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Islington School Streets Programme: Phase 1 of Programme Acceleration trials

Results from the 11-month monitoring

Summary of Key Findings

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This pre-consultation report shows that, at this point in the School Streets trials, the project is generally having the intended impacts in School Streets of reducing motorised traffic across the zones, as well as speeds, thereby making the area's roads safer, cleaner and healthier for school communities and residents. Air quality data from within the School Street zones shows that nitrogen dioxide levels have fallen in line with borough trends

Streets within the School Street zones are healthier and safer, with the traffic **falling overall by 50%** during morning restrictions, **and by 39%** during afternoon restrictions.

Air quality data from within the School Street zones shows that **nitrogen dioxide levels have fallen** in line with borough trends. On average, the NO2 levels across all thirteen sites in 2020 **decreased by 25% compared to 2019 and by 28% compared to 2018.**

Within the School Street zones, traffic speed rates **fell by 8%.**

Across the surrounding roads, total volumes of motorised traffic show a **negligible change (8% increase)**. This indicates that there is some redistribution of traffic.

What are School Streets?

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- A School Street Scheme is where a road with a school temporarily closes to become a pedestrian and cycle zone at the start and end of the school day.
- The temporary closures of roads outside schools helps to reduce congestion and pollution at the school gates as well as make it easier and safer for children to get to and from school.
- The council has implemented a number of School Street Schemes under experimental traffic orders and will be monitoring the benefits over an 18-month period.
- Currently there are 35 School Streets covering 36 Schools in Islington, of which 13 are permanent.

Aims of School Streets Programme:

- Improved air quality
- Reduced traffic on roads outside schools
- Promotion of active travel modes amongst pupils, parents and school staff
- Social distancing measures outside the school

School Streets Programme Acceleration: Phase 1

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- In September 2020, Islington Council rapidly accelerated the rollout of its pioneering School Streets programme.

- This programme formed part of the council's wider effort to create people-friendly streets, improve air quality, and facilitate social distancing in response to the coronavirus pandemic.

- Thirteen School Streets, forming Phase 1 of School Streets Programme Acceleration were implemented as an 18-month trials under an Experimental Traffic Order (ETO).

Schools included in Phase 1 of School Streets Programme Acceleration:

Blessed Sacrament RC Primary School	**St Jude and St Paul's CofE Primary School**	**Tufnell Park School**
Gillespie Primary School	**St Mary's Magdalene Primary School**	**Vittoria Primary School**
Hargrave Park Primary School	**St Mary's CofE Primary School**	**Whitehall Park Primary School**
St Andrew's (Barnsbury) CofE Primary School	**The Gower School**	
St John's Highbury Vale CofE Primary School	**Thornhill Primary School**	

School Streets Zones: Phase 1

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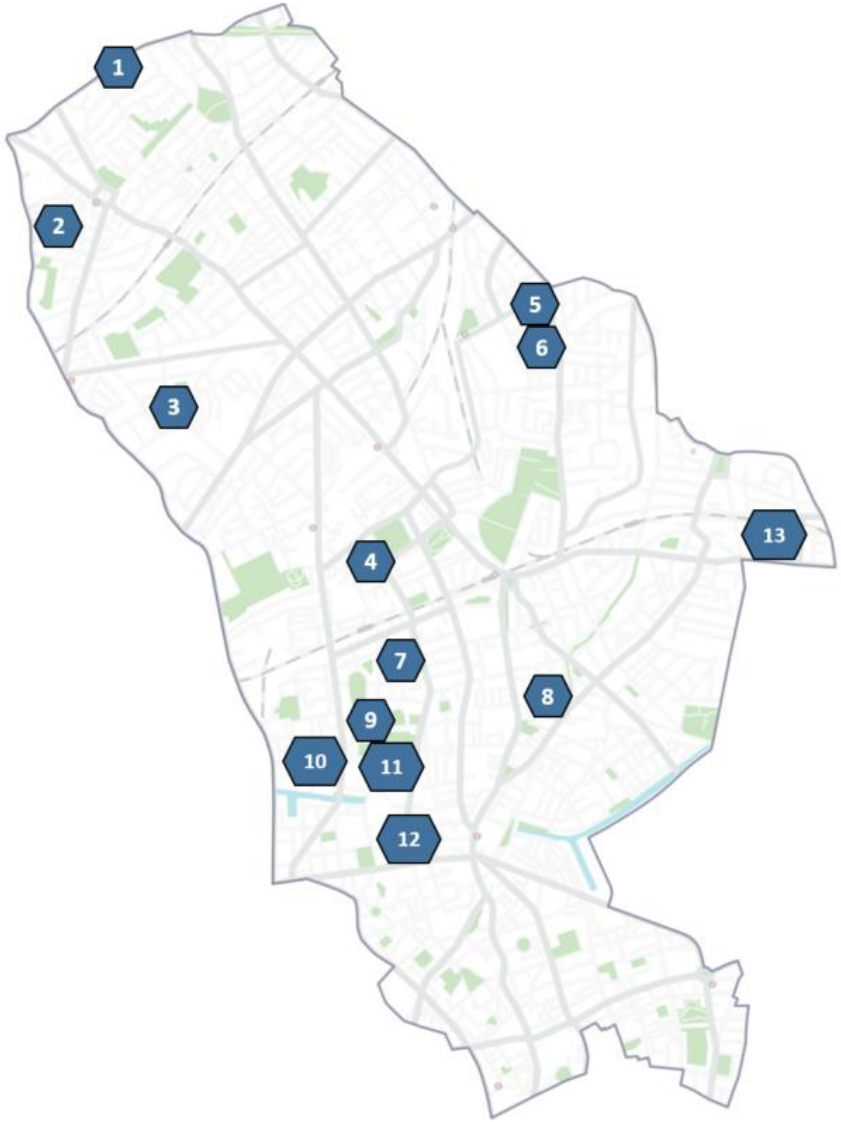

