

# CABINET MEMBER SIGNING

**Monday, 7th March, 2022, 9.00 am**

**Members:** Councillor Mike Hakata – Cabinet Member for Environment, Transport, and the Climate Emergency

## **1. APOLOGIES FOR ABSENCE**

To receive any apologies for absence.

## **2. DECLARATIONS OF INTEREST**

A member with a disclosable pecuniary interest or a prejudicial interest in a matter who attends a meeting of the authority at which the matter is considered:

- (i) must disclose the interest at the start of the meeting or when the interest becomes apparent, and
- (ii) may not participate in any discussion or vote on the matter and must withdraw from the meeting room.

A member who discloses at a meeting a disclosable pecuniary interest which is not registered in the Register of Members' Interests or the subject of a pending notification must notify the Monitoring Officer of the interest within 28 days of the disclosure.

Disclosable pecuniary interests, personal interests and prejudicial interests are defined at Paragraphs 5-7 and Appendix A of the Members' Code of Conduct

## **3. PROPOSED CYCLING IMPROVEMENTS ALONG STATION ROAD N22 (PAGES 1 - 22)**

## **4. SCHOOL STREETS (BATCH 1A AND 1B) - REVIEW OF 10 SCHOOL STREETS INTRODUCED UNDER EXPERIMENTAL TRAFFIC MANAGEMENT ORDER PROCEDURES (PAGES 23 - 208)**

Fiona Rae, Acting Committees Manager  
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Fiona Alderman  
Head of Legal & Governance (Monitoring Officer)  
George Meehan House, 294 High Road, Wood Green, N22 8JZ

Friday, 25 February 2022

**Report for:** Cabinet Member Signing – 7 March 2022

**Title:** Proposed Cycling Improvements along Station Road, N22

**Report authorised by:** Mark Stevens, Assistant Director Direct Services

**Lead Officers:** Simi Shah, Group Engineer Traffic and Parking, [Simi.shah@haringey.gov.uk](mailto:Simi.shah@haringey.gov.uk) and Danny Gayle, Team Manager Traffic Engineering Projects, [Danny.Gayle@haringey.gov.uk](mailto:Danny.Gayle@haringey.gov.uk)

**Ward(s) affected:** Woodside

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

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

- 1.1 To report on the feedback of the statutory consultation carried out from 20 October to 10 November 2021, on proposals to improve protection for cyclists using the northbound and southbound cycle lanes along Station Road from the junction with High Road to the junction with Park Avenue.
- 1.2 To seek approval to proceed to implementation, having considered objections received to the statutory consultation.

## **2 Cabinet Member Introduction**

- 2.1 N/A

## **3 Recommendations**

The Cabinet Member for Environment, Transport, and the Climate Emergency is asked:

- 3.1 To approve the implementation of the Station Road cycling improvement scheme, as set out in the plan in Appendix A, which includes:
  - (a) Converting the northbound advisory cycle lanes on Station Road from the junction with High Road to the junction with Park Avenue to mandatory cycle lanes and the single kerb blips to double kerb blips.
  - (b) Converting the southbound advisory cycle lane on Station Road between its junction with High Road to its junction with Mayes Road, outside St Pauls Church to No. 76 Station Road and from its junction with Park Avenue to 138 Station Road to mandatory cycle lane and the single kerb blips to double kerb blips.

- (c) Adding protection for cyclists by replacing the existing wand and mini orcas with longer poles installed inside the markings of the new mandatory cycle lanes where the widths of the cycle lanes exceed 1.65m.

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

- 4.1 The Council is required to consider the feedback received during the statutory notification period, in particular any objections to proposals, prior to proceeding to implementation. The proposed changes will make it safer for cyclists using these lanes as motor vehicles will not be allowed to enter the mandatory cycle lanes.

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

- 5.1 The proposals consulted upon included the moving of the parking bays located between 98 and 138 Station Road to outside of the existing advisory cycle lane, allowing the southbound cycle lane along Station Road between Park Avenue and Mayes Road to be made mandatory. This included removal of the widened footway at the junction with Barratt Avenue in order to provide a continuous cycle lane, negating the need for cyclists to weave in and out. However, following further site analysis, the road widths in this section were found to be too narrow, meaning these changes would result in the cycle lanes on both sides of the road being substandard and not meeting minimum widths set out in the London Cycling Design Standards (LCDS). For these reasons and following further discussions with Haringey Cycling Campaign, it was agreed that these measures would not be recommended for approval and instead a more holistic solution would be sought for this section, which would consider continuity towards Alexandra Palace and Bounds Green. This is subject to funding being identified to undertake this feasibility work.
- 5.2 The proposal also included replacing the existing wand and mini orcas (small units laid inside the cycle lane markings) with longer poles installed inside the lane of the new mandatory cycle lanes. These were proposed to be provided at regular intervals providing a safe barrier between the cyclist and motor traffic. As the road widths were found to be too narrow for the section of Station Road between Park Avenue and Mayes Road to accommodate wide cycle lanes to meet LCDS, the poles are now recommended to only be provided in sections of the cycle lanes where the widths exceed 1.65m, which would allow a clear width of 1.5m to be retained for use by cyclists.

