



## ***Brent School Streets Review***

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### **Uxendon and Claremont Scheme Report**

**MP Smarter Travel**

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# Uxendon and Claremont School Street

## Background

In September 2020, a School Street scheme was introduced through an experimental traffic order on Greenway and Falcon Way, as highlighted on the map below. The Uxendon and Claremont School Street was created to reduce air pollution and improve road safety outside Uxendon Manor Primary School, which educates children from ages three to 11, and Claremont High School, which educates students from ages 11 to 18. This School Street also aims to ease the impacts of the COVID-19 pandemic, by providing extra space for social distancing.

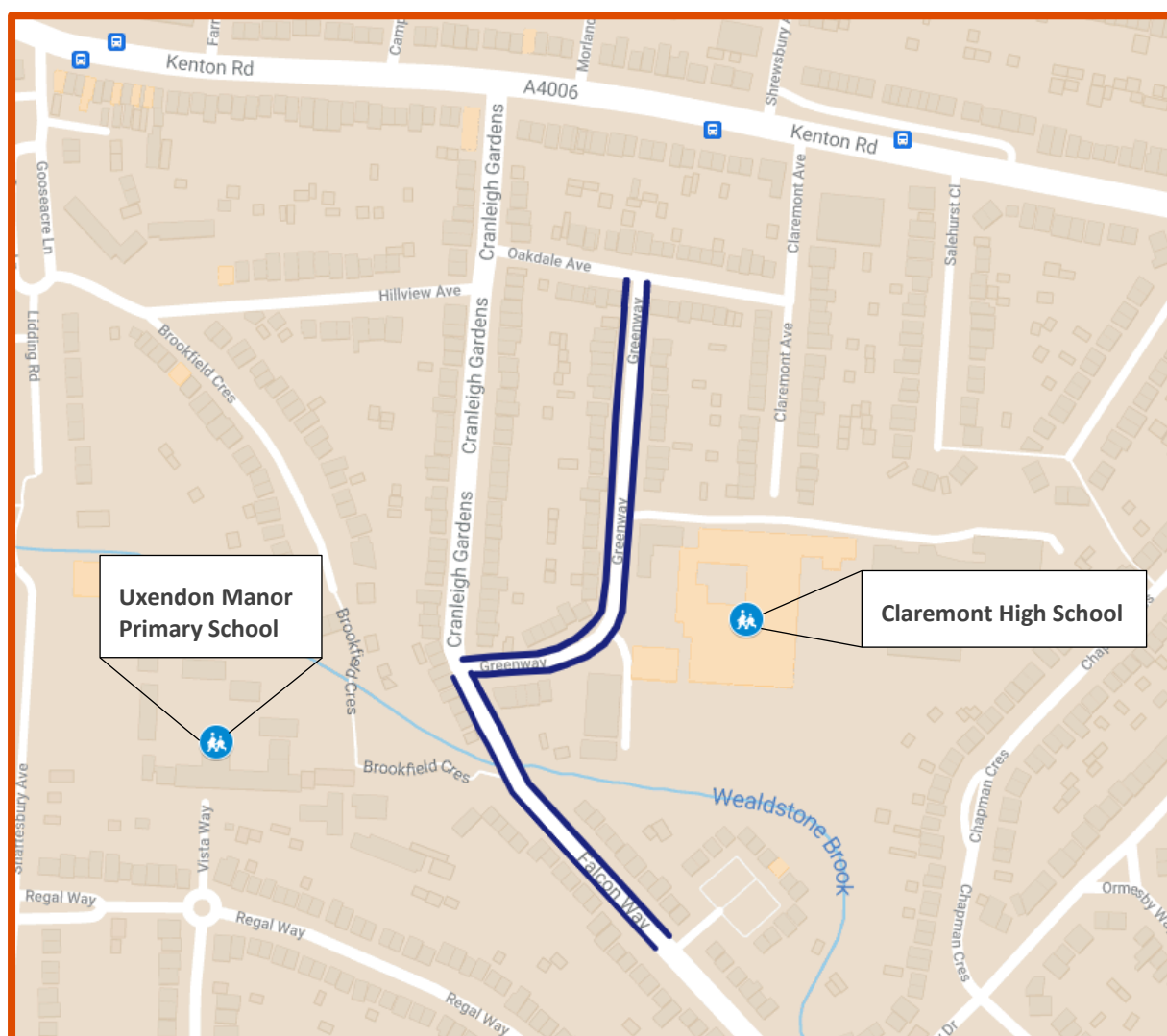


Figure 1 – Map showing location of the School Street, Uxendon Manor Primary School, and Claremont High School.

## 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
- Travel mode data
- Site observations

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 Uxendon and Claremont public consultation received 32 responses in total, 20 of whom live outside of the scheme. 30 of these responses included a comment, all of which have been analysed thematically to highlight relevant points.

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	18	50%	50%
Opposes School Street	14	21%	79%

The table below presents the results of a thematic analysis of public comments. The themes are colour-coded to indicate whether they are in support of or in opposition of the scheme. Yellow themes represent those that are neither for nor against.

**Table 2 – Public comment themes**

Code Frame	Theme	Count
Access	Scheme has made it easier for people to access their disabled parking space and leave the house	1
	Makes it difficult for local people to get to work	1
	Having to move the cones to get through compounds traffic issues	1
	For parents who need to get to more than one school and then work, the scheme is felt as inconsiderate	1
	Scheme makes it difficult for children with special educational needs or disabilities to get to school	1
Consultation	Concerns about perceived lack of information/consultation for residents	2
Parking	Supports reducing idling and inconsiderate parking	3
	Parents are still parking inconsiderately and idling on surrounding roads	7
