

**Report for:** Cabinet – 11 July 2023

**Title:** School Streets 23/24 – School Streets within 3 LTNs

**Report authorised by:** Barry Francis, Director of Environment and Resident Experience

**Lead Officer:** Alex Djan, Streets for People Programme Manager  
Tim Walker, School Streets Programme Manager

**Ward(s) affected:** Bounds Green, Woodside, St Ann's, Tottenham Central, West Green

**Report for Key/  
Non Key Decision:** Key decision

## **1 Describe the issue under consideration**

1.1 To report the impact of six School Streets within three Low Traffic Neighbourhoods (Phase 1 LTNs) introduced under experimental traffic orders (ETOs) on 15 March 2022:

- SS02 Bruce Grove Primary School Street
- SS19 West Green Primary School Street
- SS20 Belmont Junior and The Vale School Street
- SS24 St Martin of Porres Roman Catholic Primary School Street
- SS25 Trinity Primary Academy School Street
- SS28 Seven Sisters Primary School Street

1.2 To consider all objections made in response to the making of the ETO.

1.3 To seek approval to make permanent all ETOs associated with the six School Streets.

## **2 Cabinet Member Introduction**

2.1 Jane Jacobs wrote that “Streets and their sidewalks-the main public places of a city-are its most vital organs.” She believed that we needed to reverse engineer our cities so they could be returned to human scale, designed around the needs of people and not devoted to the motor car. She wrote ‘The Death and Life of Great American Cities’ over 60 years ago but never has her writing been more relevant as in the intervening years as cars have grown to dominate almost every corner of the world’s urban areas. This expansion has come with increasing volumes of congestion, making life for everyone, including drivers, increasingly unpleasant.

- 2.2 In the spirit of Jane Jacobs, we believe that cities should be designed to accommodate the needs of all residents, especially children. If we design a city for children, we design it at human scale as a place of social activity. Reclaiming streets for children means we put the health and wellbeing of our most vulnerable residents, of all ages, first.
- 2.3 The implementation of School Streets has emerged as a transformative solution to create safer and healthier environments for children to travel to and from school. By temporarily converting roads into pedestrian and wheeling zones during school drop-off and pick-up times, School Streets offer numerous benefits - decreasing the likelihood of collisions, significantly decreasing air pollution levels, encouraging walking, cycling, and scooting, promoting increased physical activity, as well as improving community social cohesion outside the school gates. Teachers have reported that this safer, more active, introduction to the school day has also been having a positive effect on behaviour and concentration.
- 2.4 School Streets have gained traction not only in Haringey but also across London, with over 500 operational zones throughout the city. The positive impact of these initiatives on children's ability to walk, cycle, and wheel to school in safer and cleaner air is evident. Monitoring and research conducted by various boroughs and Transport for London consistently demonstrate that School Streets effectively achieve their objectives.
- 2.5 This report outlines some key positive metrics of our School Streets programme.
- Implementation of School Streets resulted in a 63% average reduction in motor vehicle volumes during school operational hours.
  - Air quality monitoring has demonstrated an improvement in nitrogen oxide (NOx) concentrations with overall results indicating air quality improvements ranging from 0.8 to 1.8 µg/m<sup>3</sup>.
  - An average 5% increase in walking, cycling, and scooting to school
  - A corresponding 5% decrease in car-based trips, indicating a shift towards active travel modes.
  - Fewer car trips to school resulted in reduced congestion and fewer barriers to social interaction.
- 2.6 From being the most dangerous time of the day for children, with the highest number of child casualties occurring during the school run, our school streets programme is an essential tool in returning our streets to children.

### **3 Recommendations**

Cabinet is asked to:

- 3.1 Note the outcome of the trial of six School Streets, as detailed in the Monitoring Report (Appendix A).

- 3.2 Consider the objections made in respect of each School Street (Appendix B) and officer responses to the objections raised (Appendix C).
- 3.3 Approve the making permanent of all ETOs associated with all six School Streets show in the plans (Appendix A3), subject to the outcome of any statutory traffic order procedure.

#### **4 Reasons for decisions**

- 4.1 School Streets are a key priority for the Council, as set out within the School Street Plan<sup>1</sup>, the Walking and Cycling Action Plan<sup>2</sup> and the Corporate Delivery Plan 2022-2024<sup>3</sup>.
- 4.2 The reasons for recommendation 3.3 are based upon the evidence collected during the ETO period and the positive benefits that the School Streets have delivered, as discussed in Section 7.

