

# Update on Monitoring

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## Cycling - background trends

- In 2021 so far, cycling volumes have been lower than the previous year on weekdays (by up to -16%) but still significantly higher on weekends (up to +90%) despite the weather and the lockdown.
- Santander Cycles were roughly level with the previous year in the last quarter of 2020 but are much lower in 2021 so far, likely due to the lockdown and weather.
- In autumn 2020 (September/October), cycling in inner\* and outer\* London on weekdays was up by 7% and 22% since spring 2019, respectively.

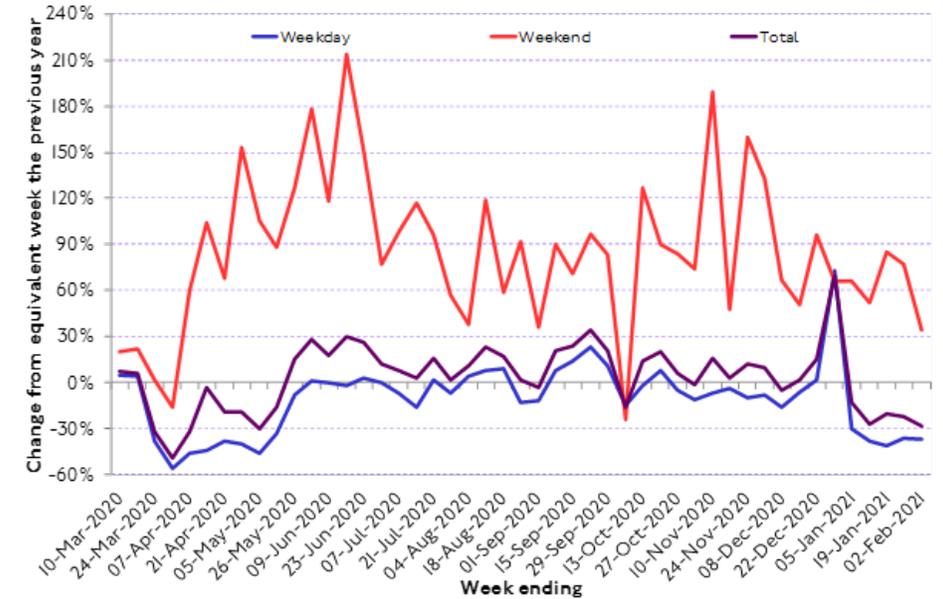
The increases in cycling during the pandemic may not be directly attributed to LSP schemes.

\* For this purpose inner London is defined roughly as the area within the North and South Circular roads and outside the Congestion Charge zone, and outer London the GLA area outside the North and South Circular roads

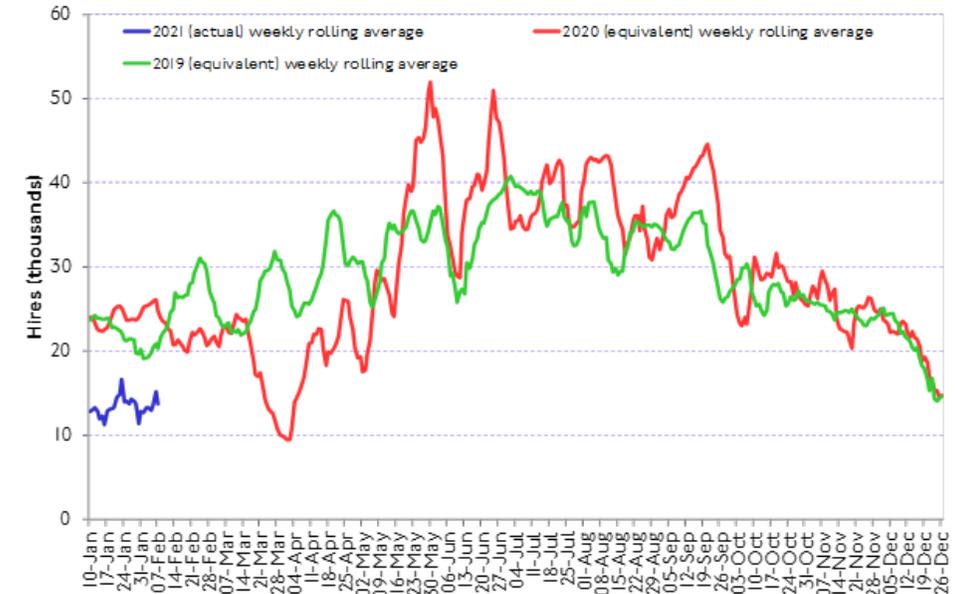
## Update on latest trends and data: (1/6)