	Request for parking ban on Donnington Road between certain hours	1
	Parents parking and idling on cross of Cranleigh Gardens and Greenway	1
Traffic Levels	Support reduced traffic/congestion due to scheme	9
	Supports reduced traffic noise	1
	Has seen more children walking/cycling/scooting	1
	Concern about displaced traffic (Oakdale Avenue Claremont Avenue,	4

	Greenway)	
	Property damage by displaced traffic	2
	There is still some congestion in the morning	1
Health	Support scheme for safety (particularly of children)	4
	Support reduced air pollution due to scheme	2
	Supports cycling/walking for health and wellbeing	1
	Concern about scheme causing accidents	5
	Concern about increased air pollution from displaced congestion	3
	Feels scheme will not improve social distancing due to bottlenecks at pick-up and drop-off	1
Implementation	Feels barriers may be better placed at roundabout because it allows people to change route without congestion (cars are using Vine Court as a turning point)	4
	Request for further enforcement (cameras)	4
	Request to extend scheme to include Cranleigh Gardens and prevent it from becoming a dead end	1
	Request to move Falcon Way/Greenway cones to Cranleigh Gardens/Hillview Ave, to allow better flow of traffic	1
	Request for permanent lifting barrier	1
	Request to extend scheme to weekends as school hosts functions and Saturday schools	1
	Request to extend school pick-up and drop-off times to avoid bottlenecks	1
	Include Oakdale Avenue in scheme or make it one way during operational times	1
	Disagrees with timings of School Street	2
	Uxendon school are failing to thoroughly implement the scheme (see comment)	2
	Complaint of no barriers being there during operational hours	1
	Only one person manning both barriers	1
General	Scheme has been beneficial to residents	3
	Feels inconvenience is outweighed by benefits	1
	Would prefer road to be made one-way	2
	Request to replace scheme with a drop off zone	2
	Oakdale Avenue and Claremont Avenue should be turned into one-way streets	1
	Some parents still ignore the scheme	8
	Concerns about quality and clarity of signage	2
	Feels school shouldn't have to deal with scheme	2
	Feels cycling/scooting/walking infrastructure and education should be put in place instead of scheme	1
	Concern about traffic from proposed development nearby (Claremont)	1
	Scheme seen as a waste of money	1

