

Presented by

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# School Streets and Travel Behaviour

## The Problem of School Travel in the UK

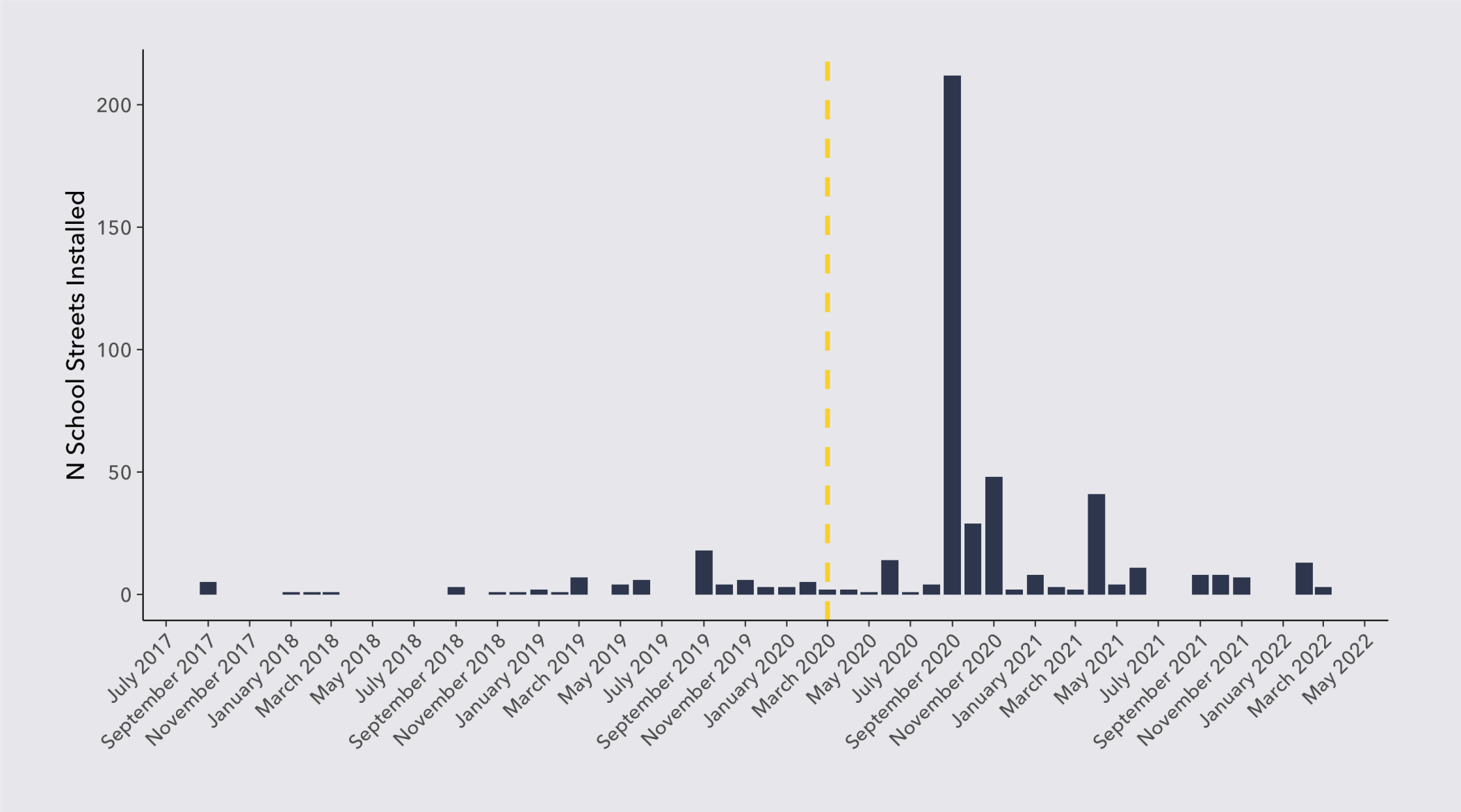
- **Independent Mobility:** In 1971 86% of children in England aged 7-11 walked home from school alone, in 2010 it was 25%. (Shaw et al 2015).
- **Distance:** Only 42.5% in the UK of children (both primary and secondary phases) attended their nearest school (van Ristell et al., 2013). Distance travelled to school increased by 13% between 2000 and 2010 (Ferrari and Green, 2013)
- **Congestion:** The school run a significant driver of urban traffic. TfL estimates 20% of peak time London traffic attributable to it
- **Health:** Impacts from air pollution, lowered physical activity, road safety.
- **Covid:** School environment particularly problematic during Covid-19. Exacerbated by car dominance (no space to spread out).