Cycling levels have grown despite lower overall travel demand.

Change in cycling at 27 automatic counters (equivalent weeks):



Santander Cycles hires (2021 vs 2020 and 2019):



## Update on latest trends and data: (2/6)

TfL commissioned the School Streets evaluation to explore parents' and carers' awareness, attitudes and any changes to their travel behaviour as a result of School Streets delivered by Boroughs across London, and to seek to views of residents living close to, or within School Streets schemes.

### School Streets programme evaluation

The evaluation was split into two parts;

1. A quantitative study consisting of an attitudinal and opinion survey to explore the awareness, attitudes and changes to travel behaviour amongst parents/carers/children attending schools with a School Street (Intervention schools) and schools without School Street (Control schools).
2. A small qualitative research consisting of 12 short in-depth interviews to understand local residents' attitudes to School Streets

#### Quantitative study aims and objectives

To understand the scale of support for School Streets and the impact on travel behavior and attitudes/perceptions.

The objectives of the survey were to gather data on:

- Awareness and support of School Streets
- How travel habits have changed as a result of Covid-19 and/or School Streets
- Attitudes towards School Streets in principle
- Understanding what specifically contributed to the success or challenges of their local School Street

#### Qualitative study aims and objectives

To understand the 'why' behind local residents' attitudes to School Streets.

The objectives of the survey were to:

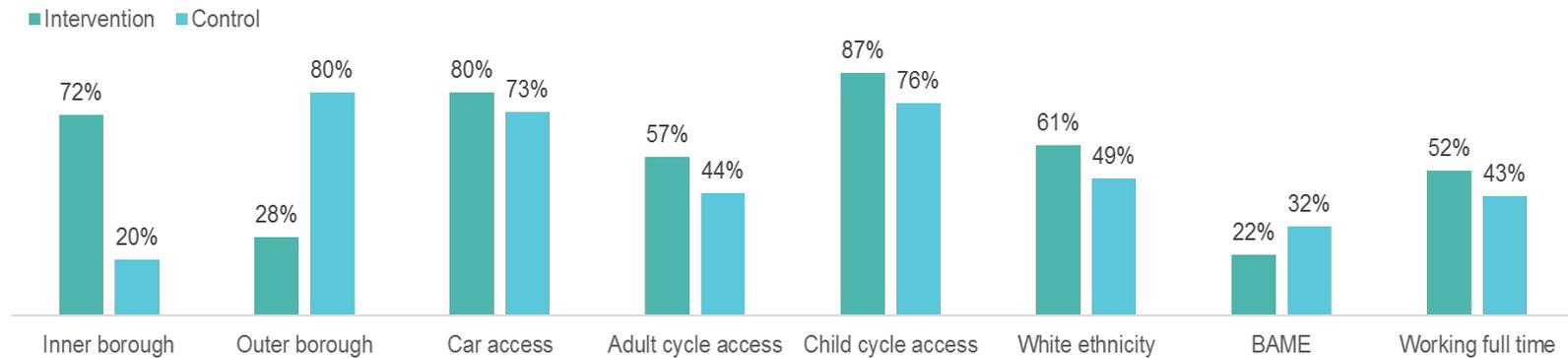
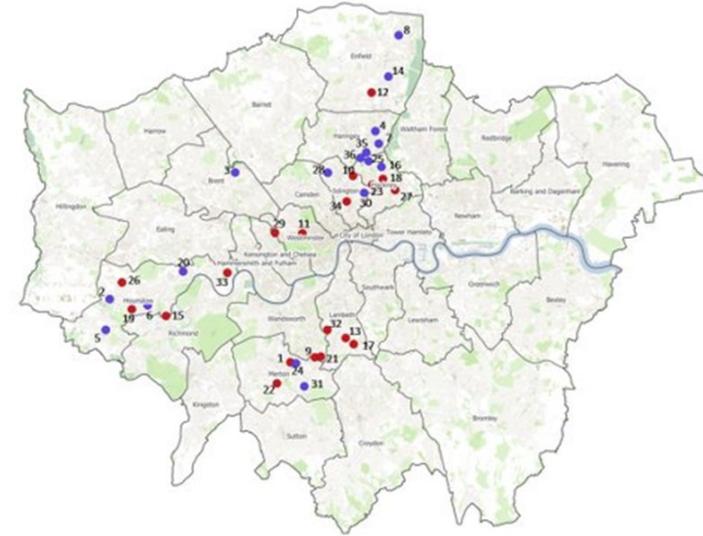
- To gather attitudes towards local School Streets scheme (and the School Streets initiative more broadly)
- To understand the perceived benefits and drawbacks
- To capture any behavioural change as a result of local School Street – extent of change, impact on self/family/friends, ease/ difficulty of the experience of change

