



Brent School Streets Review

Northview Scheme Report

MP Smarter Travel

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Northview School Street

Background

In September 2020, a School Street scheme was introduced through an experimental traffic order on Northview Crescent, as highlighted on the map below. The Northview School Street was created to reduce air pollution and improve road safety outside Northview Primary School, which educates students from ages 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.

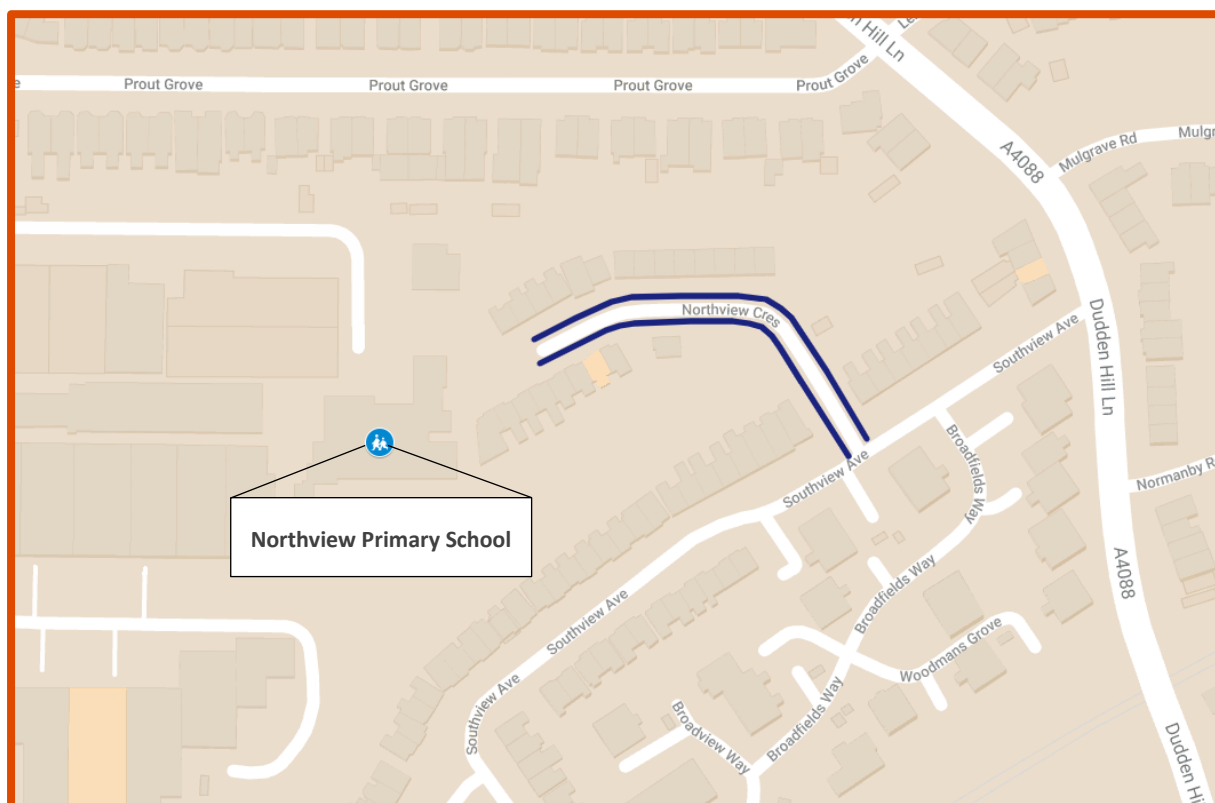


Figure 1 – Map showing location of the School Street and Northview Primary School.

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
- Travel mode data

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

Public Consultation

From August 2020 to July 2021, members of the public were invited to provide feedback on the experimental scheme. The Northview public consultation received 11 responses in total, four of whom live outside of the scheme. 10 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. One of the oppositional responses did not have an indication of whether they lived within the scheme.