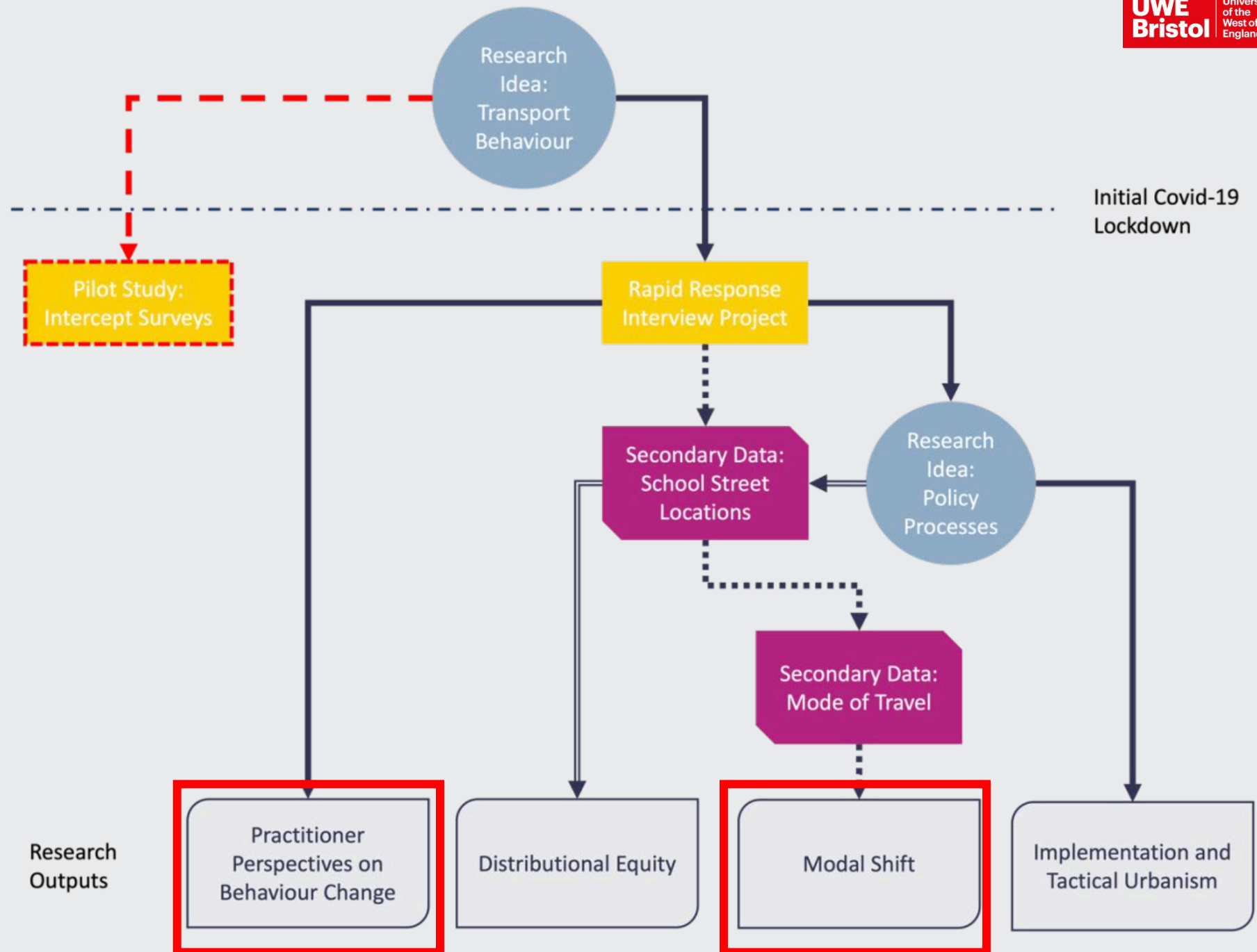




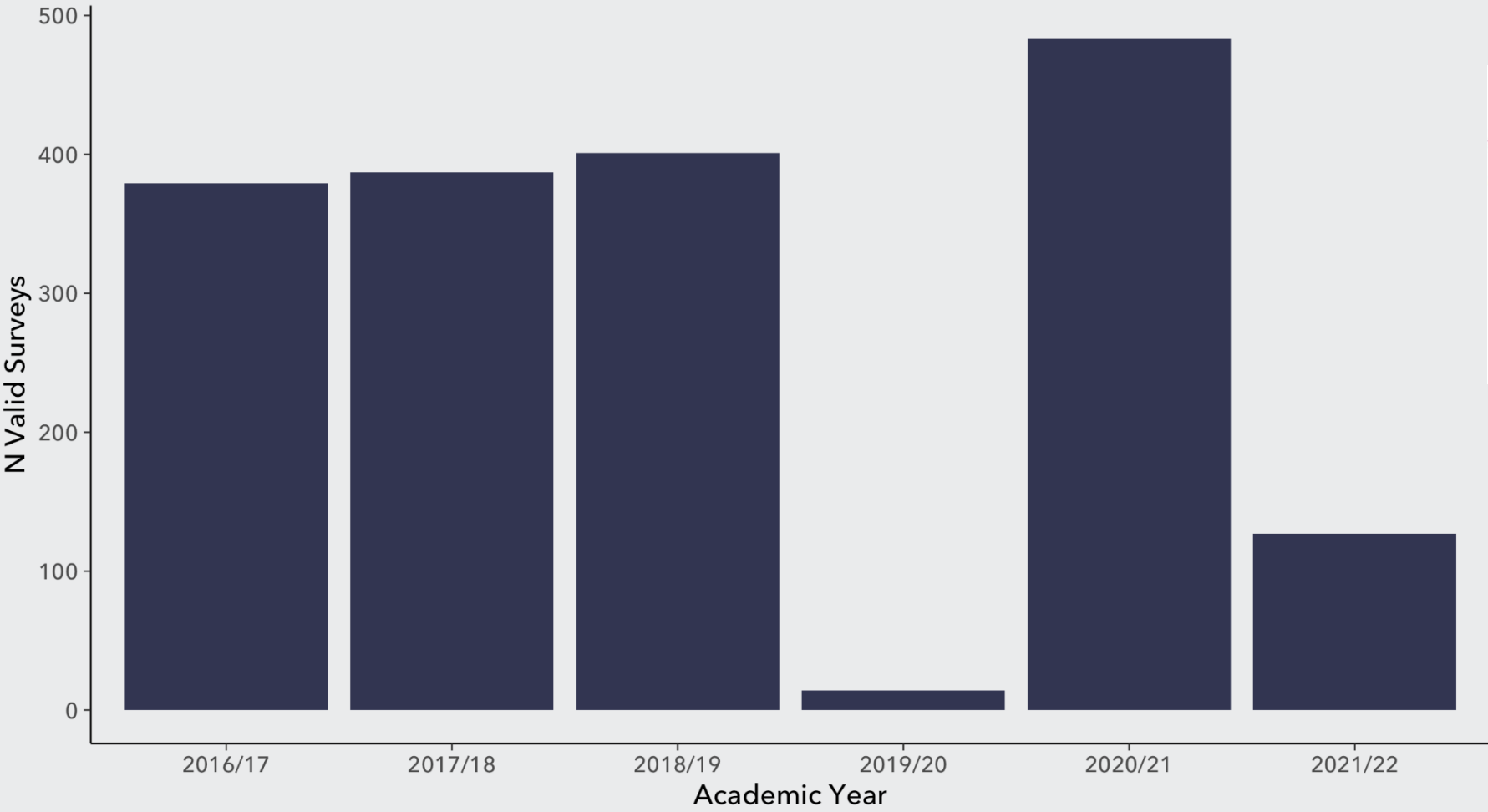
## School Streets in London

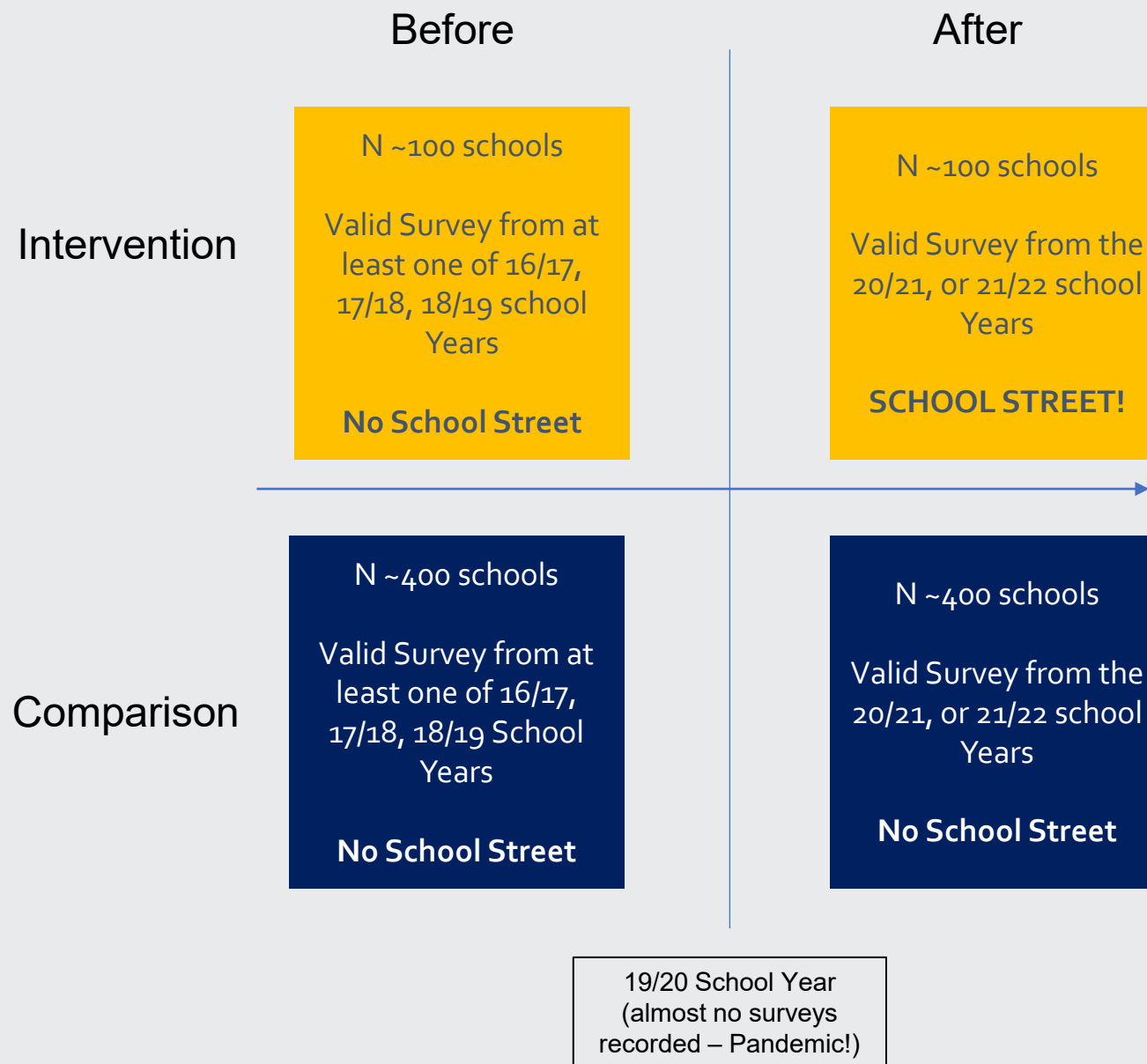