## Update on latest trends and data: (2/6)

496 survey responses were received from 25 schools across London

### School Streets programme evaluation

- 10 boroughs agreed to participate in the study and recruit 36 schools. Of these, 35 schools issued leaflets containing the link to the survey to parents; 19 were intervention schools (with School Streets) and 17 were control schools. A total of 496 responses were received.
- A sampling strategy was put in place to ensure a representative sample of schools from inner and outer London, and some areas of high levels of deprivation.
- Respondents to the parent/carer survey from Intervention Schools were more likely to attend school in inner boroughs, live closer to their school, have greater access to cycles, and are more likely to be white and older



- 12 residents from 3 boroughs took part in interviews.

## School Streets programme evaluation

### Update on latest trends and data: (2/6)

There is a high level of awareness and support of School Streets at intervention and control schools

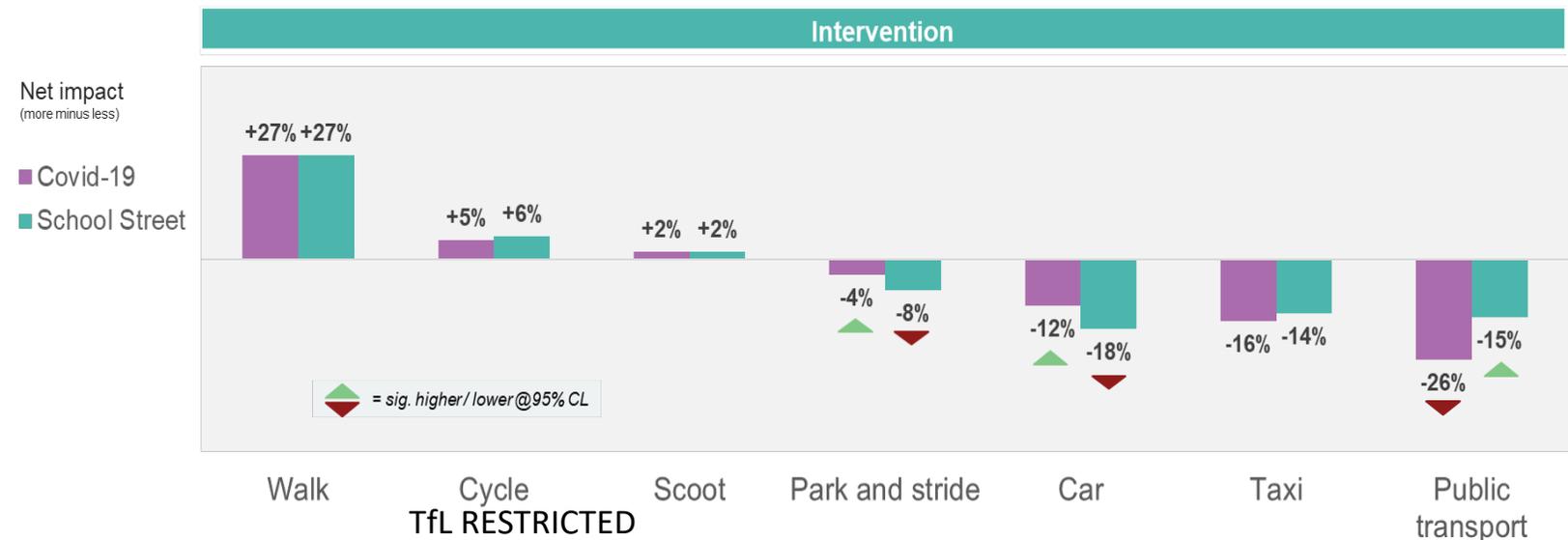
More parents (18%) report reducing car use as a result of the School Street, than report reducing car use due to the impact of COVID19 (12%).

