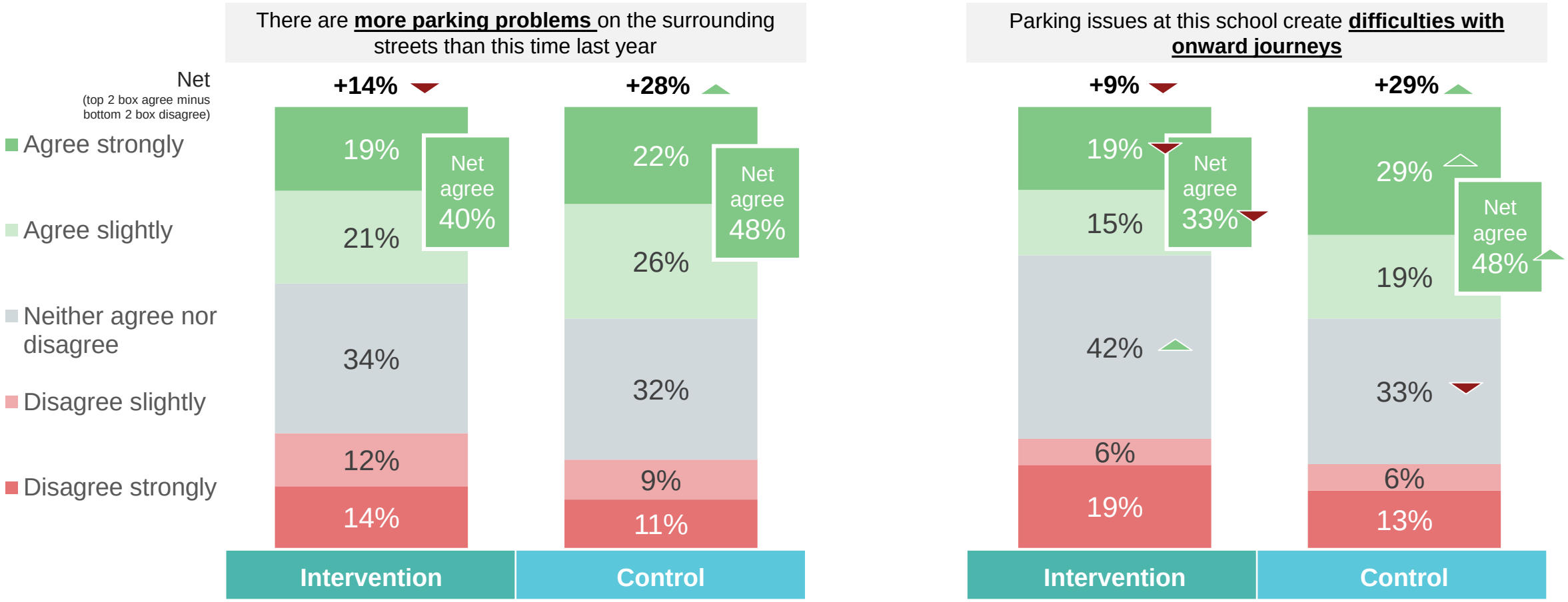
Although there are still some parking issues

Whilst difficulty with onward journeys are significantly less, those with a School Street still agree along with Control Schools that there are more parking problems in the surrounding streets

Experience of area around schools



Q | Q12. Thinking about the streets around your Primary School, how much do you agree or disagree with the following statements?
Base | Intervention (275), Control (221)

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Those at Intervention Schools are more satisfied with the area

Intervention Schools are more satisfied with the ease and safety of active travel, along with air quality; there is still concern about danger from traffic, albeit significantly lower than Control Schools

Attitudes towards school area

Q | Q13. Based on your recent experience, how much would you agree or disagree with the following statements about the streets around your Primary School?
Base | Intervention (275), Control (221)