#### **6 Background Information**

- 6.1 Encouraging more people to cycle is a vital part of Haringey Council's plan to tackle congestion, improve air quality, promote physical activity, and improve accessibility. Its commitment includes promoting cycling as a serious transport alternative recognising, with the continuing growth in numbers of people who cycle, the need for safe cycling infrastructure.
- 6.2 As part of the response to the Emergency Active Travel Fund allocated through the Department of Transport (DfT), the Council introduced changes to existing mandatory and advisory marked cycle lanes at five locations in the borough. Light segregation measures were introduced in the form of mini orcas and wand orcas



(cycle lane separators/small units laid inside the cycle lane markings), including Station Road N22. These sites were chosen because they already had low-quality or part-time cycle infrastructure that needed to be upgraded with protection to ensure the safety of cyclists travelling in Haringey.

- 6.3 The cycle lane separators are an essential safety feature for cyclists and provide a level of protection that encourages less confident people to cycle. To satisfy DfT timelines, the Council only introduced measures requiring changes to the existing kerbside restrictions and associated traffic orders. However, the intent has always been to adapt the infrastructure to enable the Council to further improve the network, in order to increase cyclists' confidence and safety when using the route along Station Road, and further encourage an uptake in cycling.
- 6.4 Special interest groups are considered at the design stage of the Council's cycling schemes to ensure the infrastructure is accessible to all regardless of age, gender, ethnicity, or disability. Where possible, existing guidelines including the London Cycling Design Standard (LCDS) and Local Transport Note, LTN 1/20, are also followed. LTN 1/20 sets out a comprehensive national standard for the design of cycle infrastructure by following core principles. The standards help to mitigate the risk of discrimination by providing guidance that allows for the assessment of all road users and delivering high quality cycle infrastructure that benefits all.
- 6.5 The Equality Act 2010 requires public sector authorities to comply with the Public Sector Equality Duty in carrying out their functions. This includes making reasonable adjustments to the existing built environment to ensure the design of infrastructure is accessible to all. The scheme has been designed with these requirements considered.
- 6.6 The main elements of the proposals consulted upon are listed below.
- Convert a majority of the existing southbound and northbound advisory cycle lanes on Station Road (from the junction with High Road to the junction with Park Avenue) to mandatory cycle lanes and change the single kerb blips to double kerb blips. This will mean that no waiting or loading will be allowed along the length of the mandatory sections of the cycle lanes.
  - Protection for cyclists will be provided by replacing the existing wand and mini orcas with longer poles installed inside the lane of the new mandatory cycle lane. These will be provided at regular intervals providing a safe barrier between the cyclist and motor traffic.
  - Providing 'floating parking bays' from 138 Station Road to 98 Station Road. This will involve relocating the existing parking bays to outside of the cycle lane (which will be next to the footway), reducing the length of the parking bays and removal of the footway widening at the junction with Barratt Avenue to improve safety for cyclists.
- 6.7 Ward Councillors were informed of the proposals on 15 October 2021.
- 6.8 The Haringey Cycling Campaign (HCC) was informed of the proposals on 10 September 2021. The HCC commented on 17 September 21, suggesting further

measures such as extending the cycle lane up to the Buckingham Road bridge. These suggestions will be explored as part of another phase, subject to funding, as infrastructure changes to the bus stop north of Alexandra Park station will be required, as well as changes to parking (including parking dedicated for electric vehicle charging).

- 6.9 Legal notices were distributed to properties in the vicinity of the proposals on 20 October 2021. A copy of the statutory consultation document is provided in Appendix A and a copy of the consultation boundary can be found in Appendix B. The notification letter was uploaded on the Council's website and legal notices placed on street and in the local newspaper. A copy of the legal notice is shown in Appendix C. Appendix D contains the full consultation report, from which the consultation responses were extracted.
- 6.10 The supply and installation of the proposed changes are estimated to cost **£45,372.50 excluding VAT** (forty-five thousand three hundred and seventy-two pounds and fifty pence) and this will be funded by TfL through the money secured from the DfT.
- 6.11 The Council received 16 responses during the statutory consultation period, 2 (13%) in support, 13 (81%) who objected and 1 (6%) with other views. The objections have been summarised below together with a Council response to each type of objection.

#### 6.11.1 **Objections related to congestion on Station Road**

The Council received one objection with the respondent stating that the proposed cycle lane improvements will cause further traffic congestion along Station Road.

##### **Council response**

The proposal to float the resident parking bays from outside 98-138 Station Road and provide the cycle lane inside the parking bay adjacent to the kerb is now not recommended to be implemented. The recommendations now simply entail converting sections of the existing advisory cycle lanes into mandatory lanes with no reduction to the width of the carriageway. The proposed changes will therefore not cause any additional traffic congestion along Station Road.

