



Brent School Streets Review

Ark Franklin Scheme Report

MP Smarter Travel

109 The Print Rooms
180 Union Street
London SE1 0LH

September 2021

CONTENTS

Ark Franklin School Street	2
Background.....	2
Summary of Data Analysis.....	2
Public Consultation.....	3
Parent/guardian Consultation	5
Key Concerns	6
Air Quality.....	7
School Interview	8
Conclusion	8
Recommendation	9
Appendices.....	10
Appendix A – Air Quality Data	10

Ark Franklin School Street

Background

In September 2020, a School Street scheme was introduced through an experimental traffic order on Kempe Road, between Chamberlayne Road and Peplow Road, as highlighted on the map below. School Streets restrict motor traffic access outside the school during drop off and pick up times. The Ark Franklin School Street was created to reduce air pollution and improve road safety Ark Franklin Primary Academy, which educates students from nursery to year six. This School Street also aims to ease the impacts of the COVID-19 pandemic, by providing extra space for social distancing.

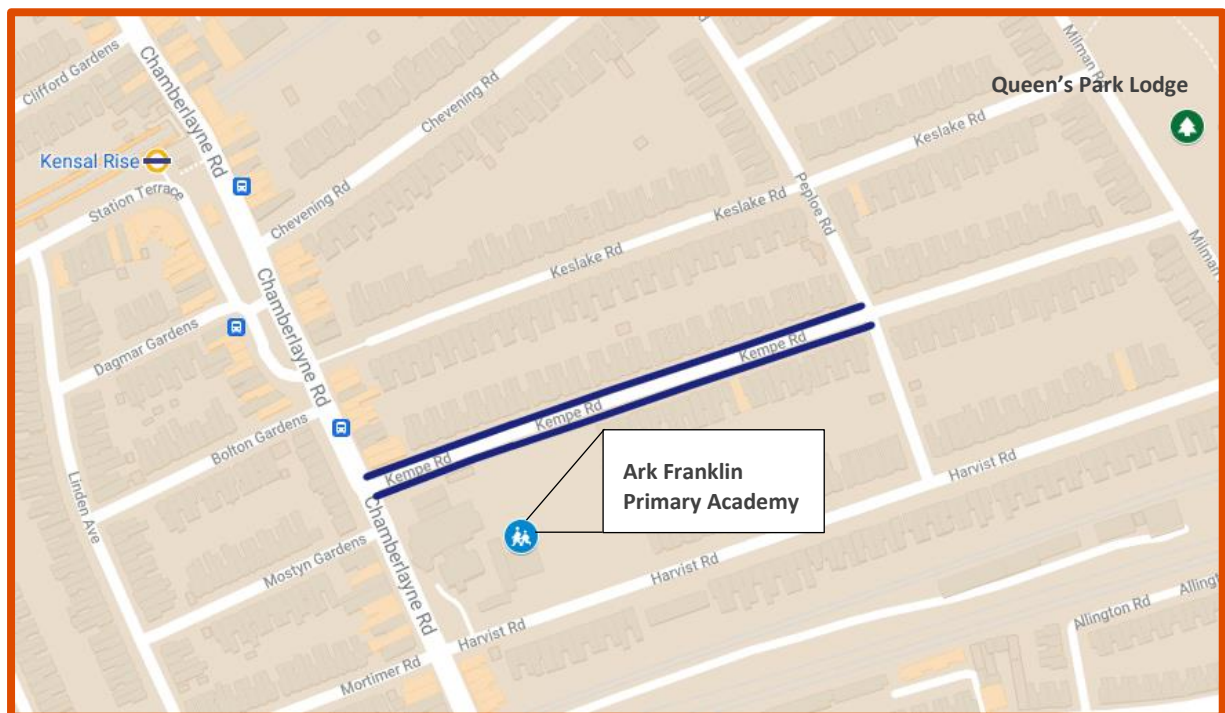


Figure 1 – Map showing location of School Street and Ark Franklin Primary Academy

Summary of Data Analysis

As part of Brent Council's Emergency School Street consultation process, the council collected multiple datasets including:

- Public consultation
- Parent/guardian consultation
- Air quality data
- School interviews

Below we present our analysis of these datasets, along with a recommendation as to whether the scheme should be made permanent.

Public Consultation

From September 2020 to July 2021, members of the public were invited to provide feedback on the experimental scheme. The Ark Franklin public consultation received 92 responses in total, 64 of whom live outside of the scheme. 79 of these responses included a comment, all of which have been analysed thematically to highlight relevant comments.