#### Parent/Carer survey:

- At School Street schools **3 in 4 support their School Street remaining in place** while social distancing is required, and permanently subject to community consultation.
- **66% of those at Control Schools also show interest in School Streets** while social distancing is required, slightly fewer agreed as a permanent measure with 59% agreeing (and 17% disagreeing)
- Those at Intervention Schools are significantly more likely to agree that there is space for social distancing and less congestion than last year

The impact of School Streets on travel behaviour is difficult to disentangle from the impact of Covid-19. School Streets and the impact of coronavirus had an equal influence on encouraging **more active travel**, however respondents claim that School Streets have **reduced the amount they travel by car**, beyond the impact of the pandemic.

Encouraged to do more or less as a result of Covid-19 / School Street (Intervention schools only)

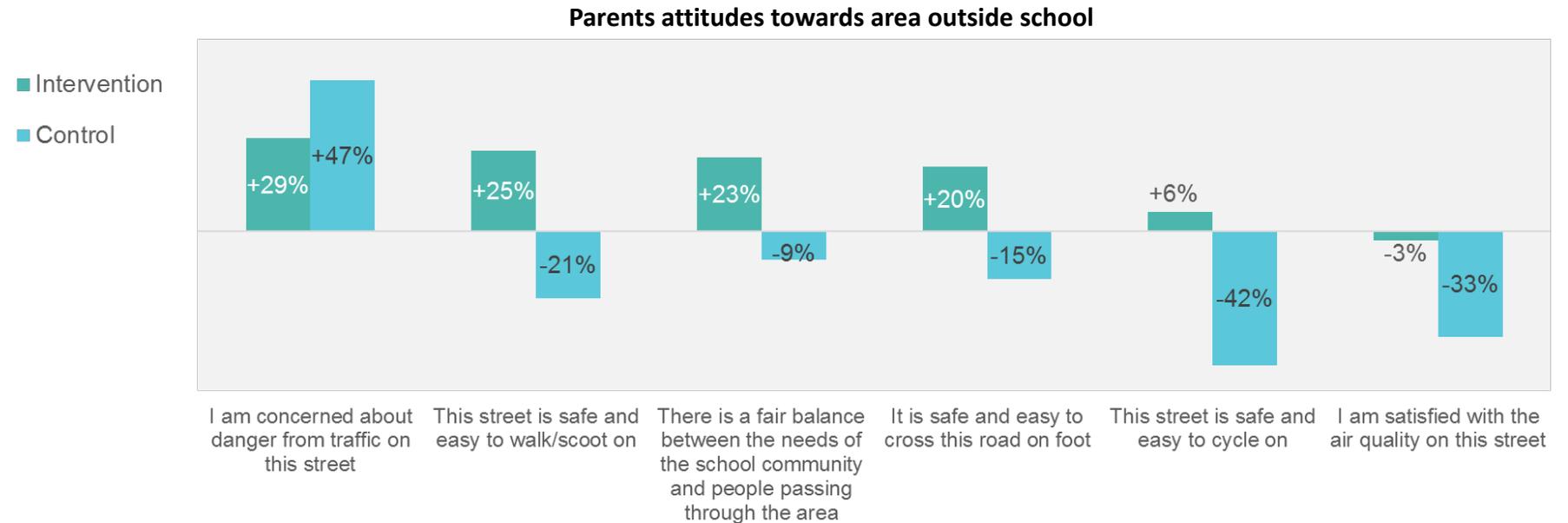


## Update on latest trends and data: (2/6)

Parents from School Streets schools report higher levels of safety and comfort outside of schools, when compared to control schools.

Local residents are not aware of the benefits or specific details of their local School Street. Frequently voiced views tended to focus on drawbacks.

Parents from School Street schools are more satisfied with the ease and safety of active travel, along with air quality outside of schools; there is still concern about danger from traffic, albeit significantly lower than Control Schools



### Surveys with local residents:

- Local residents tended to have limited awareness of their local street or the scheme – several referred to it as “that road closure”
- There were mixed views on whether the School Street was a good idea. Support tended to depend on how much individuals benefitted and/or were inconvenienced. Perceived drawbacks were often more top-of-mind with several saying they did not know enough about the benefits to comment
- The most common examples of behaviour change recalled as a result of the School Street were among drivers who had re-routed or re-timed car trips

“I love it, walking to school with my kids I definitely feel a lot safer”

“It’s increasing pollution down the road with more people queuing up in traffic, idling to let kids out but there’s no ‘no idling’ message down the road like there was in front of the school”

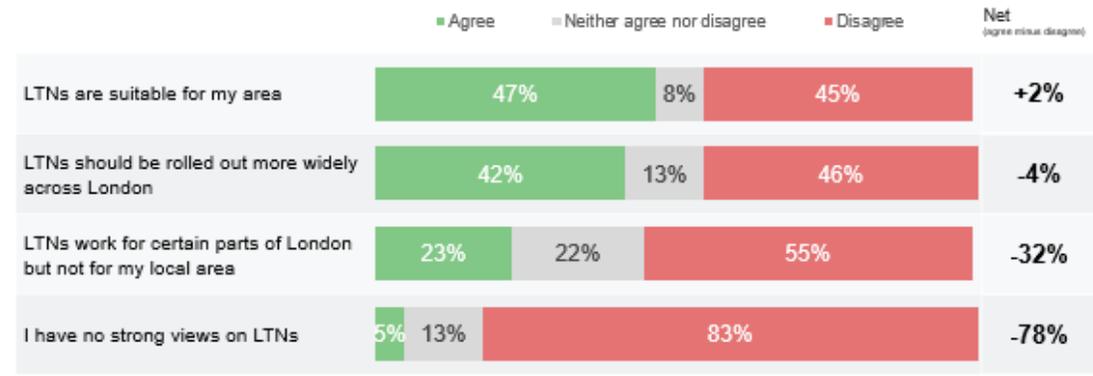
## Low Traffic Neighbourhoods – additional survey results

Three LTN surveys conducted in December following the pilot, two in Islington (one scheme and one control) and one in Brent.