The proposals are designed to improve the conditions for cyclists travelling along Station Road, strengthening London's cycle network, and improving the north to south link in Haringey. It is acknowledged that the cycle lanes between Park Avenue and Mayes Road remain too narrow and converting the northbound section to a mandatory lane with waiting and loading restriction is a small improvement, but this section needs funding to consider options to provide protected cycling facilities that meet LCDS standards.

#### 6.11.2 **Objection related to the introduction of 'No Waiting or Loading' restrictions and loss of parking on Station Road**

The Council has received 10 objections related to the proposal to introduce 'No waiting or loading' restrictions and loss of parking on Station Road.

The objectors commented that the proposals will adversely affect the churchgoers of St Paul the Apostle Catholic Church as there will be nowhere to stop to drop off passengers and also raised concerns about where vehicles will park during a funeral. One objector was worried that the Council is installing a new lane.

### **Council response**

We are committed to improving the condition for cyclists to encourage the uptake of this sustainable transport mode and acknowledge that improved and safe cycle routes are essential for our residents.

The Equality Act 2010 requires public sector authorities to comply with the Public Sector Equality Duty in carrying out their functions. This includes making reasonable adjustments to the existing built environment to ensure the design of infrastructure is accessible to all.

In response to the concerns raised, and the fact that the road width doesn't allow for meaningful changes to be made without an injection of substantial funding, the existing waiting and loading restrictions in the vicinity of the church will be retained. However, it should be noted that vehicles parked on cycle lanes pose danger and inconvenience to cyclists, often forcing them into the flow of traffic. Cyclists should be able to complete their journeys without deviating from their path. The existing parking bays are being retained and the expectation is that churchgoers use that for parking and dropping off. There is a refuge island in this location which would mean that not many vehicles could fit in this section outside the church without blocking traffic movements.

The proposals do not include increasing the width of the cycle therefore the changes proposed for implementation will not narrow the width of the carriageway.

### **6.11.3 Objection related to the minimal use of cycle lane**

The Council has received two objections related to the use of the existing cycle lane.

The objectors are concerned that the existing cycle lane is hardly used, one objector feels that people tend to cycle on the road instead.

### **Council response**

The proposed change from advisory to mandatory cycle lanes will improve safety for cyclists, as motor vehicles will not be allowed to enter the mandatory cycle lanes. Therefore, these changes will encourage cyclists to use the dedicated cycle lanes instead of the carriageway, thus improving safety and accessibility for pedestrians and cyclists.

In addition, this will help encourage more people to cycle, supporting our policy to improve walking, cycling and other sustainable forms of transport in the borough.

## 7 Contribution to strategic outcomes

- 7.1 It is important that the Council has safe, green travel to prevent the borough's roads from being overrun by cars and to support active travel, which is the ambition of the Council as laid out in its [Borough Plan](#) and [Transport Strategy](#). The improvements to Station Road will support the objectives set out in these documents as well as the wider initiatives to improve air quality and support the health of residents as per the council's [Climate Change Action Plan](#).
- 7.2 This project will improve safety and accessibility for cyclists using this area and thus encourage cycle usage in the borough.

### Statutory Officers' comments

## 8 Finance

- 8.1 This report requests Cabinet Member approval for the implementation of proposed improvements to Station Road, outlined in section 3 and detailed under 6.6. The supply and installation of the proposed changes are estimated to cost £45,372.50 and this will be fully met from the current Council's capital budget under scheme 309 TfL LIP, which is being funded by TfL through the money secured from the DfT.

## 9 Legal

- 9.1 Section 65 of the Highways Act 1980 permits highway authorities to provide cycle tracks in or by the side of existing carriageway highways and to alter or remove cycle tracks constructed by them. Section 66 permits highway authorities to provide objects or structures on a highway for the purposes of safeguarding persons using the highway, including users of cycle tracks.
- 9.2 It is the view of Legal Services that what is being proposed and recommended within this report is in accordance with the law, as set out in this section.

## 10 Equality

- 10.1 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.
- 10.2 The installation of safe cycling infrastructure will allow for a greater range of Haringey residents to participate in active travel modes and benefit from the improved physical and mental health and wellbeing this can bring. At present, women, disabled people, the over 65s, and those at risk of deprivation are all underrepresented as cyclists. There is evidence which shows suppressed demand amongst these groups, whereby a significant proportion of those who do

