

# Researching School Streets

School Streets have great potential, but we do need to know more.

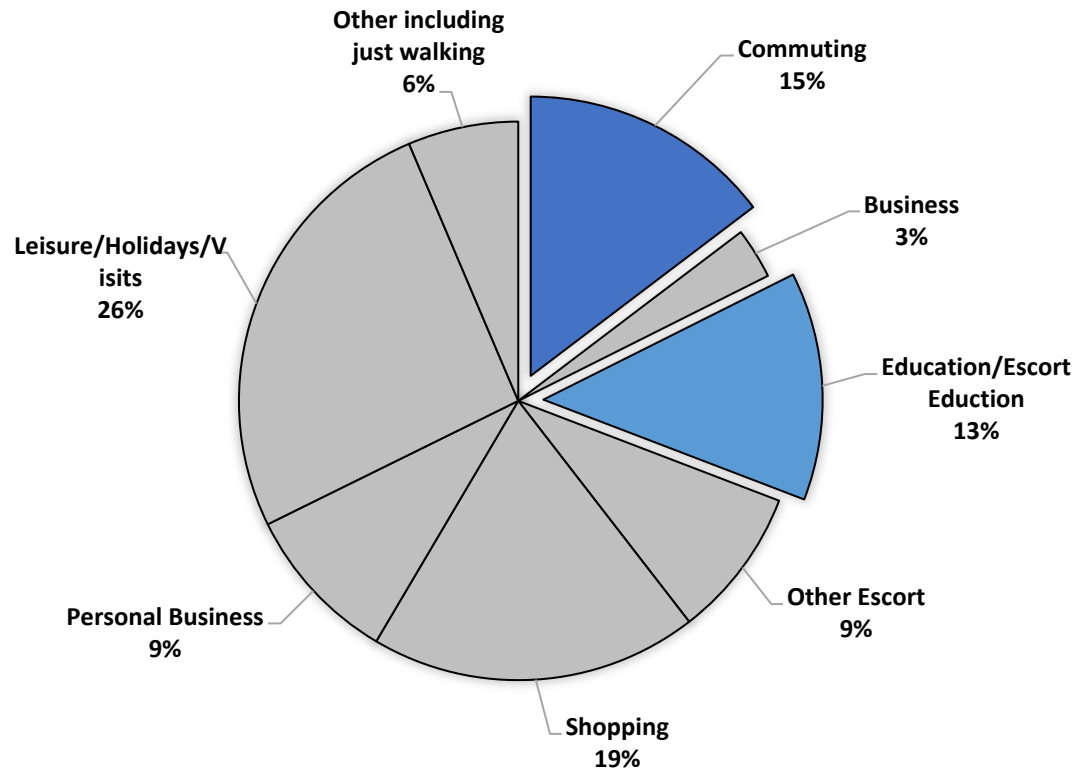
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# Existing research tells us that School Streets are a good idea.