The table below summarises the proportions of responses who were either for or against the School Street. Responses are then broken down into those that live in or outside of the scheme.

Table 1 – Overall responses

Response	Count	Lives within scheme	Lives outside of scheme
Supports school street	79	34%	66%
Opposes school street	13	8%	92%

Table 2 displays the key issues pulled from the public comments, first split into code frames then themes. The themes have been colour coded to indicate whether they are in support or opposition of the scheme.

Table 2 – Public comment themes

Code Frame	Theme	Count
Access	Support hierarchy of modes	11
	Concern about feasibility of people walking/cycling	2
	Concern about access to vulnerable people/of vulnerable people to healthcare facilities	4
	Concern about access of tradespeople to residents	1
	Concern about impact on local businesses	1
Consultation	Concern about perceived lack of information for residents	2
Parking	Feel it has improved parking on the street (reduced double parking and idling)	13
	Concern about displaced parent parking	4
	Concern about displaced parking on corners	2
	Concern about personal safety travelling further to parked car/moving barriers	2
	Concern about resident and teacher parking	4
Traffic Levels	Support reduced congestion due to the scheme	20
	Concern about displaced traffic on other roads (especially Harvist, Chamberlayne and Milman)	7
	Concern about efficiency of car journeys	5
	Concern about HGV and bus traffic	1
Health	Feel the scheme has improved quality of life and community (reduced road-related aggression and tension)	7
	Support cycling/walking for health and wellbeing	11
	Support reduced air pollution due to scheme	23
	Support increased social distancing due to scheme	2
	Support low-traffic streets for safety (particularly of children)	35
	Concern about safety of children on school street	5
	Concern about social distancing along main roads	2
	Concern about pollution along other roads	6

General	Support stricter measures and penalties for reducing car dominance (particularly cameras)	11
	Support measures to be imposed on parents only	4
	Feel inconvenience is outweighed by benefits	2
	Feel road closure lasts too long in the day	2
	Concern about implementation and enforcement of rules	11

The most referenced themes were that respondents:

- Support low-traffic streets for safety (particularly of children)
- Support reduced air pollution due to scheme
- Support reduced congestion due to the scheme
- Feel it has improved parking on the street (reduced double parking and idling)

These themes are all in support of the school street, indicating that benefits are being felt by the public in the key topic areas of traffic, pollution and pupil safety.

The most common oppositional theme was concern about displaced traffic on other roads, with seven people stating this as an issue. The roads most mentioned were Harvist Road, Chamberlayne Road and Milman Road.

Parent/guardian Consultation

The parent/guardian consultation yielded 11 responses. Of those, one person was a resident of the scheme, and they were in favour of both the school's participation in the scheme and the proposal of making it permanent.

The table below shows the responses to the key questions of the parent/guardian consultation.

Table 3 – Parent/guardian consultation

Question	Response	Count
Overall, are you happy that the school participated in this scheme?	Yes	91%
	No	9%
Would you like the scheme to be made permanent?	Yes	64%
	Yes (with changes)	18%
	No	18%

The table below presents the results of a thematic analysis of responses to the question: "Do you have any comments about the scheme? E.g., what has worked well or not so well."

Table 4 – Parent comment themes

Code Frame	Theme	Count
Parking	Support reduction in parent parking and idling	2
Implementation and enforcement	Support stricter policing and penalties for scheme	1
	Concern about people ignoring the scheme	2
	Request for further signage/reminders of the scheme	2
Traffic	Support reduced traffic and further cycling provisions	2
	Concern about displaced traffic on other roads	3
	Concern about dangerous driving	1
Health/safety	Support safer roads for children	1
	Concern about air pollution from displaced traffic	3
	Concern about crowding and social distancing (narrow pavements)	2

Parent/guardians' view of the scheme was largely positive, however, the parent/guardians raised a number of concerns in the comment section of the survey. The themes most referenced by parent/guardians were concern about displaced traffic on Chamberlayne and Harvist Roads, and the resultant increase in air pollution.

Key Concerns

Following analysis of the public and parent/guardian consultation responses, the following topic areas have been identified as key concerns.

Highways Changes

Within both the public and parent/guardian Kempe Road consultations, a number of requests and suggestions were made for specific highways changes.