Table 1 – Overall responses

Response	Count	Lives within scheme	Lives outside of scheme
Supports School Street	9	6	3
Opposes School Street	2	0	1

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
Parking	Support reducing idling and poor parking	4
	Complaint about inconsiderate parent parking pre-scheme (damaging vehicles, parking across driveways etc.)	4
	Broadfields Way is now difficult to access during scheme times due to parking	1
	Concern about inconsiderate displaced parent parking (blocking driveways, on corners, refusing to move)	1
Active Journeys	Supports active journeys for health benefits	1
Traffic	Complaint about pre-scheme traffic scratching cars and causing delays for residents	3
	Observed reduced traffic/congestion due to scheme	2
	Concerns about displaced traffic on other roads (e.g., Slough Lane)	1
Health	Support reduced air pollution due to scheme	1
General	Request for double yellow lines on Northview Crescent and turning circle, as well as scheme	2
	Request for automated barrier (fob or code controlled)	2
	Request for CCTV enforcement	1
	Request for afternoon scheme to run 14:30-18:30 to account for after school clubs	1
	Request to fine any parent who lives within a reasonable walking distance from the school that uses a vehicle to collect their children	1
	Concern about late-coming parents speeding through just after the barriers are removed in the morning	1
	Feels scheme is pointless	1

The most referenced themes were that respondents:

1. Support reducing idling and poor parking

2. Complained about inconsiderate parent parking pre-scheme (damaging vehicles, parking across driveways etc.)
3. Complaint about pre-scheme traffic scratching cars and causing delays for residents

It appears, from these comments, that residents are mostly appreciative to no longer have to deal with the parking and traffic that was causing them problems before the School Street was implemented. Three mentioned in their comments that they had previously had vehicles damaged by suspected parent's vehicles, and so they are eager to keep the Northview School Street scheme in place.

Parent & guardian Consultation

The parent & guardian consultation yielded six responses, none of whom were residents 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
Walk	4	100%
Drive	2	100%
Walk and 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	Percentage
Overall, are you happy that the school participated in this scheme?	Yes	100%
	No	0%
Would you like the scheme to be made permanent?	Yes	100%
	Yes (with changes)	0%
	No	0%

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 comment themes

Code Frame	Theme	Count
Traffic	Supports reduced traffic	1
Health/Safety	Support safer roads for children	2
	Feels fewer cars benefits the community	1

Parent & guardians' view of the scheme was completely positive. No concerns or drawbacks were raised, and every parent & guardian selected that they are happy that the school participated in the scheme, and they would like it to be made permanent. The most common reason for this was for child safety, as well as less traffic and a better community feel.

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 Northview consultations, only two requests were made for highways changes, as seen in table 6, below. Malvern Road is located roughly 3 miles from Northview Primary School, we therefore presume that this respondent lives on/near Malvern Road and travels to Northview Primary School.

Table 6 – Highways changes

Highways Change	Count
Request for double yellow lines on Northview Crescent and turning circle, as well as scheme	2

Blue Badge Holders

None of the respondents to the public or parent & guardian consultations identified themselves as having a disability.

Air Quality

As part of the Northview 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](#)) and the NO₂ 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.