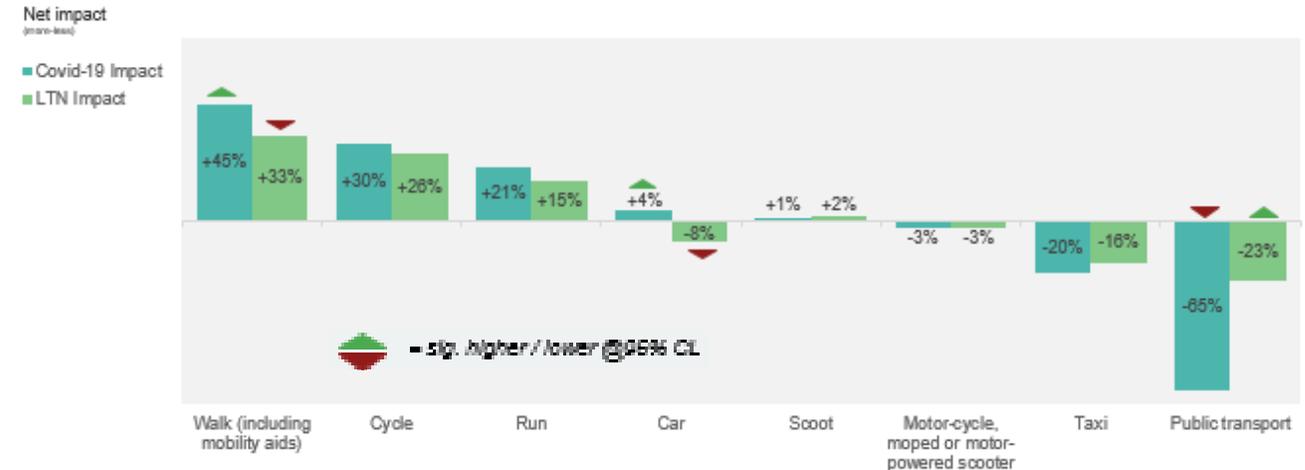
Low response rates at two of the sites so only anecdotal summaries of those sites available.

Overall, Islington LTN data suggests that whilst attitudes are polarised it has been effective in encouraging more active travel and less car and van use. However, it is important to keep in mind that respondents to the survey have greater access to both cars and cycles than we typically see in Islington.

Suitability of LTN



Covid / the LTN has encouraged me to do more or less of the following...



## Update on latest trends and data: (3/6)

TfL commissioned three LTN surveys, one control and two scheme surveys. Only one site had high enough response rate to analyse. Attitudes were split but reported to encourage more active travel and less car use