Table 5 – Highways changes

Highways Change	Count
Widen the narrow pavements at the corner of Harvist and Chamberlayne Road	2
Scheme should cover the entirety of Kempe Road	2
Add speed bumps on Milman Road by playground	1
Remove parking bays opposite Moberly	1
Close Kempe Road for through traffic permanently	1
Close Chamberlayne and Harvist Road	1
“Make every second residential street a play street with a 5mph speed limit, no parking spaces for cars and designated bays for vans to load/ unload deliveries.”	1
Remove parking bays outside Scarlett and Violet/estate agents	1

Enforcement of School Street

Concerns about the enforcement of the school street were commonly flagged, particularly in the public consultation. Comments about drivers ignoring the cones and driving through the street were frequent, resulting in five people being concerned for the safety of children on the school street.

Enforcement concerns were mentioned 29 times across several themes, including five requests for traffic cameras and additional requests for wardens to be provided by the council.

Blue Badge Holders

Of the 103 combined public and parent/guardian responses, four considered themselves to have a disability. Of those four, three were in favour of the scheme (one resident of the scheme and two non-residents). The primary reason to support the scheme was how it benefits child safety. The one person not in favour was a non-resident who felt unsafe travelling further to their car, and anxious about having to walk the long street (response ID: ANON-E62M-FTZH-P).

Air Quality

As part of the Ark Franklin School Street scheme, Nitrogen Dioxide (NO₂) levels were monitored over an eight-month period from November 2020 to October 2021*. Figure 2 presents this data along with the modelled annual average for 2016 ([Annual Pollution Maps](#)), as well as the recorded average from 2019 ([LAQN Monitoring Statistics](#)), just before the scheme was implemented for reference.

The monthly NO₂ average after the implementation of the scheme is notably lower, decreasing steadily from November to July. Figure two shows an initial rise in NO₂ concentration around the winter months, and then a downward trend into summer, which is in line with seasonal trends for NO₂. Ideally, data would be collected for at least a year before and after the implementation of the scheme. This would enable changes to be identified and more reliably attributed to the School Streets scheme. However, for this set of implementations, this was not possible.

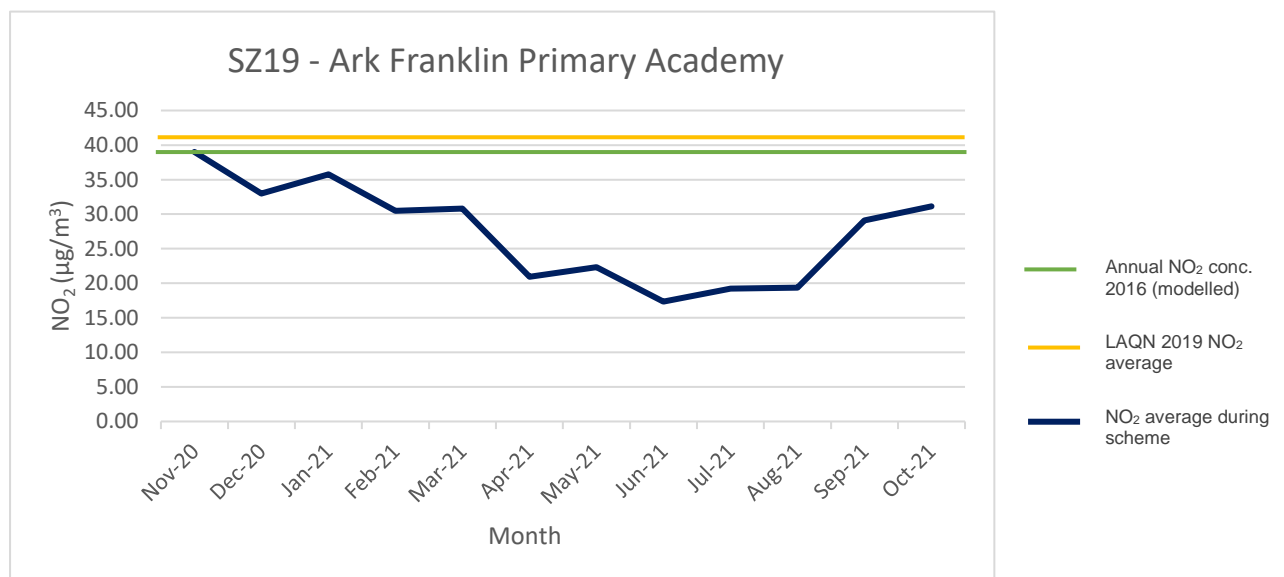


Figure 2 – NO₂ concentrated at Ark Franklin

*See Appendix A for full air quality data.