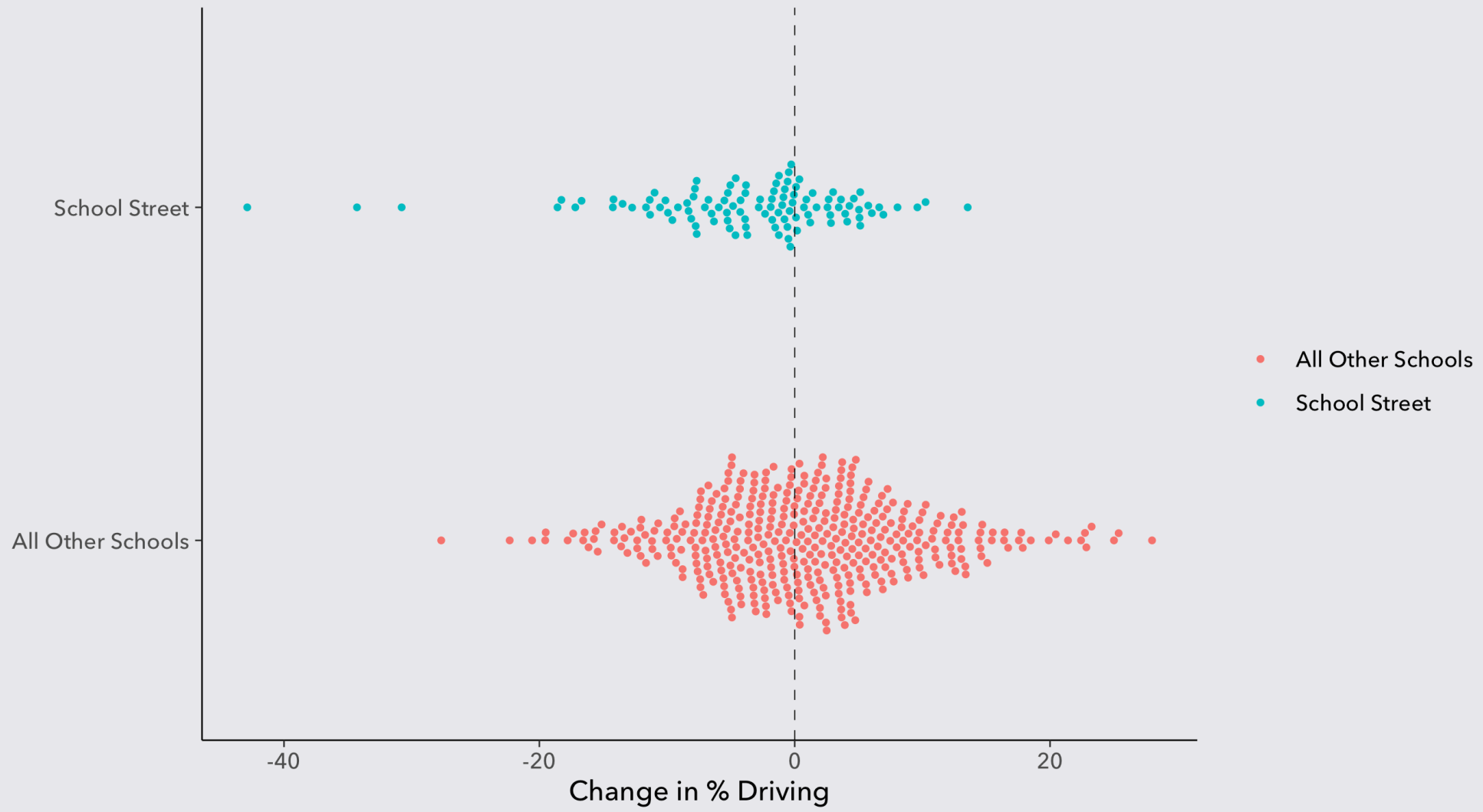




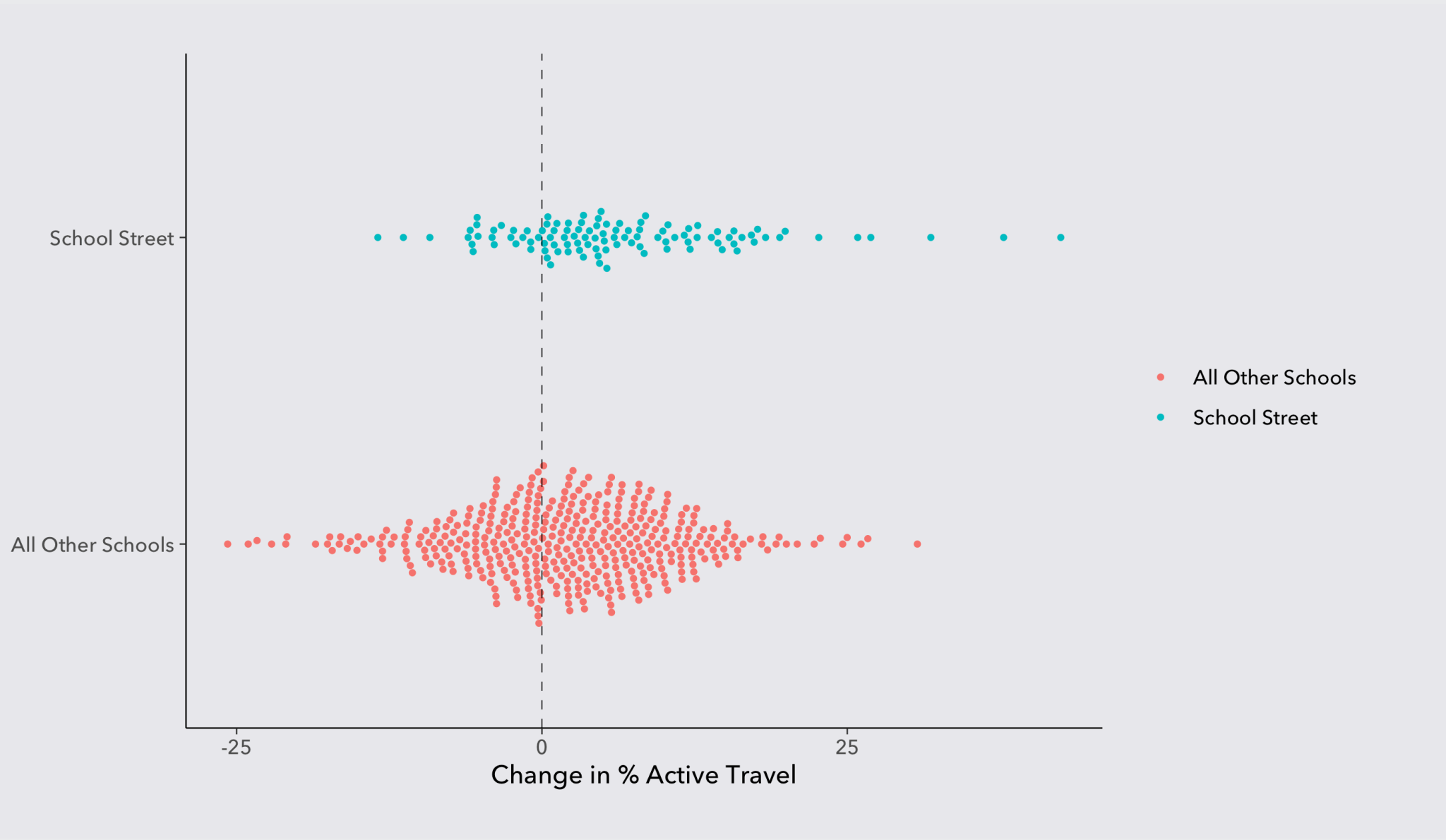












Quietly positive findings on their behavioural impacts...

But we don't have much indication of the mechanisms that are driving this change.

Potential for insights from the learned experience of practitioners recorded in my qualitative data to help unpick this

Except none of them really agree why a School Street works...

Forming Positive  
Life-Habits

Interaction with  
other behaviour  
change measures

Changing parental  
norms around  
travel to school

Carrot, Stick, Carrot-Stick





Thank  
you!

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