#### **5 Alternative options considered**

- 5.1 Do nothing - i.e., to let the experimental traffic orders lapse.
  - 5.1.1 The Council would therefore fail to deliver on the motion passed by Full Council in March 2019, which set out a commitment to deliver School Streets at primary schools across the borough.
  - 5.1.2 Failure to retain these School Streets would be contrary to the objectives set out in the Transport Strategy, the Climate Change Action Plan and the Walking and Cycling Action Plan.
- 5.2 Extend the length of the experimental period before a decision is made.
  - 5.2.1 This option was rejected because, if time runs out on the ETO, the default position is that the order lapses and is no longer enforceable. Alongside this, there is evidence from other School Streets projects that little would change or be gained within an extra 6-month time period (where possible).

#### **6 Background information**

- 6.1 In November 2020, the Council approved the School Street Plan which identified 38 potential School Streets over a period of four years. Following that decision, the borough had the fastest growing School Streets programme and now has 23 School Streets in Haringey.
- 6.2 In December 2021, Cabinet approved the making of experimental traffic orders to implement the six School Streets (shown in the plans contained in

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<sup>1</sup> <https://www.minutes.haringey.gov.uk/ie/IssueDetails.aspx?IIId=71809&PlanId=0&Opt=3#AI66280>

<sup>2</sup> <https://www.haringey.gov.uk/parking-roads-and-travel/roads-and-streets/haringey-streets-people/haringey-s-adopted-walking-and-cycling-action-plan>

<sup>3</sup> [www.haringey.gov.uk/sites/haringeygovuk/files/final\\_corporate\\_delivery\\_plan.pdf](http://www.haringey.gov.uk/sites/haringeygovuk/files/final_corporate_delivery_plan.pdf)

Appendix A3). Approval was given for the School Streets as part of three decisions taken in respect of three Low Traffic Neighbourhoods, as follows, and were launched on 15 March 2022:

- Bruce Grove West Green Low Traffic Neighbourhood<sup>4</sup>
  - SS02 Bruce Grove Primary School Street
  
- Bounds Green Low Traffic Neighbourhood<sup>5</sup>
  - SS20 Belmont Junior and The Vale School Street
  - SS24 St Martin of Porres R.C. Primary School Street
  - SS25 Trinity Primary Academy School Street
  
- St Ann's Low Traffic Neighbourhood<sup>6</sup>
  - SS19 West Green Primary School Street
  - SS28 Seven Sisters Primary School Street

### 6.3 What is a School Street?

6.4 School Streets transform roads to create a safer and healthier environment for children to walk, cycle scoot or wheel to school.

6.5 At school drop-off and pick-up times, the road temporarily becomes a pedestrian and cycle zone which brings the following benefits:

- Improved safety: motor vehicle traffic is reduced which results in a reduction in the likelihood a collision with a pupil. Safer environment for pupils, staff and parents travelling to and from school
  
- Reduced air pollution: reduced numbers of cars on the road. Significant positive impact on the health of school children and the surrounding community
  
- Increased physical activity: encourages walking, cycling and scooting. Promotes healthy habits. With 35% of year 6 children in Haringey classed as overweight or obese, School Streets contribute to addressing the borough's health inequality
  
- Improved social connections: fewer car trips to school means less congestion and fewer barriers to social interaction. School run traffic in Haringey makes up around 25%<sup>7</sup> of weekday morning peak traffic.

6.6 Residents and business within a School Street can apply for an exemption giving them the ability to drive into the School Street if required. Driving out

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<sup>4</sup> <https://www.minutes.haringey.gov.uk/ieIssueDetails.aspx?IIId=78078&PlanId=0&Opt=3#A171022>

<sup>5</sup> <https://www.minutes.haringey.gov.uk/ieIssueDetails.aspx?IIId=77170&PlanId=0&Opt=3#A170336>

<sup>6</sup> <https://www.minutes.haringey.gov.uk/ieIssueDetails.aspx?IIId=77497&PlanId=0&Opt=3#A170585>

<sup>7</sup> <https://www.london.gov.uk/who-we-are/what-london-assembly-does/questions-mayor/find-an-answer/car-journeys-during-school-drop-offs>

of a School Street is permitted without the need for an exemption. Emergency service vehicles have access at all times.

6.7 Nearly 6km of Haringey's streets have been converted to pedestrian and cycle zones at school-run times and over 500 are operational across London. This is helping our children to walk, cycle and wheel to school more safely – and in cleaner air – than before.

## **6.8 Objectives of a School Street**

6.9 The key objectives of a School Street are as follows:

- Reduce congestion and car use near schools.
- Reduce road danger and improve safety for pupils and parents / carers travelling to and from school.
- Encourage active travel to and from schools.
- Improve air quality around schools.

6.10 Monitoring of recent experimental School Streets in Haringey<sup>8</sup>, including the six School Streets referred to in this report, as well as research carried out by other boroughs and Transport for London<sup>9</sup>, show that these objectives are consistently met.

