



Brent School Streets Review

Kingsbury Green Scheme Report

MP Smarter Travel

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Kingsbury Green School Street

Background

In September 2020, a School Street scheme was introduced through an experimental traffic order on Old Kenton Lane, as highlighted on the map below. The Kingsbury Green School Street was created to reduce air pollution and improve road safety outside Kingsbury Green Primary School, which educates students aged three to 11. This School Street is also intended to provide more space for social distancing, to help to ease the impacts of the COVID-19 pandemic.

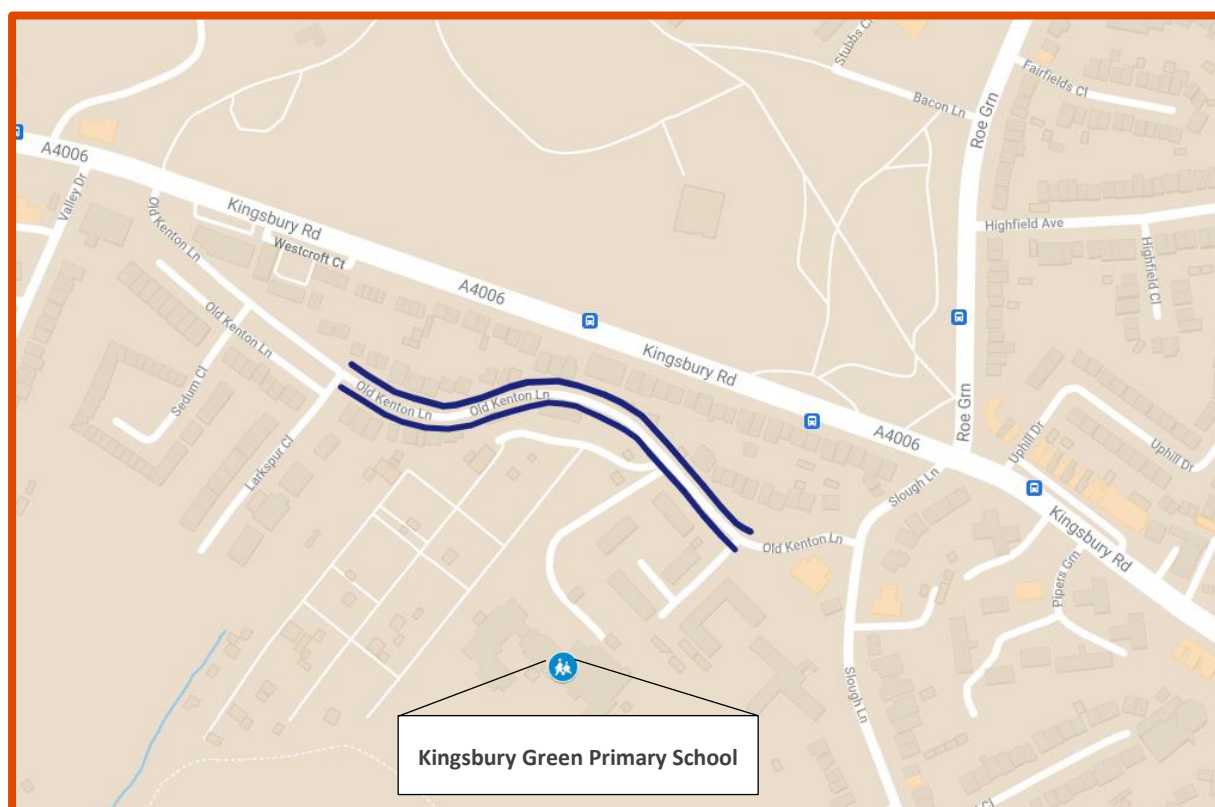


Figure 1 – Map showing location of the School Street, and Kingsbury Green Primary School.

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
- Site observation

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 Kingsbury Green public consultation received 16 responses in total, 6 of whom live outside of the scheme. 15 of these responses included a comment, all of which have been analysed thematically to highlight relevant comments.