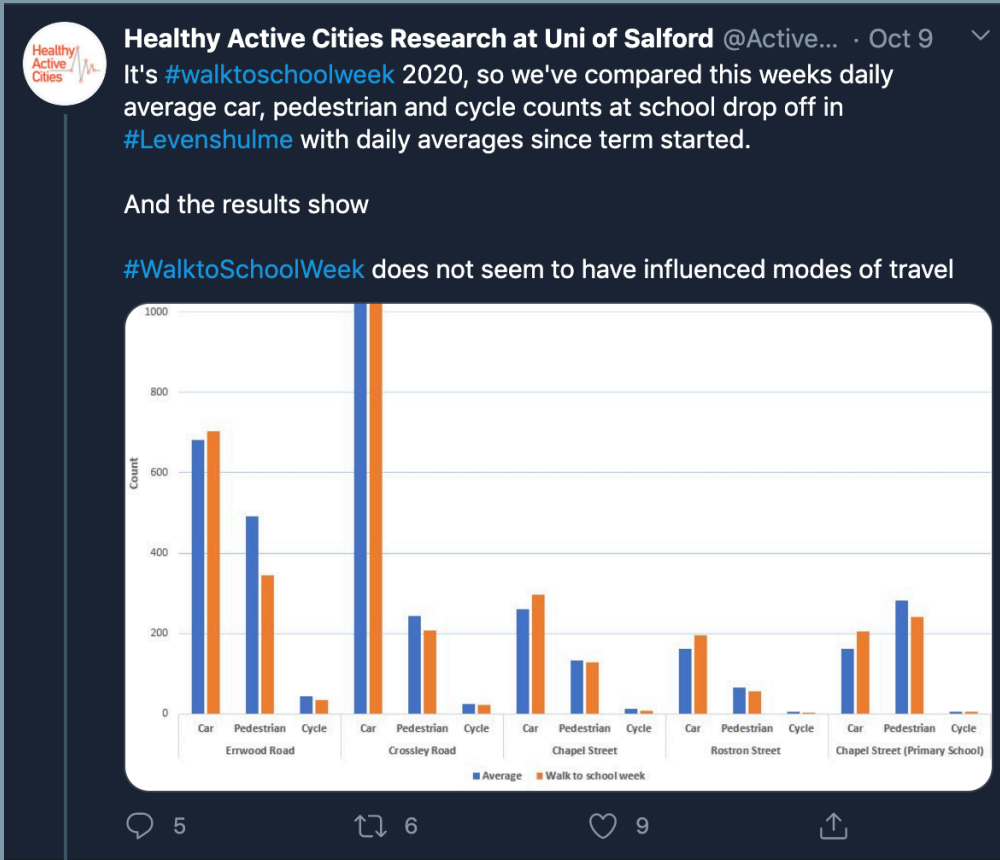
National Travel Survey, England, 2019 – Average number of trips (trip rates) by purpose (categories summarised by author).

1. Education is one of the largest trip generators.

TfL research shows that walking or cycling to school could take 254,000 cars off London's roads each day

<https://tfl.gov.uk/info-for/media/press-releases/2018/august/tfl-research-shows-that-walking-or-cycling-to-school-could-take-254-000-cars-off-london-s-roads-each-day>

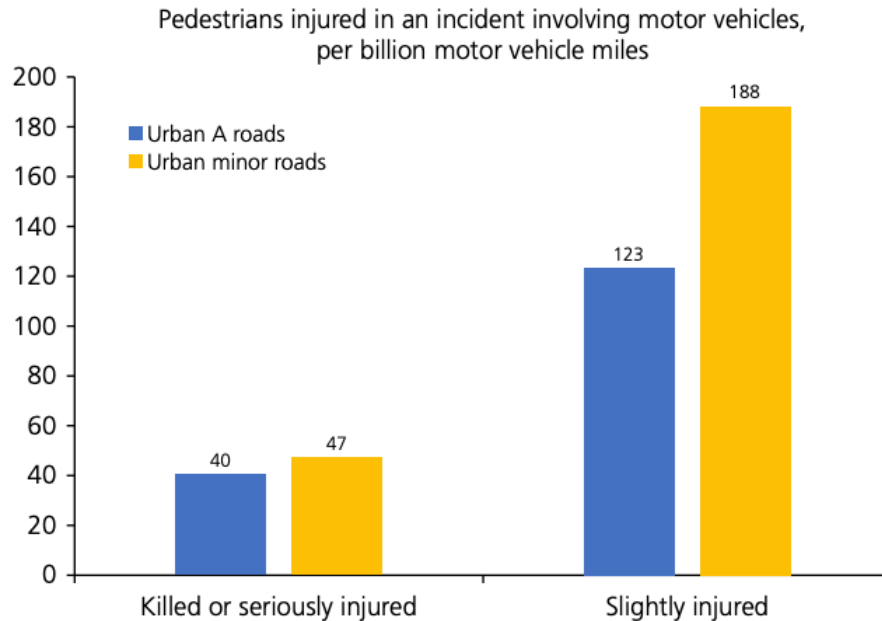
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2. It's not clear that non-regulatory/non-built environment interventions are enough to create substantial and permanent change in school travel mode choice.