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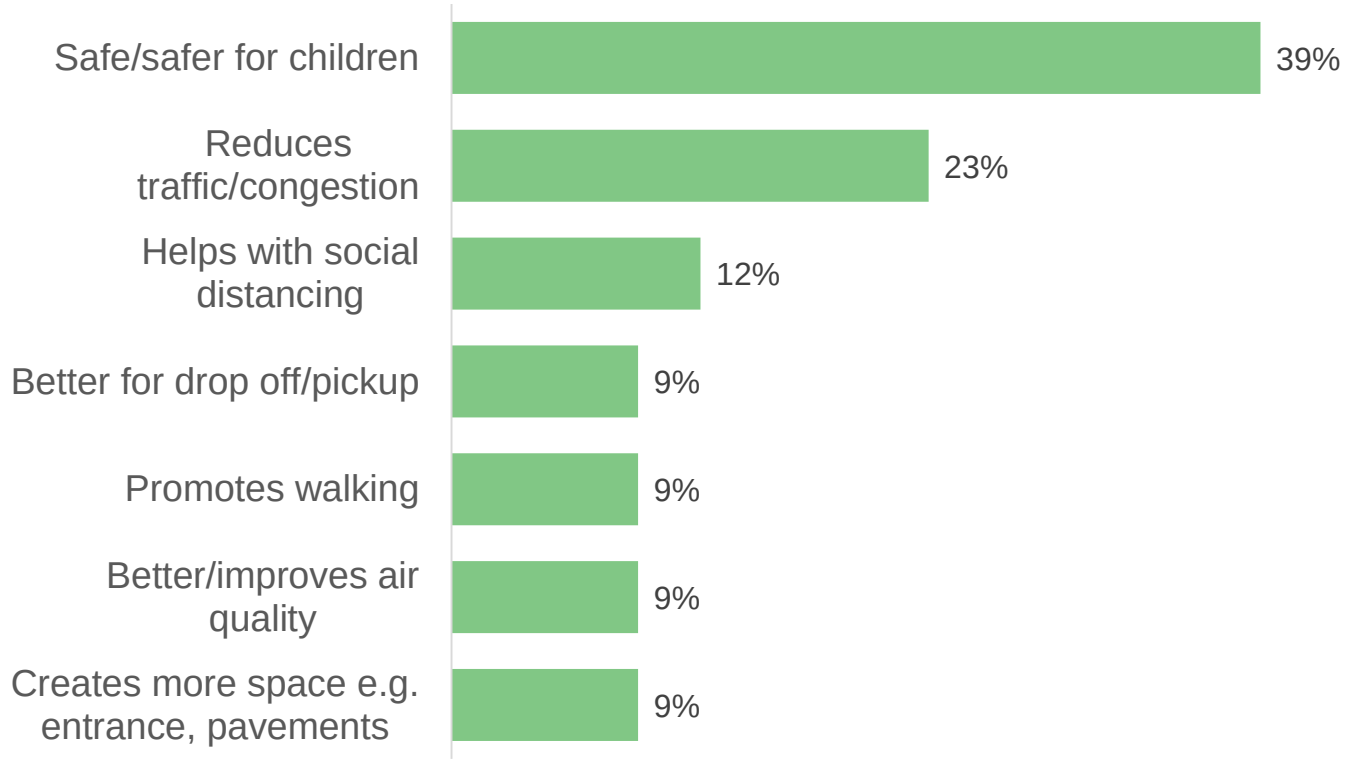
Positive reactions to School Streets cite safety and reduced traffic

There is also recognition that the scheme aids social distancing at schools

Top coded positive verbatim responses | Intervention



"It gives me room when I pick my son up to have a little chat with him before we head off, ***without having to worry about traffic or about blocking the pavement*** *for other parents."*

"Less congestion *on the school street section it is implemented on and makes that section immediately outside the school* ***much safer."***

"Easy for the children to be collected and ***maintain social distance…*** ***reduces the risk from passing traffic*** *at these times."*