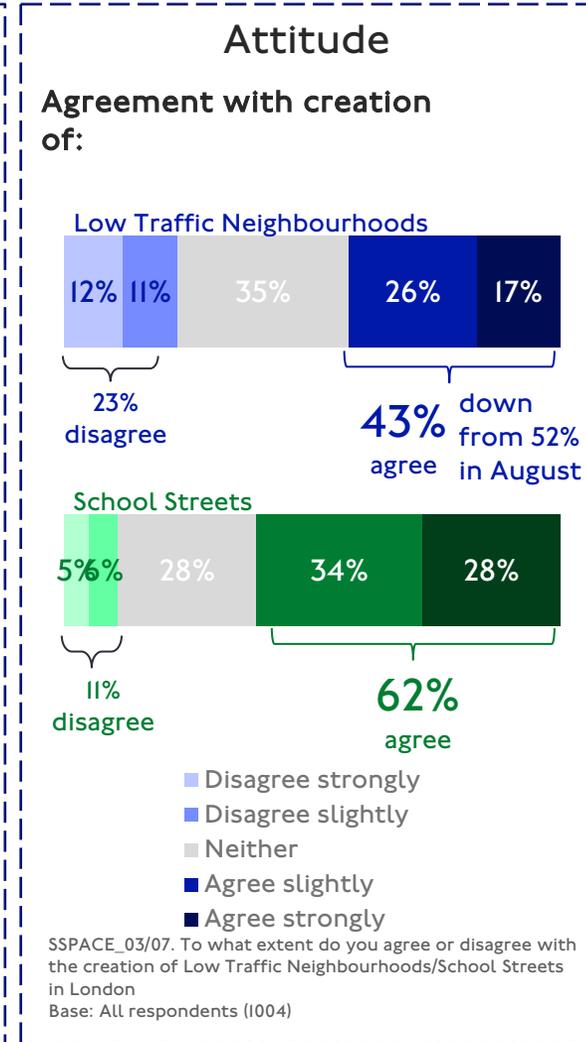
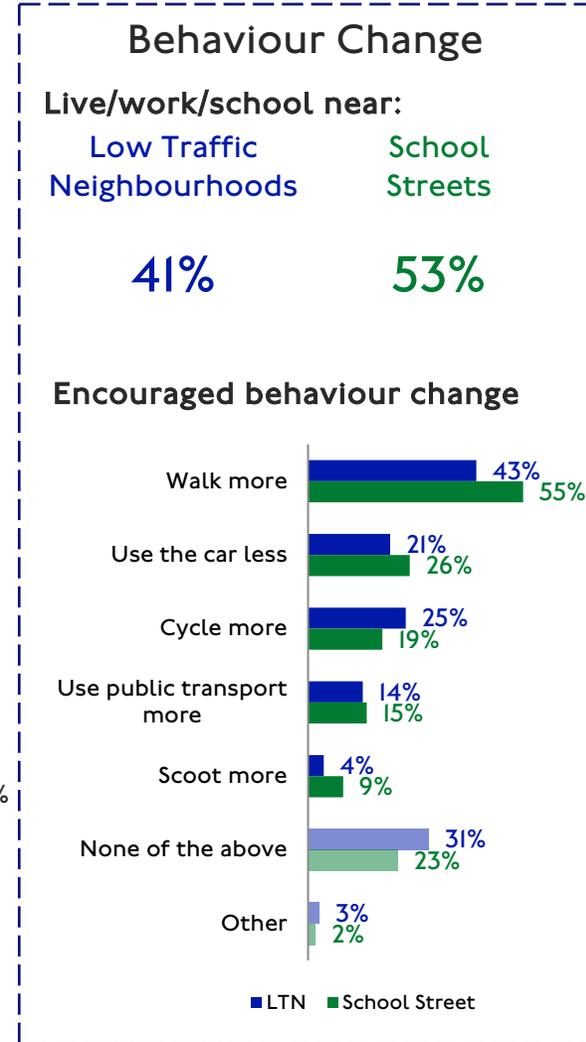
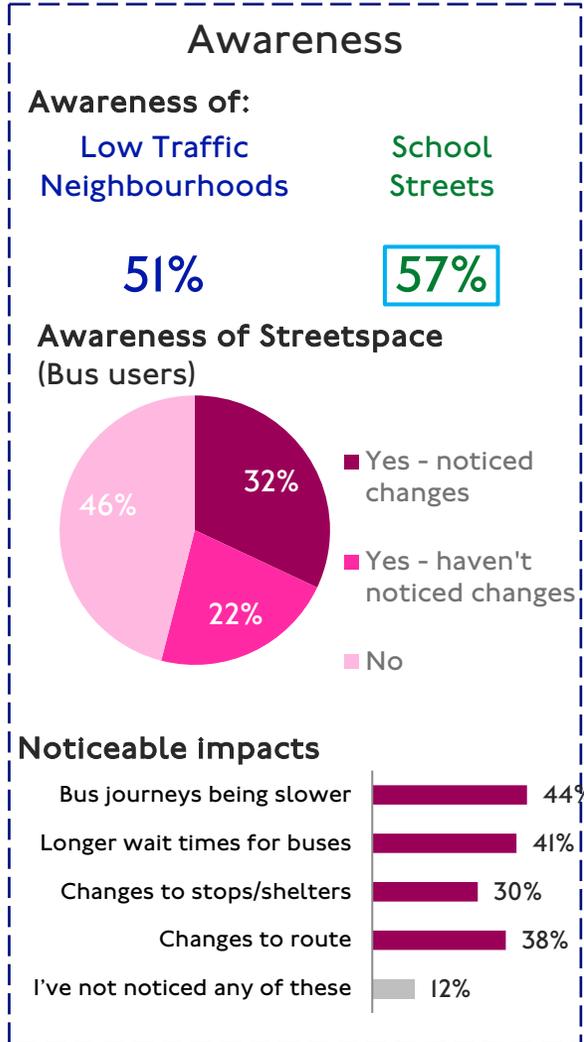
## Customer Pulse (January/February)