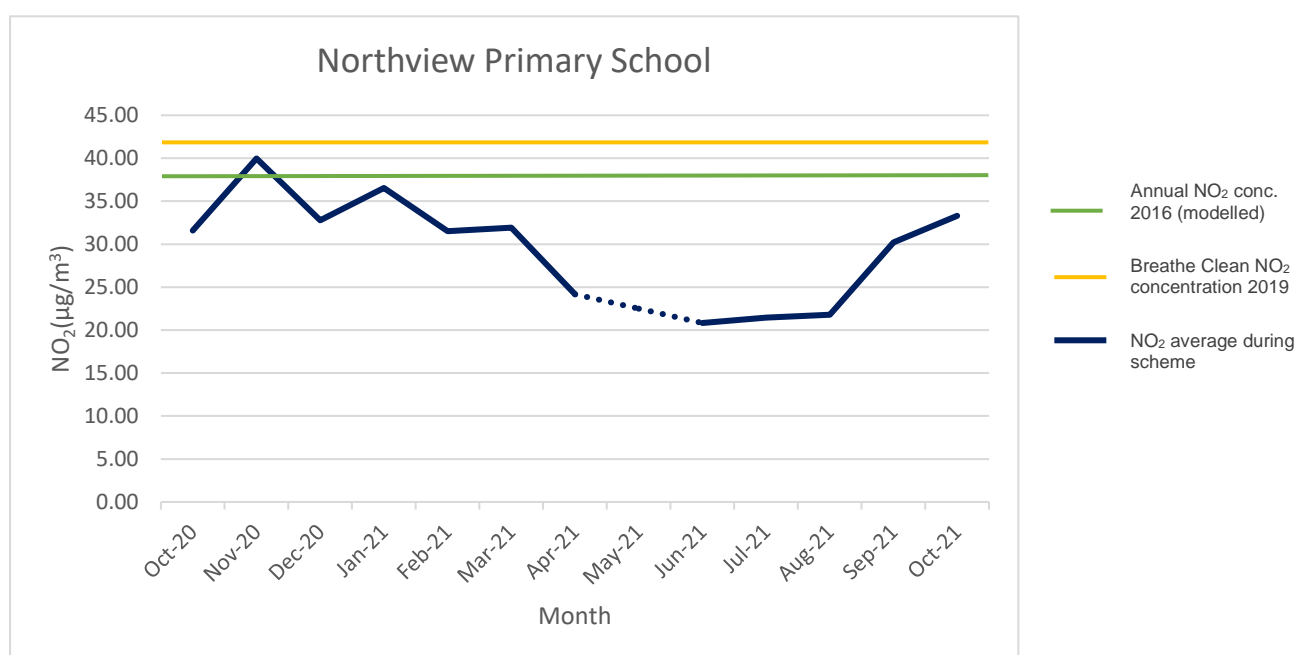


Figure 2 – NO₂ concentration at Northview Primary School

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 interview, MP Smarter Travel found that Northview 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 the installation of an automated barrier, and for the timings of the scheme to be reviewed, as there have been complaints surrounding access of deliveries to Northview Crescent.

Table 7 – Interview summary

Overall Opinion	<ul style="list-style-type: none"> • Positive
Benefits	<ul style="list-style-type: none"> • Space for social distancing (but parents still gather) • Safer outside school gates
Concerns/drawbacks	<ul style="list-style-type: none"> • False sense of security on the road • Complaints regarding timings of scheme and deliveries
Requests for continuation	<ul style="list-style-type: none"> • Permanent (preferably automated) barrier • Review of scheme times

Travel Mode Analysis

Students at Northview Primary School were surveyed before (July, 2016) and after (July, 2021) the implementation of the scheme, to identify any changes in travel modes.