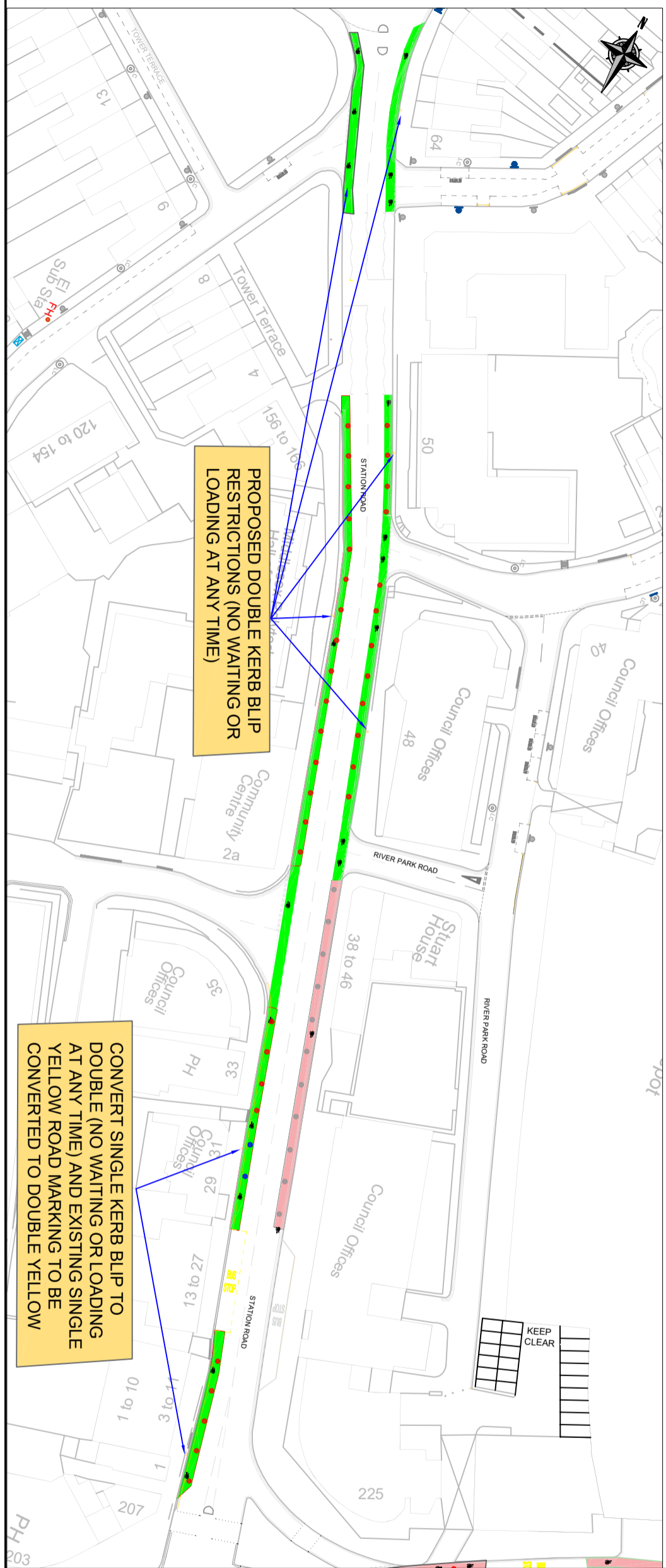
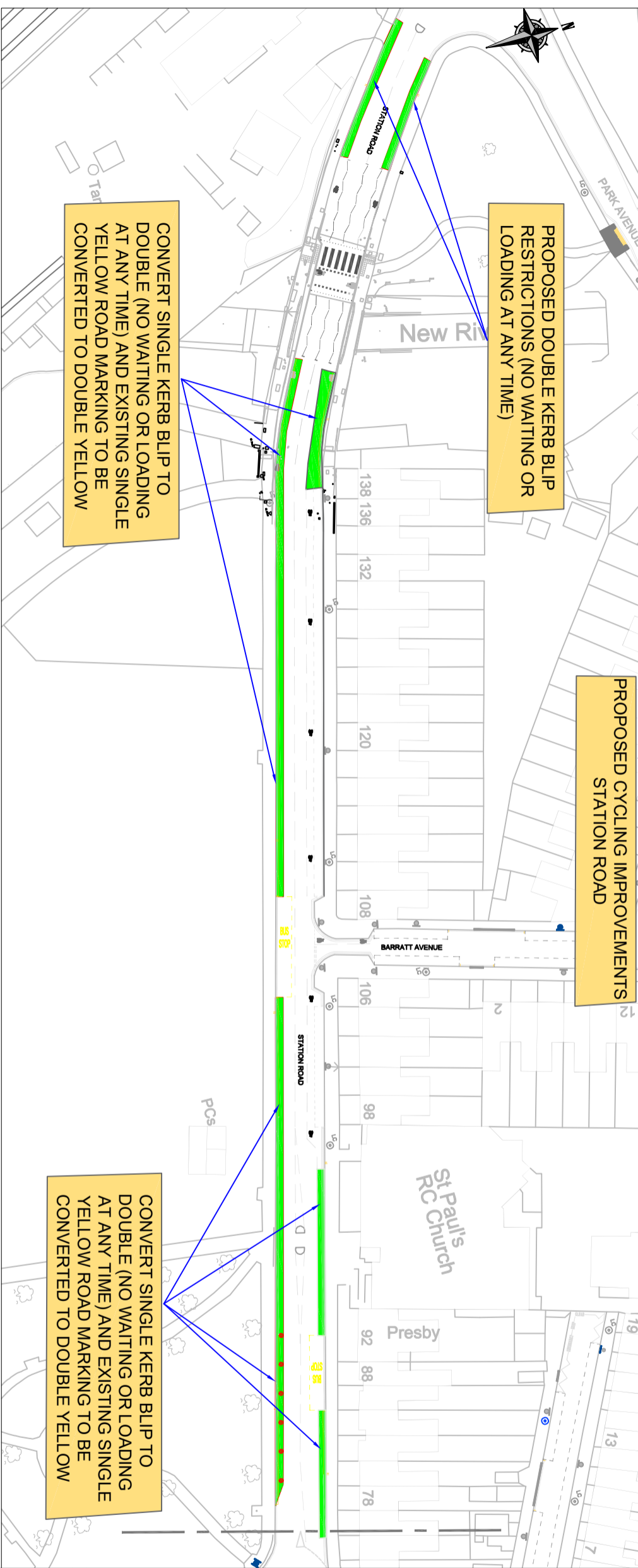
not currently cycle, would like to begin. The provision of safe cycle infrastructure has been recognised as one of the key enablers to redressing this imbalance. As such, this scheme represents an opportunity to advance equality of opportunity between people who share these protected characteristics, and people who do not.