The most referenced themes were that:

1. They support reduced traffic/congestion due to scheme
2. Some parents still ignore the scheme
3. Parents are still parking inconsiderately and idling on surrounding roads
4. There is concern about the scheme causing accidents

All four of these key themes were commonly related to parents dropping off students at either end of Falcon Way, creating potentially dangerous congestion when they attempt to turn back around. Solutions to this issue are included in the recommendations section.

## Parent & Guardian Consultation

The parent & guardian consultation yielded six responses, none of whom were residents of the scheme. Three of these people walk as their most regular form of transport, and three use a mix of walking and driving.

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	5
	No	1
Would you like the scheme to be made permanent?	Yes	3
	Yes (with changes)	2
	No	1

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
Access	Residents who live on the road should be allowed to enter	1
Traffic	Supports reduced congestion	1
Health/Safety	Support scheme for safety (particularly of children)	1
	Support increased space/social distancing due to scheme	1
General	Permanent barrier needs to be put in place to prevent people moving it, putting children in danger	1

Parent & guardians’ view of the scheme were generally positive, with the majority saying they would like the scheme to be made permanent or permanent with changes. The only concerns flagged were around the access of residents to the road and the security of the barrier.

## 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 consultations, a number of requests and suggestions were made for specific highways changes. These are outlined in the table below.

**Table 5 – Highways changes**

Highways Change	Count
Extend scheme to include Cranleigh Gardens and prevent it from becoming a dead end	1
Extend the scheme SE along Falcon Way to the roundabout with Imperial Way	1
Include Oakdale Avenue in scheme or make it one way during operational times	1
Kenton road by the 183 bus stop on the westbound side be made into a drop-off zone for children at Claremont	1
Oakdale Avenue and Claremont Avenue should be turned into one-way streets	1