Schools included in Phase 1:

1. Whitehall Park School
2. Hargrave Park Primary School
3. Tufnell Park Primary School
4. St Mary Magdalene Academy Primary School
5. Gillespie Primary School
6. St John's Highbury Vale CofE Primary School
7. Thornhill Primary School
8. St Mary's Islington CofE Primary School
9. St Andrew's Barnsbury CofE Primary School
10. Blessed Sacrament RC Primary School
11. Vittoria Primary School
12. The Gower Primary School
13. St Jude and St Paul's CofE Primary School

Programme Monitoring

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- This 11-month monitoring report reflects a before and after assessment of the School Streets Programme Acceleration Phase 1 trial.

- During the School Street trials, the council continuously monitored key data points to evaluate the impact of the schemes over the 11-month period against three core objectives of the School Streets Programme:
  - Improved air quality
  - Reduced traffic on roads outside schools
  - Promotion of active travel modes amongst pupils, parents and school staff

- The council collected the following data:
  - levels of nitrogen dioxide (NO_2) outside the schools to evaluate air quality
  - volumes and speeds of motorised traffic on the roads within the School Street zones and their vicinity
  - levels of motorised traffic compliance with School Street restrictions
  - levels of cycling within the School Street zones
  - qualitative data on travel behavior change amongst the pupils attending the schools included in the Programme*

- The findings of the monitoring will form part of evidence for decision making on whether to make the School Streets measures permanent.

* Only available for Thornhill Primary School

Data Collection – Air Quality

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- The air quality data presented in the report is monthly readings of nitrogen dioxide (NO_2) outside each school included in Phase 1.

- To measure pollution levels around Islington schools, the council placed diffusion tubes outside the entrance of each school across the borough in 2018. These tubes measure the air's concentration of nitrogen dioxide (NO_2), a toxic gas that can be very harmful to health. The tubes are replaced and analysed on a monthly basis. Research suggests that at roadside locations up to 80% of the NO2 measured comes from road transport.

- Whilst widely deployed to monitor air quality and provide comparison between multiple sites over long periods of time, the diffusion tube readings provide high-level air quality trends, rather than in-depth analysis. It is important to note that diffusion tube monitoring data can also be impacted by a range of outside factors, such as the season or changes in weather.

- The readings should be interpreted as a high-level assessment of air quality around the primary schools. The positive change in figures is likely to be influenced by other significant factors, such as Covid-19 restrictions, and wider people-friendly streets measures.

- Readings for 2021 remain provisional and final findings may change.

- The EU objective for NO_2 is below 40µg/m3. The objective value is annual, therefore single month readings reaching 40µg/m3 or above are not considered to be above the threshold, as this is applied for annual average reading.

Data Collection – Traffic

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- The count data presented in this report is not traffic modelling, but actual observed traffic, comparing traffic flows in August 2020, before the implementation of the Phase 1 School Streets, with July 2021, just over 11 months after the scheme went live.

- Automatic Traffic Counts (ATCs) are used at the majority of sites in Phase 1 of the Programme's acceleration. They measure traffic volumes and speeds using two thin tubes that run across the street and are connected to a sensor. When wheels pass over the tubes, the pressure impact is interpreted by the sensor to identify the type of vehicle passing over, and the speed with which it passed. They are approximately 98% reliable.

- Key traffic monitoring dates are:
  - Baseline ("before") counts: 24 – 30 August 2020
  - School Streets Phase 1 implementation: 7 September 2020
  - 6-months ("interim") counts: 15 – 21 February 2021
  - 11-months ("after") counts: 19 – 25 July 2021

- The traffic figures have been normalised to account for the impacts of Covid-19 lockdowns. This process is explained in more detail in the next slide.

Data Normalisation

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- Covid-19 caused significant disruption to our road network and travel behaviour. In order to account for the fact that there was less traffic on Islington streets from March 2020 onwards we have provided adjusted figures that provide an estimate for what the traffic would have been if there was no Covid-19 disruption. This allows us to analyse the impacts of the PFS area scheme rather than the impacts of Covid-19 on the traffic volumes.
- Daily volumes of motorised traffic have been drawn from a range of 12 permanent traffic counters managed by Transport for London across Islington and used to establish monthly averages in 2019 and 2020.
- To calculate the percentage change, the difference has been taken between the two figures and divided by the normalised baseline volume to arrive at a normalised percentage change.
- To calculate the normalised percentage differences, the August 2020 traffic count volumes have been divided by 0.9345, and the July 2021 traffic counts by 0.9344 to give normalised volumes.