### 11 **Use of Appendices**

- Appendix A – Revised Plan for Approval
- Appendix B – Consultation area
- Appendix C - Legal notice
- Appendix D – Full consultation report







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**KEYS:**

-  PROPOSED CONVERSION OF ADVISORY CYCLE LANE TO MANDATORY WITH DOUBLE KERB BLIP RESTRICTION (NO WAITING OR LOADING)
-  MANDATORY CYCLE LANE TO REMAIN
-  EXISTING TM POLES
-  EXISTING WAND ORCA/ MINI ORCA TO BE REPLACED WITH TM POLE INSTALLED INSIDE LANE OF NEW MANDATORY MARKING WITH A SPACING 4M APART. TM POLES WILL BE PROVIDED INSIDE SECTIONS OF MANDATORY CYCLE LANES WHERE THE WIDTHS ARE GREATER THAN 1.5m.
-  PROPOSED TM POLES WITH A SPACING 4M APART TO BE INSTALLED INSIDE LANE OF NEW MANDATORY MARKING. TM POLES WILL BE PROVIDED INSIDE SECTIONS OF MANDATORY CYCLE LANES WHERE THE WIDTHS ARE GREATER THAN 1.5m.
-  EXISTING ROAD MARKINGS

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## Environment and Neighbourhoods

Ann Cunningham: Head of Highways & Parking



20/10/2021

## Public and Statutory Consultation

### Proposed Cycling Improvements – Station Road

Dear Resident or Business,

Encouraging more people to cycle is a vital part of Haringey Council's plan to tackle congestion, improve air quality, promote physical activity, and improve accessibility.

Our commitment includes promoting cycling as a serious transport alternative; to do that we need to provide safe cycling infrastructure.

As part of our 2021/22 works programme, we are proposing to improve protection for cyclists using the northbound and southbound cycle lanes along Station Road from the junction with High Road to the junction with Park Avenue. The proposed changes will make it safer for cyclists using these lanes as motor vehicles will not be allowed to enter the mandatory cycle lanes.

The proposed changes are as follows and detailed on the plan overleaf:

- Convert a majority of the existing southbound and northbound advisory cycle lanes on Station Road from the junction with High Road to the junction with Park Avenue to mandatory cycle lanes and the single kerb blips will be changed to double kerb blips. This will mean that no waiting or loading will be allowed along the length of the mandatory sections of the cycle lanes.
- Protection for cyclists will be provided by replacing the existing wand and mini orcas (small units laid inside the cycle lane markings) with longer poles installed inside the lane of the new mandatory cycle lane. These will be provided at regular intervals providing a safe barrier between the cyclist and motor traffic.
- Providing 'Floating Parking Bays' from 138 Station Road to 98 Station Road. This will involve relocating the existing parking bays to outside of the cycle lane ( cycle lane will be next to the footway) and removal of the footway widening at the junction with Barratt Avenue to improve safety for cyclists.

This letter marks the start of a three-week public consultation period during which we welcome your views on the proposals. Please provide these using the enclosed Freepost feedback card or email your views to us at [frontline.consultation@haringey.gov.uk](mailto:frontline.consultation@haringey.gov.uk).