## **6.11 Experimental traffic orders (ETOs)**

6.12 The procedures for an ETO are defined by legislation<sup>4</sup>. An ETO can last for a maximum of 18 months and involves a 6-month statutory consultation that commences from the date that the order comes into effect. After 6 months (but before 18 months has expired), the Council may decide to revoke or amend the ETO (and provide another 6-month consultation period) or make the order, and thereby the traffic restrictions, permanent.

6.13 ETOs allow the Council and the public to assess the traffic restrictions in operation, rather than try and predict their impact. Implementation using ETOs also encourages the wider public (who may otherwise be unaware of the detail of the traffic restrictions) to assess the traffic restrictions and provide feedback.

6.14 The ETOs associated with the School Streets came into operation on 15 March 2022.

6.15 In line with the LTN decisions, two School Streets were amended to facilitate the introduction of the new LTNs within which these School Streets are situated. These amendments were:

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<sup>8</sup> <https://www.minutes.haringey.gov.uk/ie/IssueDetails.aspx?IIId=78374&Opt=3>

<sup>9</sup> <https://content.tfl.gov.uk/getting-to-know-school-streets-case-studies-2022.pdf>

- Bounds Green LTN on 15 August 2022 – St Martin of Porres Primary School - which was extended from Blake Road to include Lynton Gardens, and
- Bruce Grove West Green LTN on 1 November 2022 – Bruce Grove Primary School - in which the timed School Streets filter at the junction of Sperling Road / Moorefield Road was converted to an ‘at any time’ LTN emergency services traffic filter.

6.16 In view of paragraph 6.15 only the original ETOs (coming into operation on 15 March) – where they have not been amended as a consequence of the LTN – are recommended to be made permanent. The amended orders, which are components of the LTNs, will be subject to a future, separate decision, as highlighted in Appendix A3.

6.17 The objection period has expired on all six School Streets. It is now possible for the Council to take a decision on whether to make traffic restrictions for these School Streets permanent.

6.18 The recommendation to make permanent the School Streets referred to in recommendation 3.3 is based upon the evidence collected during the trial period (Monitoring Report, Appendix A) and the positive benefits that the School Streets have brought.

## **6.19 Cost of the School Streets**

6.20 The cost of delivering the infrastructure and the community engagement around the School Streets has been on average £90,000 per School Street. Measures covered by these costs include active travel engagement with the school and community, traffic signs and notifications, independent road safety audits, traffic counts, CCTV, letter drops and communications to the school and community. These costs and measures are required to enable the delivery of the ETO and its requirements. These costs have been managed within the LTN Capital Programme (School Streets) for the Council.

6.21 The cost associated with the recommendations contained within this report is approximately £5,000 per school; this covers the costs associated with publishing the required traffic notices. These costs will be managed through the same budget.

## **7 Review of the experimental School Streets**

7.1 The Council has undertaken a review of the 6 School Streets, taking into consideration the objectives, set out in the School Street Plan and paragraph 6.9 of this report.

- 7.2 The review considered quantitative and qualitative data on each School Street, where available, including traffic counts, air quality monitoring and consultation with stakeholders.
- 7.3 The results of the review are detailed in Appendix A (Monitoring Report) and summarised in the following sections.
- 7.4 Objective 1: Reduce congestion and car use near school  
Traffic volumes
- 7.5 Automated traffic counts (ATCs) were undertaken within the School Streets before (March 2022) and after (November 2022) they were launched.
- 7.6 Across all 6 School Streets, there has been a 63% reduction (average) in motor vehicle volumes, during School Street operational hours. This demonstrates that the streets changed from motor-vehicle dominated spaces to streets where pedestrians and cyclists have greater priority.
- 7.7 This is evident not only from the reduction in the number of vehicles recorded by the ATCs but also by observation and anecdotally from the schools.
- 7.8 In general, School Streets are not physically closed to motor vehicles and rely upon standard traffic signs with camera enforcement. Therefore, the ATCs will have counted all vehicles entering the zone during operating hours, including exempt vehicles (e.g., zone residents or registered Blue Badge holders) as well as unauthorised vehicles that may have received a penalty charge notice (PCN).
- 7.9 The number of bicycles counted at all six School Street sites has risen by an average of 4%, with two in excess of 40%. However, three of the six sites showed a reduction in the number of cycles counted: Trinity Primary School, West Green Primary School and Seven Sisters Primary School. It is important to note that the survey of parents and carers at these schools indicated a 6% average increase of children coming to school by active travel modes (walking, cycling, scooting) with a corresponding reduction in car trips.
- 7.10 At Bruce Grove Primary and Belmont Primary School Streets, the ATC counters detected significant increases in cycling, above 40% in both cases.
- 7.11 As noted in the Monitoring Report, Transport for London and other authorities have shown that travel behaviour and traffic volumes in London were significantly impacted by COVID19 and the subsequent recovery period. Therefore, assumptions drawn from the data should be considered in the context of the impact of COVID19 upon traffic levels.
- 7.12 Even accounting for all authorised and unauthorised (discussed in paragraphs 7.13 to 7.19) motor vehicle movements, this objective has

clearly been achieved with an average 63% reduction in traffic and, in some places, reductions of up to 94%.