The table below summarises the proportions of respondents 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	10	6	4
Opposes School Street	6	4	2

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. Yellow comments represent themes that are neither supportive nor oppositional.

Table 2 – Public comment themes

Code Frame	Theme	Count
Access	Concern about residents' access to places of work and clients	2
	Concern about efficiency of access to residents in emergencies	1
	Concern about access of assistance and transport to elderly and disabled residents	1
	Concern about residents having to move the barriers	1
	Concern about parents who have multiple children at multiple schools	1
	Concerns about access of deliveries	1
Consultation	Concern about lack of consultation with residents	1
Parking	Concern about inconsiderate displaced parent parking (blocking driveways, on corners, refusing to move)	1
Active journeys	Feels they have seen an increase in active journeys	1
	Feels they have seen an increase in public transport use	1
	Supports active journeys for health	1
Traffic Levels	Observed reduced traffic/congestion as a result of scheme	2
	Concern about congestion at either barrier	3
	Concerns about displaced traffic on other roads (e.g., Slough Lane)	3
Health	Support reduced air pollution due to scheme	3
	Support scheme for improved health and safety (particularly of children)	1
	Concern about increased air pollution from displaced congestion	1
	Concern about COVID-19 on public transport	1
	Concern about lack of safe crossings on Slough and Old Kenton Lane	1
General	Feels drivers will get used to the School Street schemes over time	1
	Request to include St Robert Southwell Primary School/Slough Lane in scheme (has happened)	2
	Request for scheme to be extended to junction with Kingsbury Road	1
	Request for camera monitoring	1
	Feels scheme is unnecessary	4
	Concern about no right turn out of Slough lane - conflict with St Robert Southwell scheme	3

	Concern that cars cannot go down Old Kenton Lane to take a right on Kingsbury Road (because of Roe Green school zone)	1
	Request to make Old Kenton Lane one way to prevent being congested by through-traffic	1
	Concern that parents are arriving early to park before the barrier is put in place	1
	Feels making pavements more accessible and pleasant should be prioritised over the scheme	1
	Feels council should cut all ties with TfL	1

The most referenced themes were that respondents:

1. Feel the scheme is unnecessary
2. Are concerned about congestion at either barrier
3. Are concerned about displaced traffic on other roads e.g., Slough Lane
4. Support reduced air pollution due to scheme
5. Are concerned about no right turn out of Slough lane - conflict with St Robert Southwell scheme

Key theme five echoes the concerns of the respondents in the St Robert Southwell public consultation, who also highlighted the no right turn as an issue. Resolving this issue may also ease the concerns of key theme two, regarding congestion at the barriers. Key theme one, "Feel the scheme is unnecessary", was mentioned because residents feel COVID-19 restrictions are easing, making a scheme designed to support social distancing unnecessary.

Parent & Guardian Consultation

The parent & guardian consultation yielded 30 responses, one of whom was a resident of the scheme. Table 3 shows the primary modes of transport used by the parents & guardians:

Table 3 – Parent & guardian transport modes

Transport Mode	Count	Percentage in Support of Scheme
Drive	14	36%
Walk	10	100%
Walk and drive	3	67%
Walk and cycle	1	100%
Cycle	1	100%
Public transport	1	100%

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

Table 4 – Parent & guardian consultation

Question	Response	Count
Overall, are you happy that the school participated in this scheme?	Yes	17
	No	13
Would you like the scheme to be made permanent?	Yes	14
	Yes (with changes)	3
	No	13

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 5 – Parent & guardian comment themes