At the same time, the statutory consultation on the proposed changes (legal process whereby the proposals are advertised in the local newspapers) will begin on **20/10/2021** and provides a 21-day period for anyone wishing to object to the proposals. You can do this by emailing [traffic.orders@haringey.gov.uk](mailto:traffic.orders@haringey.gov.uk) providing reasons for your objection.

Please ensure that your response including any objections to the proposals reach us as soon as possible and no later than 10/11/2021.

Thank you for your interest and we look forward to hearing from you.

Yours faithfully,



Highways and Parking

**Highways and Parking**  
**River Park House, 1<sup>st</sup> floor**  
225 High Road, Wood  
Green  
London N22 8HQ

020 8489 1000

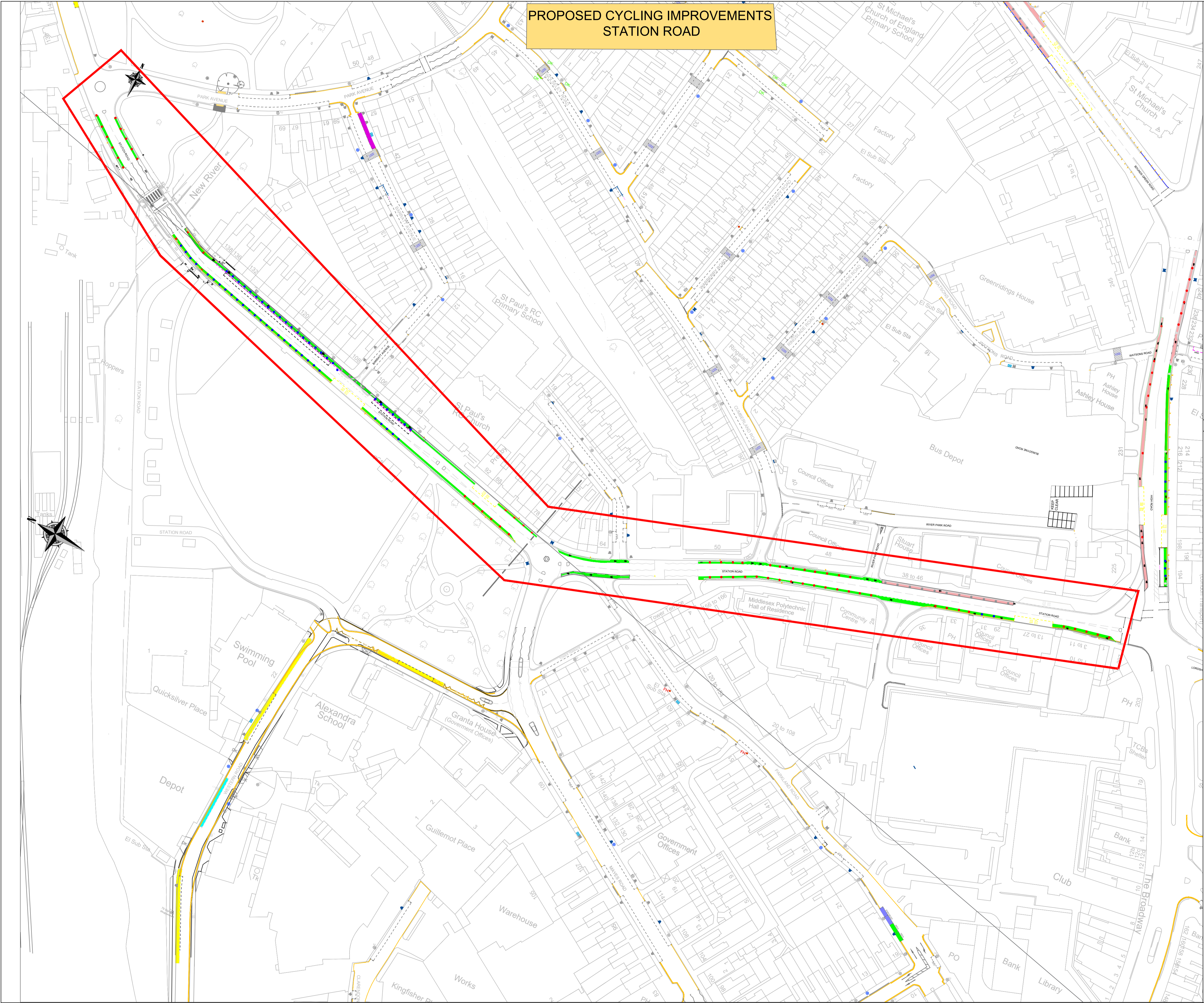
[www.haringey.gov.uk](http://www.haringey.gov.uk)



**PROPOSED CYCLING IMPROVEMENTS  
STATION ROAD**

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**KEYS:**





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**PROPOSED CYCLING IMPROVEMENTS – STATION ROAD N22**  
**The Haringey (Free Parking Places, Loading Places and Waiting, Loading and Stopping**  
**Restrictions) (Amendment No.\*\*\*) Order 202\***  
**The Haringey (Charged-For Parking Places) (Amendment No.\*\*\*) Order 202\***  
**The Haringey (Moving Traffic Restrictions) (Amendment No.\*\*\*) Order 202\***

**T58**

**Notice is hereby given** that the Council of the London Borough of Haringey, under sections 6, 45, 46, 49 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984, as amended.