<https://twitter.com/ActiveCitiesUoS/status/1314552539564650497>

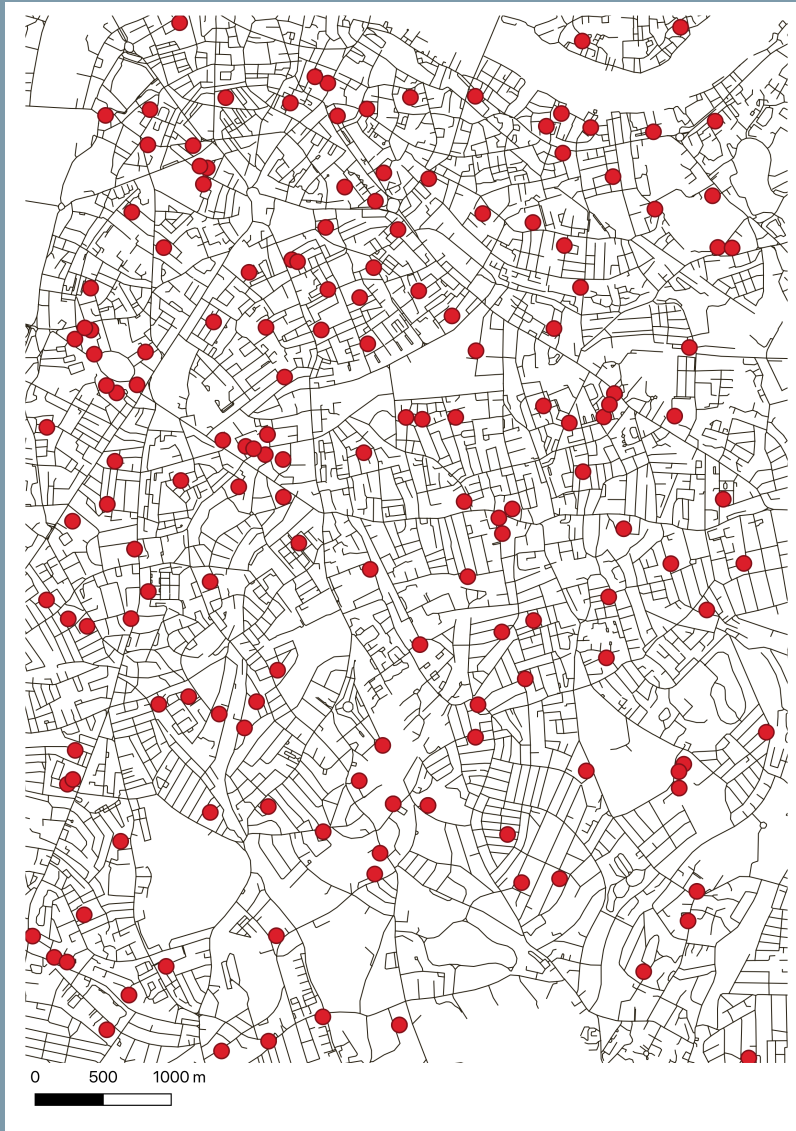
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**3.** The more people drive on urban residential streets the more pedestrians get hurt.

injured (KSI) from slight injuries. For KSI casualties the rate per billion motor vehicle miles is 17% higher on minor roads (47 against 40 KSIs per billion vehicle miles), while for slight injuries it is 66% higher (188 against 123 slight injuries per billion vehicle miles).

# Existing research tells us that School Streets are a good idea.



4. There are lots of schools in urban areas, many on minor residential roads. There is potential to transform a large number of streets by just implementing School Streets.

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## In Summary:

- Travel to School makes up a significant proportion of journeys made in the UK. Potentially even more as working practices change.
- Focusing efforts on school transport and on restricting access to minor residential streets may have outsized impacts for a relatively inexpensive measure.
- If pursued at scale, School Streets could potentially impact a urban residential areas as a whole.

## Initial Findings from Scoping Study

- Practitioners/stakeholders identify a number of different policy rationales for the implementation of School Streets.
- There are tensions between the different approaches advocated by different authorities.
- Successful active travel mode shift in school streets is driven not purely by the closure itself but also how it is enforced, the extent of engagement with the school community, and the wider built environment including other complementary measures.