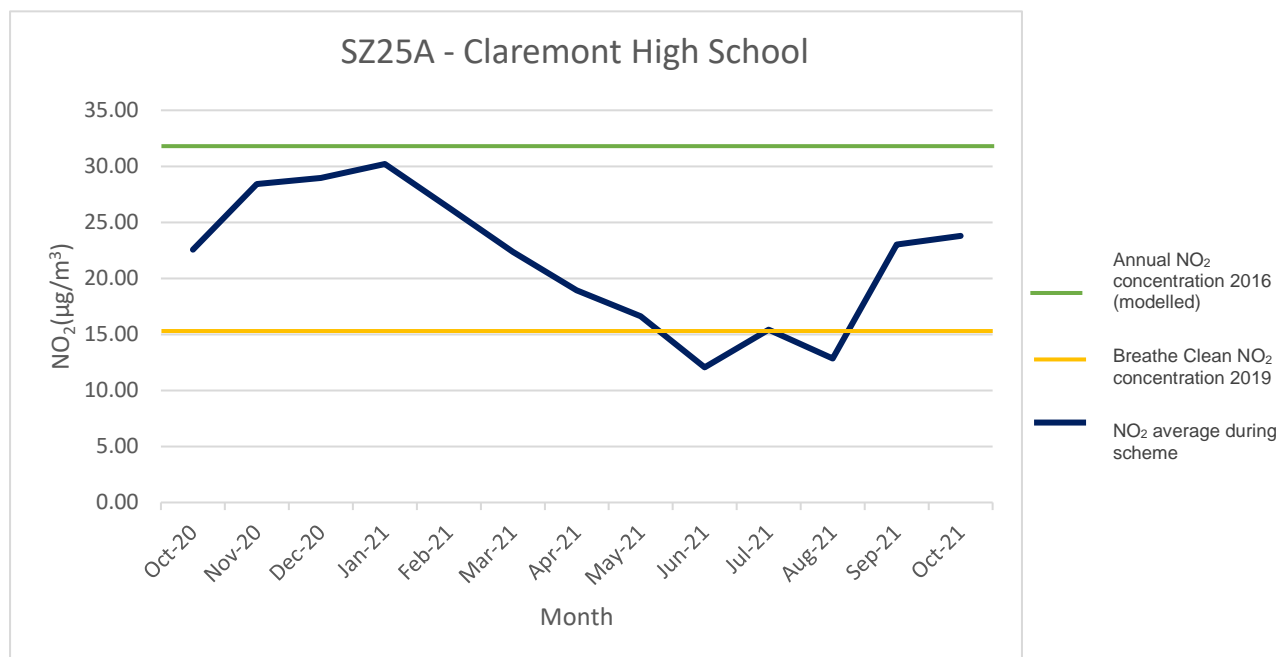
### Blue Badge Holders

Of the 38 combined public and parent & guardian responses, four considered themselves to have a disability. All four of them were in support of the Uxendon and Claremont School Street scheme, citing benefits like a reduction in obstructive parking, improved access to their disabled parking space, and reduced congestion. The only constructive criticisms were that there should be more enforcement against those who ignore the scheme, and that Donnington Road would benefit from a parking ban coupled with monitoring.