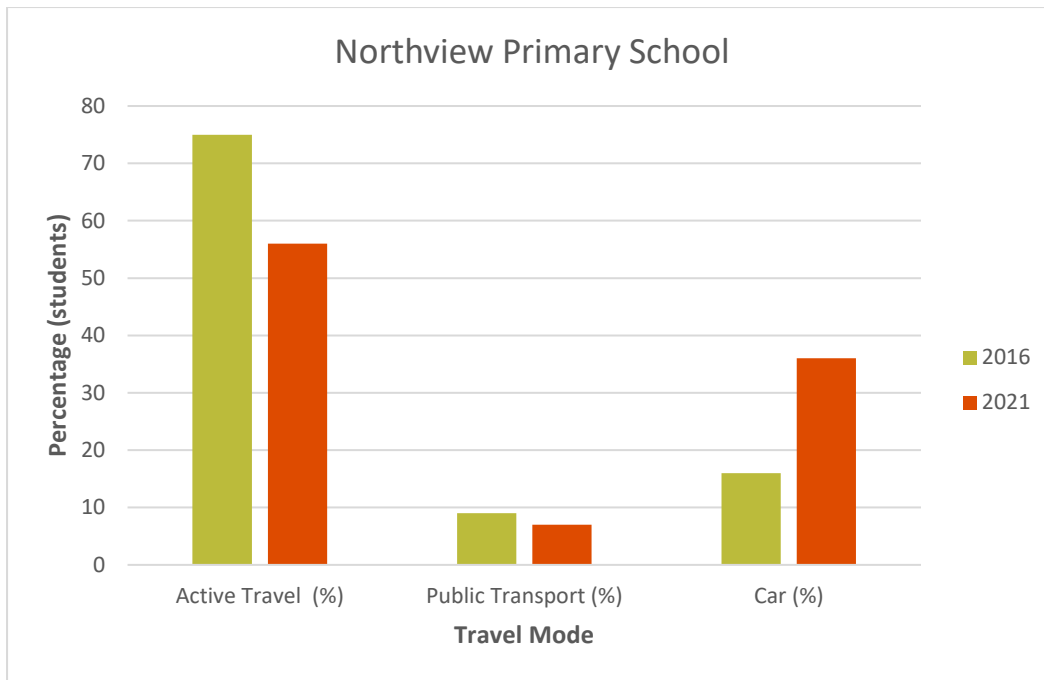


Figure 4 – Graph of travel modes of students at Northview Primary School in 2016 compared to 2021.

Active travel at Northview Primary School has decreased by 24% since 2016, while car use has increased by 20%. It's likely this is a result of the pandemic; as the country's population were encouraged to drive and stay within their family bubbles rather than walking amongst other people or taking public transport. In addition, 306 student travel mode responses were gathered in 2016, compared to 190 in 2021. This large disparity in sample size reduces the reliability of the data collected and therefore makes a direct comparison between the years harder. Overall, the Northview School Street scheme does not appear to have significantly encouraged active transport.

Conclusion

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

Providing Space for Social Distancing

The provision of space for social distancing has been a success, as stated by the school. However, the school also mentioned that parents are not necessarily using the space for social distancing and are still gathering in groups. In terms of providing space, this aim has been a success, even if the opportunity for social distancing is not being taken.

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 pre-implementation air quality data was available.

Encouraging Active Journeys to School

The Northview School Street scheme does not appear to have encouraged active journeys to school. Further data collection will need to be carried out to determine if the increase in car use was as a result of the pandemic, and if this will reduce once COVID-19 becomes a less prominent feature of daily life.

Reducing Private Vehicle Use/Resident Views

Resident views of this scheme are entirely positive, with all six resident respondents being in favour of the scheme. They cite reasons such as a reduction in parent parking and reduced congestion, with two requests for a permanent automated barrier to be installed

Recommendation

Based on the data analysed, we are recommending that the Northview School Street scheme is made permanent. The overwhelmingly positive response from the public, parents & guardians and the school is all indicative of a successful scheme. We recommend cameras are installed, in order to ease the school's concern of people moving the cones and driving down the school street, therefore putting children who are used to walking in the road at risk.

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

- Further mode split data post-pandemic

For highways changes (See table 5) we recommend:

- Consultation with highways engineers about installing double yellow lines to prevent non-resident parking outside of scheme times on Northview Crescent and within the turning circle at the end of Northview Crescent.

Appendices

Appendix A – Air quality data

Table A1 – Air quality data for Northview Primary School

Baseline LAEI 2016 Annual mean NO ₂ (µg/m ³)	Breathe Clean data (4-8 week snapshot) (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.
37.85	42.7	31.58	39.97	32.79	36.53	31.51	31.92	24.17	X	20.83	21.43	21.78	30.19	33.31