**The general effect of the Orders, in relation to Station Road N22, would be to:-**

- (a) introduce, or upgrade existing waiting and loading restrictions into, double yellow lines (No Waiting at Any Time) and double kerb blips (No Loading at Any Time) to cover the extent of the proposed mandatory cycle lane described below;
- (b) convert the majority of the existing northbound and southbound advisory cycle lanes to mandatory cycle lanes, between its junctions with High Road and Park Avenue;
- (c) relocate the existing car club parking places from outside No. 138 Station Road to outside No. 98 Station Road

Copies of the proposed Orders and of the Council's statement of reasons for making the Orders and plans showing the locations and effects of the Orders may be inspected during normal office working hours until the end of a period of 6 weeks from the date on which the Orders are made or the Council decides not to make the Orders, at the reception desk, Alexandra House, 10 Station Road, Wood Green, N22 7TR or can be viewed online at <https://consultation.appyway.com/haringey>

Any person wishing to object to the proposed Orders or make other representation should send grounds for their objection via the online portal <https://consultation.appyway.com/haringey> or alternatively email [traffic.orders@haringey.gov.uk](mailto:traffic.orders@haringey.gov.uk) or write to Traffic Management Group, River Park House, 1<sup>st</sup> floor, 225, High Road, Wood Green, N22 8HQ quoting reference **2021-T58**, by 10<sup>th</sup> November 2021.

Dated: 20<sup>th</sup> October 2021

Ann Cunningham  
Head of Highways and Parking

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## Consultation Analysis



**PUBLIC + STATUTORY CONSULTATION** 20 October – 10 November 2021

### STATION ROAD: PROPOSED CYCLE IMPROVEMENTS

#### Summary of proposed scheme

##### Station Road

- Convert a majority of the southbound advisory cycle lanes on High Road between Bounds Green Road junction and Station Road junction to mandatory cycle lanes with single kerb blips changed to double blips. No waiting or loading will be allowed along the length of the mandatory sections.
- Protection for cyclists will be provided by installation of longer poles by the new mandatory cycle lane.
- The existing 'Car Club' Bays on Cranbrook Park will be converted to Loading Bays. New 'Car Club' Bays will be provided opposite No.3 Cranbrook Park.

#### Feedback Analysis

##### Chart 1 Overview of Support

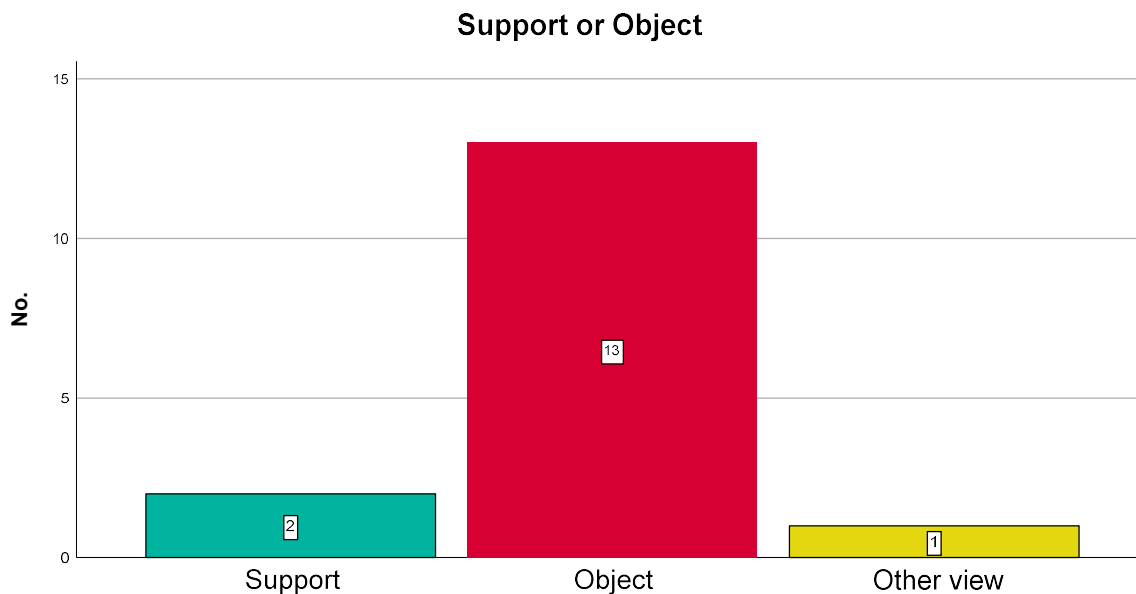


Table 1

		Count	%
Support / object	Support	2	13%
	Object	13	81%
	Other view	1	6%
	Total	16	100%