It should be noted that the LAQN 2019 data was collected on Chamberlayne Road, around the corner from Kempe Road where the school street is located. The rest of the data is from Kempe Road itself, and the data during the scheme has not been annualised. It is important to note that this data represents NO₂ levels over the course of the scheme post-implementation, rather than being proof of scheme impact. There are multiple factors at play including meteorological conditions, school holidays and COVID-19 restrictions, which will have impacted the data.

School Interview

Through interview, MP Smarter Travel found that Ark Franklin School has had a generally positive experience of the scheme, with more details of the interview shown in the table below. The school requested that a permanent barrier or traffic cameras be installed to support enforcement.

Table 6 – Interview summary

Overall Opinion	<ul style="list-style-type: none">• Positive
Benefits	<ul style="list-style-type: none">• Fast process and implementation• Large reduction of vehicles• Improved road safety
Concerns/drawbacks	<ul style="list-style-type: none">• Implementation could be more comprehensive (pressure on staff to put out barriers and mediate with parents/community, monitoring from council was infrequent)• Road safety issue: false sense of security as some ignore the barriers
Requests for continuation	<ul style="list-style-type: none">• Permanent barrier or traffic cameras

Conclusion

The summaries below assess how effectively the aims of the scheme have been met.

Providing Space for Social Distancing

Only two members of the public stated that they felt social distancing had been improved by the Ark Franklin School Street, with another two saying it has made social distancing harder by increasing foot traffic around the school gate. Parent/guardians also rarely mentioned social distancing in their comments, with two parents saying that the narrow pavements were still causing social distancing issues. It does not seem like this scheme has particularly improved the social distancing around Ark Franklin at pick-up and drop-off times. However, as school streets often increase the number of students walking/scooting to school, it's likely that the pavements have become busier. More messaging could be relayed by the school to encourage parents and students to use the reclaimed road space to improve social distancing.

Improving Air Quality

Air quality monitoring completed outside of the school shows a general decline in NO₂ concentration throughout the spring and summer of 2021, in line with seasonal trends for NO₂. A conclusion about the impact of the scheme on air pollution could be drawn if pre-implementation air quality data was available.

Encouraging Active Journeys to School

Although no mode split data was available for this analysis, anecdotal evidence can be gathered from the public and parent/guardian consultation responses. One resident stated: "it is wonderful to see how parents are now walking or cycling with their children to school", while another said: "so many more parents/children walking." Judging by the 11 comments about supporting active journeys for health and wellbeing, and the additional 11 comments about supporting a hierarchy of modes, the active journeys to school target seems to be a success.

Reducing Private Vehicle Use/Resident Views

The public view of the scheme was overwhelmingly positive, with 86% of respondents in favour of the School Street, and majority of responses from residents were supportive of the scheme. Reduced congestion and increased safety for pupils were key factors in this positive feedback.

Support for the School Street continued through the results of the parent/guardian consultation, with 63% responding that they would like the scheme to continue in the future, and 18% saying they would like the scheme to continue under the condition of minor changes being made.

The school interview solidifies the positive impression of the scheme, highlighting impacts like improved road safety and reduced traffic, while also flagging where implementation could be improved.

Based on these comments and trends in opinion, reduced private vehicle use in the area appears to be a widely-supported target. Reports of reduced congestion and increased active travel indicate that the scheme has achieved its aim of reducing private vehicle use.

Recommendation

Based on the data gathered, we are providing a recommendation for the Ark Franklin School Street to remain in operation, with some minor changes to implementation and monitoring practices. In both the public consultation and school interview, cameras were requested. Installing these would help to deter the drivers who are ignoring the cones and driving dangerously down the School Street. Cameras would ensure the School Street is as safe as possible in the future and alleviate pressure on school staff.

We also recommend further data collection and analysis of the following:

- Observations of footfall and crowding at pick-up and drop-off (social distancing)
- Mode split data to compare with previous years

For highways changes (see table 5) we recommend:

- Consultation with highways engineers for the widening of pavements at Harvist and Chamberlayne Roads
- Consultation with highways engineers for adding speed bumps to Milman Road
- Further public consultation into the extension of the scheme along Kempe Road

Appendices

Appendix A – Air Quality Data

Table A1 – Air quality data for Ark Franklin School

Baseline LAEI 2016 Annual mean NO ₂ (µg/m ³)	LAQN Modelled Average Data 2019 (µg/m ³)	NO ₂ reading from Diffusion Tube - RAW DATA (µg/m ³)											
		Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May	Jun.	Jul.	Aug.	Sep.	Oct.
39.4	41	39.1	32.98	35.78	30.47	30.79	20.92	22.32	17.35	19.22	19.37	29.07	31.14