Code Frame	Theme	Count
Access	Concern about access of ill and disabled parents to school	1
	Concern about young children having to walk a long way to school	1
Parking	Request to provide parking options for those who have no choice but to drive their children	3
	Concern about inconsiderate/dangerous parent parking and idling	2
	Request for idling to be prohibited in the vicinity of school	1
Health/Safety	Support scheme for safety (particularly of children)	4
	Feel the scheme has made pick-up/drop-off calmer	2
	Support increased space/social distancing due to scheme	2
	Some people walk in groups, making social distancing difficult	2
	Concerned for safety of children on school street while residents are driving	1
Implementation	Request for drivers ignoring the scheme to be fined	1
	Request to extend scheme to entirety of Slough Lane	1
	Request to extend to entirety of Old Kenton Lane	1
	Request for clearer signage to warn drivers in advance	1
	Request for scheme to end at 4pm	1
	Request to allow for parking on Kingsbury Road	1
	Request for those with exemptions to drive up to school to be allowed to come earlier/later	1
General	Request for subsidised school transportation to be provided instead of school street scheme	1
	Feel scheme is too inconvenient	1
	Feel scheme should be replaced with one-way street and double-red lines	1
	Would prefer scheme to be replaced with school traffic warden	1

The themes from the parent & guardian consultation are largely made up of individual viewpoints, with few being agreed upon collectively. The most common theme was that they support the Kingsbury Green School Street scheme for the safety of their children. The second most common was a request for parking solutions to be provided for those who have no choice but to drive their children, for example those who live long distances away or have disabilities.

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 Kingsbury Green consultations, a number of requests and suggestions were made for specific highways changes, as shown in table 6, below. The most common requests were to extend the scheme to cover a wider area.

Table 6 – Highways changes

Highways Change	Count
Request to make Old Kenton Lane one way to prevent being congested by through-traffic	1
Feel scheme should be replaced with one-way street and double-red lines	1

Request to extend scheme to entirety of Slough Lane	1
Request to extend scheme to entirety of Old Kenton Lane	1

Blue Badge Holders

Within the public and parent & guardian consultations, one person identified themselves as having a disability. This person was in favour of the scheme, saying the only issue is that a lot of drivers are not aware of the zone, causing congestion when they drive up to the barriers and have to turn around.

Air Quality

As part of the Kingsbury Green School Street scheme, Nitrogen Dioxide (NO₂) 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) for reference.

*See Appendix A for full air quality datasets.