Worked example of normalisation:

School Street times	Location	Baseline Observed - August 2020	Observed - July 2021	Difference Observed (%)	Baseline Normalised – August 2020	Normalised - July 2021	Difference Normalised (%)
8 am to 9 am	Carleton Rd	544	203	-63%	582	217	-63%
3 pm to 4 pm	Carleton Rd	697	287	-59%	746	307	-59%

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1. Programme wide (Phase 1) monitoring results

Monthly Air Quality Results

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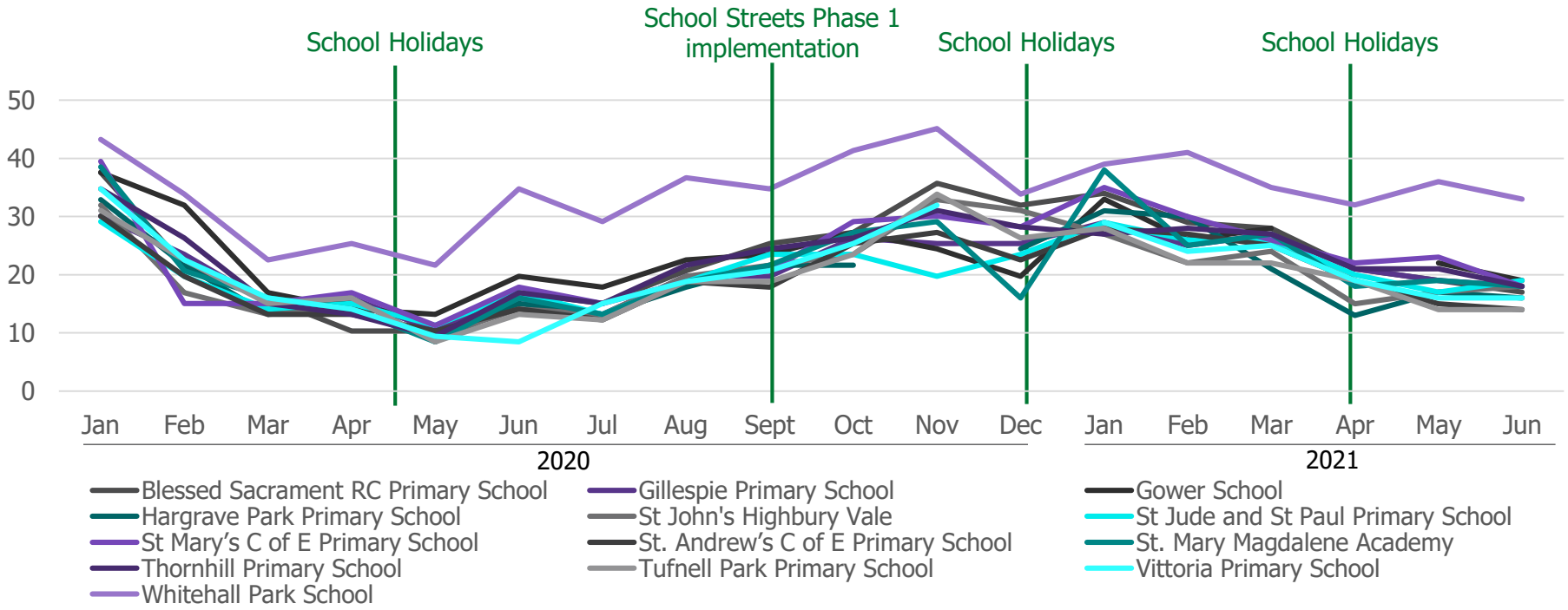
- The graph below demonstrates monthly nitrogen dioxide trends across 13 sites between January 2020 and June 2021.The trend reflects wider borough trends and seasonal variations, school holidays, as well Covid-19 pandemic restrictions pattern.
- Since the implementation of the School Streets in September 2021, the NO_2 levels peaked in November 2020 and January 2021, followed by a steady overall decrease from February to June 2021.

Nitrogen Dioxide (µg/m3) monthly readings January 2020 – June 2021



Annual Air Quality Results

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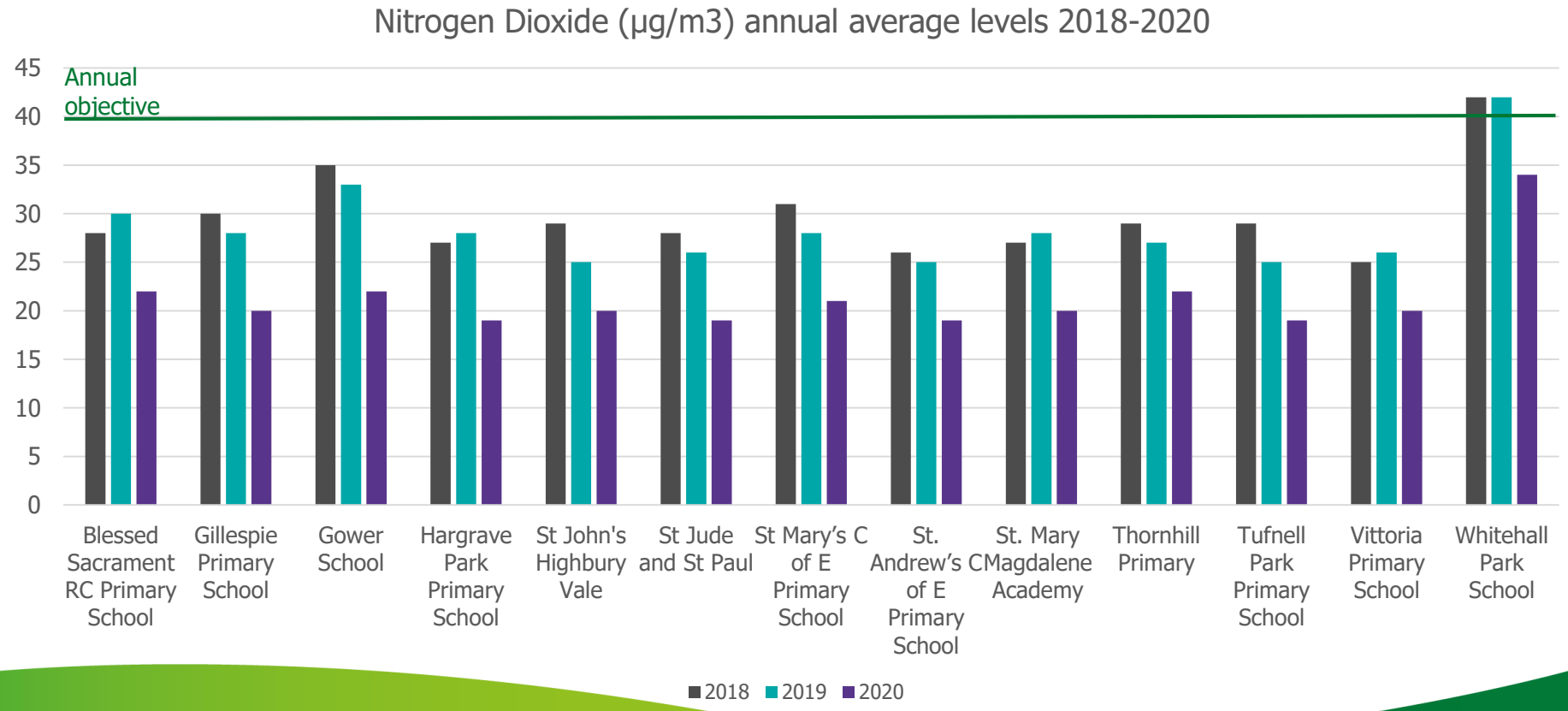
- The results in the graph below show that there has been a decrease of NO_2 levels in all schools included within the School Streets Programme Acceleration (Phase 1).
- On average, the NO_2 levels across all thirteen sites in 2020 **decreased by 25% compared to 2019 and by 28% compared to 2018.** The decrease also reflects wider borough trends.



Traffic Monitoring Results pt 1.

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Traffic volume:

- Motorised traffic has decreased in most of the School Street zones in both observed and normalised results, which is a positive outcome in line with the objectives of the trial.

- Overall, the traffic within the School Street zones **reduced by 50%** during morning restrictions, and **by 39%** during afternoon restrictions.

Traffic speed:

- The speed decreased across ten School Streets. The speed remained same as prior to implementation on three sites.

- Overall, the 85th percentile speed (the speed at or below which 85% of vehicles are travelling) **reduced by 8% (1.5mph)** across Phase 1 School Streets during their operational times.

Traffic Monitoring Results pt 2.

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Traffic on surrounding roads:

§ An important part of monitoring School Streets is understanding the impact of the scheme on surrounding roads. The council has monitored traffic on the nearby roads for each School Street. As each School Street operates for roughly 1.5 hours a day, it is likely it has minimal impact on traffic displacement on surrounding roads compared to other major traffic and transport changes nearby. Therefore, it is not possible to separate the impact of School Streets from other major causes of change on nearby roads.

§ This is reflected in the findings as there is a mixed picture in results with some nearby roads experiencing an increase and some experiencing a decrease – the likely cause of this is other traffic patterns or nearby changes having an impact on those roads rather than any impact from the school streets.

§ Across the surrounding roads, the total volumes of motorised traffic show a negligible increase of 8%.

§ As the results for changes on nearby roads are within the expected threshold, there is no cause for concern for the council based on the findings of this report. We will continue to monitor traffic levels on nearby roads and make changes where appropriate.

Active Travel Results

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- Overall, cycling levels **increased by 7%** on School Street zones during the operational times.

- The greatest increase has been on St John's Highbury Vale CofE Primary School Street zone, which has seen an **increase of 52%** of cycling levels during restriction times.

- The greatest decrease has been on St Mary's Magdalene Primary School Street, which has seen cycling levels **reduced by 37%.** This is likely caused by the fact that a nearby pop-up cycleway was installed on Liverpool Road which is not a school street but likely attracts people who cycle over roads without cycle segregation.

Thornhill Primary School Hands-Up survey results

To better understand children's travel behaviour, the results of hands-up surveys from before and after the School Streets implementation were compared.

Compared to May 2019, 11% more pupils are either walking, scooting or cycling to school: active travel modes are up to 85% from 74% two years ago.

Those travelling by car accounted to only 8% in 2021, compared to 17% in May 2019.

2. Location specific monitoring results

Blessed Sacrament Primary School Street

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- **Air Quality:** the annual readings of 2020 indicate a **decrease in NO_2 (µg/m3) levels by 27%** compared to 2019 and **by 21%** compared to 2018.

- **Traffic Volume:** The traffic on Boadicea Street **reduced by 80% (-4 vehicles)** during morning restrictions, and **by 75% (-3 vehicles)**in the afternoon.

- **Traffic Speed:** The 85th percentile speed across the School Street zone **reduced by 18%** during School Street operational times.

- **Cycling levels:** The cycling levels on Boadicea Street **remained the same** during School Street restriction times.

Gillespie Primary School Street

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- **Air Quality:** the annual readings of 2020 indicate a **decrease in NO_2 (µg/m3) levels by 29%** compared to 2019 and **by 33%** compared to 2018.

- **Traffic Volume:** The traffic on Gillespie Road **reduced by 51% (-97 vehicles)** during morning restrictions, and **by 74% (-341 vehicles)** in the afternoon.

- **Traffic Speed:** The 85th percentile speed across the School Street zone **reduced by 10%** during School Street operational times.