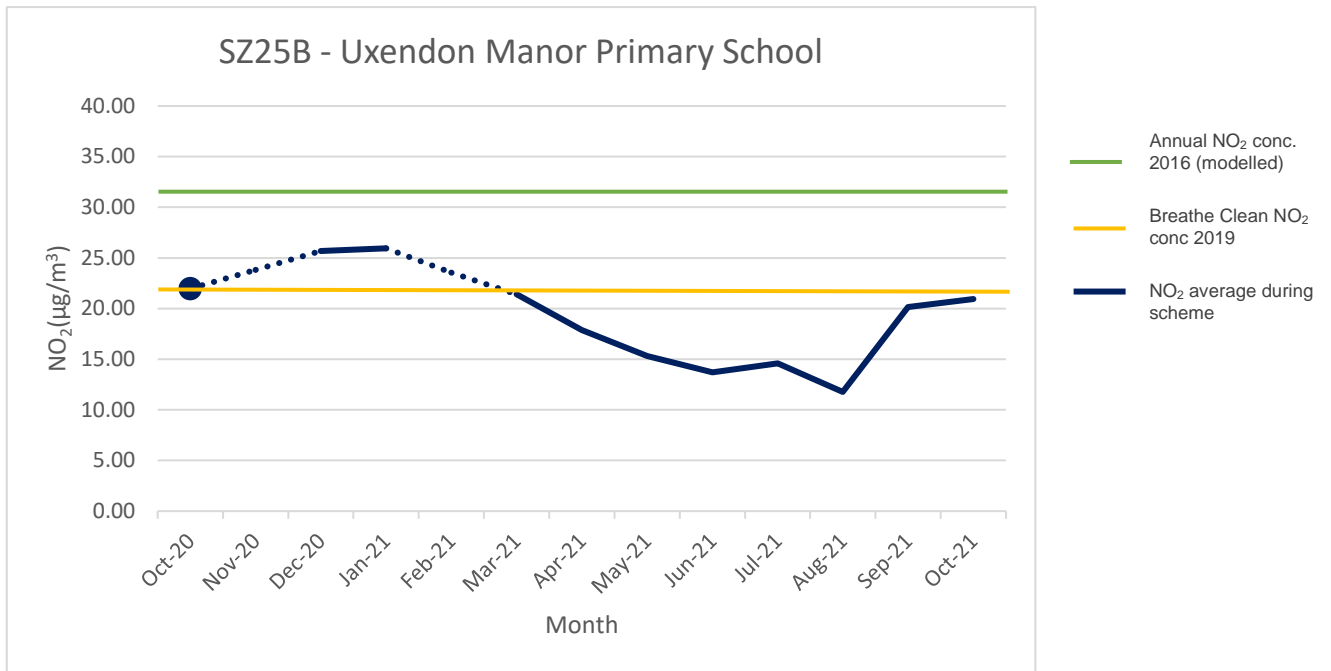
### Air Quality

As part of the Uxendon and Claremont School Street scheme, Nitrogen Dioxide (NO<sub>2</sub>) levels were monitored at the school over a twelve-month period from October 2020 to October 2021.\* Figure 2 presents this data along with the modelled annual average for 2016 ([Annual Pollution Maps](#)), and the NO<sub>2</sub> concentration recorded in 2019 as part of the Breathe Clean programme, just before the scheme was implemented, for reference.

\*See Appendix A for full air quality datasets.



**Figure 2 – NO<sub>2</sub> concentration at Claremont High School.**



**Figure 3 – NO<sub>2</sub> concentration at Uxendon Manor Primary School**

Figures 2 and 3 show an initial rise in NO<sub>2</sub> concentration around the winter months, and then a downward trend into summer, which is in line with seasonal trends for NO<sub>2</sub>. 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.

The 2019 Breathe Clean measurement is particularly low for Claremont High School, but by July the scheme’s NO<sub>2</sub> levels have been reduced enough to dip below the 2019 average. The Breathe Clean data for Uxendon Manor was collected between October and November 2019, and the October reading for 2020 is similar to this data.

It is important to note that this data represents NO<sub>2</sub> 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 Claremont High 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 camera monitoring be introduced to deter and penalise those who ignore the scheme and drive down the road regardless.

**Table 6 – Interview summary (Claremont High School)**

Overall Opinion	<ul style="list-style-type: none"> <li>• Positive</li> </ul>
Benefits	<ul style="list-style-type: none"> <li>• Improved road safety outside the school</li> <li>• Reduced traffic</li> <li>• Increased number of pupils walking and cycling to school</li> </ul>



Concerns/drawbacks	<ul style="list-style-type: none"> <li>• Some drivers ignore restrictions</li> <li>• Some residents don't replace cones after moving them</li> <li>• No consequences for breaking restrictions</li> </ul>
Requests for continuation	<ul style="list-style-type: none"> <li>• Camera monitoring</li> </ul>

MP Smarter Travel's interview with Uxendon Manor Primary school revealed that they had benefitted from the scheme, but also flagged some issues. The school is experiencing difficulties with managing both of the barriers, finding that they do not have the staff resources. The school requests that a camera be added to the back entrance barrier, but are happy to be continuing with the monitoring of the front barrier.