## COMMENTS / SUGGESTIONS

Card number	Support / object	Comments & suggestions
10	Object	<p>With regards to your Proposed Cycling Improvements to Station Road, N22, I object to scheme for the following reasons: 1) Since the current cycle lane was implemented last year, as a resident on Station Road, I have seen no cyclist use the lane - they tend to use the existing road. 2) The recent proposed CPZ extended scheme for Wood Green, you offered the option of electrical charging outlets for residents for charging their cards. The Cycling scheme seems to contradict this scheme as it is moving the cycling lane next to the footway would prevent residents to use such outlets 3) Implementing no waiting or loading in the current resident area discriminates against residents. As the pandemic has shown, there has been and increase in people using delivery services which would cause issues for residents to use such services 4) Impact on St Pauls Church. In particular when funerals are being held there. If there's no waiting , I imagine there's the unwelcome task of Funeral Directors and Grieving Families having to deal with parking. The letter you submitted haven't provided any reasonable rationale to move the cycling lane. As mentioned above, the current lane hasn't been used by cyclists, so I think it's an additional cost to taxpayers - I would imagine that there are other services that the Council can put the monies to good use?</p>
11	Object	<p>I am opposing providing 'Floating Parking Bays' from 138 station Road to 98 Station Road because this will limit the parking space for parishioners and especially people who are attending mass during funerals and holy mass such as Christmas. Here, I am talking about people who are old or disabled. As you know most parishioners are senior citizens who cannot afford to walk or take a bus. How many bicycles are passing on that road? very few and your statistics shows that few people do cycle on that road.</p>



<p>12</p>	<p>Object</p>	<p>I would like to object to the proposed cycling improvements on Station Road. My family regularly attend Church at St Pauls and park along station road near the church. We have four small children, so cycling as a family is just not possible for us. This would be the same for members of the congregation who find mobility difficult. I find all the 'improvements' to be very discriminatory to anyone who finds getting around difficult. By not being able to use my car, the difficulties posed by other transport methods will mean my family will simply miss out on many of the activities we enjoy and value. We often use the residents parking bays but sometimes have to park elsewhere in the road, for example on the single yellow line. Reducing the parking available will impact on our ability to go to church, therefore on our family's spiritual and mental health. In general, the various proposals being proposed by Haringey will decrease my quality of life and satisfaction in living in the area. Hardly anyone uses the current cycle lanes, so I don't know where all the cyclists are that this policy is supposed to benefit. It will, however, add to the traffic congestion and I strongly disagree with this proposal which seems to be being bulldozed through, as so many others in the local area. A cultural change to residents cycling more, cannot be achieved without other social policies to support it e.g. payments for people with caring responsibilities to allow for the extra time, expense and lost earnings that will be incurred as a result of the proposed changes. I use a car because i need it to achieve my daily responsibilities. You need to bring people with you, not work against them. These policies are divisive.</p>
<p>13</p>	<p>Object</p>	<p>I have lived here for 35 years now, and I know what the traffic is like in all weathers. There is a road drain on the proposed cycle lane that's finally been cleared after at least 14 years caused by the leaves and other rubbish all the time, I can imagine that this wont take long before this drain is blocked again, For all the time I have been here there is no leaves clean up by the council, at the moment the parking bay is absolutely full of leaves and cannot see the pavement edge on most of the bay, take a 5 minute walk up and see for yourself, what chance has a cyclist got there, I am all in favour of cycling lanes as I use these myself, I also have a parked car in the parking bay at the moment. I think that by moving the cars away from the pavement nearer the roadway, the available road space will be too narrow, example: Main road, 1 bus and 1 lorry passing each other with car wing mirrors sticking out, also passengers getting into and out the roadside door of the car, vehicles that have to pick up elderly people, vehicles that have to park to do deliveries, this bay is usually full. Also cars that come out of Barrett Ave, have a reasonably good view of oncoming traffic at the moment, narrowing the road gives less are to pull out safely, the amount of car crashes we have seen over the years, until the extension in the corner pavement was done has reduced this. There is also a Zebra crossing near the church that if the new cycle lane was introduced pushing out the parking bay that it will be tight for buses and large vehicles to manoeuvre into the Zebra crossing, Also in the event that there might be electric charging points erected on the side of the pavement for future electric car charging, where are the charging cable going to go ?. I feel that narrowing the main road lane space that in the event of emergencies and other things that there is no more room to manoeuvre.</p>

<p>14</p>	<p>Object</p>	<p>I have the following concerns. 1) Reduced parking availability due to smaller parking bays. The new road layout seems to remove parking availability at either end of the parking bays. There is already pressure on parking in the area - particularly I might add with Haringey council workers with permits using the spaces allocated to residents. 2) