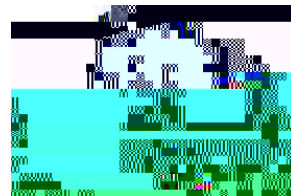
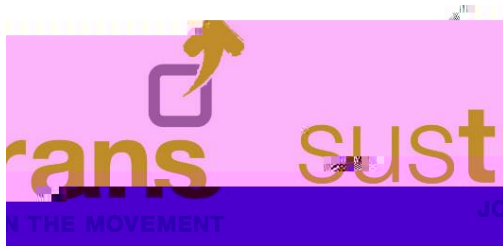


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Creating safer spaces for walking and cycling to school.



Monitoring

To assess the impact of the timed road closure during the consultation period, we used a variety of monitoring measures;

- Zephyr Air Quality Monitor, Dec 2019 to July 2021
- Traffic Speed and Volume (TSV) Counters
- Big Pedal School Street Surveys 2019
- Pre and Post installation Surveys, based on Healthy Streets guidance and previously used at St Johns, Southampton
- Hands Up Surveys/Travel Tracker data
- Parent Focus Group. This was not possible due to the pandemic.

The surveys were carried out by Sustrans and council officers, with the pre and post installation surveys also happening online. These surveys were shared with parents using the schools email system to help collate more data. The TSV counters were sub-contracted to an external provider. Sustrans Research and Monitoring Unit (RMU) analysed all the data that was collected and collated an initial report of findings.

The baseline data used in our monitoring has been taken before the installation completion date of the timed road closure on 24th

Monitoring Map



Data collection and methodology

Monitoring Objectives	Project Outcomes	Monitoring Tools
<p>Impact of School Streets on:</p> <ul style="list-style-type: none"> - Journey to school . modal shift - Traffic outside school - Traffic congestion/dispersion - Perception of safety - Perception of congestion - Perception of more space for socialising and building community cohesion - Perception of more space for play - Perception of the long term impact of the scheme - Air Quality <p>Efficacy:</p> <ul style="list-style-type: none"> - Parent and resident response to the scheme 	<ol style="list-style-type: none"> 1. Increase active travel and physical activity 2. Fewer motorised vehicle trips 3. Improved air quality 4. Reduced congestion 5. 	



How intimidated do you feel by the traffic on this street?

Many families voiced concerns about the safety on Golden Grove due to a previous incident involving a pupil. The surveys of residents and parents showed they felt much less intimidated by the traffic on the street. 21% of respondents

!^•] [} å^åå *Not at all*

Resident and parents surveys ±Air Quality

How polluted do you think the air on the street is today?

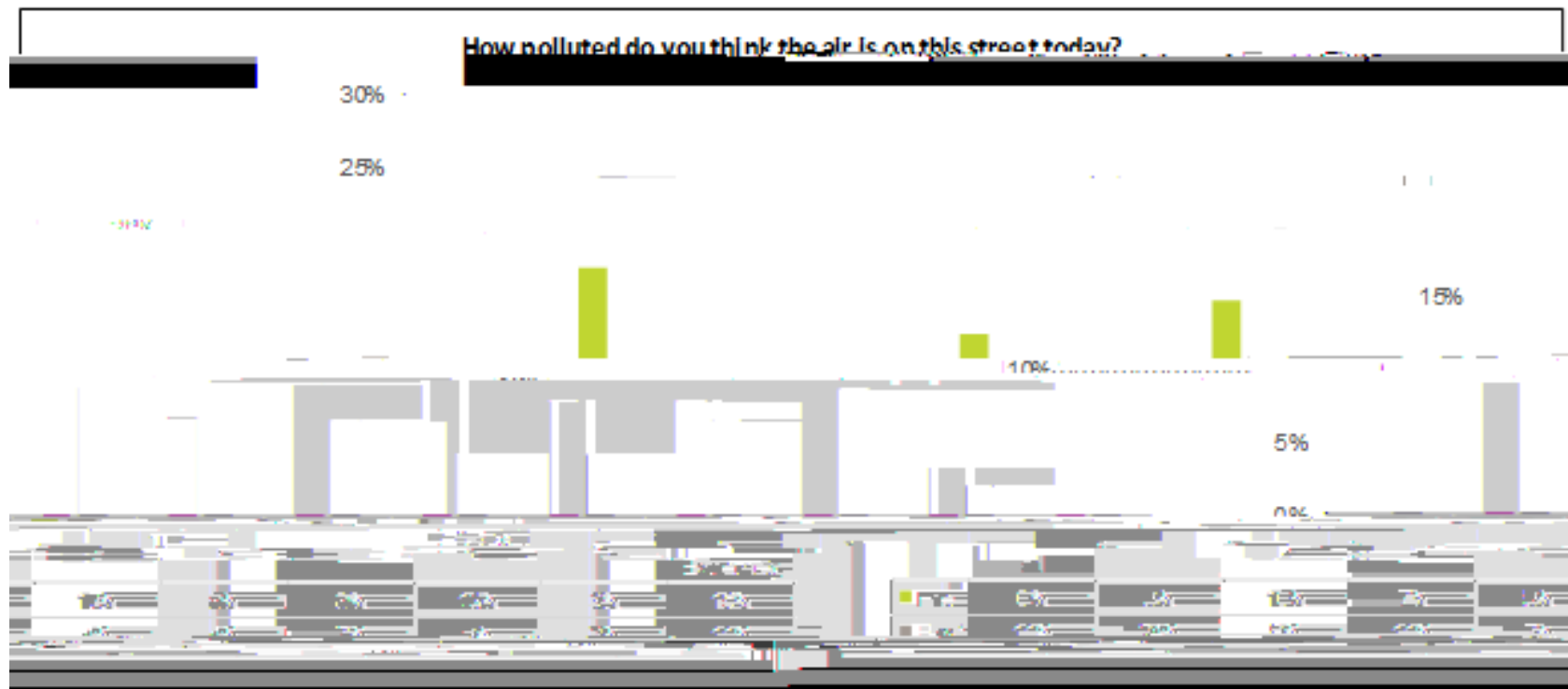
There was a large increase in respondents ranking from 26% at baseline to 56% at follow-up when the timed road closure was in place.

Additionally, respondents rating end of the scale (7-10) decreased from baseline (39%) to follow-up (29%). This indicates parents/carers thought that the air is less polluted after the intervention was in place outside of the school.

- Outcome evidences:**
- 3. Improved air quality
 - 6. Understand the long term impact of the intervention,
 - 7. U' à | Å&@ [| q Å ^ i &] q } Å Å @ Å] æ Å Å @ Å d ^^ Å & [• ^ Å È

% It is safer for the children and there are less fumes for everyone to inhale, specially staff who are on duty every day.

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Air Quality

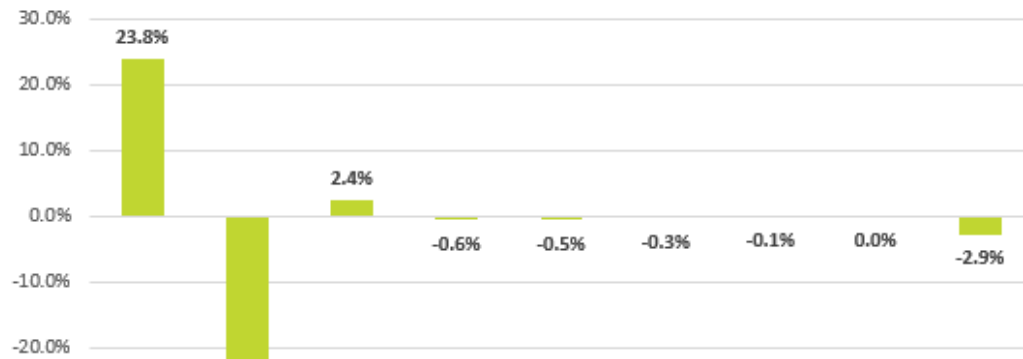
The Zephyr monitor was in place for 18 months from December 2019 until July 2021. The monitor collected data for a number of particulates including: PM2.5, PM10, PM1, NO, O₃ o6e NO

Modal Shift

The data shows that there was an overall increase in active travel, showing a 23.8 percentage point increase in children walking to school.

Public transport showed a slight reduction of 0.3%, as well as the journeys. This reduction could be attributed towards peoples reluctance of travelling on public transport during the pandemic. This could explain the rise in private car journeys from 1.6% up to 4%.

Travel mode - percentage point difference between pre and post



The data shows a large decrease in those being driven close to school. This could be attributed towards peoples reluctance of travelling on public transport during the pandemic. This could explain the rise in private car journeys from 1.6% up to 4%.

Traffic Speed and Volume

Baseline data	Saturday 8 th February ± Friday 14 th February 2020
Follow-up data	Saturday 24 th April ± Friday 30 th April 2021

North

Average vehicle speed(mph)

	PRE	POST
Weekday	17.8	17.4 (-2.2%)
Weekend	18.4	18.2 (-)

South

Average vehicle speed(mph)

	PRE	POST
Weekday	14.0	13.4 (-4.3%)
Weekend	15.1	14.7 (-2.6%)

Speed Limit Analysis

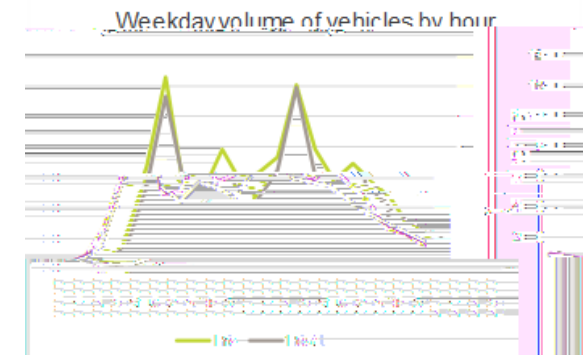
- 25.5%** of vehicles were travelling over the speed limit at PRE
- 24.5%** of vehicles were travelling over the speed limit POST

Speed Limit Analysis

- 6.6%** of vehicles were travelling over the speed limit at PRE
- 5.6%** of vehicles were travelling over the speed limit POST

North

Volume of vehicles by hour



South

Volume of vehicles by hour



Lessons Learned

The project on Golden Grove provided a chance for the Sustrans officer, the council team, and wider Sustrans colleagues to learn more about running school street project. Lessons learned include:

“ Pilot one day events in advance help to demonstrate impact, but are also massively valuable for messaging

”



Conclusion



Celebration of school street permanency Nov 2021



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³, DP VR SURXG RI ZKDW WKH VFKRRO FRXQFLO KDYH DFK are safe coming to school. The road closure has made such a difference not only to the safety of our students but it has also helped the children start the day much calmer. We know longer have to worry about children walking home or crossing the road outside of VFKRRO (YHU\ VFKRRO VKRXOG KDYH RQH ')

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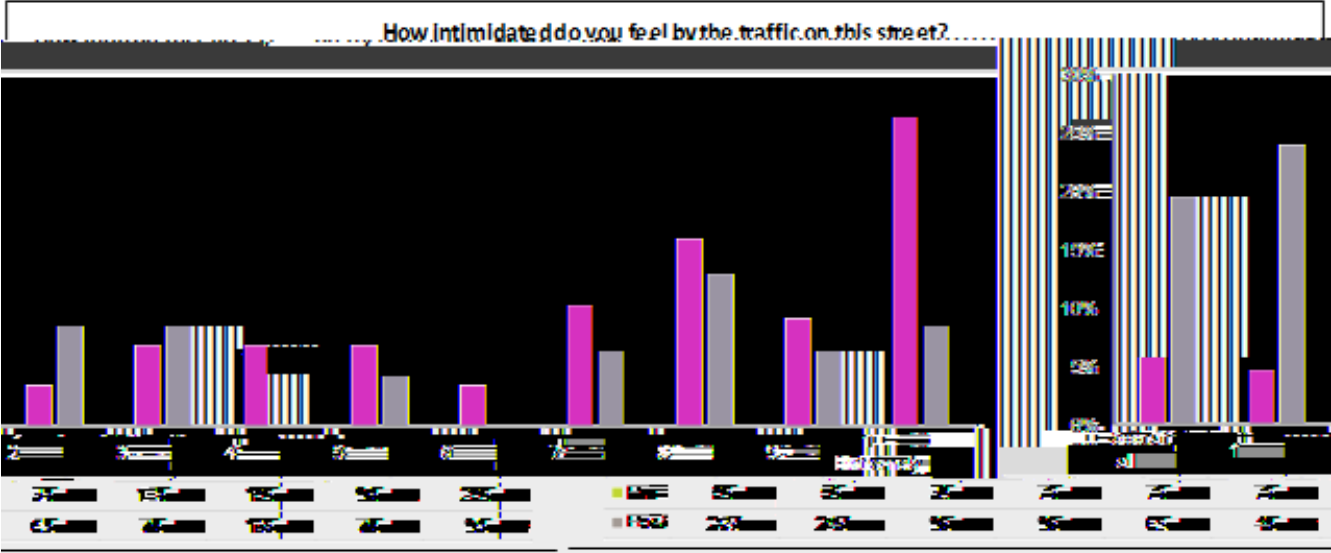
Appendix; Resident and parents surveys - Safety

Pre surveys	29 th January ±23 rd February 2020
Post surveys	25 th April ±18 th June 2021 Online survey only

Total Responses	
Pre	88
Post	46

How intimidated do you feel by the traffic on this street?

Response	Pre			
	Strongly Disagree	Disagree	Agree	Strongly Agree

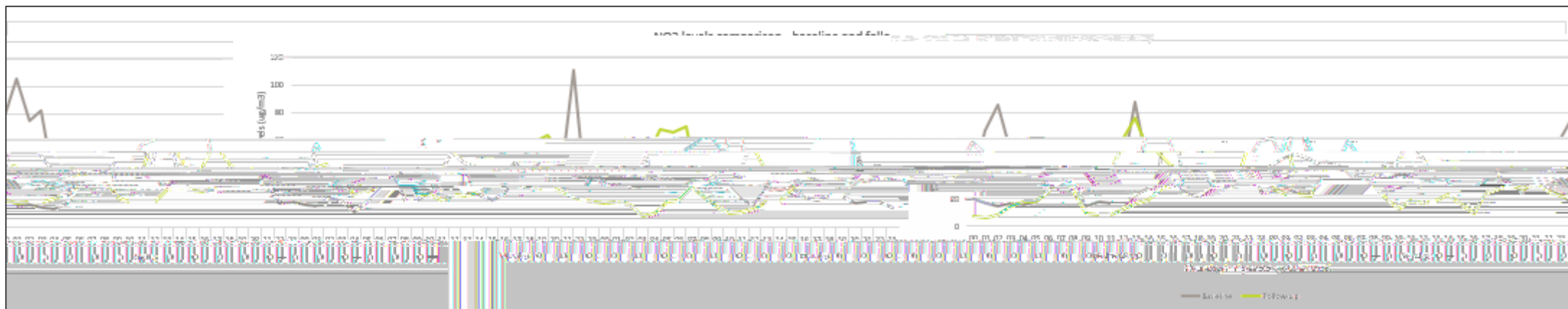
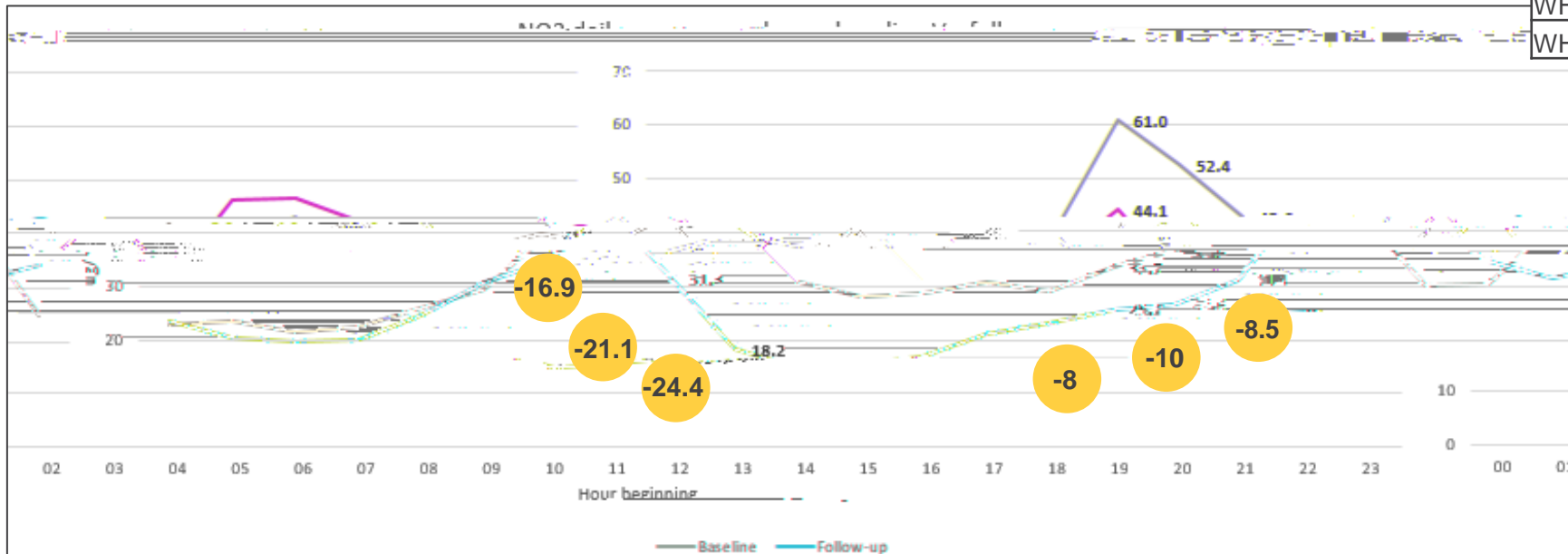




Appendix; Air Quality

Baseline data	00:00 Monday 10 th Feb 2020 ±23.59 Friday 14 th February 2020
Follow up data	00:00 Monday 15 th March 2021 ±23.59 Friday 19 nd March 2021

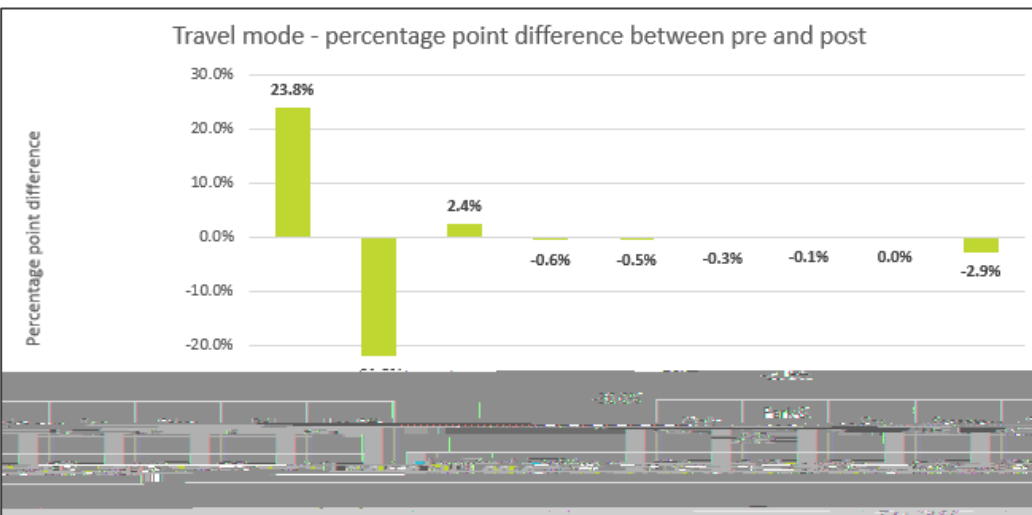
Overall Daily Average	µg/m ³
Baseline	33.6
Follow-up	28.3
WHO 2005 limit	40
WHO 2021 limit	10



Appendix; Modal Shift

Baseline Hands Up Survey data	Monday 24 th February ±Friday 6 th March 2020
Follow-up Hands Up Survey data	Monday 7 th June ±Friday 18 th June 2021

	Walk	Park & Stride	Car	Scoot	Cycle	Bus	Other	Rail	Hop Off
Pre	56.5%	34.1%	1.6%	2.1%	1.3%	0.9%	0.4%	0.2%	2.9%
Post	80.4%	12.2%	4.0%	1.5%	0.8%	0.7%	0.4%	0.2%	0.0
Percentage point difference	23.8%	-21.9%	2.4%	-0.6%	-0.5%	-0.3%	+0.1%	0.0%	-2.9%



Appendix; Modal Shift

Baseline Hands Up Survey data	Monday 24

Appendix; Traffic Speed and Volume - South

Baseline data	Saturday 8 th February ±Friday 14 th February 2020
Follow-up data	Saturday 24 th April ±Friday 30 th April 2021

Volume

Average number of vehicles

	PRE	POST
Weekday	809	650 (-159)
Weekend	505	432 (-73)

Speed

Average vehicle speed(mph)

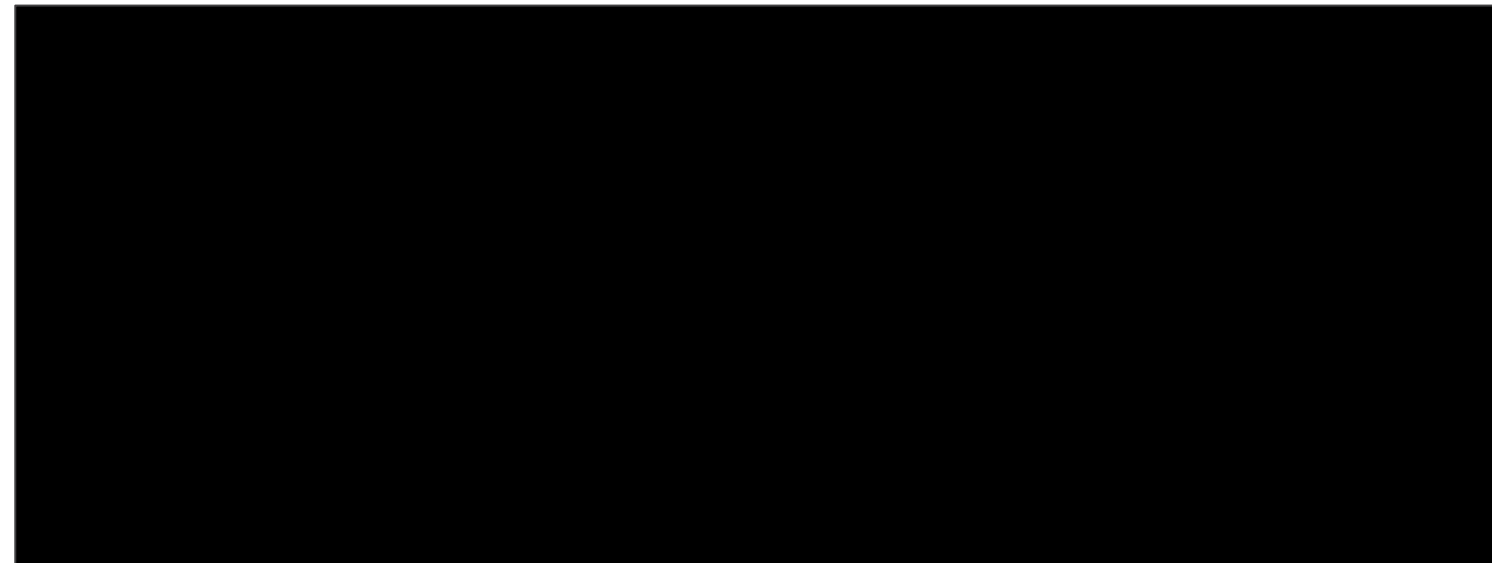
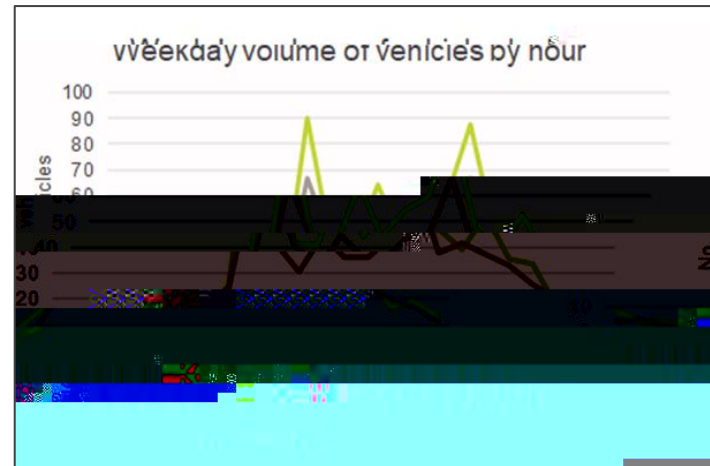
	PRE	POST
Weekday	14.0	13.4 (-4.3%)
Weekend	15.1	14.7 (-2.6%)

Speed Limit Analysis

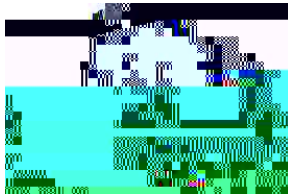
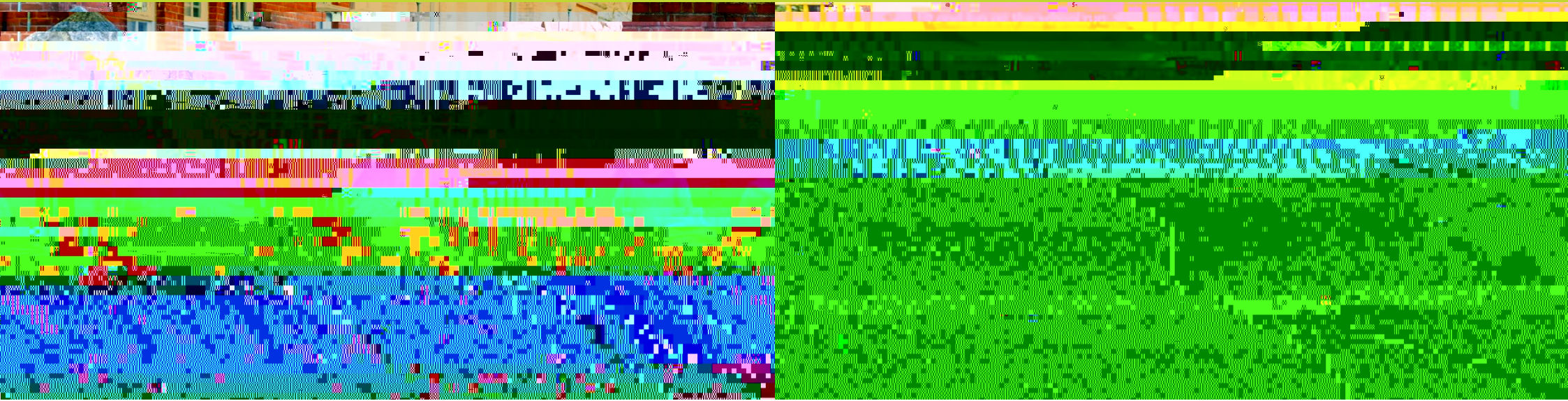
6.6% of vehicles were travelling over the speed limit at PRE

5.6% of vehicles were travelling over the speed limit POST

Volume of vehicles by hour



For more information, please contact south@Sustrans.org.uk



Sustrans is the charity making it easier for people to walk and cycle.

We connect people and places, create liveable neighbourhoods, transform the school run and deliver a happier, healthier commute.

Join us on our journey.

www.sustrans.org.uk

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