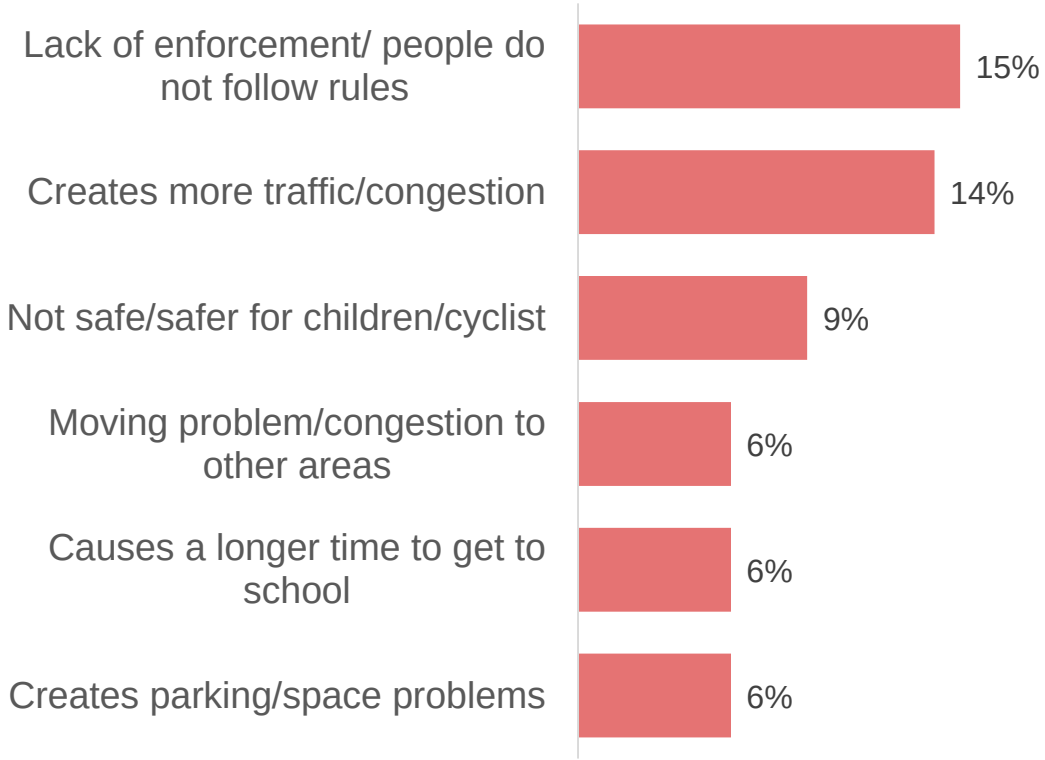
"Safer *for kids and will* ***encourage more walking and cycling."***

Q | Q17. What in your view "is the best thing about the/could be the best thing about a" School Street at your Primary School?
Base | Intervention (275)

Lack of enforcement is the main pushback

There are concerns for safety implications when the measure is not enforced, and some frustrations with congestion

Top coded negative verbatim responses | Intervention



*"The worst thing is that it is **not clearly sign posted** at the moment that it is a school street. Cars still come through during pick up and drop off times."*

"Outside of the controlled time** periods, children often think they can walk on the road when in fact it is **unsafe."

*"It **moves the traffic** to the nearby streets. It makes traffic worse there."*

*"It's a very bad plan for those like myself who **have to drive** to work and **don't live close** to school."*

Q | Q18. What in your view "is the worst thing about the/could be the best thing about a" School Street at your Primary School
Base | Intervention (275)

Perceived benefits match the reality of School Streets

Those without School Streets see similar benefits to those with experience of them, however they push back more on convenience while those with experience are concerned about enforcement

Top coded positive and negative verbatim responses

	Intervention	Control
1	Safe/safer for children	Safe/safer for children
2	Reduces traffic/congestion	Reduces traffic/congestion
3	Helps with social distancing	Promotes walking

	Intervention	Control
1	Lack of enforcement	Creates more traffic/congestion
2	Creates more traffic/congestion	Not able to use this system
3	Not safe/safer for children/cyclist	Not safe/safer for children/cyclist

Q | Q17. What in your view "is the best thing about the/could be the best thing about a" School Street at your Primary School? Q18. What in your view "is the worst thing about the/could be the best thing about a" School Street at your Primary School
Base | Intervention (275), Control (221)

Thank you!

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