- **Cycling levels**: The cycling levels on Gillespie Road **increased by 32%** during School Street restriction times.

Hargrave Park Primary School Street

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- **Air Quality:** the annual readings of 2020 indicate a **decrease in NO_2 (µg/m3) levels by 32%** compared to 2019 and **by 30%** compared to 2018.

- **Traffic Volume:** The traffic on Hargrave Park **reduced by 60% (-55 vehicles)** during morning restrictions, and **increased by 4% (+3 vehicles)** in the afternoon.

- **Traffic Speed:** The 85th percentile speed across the School Street zone **reduced by 13%** during School Street operational times.

- **Cycling levels:** The cycling levels on Hargrave Park **reduced by 8%** during School Street restriction times.

St John's of Highbury Vale CofE Primary School Street

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- **Air Quality:** the annual readings of 2020 indicate a **decrease in NO_2 (µg/m3) levels by 20%** compared to 2019 and **by 31%** compared to 2018.

- **Traffic Volume:** The traffic on Conewood Street **reduced by 61% (-42 vehicles)** during morning restrictions, and **by 56% (-71 vehicles)** in the afternoon. The traffic volumes on Legard Road **reduced by 23% (-7 vehicles)** and **increased by 17% (+5 vehicles)** respectively. These figures could have been impacted by nearby changes on other Islington roads.

- **Traffic Speed:** The 85th percentile speed across the School Street zone **reduced by 5%** during School Street operational times.

- **Cycling levels:** The cycling levels on Conewood Street and Legard Road **increased by 52%** during School Street restriction times.

St Jude and St Paul's CofE Primary School Street

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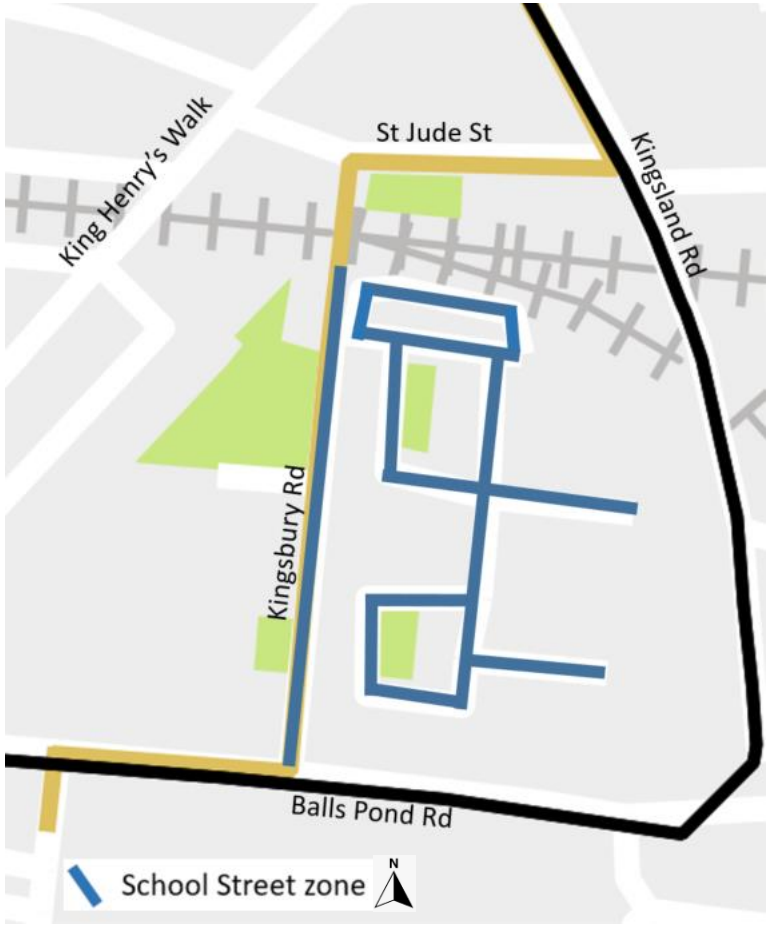
- **Air Quality:** the annual readings of 2020 indicate a **decrease in NO_2 (µg/m3) levels by 27%** compared to 2019 and **by 32%** compared to 2018.

- **Traffic Volume:** The traffic on Kingsbury Road **increased by 29% (+39 vehicles)** during morning restrictions, and **reduced by 13% (-29 vehicles)** in the afternoon. The traffic volumes are likely to be impacted by recent changes to the road network in Hackney and Islington, and delays to activating enforcements.

- **Traffic Speed:** The 85th percentile speed across the School Street zone **remained the same** during School Street operational times.

- **Cycling levels:** The cycling levels on Kingsbury Road **increased by 22%** during School Street restriction times.



St Mary Magdalene Primary School Street

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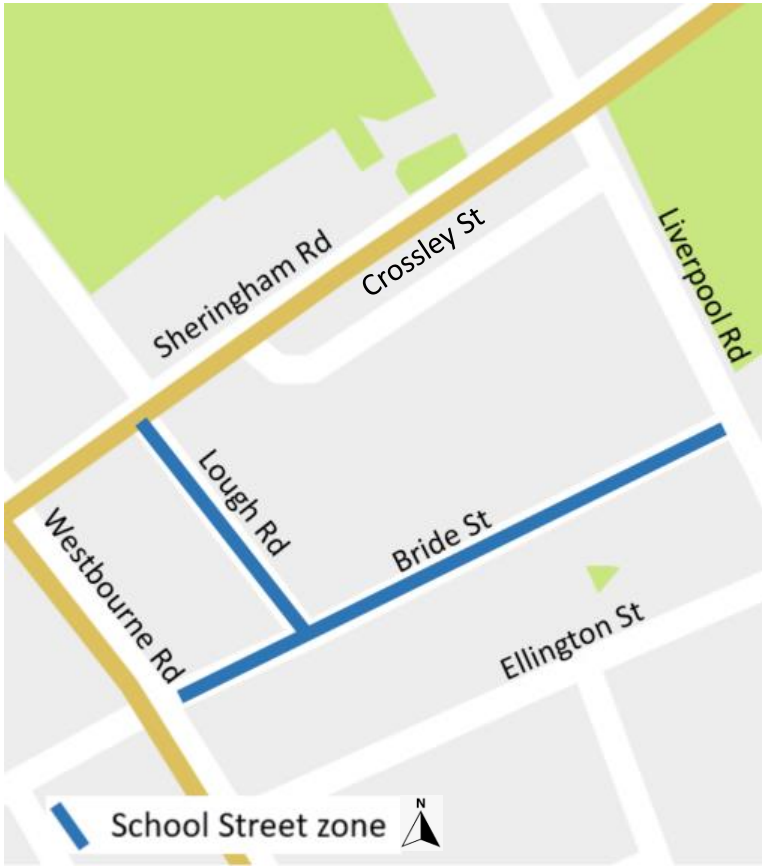
- **Air Quality:** the annual readings of 2020 indicate a **decrease in NO_2 (µg/m3) levels by 29%** compared to 2019 and **by 26%** compared to 2018.

- **Traffic Volume:** The traffic on Lough Road **reduced by 92% (-132 vehicles)** during morning restrictions, and **by 81% (-192 vehicles)** in the afternoon. The traffic volumes on Bride Street **reduced by 54% (-52 vehicles)** and **by 37% (-140 vehicles)** respectively.

- **Traffic Speed:** The 85th percentile speed across the School Street zone **remained the same** during School Street operational times.

- **Cycling levels:** Overall, the cycling levels **decreased by 37%** across the School Street zone. However, cycling on Bride Street **increased by 17%.** Bride Street links the school to the new pop-up cycleway on Liverpool Road and cycling was not measured on Liverpool Road as this was not part of the school street zone.



St Mary's CofE Primary School

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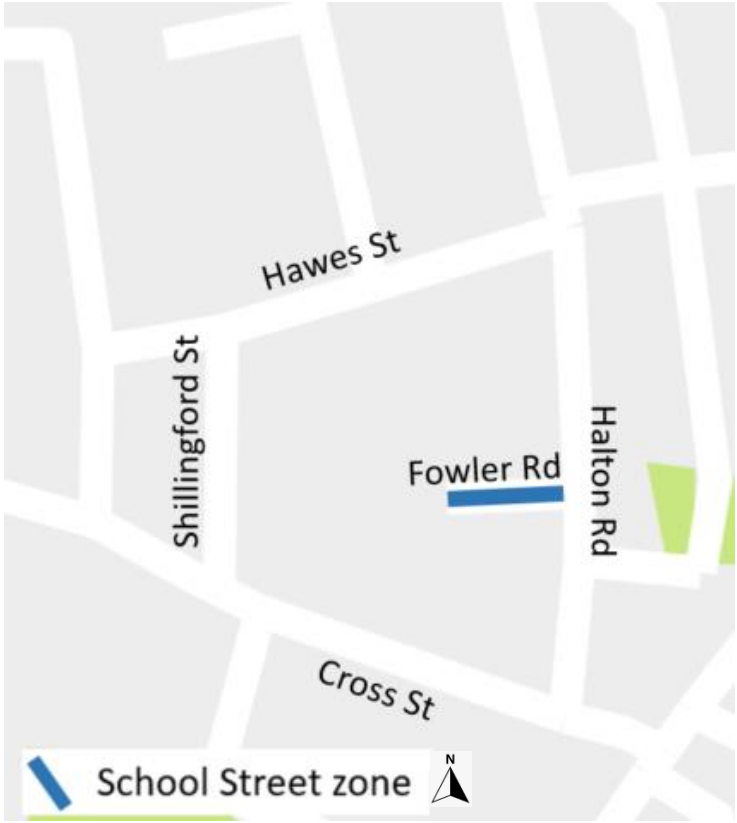
- **Air Quality:** the annual readings of 2020 indicate a **decrease in NO_2 (µg/m3) levels by 25%** compared to 2019 and **by 32%** compared to 2018.

- **Traffic Volume:** The traffic on Halton Road **increased by 5% (+10 vehicles)** during morning restrictions, and decreased **by 24% (-64 vehicles)** in the afternoon. Traffic data is currently not available for Fowler Road.

- **Traffic Speed:** The 85th percentile speed on Halton Road **reduced by 7%** during School Street operational times. Traffic data is currently not available for Fowler Road.

- **Cycling levels:** The cycling levels on Halton Road **increased by 37%** during School Street restriction times. Cycling data is currently not available for Fowler Road.



The Gower Primary School Street

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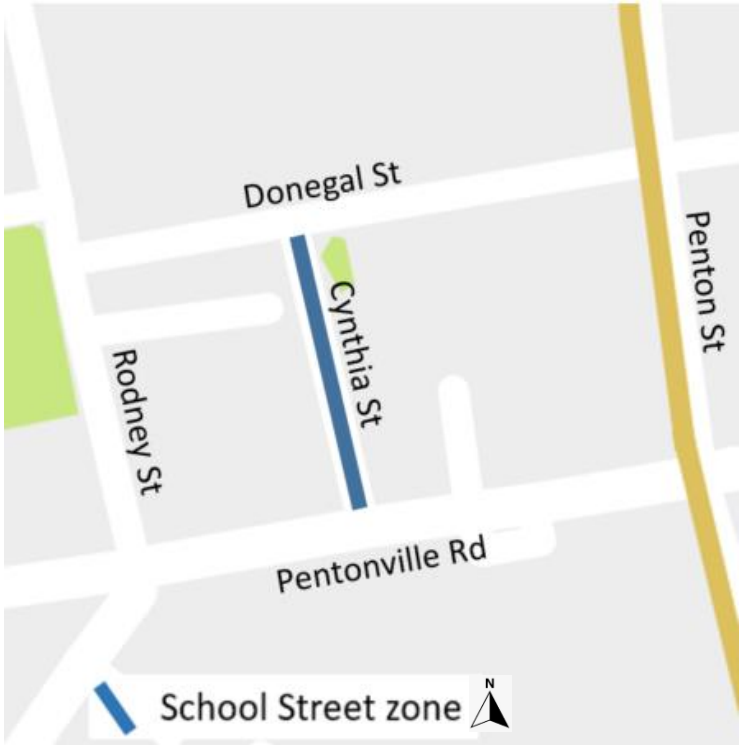
- **Air Quality:** the annual readings of 2020 indicate a **decrease in NO_2 (µg/m3) levels by 33%** compared to 2019 and **by 37%** compared to 2018.

- **Traffic Volume:** The traffic on Cynthia Street **reduced by 81% (-137 vehicles)** during morning restrictions, and **by 84% (-396 vehicles)** in the afternoon.

- **Traffic Speed:** The 85th percentile speed across the School Street zone **reduced by 14%** during School Street operational times.

- **Cycling levels:** The cycling levels on Cynthia Street **increased by 19%** during School Street restriction times.



Thornhill Primary School Street

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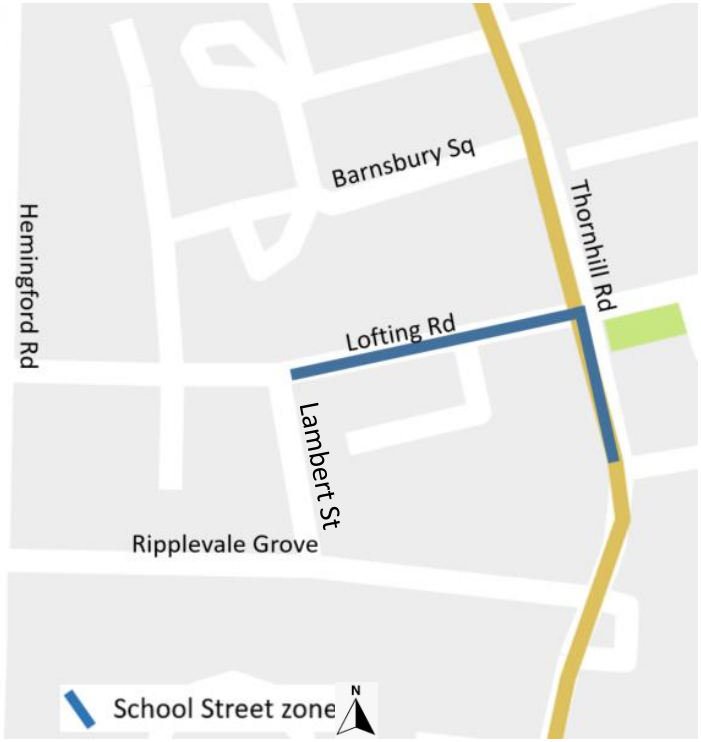
- **Air Quality:** the annual readings of 2020 indicate a **decrease in NO_2 (µg/m3) levels by 19%** compared to 2019 and **by 24%** compared to 2018.

- **Traffic Volume:** The traffic on Thornhill Road **reduced by 65% (-472 vehicles)** during morning restrictions, and **by 67% (-825 vehicles)** in the afternoon. The traffic volumes on Lofting Road **reduced by 70% (-305 vehicles)** and **by 49% (-232 vehicles)** respectively.

- **Traffic Speed:** The 85th percentile speed across the School Street zone **reduced by 11%** during School Street operational times.

- **Cycling levels:** The cycling levels on Thornhill Road and Lofting Road sections **increased by 28%** during School Street restriction times.



* 'interim' traffic counts results done in February 2021

Tufnell Park Primary School Street

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- **Air Quality:** The annual readings of 2020 indicate a **decrease in NO_2 (µg/m3) levels by 24%** compared to 2019 and **by 34%** compared to 2018.

- **Traffic Volume:** The traffic on Carleton Road **reduced by 63% (-365 vehicles)** during morning restrictions, and **by 59% (-439 vehicles)** in the afternoon. The traffic volumes on Dalmeny Road **reduced by 58% (-121 vehicles)** and **by 68% (-156 vehicles)** respectively.

- **Traffic Speed:** The 85th percentile speed across the School Street zone **reduced by 15%** during School Street operational times.

- **Cycling levels:** The cycling levels on Carleton Road and Dalmeny Road **increased by 7%** during School Street restriction times.

Vittoria Primary School Street

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- **Air Quality:** the annual readings of 2020 indicate a that **NO_2 (µg/m3) levels decreased by 23% and by 20%** when compared with 2019 and 2018 readings respectively.

- **Traffic Volume:** The traffic on Eckford Street **reduced by 47% (-7 vehicles)** during morning restrictions, and **by 7% (-1 vehicle)** in the afternoon.

- **Traffic Speed:** The 85th percentile speed across the School Street zone **reduced by 7%** during School Street operational times.

- **Cycling levels:** The cycling levels on Eckford St **increased by 10%** during School Street restriction times. Eckford Street links to new pop-up cycleway on Penton Street.

Whitehall Park Primary School Street

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- **Air Quality:** the annual readings of 2020 indicate a that **NO_2 (µg/m3) levels decreased by 19%** when compared with 2019 and 2018 readings.

- **Traffic Volume:** The traffic on Gresley Road **reduced by 44% (-21 vehicles)** during morning restrictions, and increased **by 5% (+2 vehicles)** in the afternoon. The traffic volumes on Ashmount Road **reduced by 23%* (-17 vehicles)** and **increased by 24%*(+17 vehicles)** respectively. The Council is considering various measures to improve compliance at this School Street and will be considering further expansion of the School Street zone.

- **Traffic Speed:** The 85th percentile speed across the School Street zone **reduced by 10%** during School Street operational times.

- **Cycling levels:** The cycling levels on Gresley Road **increased by 22%** during School Street restriction times. Cycling data is not available for Ashmount Road.

* 'interim' traffic counts results carried out in February 2021

St Andrew's (Barnsbury) CofE Primary School Street

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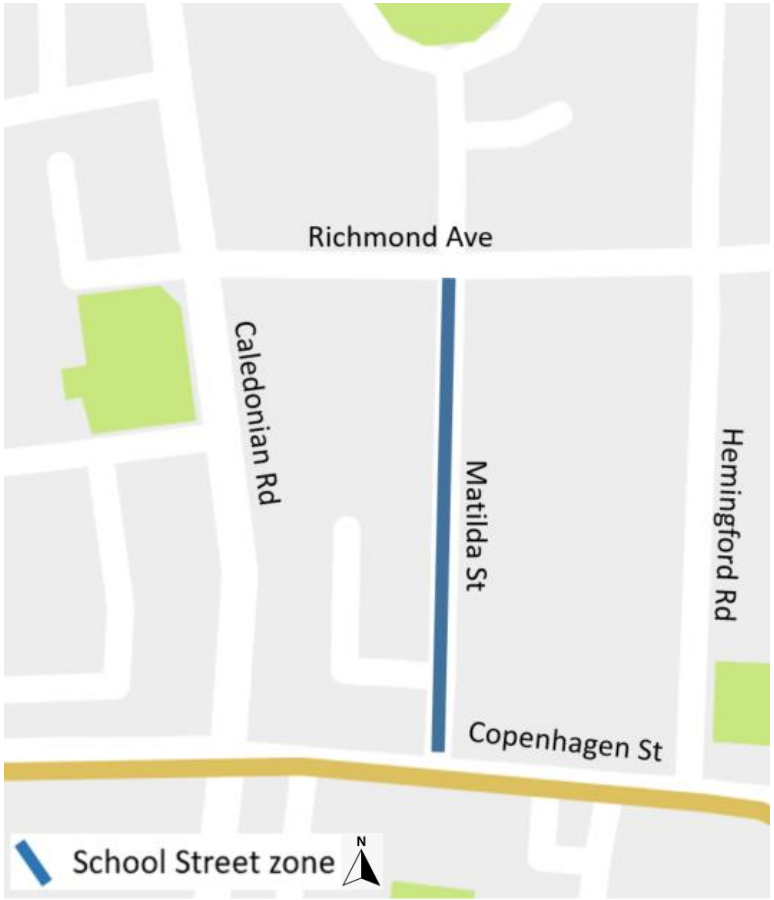
- **Air Quality:** the annual readings of 2020 indicate a that **NO_2 (µg/m3) levels decreased by 24% and by 27%** when compared with 2019 and 2018 readings respectively.

- **Traffic Volume:** The traffic on Matilda Street **reduced by 62% (-107 vehicles)** during morning restrictions, and **by 55% (-81 vehicles)** in the afternoon.

- **Traffic Speed:** The 85th percentile speed across the School Street zone **remained the same** during School Street operational times.

- **Cycling levels:** The cycling levels on Matilda St **increased by 10%** during School Street restriction times.



Conclusions

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This 11-month monitoring of the School Streets trials which were introduced in September 2020 show an overall positive change, and key findings are in line with the objectives of the trial.

Objective 1: Improved air quality

Monitoring results show improved air quality, as part of Islington's wider efforts, with nitrogen dioxide (NO_2) levels below the council's annual objective and in line with borough-wide trends

Objective 2: Reduced traffic on roads near schools

Monitoring results show:

- reduced traffic across School Street zone roads (overall down 44%)
- reduced speed across School Street zone roads (overall down 8%)

Objective 3: Promotion of active travel modes amongst pupils, parents and school staff

Monitoring results show increase in cycling levels across School Street zone roads (overall up by 7%)

School Streets Phase 1 Trials Consultation

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Take part in our consultation and tell us what you think about making these School Streets permanent.

Consultation will be open between Friday 24 September 2021 and Sunday 24 October 2021.

Complete a short online questionnaire by 11.59pm on 24 October 2021 at www.islington.gov.uk/SchoolStreetsConsultation

or contact us by email at SchoolStreetsConsultation@islington.gov.uk