7.13 Compliance

7.14 In terms of traffic signs, a School Street is technically a “Pedestrian and Cycle Zone”. A moving traffic contravention occurs when a motor vehicle (without an exemption) does not comply with the traffic sign and drives into a School Street during operational hours.

7.15 All six School Streets are enforced by closed-circuit television (CCTV) cameras using automatic number plate recognition (ANPR). Vehicles that do not comply with the traffic sign may be issued (by post) a PCN.

7.16 Compliance can be measured using the number of PCNs issued as a proxy. The data contained in this (and previous) Monitoring Report(s) illustrates that compliance of a School Street increases over time. This is likely to be due to a greater awareness of the restriction and, potentially, is an indicator of modal shift and behaviour change.

7.17 The average number of PCNs sent out per month fell rapidly during the first six months. Between May 2022 and March 2023, the number of PCNs per month has more than halved. Compliance is almost twice as high in the morning period than the afternoon period and the majority of PCNs are issued to motorists who live outside of Haringey.

7.18 High levels of compliance are critical to achieving the scheme objectives of reduced congestion, reduced road danger, increased active travel and better air quality.

7.19 It can be concluded that Haringey’s methods of enforcement are effective in achieving good – and improving – levels of compliance.

7.20 Objective 2: Reduce road danger and improve safety for pupils and parents/carers travelling to and from school

7.21 Road casualty data is measured through analysis of STATS19 data which is collected by the police and reported by Transport for London (TfL). A minimum of 3 years data is usually considered necessary to identify trends in the data.

7.22 As the School Streets have only been in place for a relatively short period of time, the number of collisions and trends are currently not yet available. Therefore, evidence for this objective is mostly anecdotal at this stage.

7.23 When surveyed, all headteachers (except Belmont School) considered that the street felt safer. Belmont was neutral about this aspect.

7.24 It is worth noting that there are limitations to surveys of this type as there will inevitably be some incidents that the school was not aware of, both



before and after School Streets were implemented and therefore longer-term trends will need to be assessed in due course.

7.25 **Objective 3: Encourage active travel to and from school**

7.26 Between January and May 2023, a survey was carried out with parents and carers of pupils at each the schools, seeking their views on the School Street trial. The survey results are contained in the Monitoring Report (Appendix A).

7.27 As part of the survey, parents and carers were asked how they travelled to school before and after the launch.

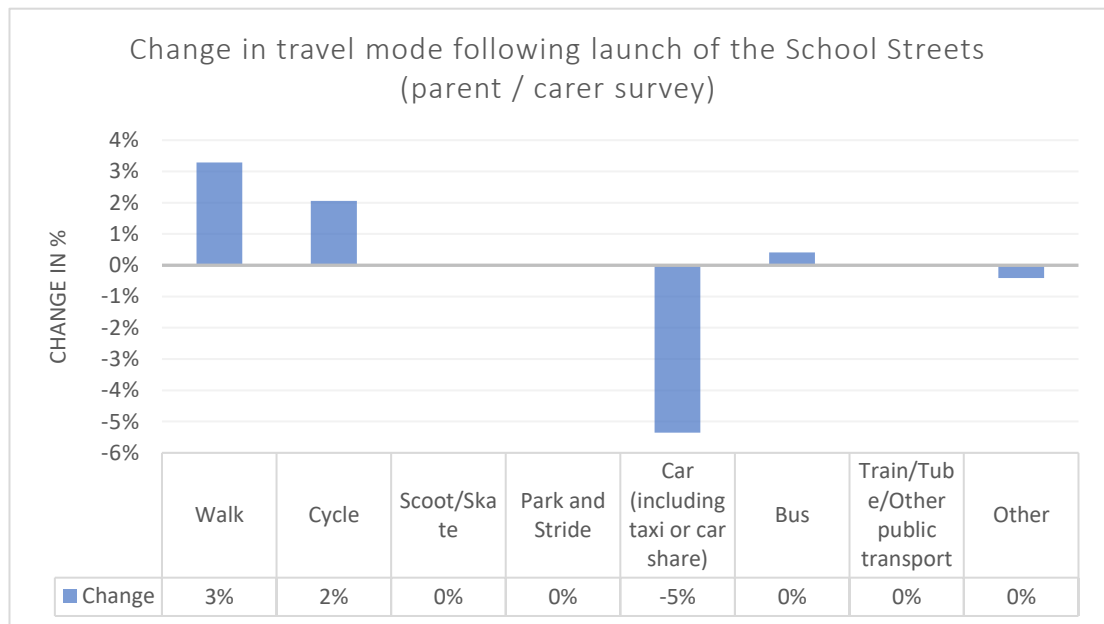


Figure 1 - Summary of parent and carer survey - travel mode before and after launch of School Street

7.28 The survey results indicate that, overall, there had been, on average, a 5% increase in walking, cycling and scooting to school and a corresponding 5% decrease in car-based trips. This data is shown in Figure 1 and is comparable with previous monitoring reports carried out at other School Streets.