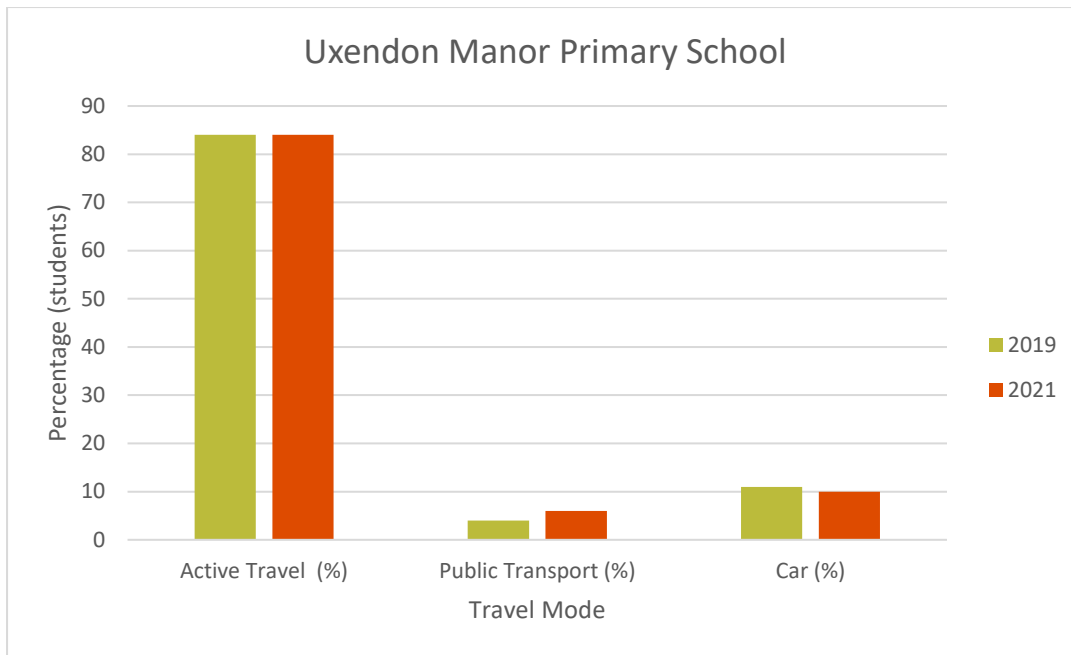
**Table 7 – Interview summary (Uxendon Manor Primary School)**

Overall Opinion	<ul style="list-style-type: none"> <li>• Somewhat positive</li> </ul>
Benefits	<ul style="list-style-type: none"> <li>• Increase in park and stride</li> <li>• Improved road safety outside the school</li> </ul>
Concerns/drawbacks	<ul style="list-style-type: none"> <li>• School does not have the financial or human resources to manage both barriers (they are happy to monitor the front entrance barrier)</li> <li>• Back entrance barrier has been particularly difficult to monitor, currently no barrier so scheme has stalled there</li> </ul>
Requests for continuation	<ul style="list-style-type: none"> <li>• Back entrance camera monitoring</li> </ul>

## Travel Mode Analysis

Students at Uxendon Manor Primary School were surveyed before (November 2019) and after (March 2021) the implementation of the scheme, to identify any changes in travel mode. No travel mode data is available for Claremont High School.

Travel mode percentages are near identical between 2019 and 2021, with a very slight reduction in car use in 2021. It is likely that as over 80% of students already travel by active transport to Uxendon Manor Primary School in 2019, that the implementation of the scheme had little impact on mode split. There has, however, been a slight reduction in car use and an increase in public transport use.



**Figure 4 – Graph of travel modes of students at Uxendon Manor Primary School, comparing 2019 to 2021.**

## Site Observations

The Brent Officer site observation of the Uxendon and Claremont scheme was carried out on the 19<sup>th</sup> of May 2021. The following observations were made:

- The closure of Greenway works well but parents of the secondary school are dropping pupils at the junction of Greenway and Cranleigh Gardens, creating congestion and meaning parents are turning in the road.
- Uxendon school would like another School Street at their Shaftesbury Avenue entrance.

The recommendation made by the officer was for the section of the School Street on Falcon Way to be extended to the roundabout at the junction with Imperial Way.

## Conclusion

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

### Providing Space for Social Distancing

Social distancing was only mentioned twice throughout this consultation. One mention was within the parent & guardian consultation and was positive, saying that the scheme had improved the ability of parents and children to socially distance. The other mention was within the public consultation and was negative, expressing the view that the bottlenecks of parents arriving at drop-off and pick-up points creates difficulty around social distancing. It's felt that if the scheme was extended, as highlighted in table 5, this would dissipate traffic across more roads and the longer walk may also encourage more families to walk their whole journey to school.

### Improves Air Quality

Air quality monitoring completed outside of the school shows a general decline in NO<sub>2</sub> concentration throughout the spring and summer of 2021, in line with seasonal trends for NO<sub>2</sub>. A conclusion about the impact of the scheme on air pollution could be drawn if more pre-implementation data was available. There were three people in the public consultation who highlight a reduction in air pollution as one of their main reasons for supporting the School Street scheme.