# Some Tensions

## 1. Conceptual Integrity



VS.



London.gov.uk



VS.

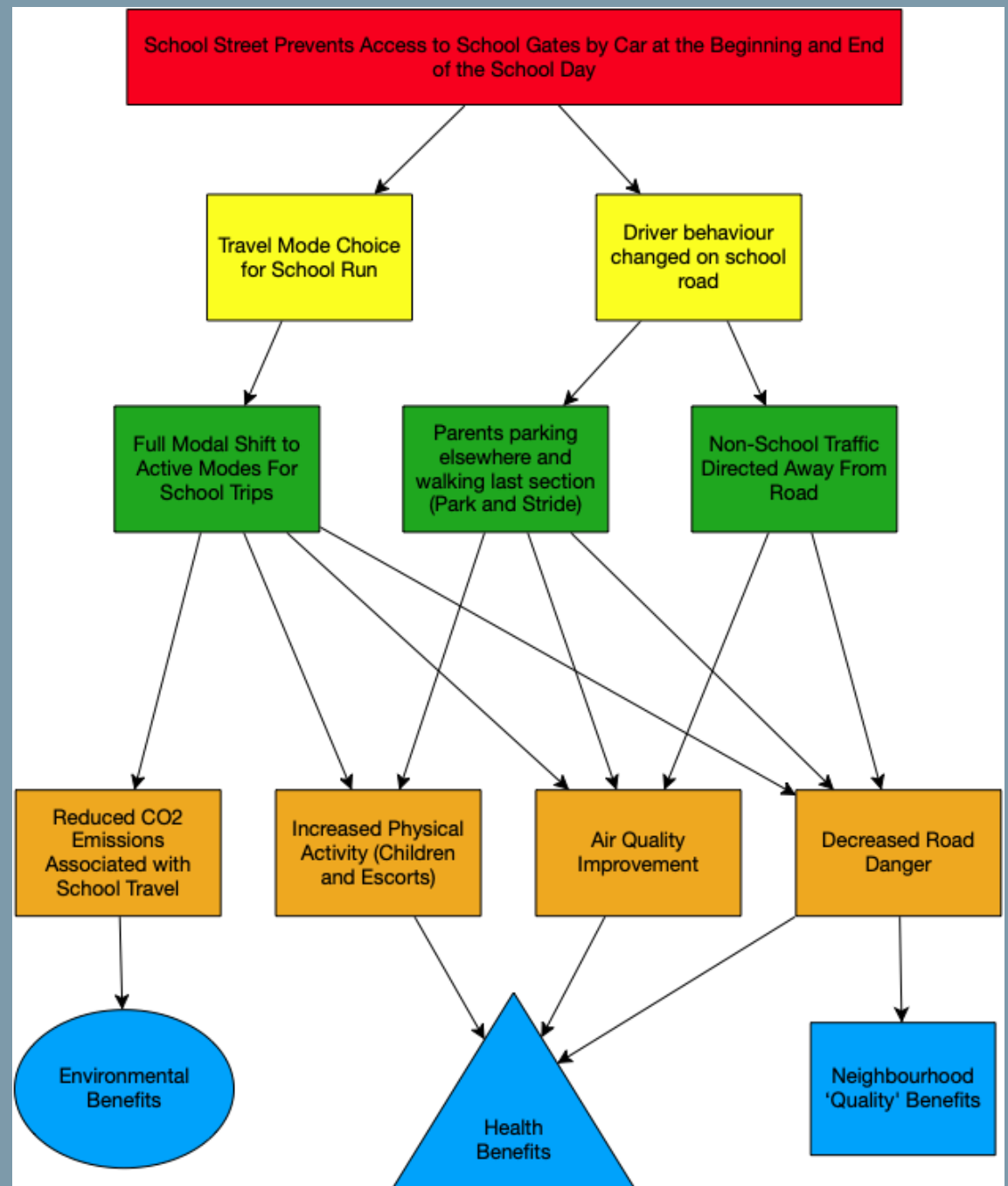


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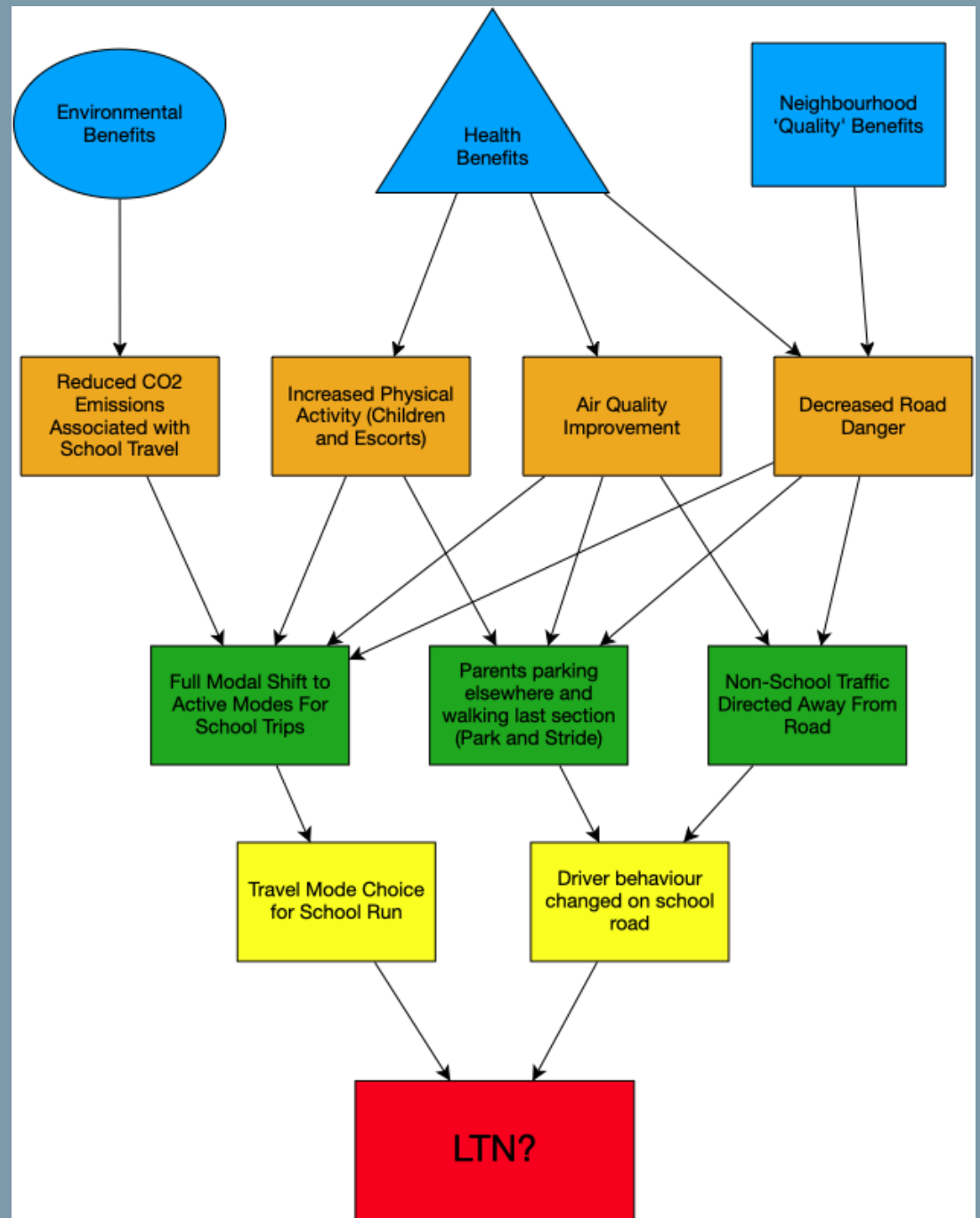
## Some Tensions

2. There are gaps in the research on what does what when we implement schools streets. Important questions remain on mode-shift in particular.



## Some Tensions

3. If we develop policies to improve travel to school from first principles, would we necessarily end up with School Streets as the best solution in the first place?



## In Summary:

- Lots to be excited about!
- However, they're complex interventions.
- Work to be done to help understand what does what and where and how, with school streets.