7.29 There is some variation in the levels of change achieved at the different School Streets, as set out in more detail in the Monitoring Report.

7.30 It should be noted that self-selection bias may be a factor in this survey; i.e., individuals selected themselves into the survey, causing a biased sample. In future and where resources allow, 'hands-up' surveys with pupils will be carried out to supplement the parent survey data.

7.31 Further data on modal shift will be collated on an annual basis through the Sustainable Travel: Active, Responsible, Safe (STARS<sup>10</sup>) accreditation

<sup>10</sup> <https://stars.tfl.gov.uk/About/Accreditation>

- scheme enabling further conclusions to be drawn on the objective's success.
- 7.32 It is also worth noting that changes in travel behaviour often take time and the full benefits are unlikely to be fully realised. However, as the reduction in motor vehicles around the school gates becomes more accepted and safety demonstrated, it is hoped that more people will use active travel journeys as a matter of course.
- 7.33 The data in paragraph 7.28 indicates that the objective to encourage more active travel is being met.
- 7.34 Objective 4: Improve air quality around schools
- 7.35 'Air Quality' refers to the air around us and how many pollutants (harmful chemicals, particles or substances) it contains.
- 7.36 Air pollution is associated with several adverse health impacts; it is recognised as a contributing factor in the onset of heart disease and cancer. Additional air pollution particularly affects the most vulnerable in society: children and older people, and those with underlying heart and lung conditions.
- 7.37 Air quality monitoring sites were installed in mid-2021 at four of the six School Street locations. Belmont Junior School is monitored by a long-standing diffusion tube site. Trinity Road is not served by air quality monitoring and no data is available for that location.
- 7.38 Appendix A2 of the Monitoring Report (Appendix A) provides details of the air quality evaluation that was carried out, which concludes:
- In the post implementation period, average nitrogen oxide (NO<sub>x</sub>) concentrations at all the monitoring locations are well below the annual national objective of 40 µg/m<sup>3</sup>.
  - 60% of the School Streets show an improvement.
  - Whilst monthly comparisons at some sites show no improvement, they performed slightly better or no worse than the average borough-wide trend (see point 5, below). Where there are worse results in individual months these in the main are below the 40 µg/m<sup>3</sup> threshold. The threshold was exceeded in single months at Seven Sisters Primary and Bruce Grove Primary School.
  - Air quality improvements range from 0.8 – 1.8 µg/m<sup>3</sup>.
  - Across the borough of Haringey there has been an increase in air pollutants in 2022 compared to 2021, with a 13% increase in NO<sub>2</sub> concentrations.
  - The School Street results are encouraging being based on only seven months' data. By continuing with the current schemes, more "after School Street" data will be available. This will allow for continued

analysis to be undertaken, which can then provide insight in how best to alter and modify these and further School Streets schemes.

- It is too early to say with certainty (see following point) whether this data collected from the School Streets sites can be fully attributed to School Streets introduction, but from the limited data available, it would indicate that the objective to improve air quality is being met.
- Air quality varies over time due to a range of factors including climate fluctuations. Therefore, it is important to monitor over longer periods of time to identify and ensure the changes in air quality are due to the implementation of the School Street schemes, rather than due to the influence of weather conditions. Best Practise advises that a year's worth of data should be used as a baseline, calculated means should be "annualised" if valid data capture for the calendar year is less than 75% and greater than 25% and that calculated annual means should be appropriately bias adjusted. This ensures that robust datasets can be produced, allowing for accurate analysis to be undertaken.

7.39 From the analysis of the overall results, the continuation of the scheme is recommended. Ongoing air quality monitoring (see above point) will enable a clearer view about the extent to which this objective is being met going forward.

## **8 Consultation and engagement response**

8.1 In addition to the objection period associated with the ETOs (discussed in paragraph 6.12) the Council has, additionally, sought the view of stakeholders through a range of other methods discussed in detail in the Monitoring Report (Appendix A):

- Residents and businesses. Letter drop and questionnaire prior to the launch and shortly before the end of the experimental period.
- Headteacher survey
- Survey of parents and carers of pupils at each school

8.2 Overall, 207 responses were received from the public: 206 via the questionnaire and one formal objection to the ETO.

8.3 Of the 207 responses, 45% of respondents said they 'support' or 'strongly support' the School Street. However, there were variations between individual schools, as shown in Figure 2 below and as detailed in the Monitoring Report.