### **Encouraging Active Journeys to School**

The school interview with Claremont revealed that they have seen an increase in the number of children walking and cycling to school. This is supported by one person in the public consultation, however, was not mentioned by Uxendon Manor or any other responses to the public and parent & guardian consultations.

The school's mode split data did not indicate a change in active journeys to school, as it appears the majority of the students at Uxendon Manor Primary School were already engaged in active travel in 2019. However, car use has decreased, and public transport use has increased.

### **Reducing Private Vehicle Use/Resident Views**

There is mixed support for a reduction in private vehicle use as a result of the scheme. Nine people said they enjoyed the scheme because it had reduced congestion, which suggests a decrease in private vehicle use, at least in the vicinity of the scheme. However, four others raised concerns that the private vehicle traffic had been displaced elsewhere, with eight people worried about it causing accidents and increasing air pollution. Much of this concern is focused on parents dropping off their children near the barriers at either end, and struggling to turn around, causing congestion. Therefore, we feel if changes were made to the layout of the scheme, that associated issues with congestion could be reduced.

Overall 12 residents responded to the scheme's consultation, nine of whom were in favour of the Uxendon and Claremont School Street scheme. The three residents who were not in favour of the scheme gave feedback that they were concerned about the impacts of displaced traffic and displaced parking on air quality and child safety. Three residents suggested that the scheme is extended to meet the roundabout at the end of Falcon Way, to prevent cars driving down to the barrier and doing dangerous manoeuvres to turn around.

## **Recommendation**

Based on the data analysed, we are recommending that the scheme is made permanent, with some changes to its extent.

We recommend the scheme is extended to the junction of Cranleigh Gardens and Hillview Avenue, to give cars an opportunity to divert and keep the flow of traffic moving. This would prevent congestion at the bottom of Cranleigh Gardens as cars attempt to U-turn. We also recommend the scheme be extended out to the roundabout at the end of Falcon Way, preventing drivers from using Vine Court as a drop-off zone. In order to avoid congestion or dangerously slow driving on the Falcon Way roundabout, we suggest that Falcon Way become a southbound one-way street, preventing drivers from turning off the roundabout. We recommend that this suggestion be explored further by Brent Council's highways team.

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

- Observation of footfall and crowding at pick-up and drop-off (social distancing)
- Mode split data for Claremont High School

For highways changes (See table 5) we recommend:

- Consultation with highways officers on any one-way scheme suggestions or drop-off zone requests.
- For any scheme extensions that involve a new road being included, local residents should be consulted.

## Appendices

### Appendix A – Air quality data

**Table A1 – Air quality data for Claremont High School**

Baseline LAEI 2016 Annual mean NO <sub>2</sub> (µg/m <sup>3</sup> )	Breathe Clean data (4-8 week snapshot) (µg/m <sup>3</sup> )	NO <sub>2</sub> reading from Diffusion Tube - RAW DATA (µg/m <sup>3</sup> )												
		Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May	Jun.	Jul.	Aug.	Sep.	Oct.
32.18	15.7	22.57	28.41	28.95	30.21	26.31	22.35	18.94	16.61	12.06	15.43	12.86	23.01	23.80

**Table A2 – Air quality data for Uxendon Manor Primary School**

Baseline LAEI 2016 Annual mean NO <sub>2</sub> (µg/m <sup>3</sup> )	Breathe Clean data (4-8 week snapshot) (µg/m <sup>3</sup> )	NO <sub>2</sub> reading from Diffusion Tube - RAW DATA (µg/m <sup>3</sup> )												
		Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May	Jun.	Jul.	Aug.	Sep.	Oct.
32.09	23.6	21.96	X	25.69	25.95	X	21.41	17.88	15.30	13.70	14.59	11.77	20.15	20.95