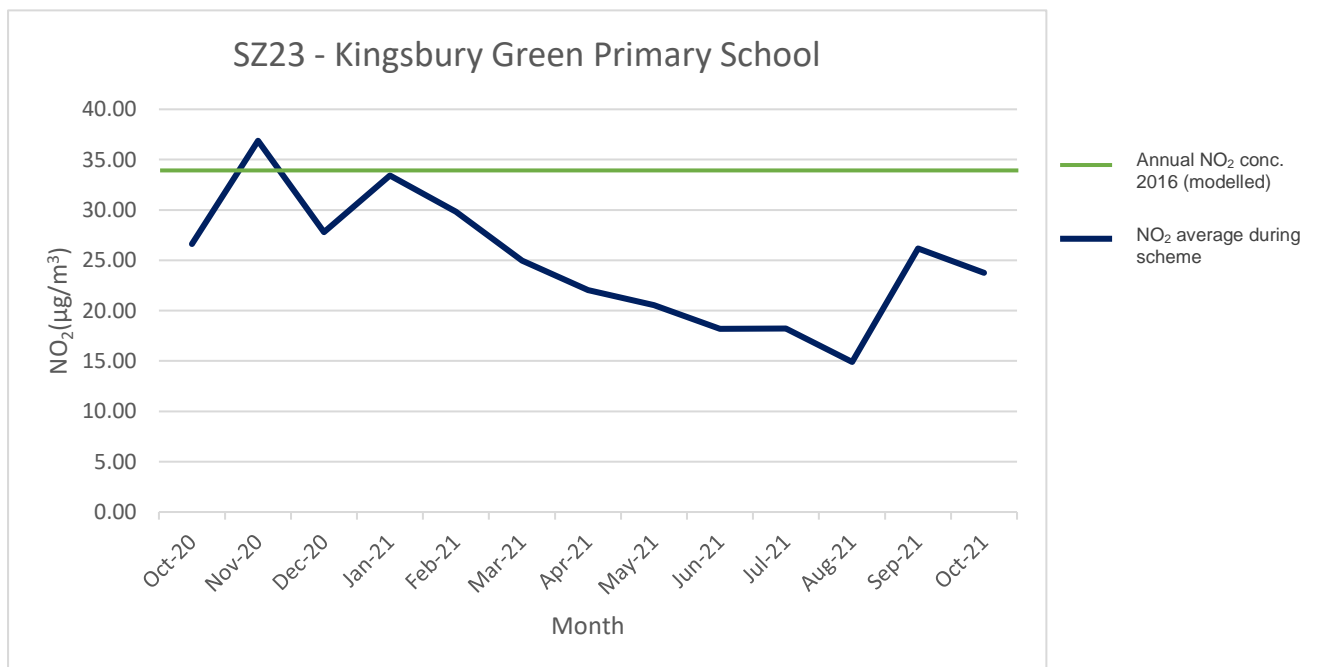


Figure 2 – NO₂ concentration at Kingsbury Green Primary School.

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.

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 an interview in April 2021, MP Smarter Travel found that Kingsbury Green Primary 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 cameras be installed to take pressure of staff and resolve the issue of them receiving abuse from drivers. They also requested that improved signage be installed to warn drivers that they are approaching the scheme, some drivers are not aware of the scheme until they come up to the barriers and have to turn around.

Table 7 – Interview summary

Overall Opinion	<ul style="list-style-type: none"> Moderately positive
Benefits	<ul style="list-style-type: none"> Helped social distancing as children can walk on road (concern about safety if barriers replaced by cameras) More people have been walking and cycling Very few complaints
Concerns/drawbacks	<ul style="list-style-type: none"> Lack of planning time and warning at the start Abuse from drivers towards staff at barriers Lack of signage (even after new signage was put in place)
Requests for continuation	<ul style="list-style-type: none"> Cameras – currently there is too much pressure on staff monitoring the scheme Improved signage to warn drivers

Travel Mode Analysis

Students at Kingsbury Green Primary School were surveyed before (February, 2019) and after (August, 2021) the implementation of the scheme, to identify any changes in travel modes.

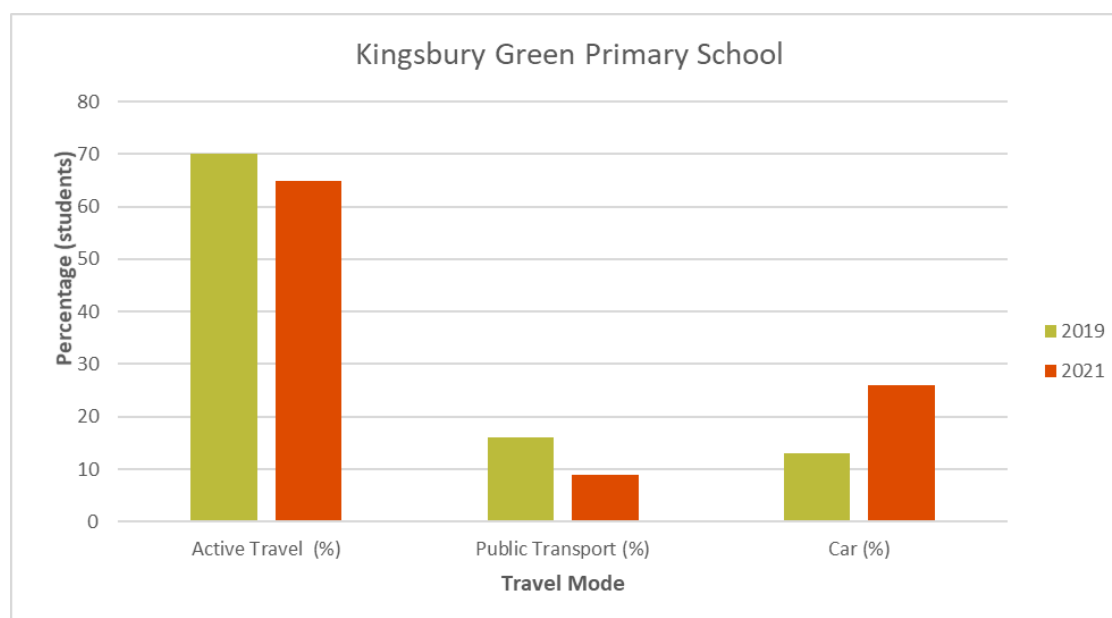


Figure 4 – Graph of travel modes of students at Kingsbury Green Primary School compared to 2021.