8.4 The overall level of support at these School Streets is lower than the two previous monitoring reports (for other School Streets) where the average level of support was 58%.

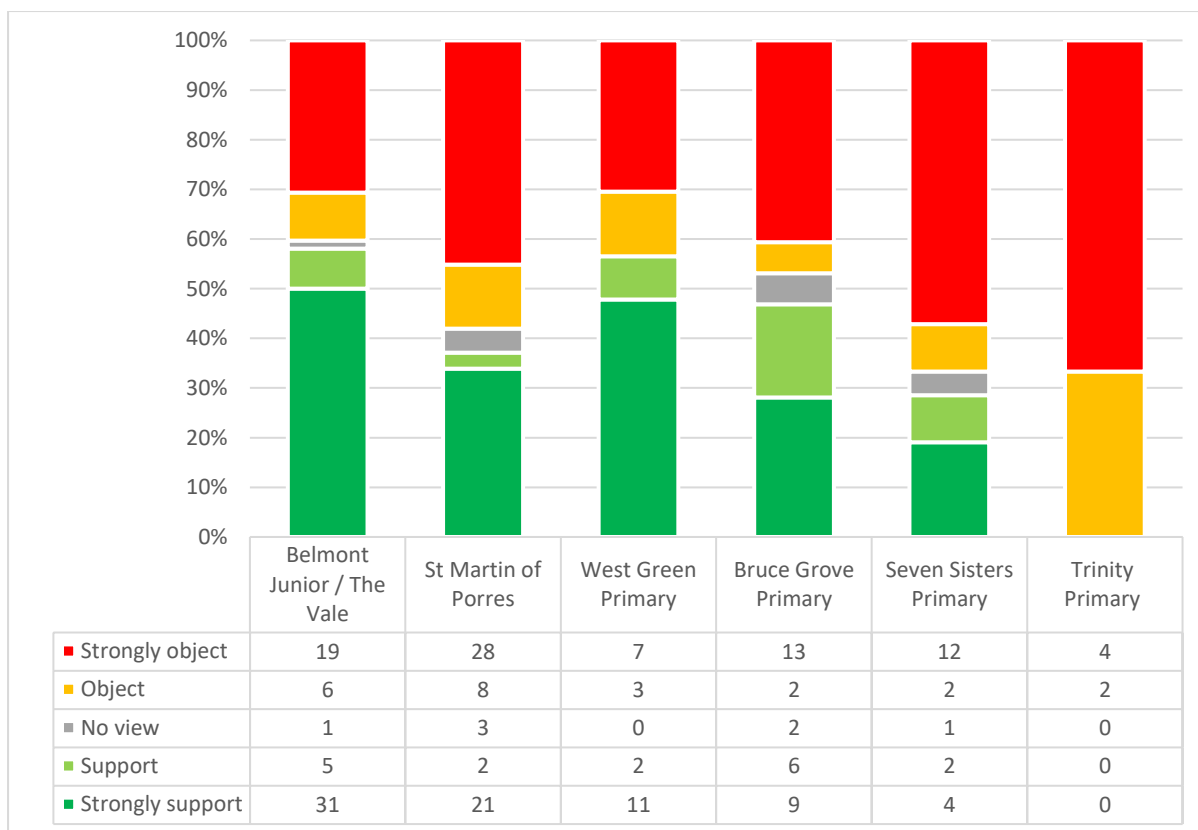


Figure 2 - General feedback

- 8.5 Headteachers (or a nominated member of staff) were invited to respond to a survey that gave them the opportunity to provide formal feedback on the success of the schemes. The responses show unanimous support from Headteachers directly affected to make all six School Streets permanent.
- 8.6 It is noted that the Headteacher at Belmont Infant School observed that its pupils don't enter the premises via the School Street and so would like to see the School Street (which currently serves Belmont Junior and The Vale and Belmont) extended to cover the entrances across Belmont Rec. Unfortunately, this is not within the scope of this review – however, the comments are duly noted.
- 8.7 The parents and carers survey showed a higher level of support than from the public feedback discussed in paragraph 8.3. When asked if they wanted the School Street made permanent, 55% of parents / carers said 'yes'. However, there was variation between schools as shown in Figure 3, below.

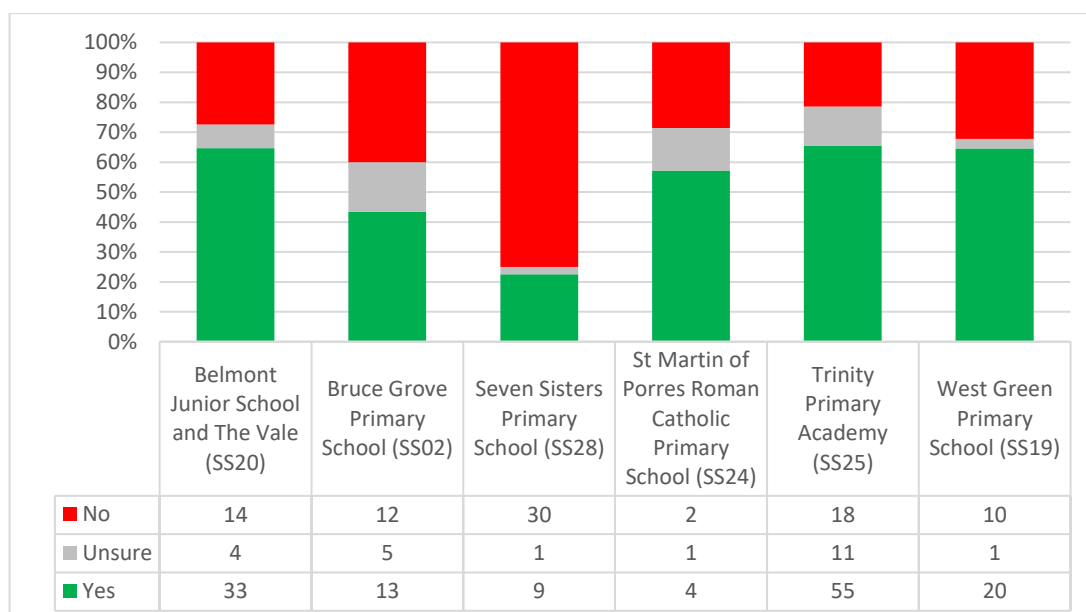


Figure 3 - Feedback from parent / carer survey on whether respondents wanted the School Street made permanent.

- 8.8 In the case of Seven Sisters Primary, it is noted that a considerable number of teachers responded to the parent / carer survey which has skewed the results downward. It is noted that their issues (related to provision of exemptions) have now been resolved, reflected by the Assistant Headteacher's subsequent response to the headteacher survey supporting the School Street being made permanent.
- 8.9 In accordance with The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations<sup>11</sup>, the Council must consider any objections that are made in writing and which state the grounds on which they are made. Therefore, Cabinet is asked to consider all objections made during the objection period (Appendix B) alongside the officer response to the themes of those objections (Appendix C).
- 8.10 This report recommends that, notwithstanding some level of objection from the general public, the School Streets should be made permanent when taking the following factors into consideration:
- the success of the School Streets (when measured against the objectives set out section 7);
  - the unanimous level of support from Headteachers directly affected (paragraph 8.5);
  - the good levels of support from parents and carers at each school (paragraph 8.7 and 8.8); and
  - the contributions School Streets make to the Council's strategic outcomes (set out in section 9).

<sup>11</sup> <http://www.legislation.gov.uk/ukxi/1996/2489/contents/made>

## **9 Contribution to the Corporate Delivery Plan 2022-2024 high-level strategic outcomes**

9.1 School Streets are specifically identified within the “Responding to the Climate Emergency” theme of the Corporate Delivery Plan, under High Level Outcome 2 - “A Just Transition.” This outcome relates to ensuring the transition to a low carbon economy is just, equitable and benefits everyone by improving air quality and road safety around schools. This will be achieved through a number of activities including:

- School Streets – create 30 School Streets by 2024 (approximately 15 per year) to improve air quality and road safety around schools.
- Healthy School Zones – install green pollution barriers at all schools on main roads in the borough at a rate of 4 per year. Supported by air quality audits to assess measures to implement.

9.2 School Streets also contribute to other high-level outcomes contained within the “Responding to the Climate Emergency” theme:

- High Level Outcome 1 “A Greener and Climate Resilient Haringey”
- High Level Outcome 3 “A Low Carbon Place”

9.3 School Streets contribute further to high-level outcomes contained within the “Placemaking and Economy Theme” within High Level Outcome 5 “Placemaking.” Specific areas of social and economic renewal will benefit from air quality improvements resulting from the delivery of School Streets in Bruce Grove and Seven Sisters.

## **10 Statutory Officers comments**

### **Finance**

10.1 This report seeks the approval for the points highlighted in section 3 of this report. The cost associated with the recommendations contained within this report as stated in paragraph 6.21 amounts to £30k (i.e. £5k multiplied by 6 schools), and will be fully met from the councils capital programme, under LTN Phase 1 Completion.