Agreement with their creation has improved slightly and is significantly higher among those who live near or take children to school in and around School Streets.

# Update on latest trends and data: (4/6)

Awareness of School Streets is increasing.

Both are encouraging people to walk more and drive less.



## Update on latest trends and data: (5/6)

Cycling behaviours are not seeing much change after the pandemic but progress is in the right direction.

### Autumn 2020 intercept surveys – people cycling

- Cycle intercept surveys shows the nature of trips remained the same e.g. being mostly for commuting and exercise/leisure and by people who cycle 3 or more days a week and demographics, motivations and barriers to cycling are similar to previous intercept surveys
- Individuals are recognising the advantages and potential of cycling and in some cases translating it into a moderate uptake in cycling and other behavioural changes.
- Most of the shift to cycling comes from rail-based public transport and so may be temporary while public transport is not considered by many to be safe enough.
- Overall, the surveyed routes seem to be making a positive difference in encouraging change and making people feel safer. However, there are noticeable differences by scheme.
- On most surveyed routes between 15 and 20 per cent of respondents can be considered ‘new cyclists’. The demographics of this group are slightly more balanced, notably in terms of gender, ethnicity and employment status.

These results are based on a self-selected sample on a small number of cycle routes and may not be representative of all scheme users nor of all people who cycle in London.



## Update on latest trends and data: (6/6)

Social distancing schemes have met their aim but had little impact beyond that.

### Autumn 2020 intercept surveys – people walking

- The frequency of the intercepted journeys has been reduced due to the reduction in activity. Up to 73 per cent of respondents report walking for 20 minutes or more on at least 5 days in the previous week. People who meet this goal also tend to be physically active cycling.
- The demographics of pedestrians are more balanced than those of the cycle surveys (particularly gender and disability) but younger people, white people, and those in employment and with medium to high incomes are still overrepresented in the sample.
- Respondents recognise the advantages of walking to maintain social distancing and the surveyed schemes seem to be doing well in supporting this aim.
- Satisfaction with the schemes is high and there is a particularly good opinion about the space for walking, ease of crossing the street and ease of maintaining social distance. However, there is dissatisfaction on aspects such as air quality, level of noise, volume of general traffic, places to sit and rest, or shade an shelter.

These results are based on a self-selected sample on a small number of locations and may not be representative of all scheme users nor of all pedestrians in London.



## Next steps

Continue monitoring and evaluation at scheme and programme level to inform future decisions

### Monitoring and evaluation next steps

- Monitoring strategies for individual schemes established to support the next phase of delivery (informing decisions on the future of temp schemes and monitoring new ETRO schemes). Boroughs and TfL will share data for scheme monitoring and evaluation

- Explore opportunities for new research

#### School Streets:

- Proposal for School Streets research phase 2 will be developed with London Walking Forum partners and other key stakeholders. This will not take place before Autumn 2021 and is pending funding

#### Low traffic neighbourhoods:

- Planning for the next round of resident surveys including control surveys in areas which are broadly similar to LTN sites, also planning for further analysis and research including impacts on bus users, safety, air quality and key stakeholder perceptions, also pending funding

Other surveys being applied to temporary schemes continue as they can (lockdown restrictions):

Survey:	Results:
Healthy Streets Mystery Shopper surveys	Annually
Cycleway user surveys	Every six months
Cycleway counts	Every six months
Customer attitude and opinion polling	Monthly