Active travel at Kingsbury Green Primary School has decreased by 5% since 2019, while car use has increased by 13%. This could be as a result of the pandemic; parents may be preferring to drive their children and stay within their family bubbles rather than walking amongst other people or taking

public transport. The Kingsbury Green School Street scheme does not appear to have significantly encouraged active transport.

Site Observation

The Brent Officer site observation of the Kingsbury Green School Street scheme was carried out on the 14th of October 2021. The following observations were made:

- Some parents arrive at school before closure in order to get parking.
- Parking at the Green Man pub is used by parents.
- Some parents park at the closure blocking access for emergency vehicles.

The officer recommended that the scheme be extended along Old Kenton Lane to Kingsbury Road. They also highlight that drivers are still disregarding the signage and trying to use Old Kenton Lane as a short cut.

Conclusion

Providing Space for Social Distancing

According to the interview with the school, the Kingsbury Green School Street scheme has improved social distancing outside the school, as children are now able to walk in the road instead of crowding on the pavements. However, there are concerns that this would no longer be safe if the scheme's barriers were to be replaced by cameras, as there would be nothing physical to stop the cars from driving down the road where the children are walking. This could be resolved through public engagement and information, as well as a road narrowing that gives drivers access, but encourages them to slow down and assess their eligibility to enter the school street.

Overall, the scheme has been successful in providing space for social distancing.

Improves 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 more pre-implementation data was available.

Encouraging Active Journeys to School

The school feel more students and parents have been travelling by walking and cycling. One person in the public consultation felt they had seen an increase in active journeys to school, and another said they had noticed an increase in people using public transport instead of driving.

However, these observations are not supported by the mode split data collected in August 2021. This data shows that active journeys have slightly decreased since 2019, as have journeys on public transport, while car use has significantly increased by 13%. This suggests that this scheme may not have encouraged active journeys to school and that perhaps parents are electing to have their children park & stride, giving the impression that more students walk to school.

Reducing Private Vehicle Use/Resident Views

11 residents of the scheme responded to the consultation. Seven of these individuals were in support of the scheme, and four were opposed. The seven in favour cited reasons such as reduced

congestion, better air quality and improved safety. Those who were opposed were concerned about displaced traffic, particularly on Kingsbury Road and the issue of not being able to turn right out of the junction of Slough Lane and Kingsbury Road.

There is little evidence to suggest that private vehicle use has been significantly reduced, and many respondents report congestion on the roads surrounding the scheme.

Recommendation

Based on the data analysed, we are recommending that the Kingsbury Green School Street remain in place, but that some changes are made to traffic flow in the surrounding area. Parents, members of the public and residents are largely in favour of the scheme, and the school has had an overall positive experience. Much of the opposition to the scheme was accompanied by comments about displaced traffic and difficulty with there being no right turn at the end of Slough Lane. We recommend that highways engineers are consulted on the feasibility of allowing this key right turn at the end of Slough Lane onto Kingsbury Road, helping to resolve the concerns about traffic around the barriers.

We recommend that the Council's highways engineers review the suggested changes in table 6 and work to extend the scheme and resolve issues of congestion on nearby roads.

Appendices

Appendix A – Air quality data

Table A1 – Air quality data for Kingsbury Green Primary School

Baseline LAEI 2016 Annual mean NO ₂ (µg/m ³)	NO ₂ reading from Diffusion Tube - RAW DATA (µg/m ³)												
	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May	Jun.	Jul.	Aug.	Sep.	Oct.
34.35	26.62	36.88	27.79	33.41	29.47	24.97	22.05	20.54	18.20	18.22	14.91	26.19	23.75