### **Procurement**

10.2 SP note the contents of the report and the recommendations in section 3 which do not refer to a procurement matter.

## **Head of Legal and Governance**

- 10.5.1 The Council's power to make an order regulating or controlling vehicular and other traffic on an experimental basis is contained within section 9 of the Road Traffic Regulation Act 1984 (RTRA).
- 10.5.2 Before an experimental traffic order (ETO) is made permanent, the objections received set out in Appendix B must be considered as stated in paragraph 8.9 of this report.
- 10.5.3 When deciding whether to make the ETOs for the six School Streets identified in paragraph 1.1 and shown on the plans in Appendix A3 to this report, permanent the Council must under section 122(1) of the RTRA, so far as practicable, have regard to the matters specified in subsection (2) set out below to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway
- (a) the desirability of securing and maintaining reasonable access to premises;
  - (b) the effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run;
  - (bb) the strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy);
  - (c) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and
  - (d) any other matters appearing to the local authority to be relevant.
- 10.5.4 The factors which have pointed in favour of making the restrictions on the movement of traffic in the ETOs for the six School Streets have included the objective of securing the safe movement of pedestrians and cycle traffic.
- 10.5.5 Approving the making of the ETOs for the six School Streets permanent is an executive decision to be taken by the Cabinet in accordance with the Council's Constitution.

## **10.3 Equality**

- 10.4 The Council has a Public Sector Equality Duty under the Equality Act (2010) to have due regard to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act
  - Advance equality of opportunity between people who share those protected characteristics and people who do not
  - Foster good relations between people who share those characteristics and people who do not.
- 10.5 The three parts of the duty applies to the following protected characteristics: age, disability, gender reassignment, pregnancy/maternity, race, religion/faith, sex and sexual orientation. Marriage and civil partnership status applies to the first part of the duty.
- 10.6 The School Street Plan (2020) was subject to an Equalities Impact Assessment (EqIA) which was [updated in 2022](#) and again as part of the [new School Street Plan \(2023\)](#).
- 10.7 The updated EqIA identifies that:
- There is evidence that air pollution disproportionately affects children and young people. Therefore, the recommendations represent a step change to address a known inequality.
  - The primary beneficiaries of the School Street programme will be young people, with older people, those with disabilities, and pregnant women also benefitting from improved air quality.
  - Young people, older people, those with disabilities and pregnant women will benefit because they disproportionately suffer from poor air quality.
  - Those people with a disability, who hold a blue badge and require access to a property within the School Street will be eligible for an exemption.
  - It also notes that the Council will take steps to identify and prevent or mitigate any adverse impacts that may be identified (during later design stages of each project) for people who depend on car travel, such as people with limited mobility, pregnant women, and people who depend on private vehicles to attend places of worship.
- 10.8 The recommendations contained within this report are considered to be consistent with the EqIA detailed above.
- 10.9 It is noted that the exemptions available for School Streets are different than the exemptions available for Low Traffic Neighbourhoods (LTNs). This is because the two project types have different objectives. Exemptions to School Streets are typically more limited than exemptions for LTNs because the primary objective of School Streets is to create a safer environment for children (a particularly vulnerable protected group), while LTNs aim to reduce the overall impact of traffic in residential areas. For example, exemptions within LTNs allow vehicles to pass through a traffic filter even if the journey could be taken via another route. However, in School Streets, this is not the case and exemptions are only provided



where motorists have a requirement to access premises within the School Street. It is also important to note that School Streets only operate for a very limited time period (approximately one hour in the morning and one hour in the afternoon), Monday to Friday and during term time only. This contrasts to traffic filters within LTNs which operate 'at any time'. This difference is relevant when considering the justification and proportionality of the School Street under the Equality Act.

- 10.10 Mitigation is made through the implementation of an exemption permit system whereby certain groups can apply for an exemption to the restriction, where they meet the specified policy criteria. The groups currently provided for are set out in Appendix D. Those holding a valid exemption are allowed to drive into the School Street during operational times.
- 10.11 Consultation was carried out prior to the schemes being recommended to be made permanent. This has provided everyone the opportunity to comment prior to it becoming permanent.

## **11 Use of Appendices**

- Appendix A – Monitoring Report
  - Appendix A1 – Summary of feedback
  - Appendix A2 – Air quality data
  - Appendix A3 – School Street designs
- Appendix B – All comments, suggestions and traffic order objections
- Appendix C – Objection themes and officer responses
- Appendix D – Existing exemption policy

## **12 Local Government (Access to Information) Act 1985**

- [10/11/20 - Cabinet: School Streets Plan](#)
- [7/12/21 - Cabinet: 6 School Streets as part of 3 LTN projects](#)
- [7/3/22 - Cabinet Member Signing: Update to School Street Equality Impact Assessment](#)
- [13/6/23 - Cabinet: School Street Plan](#)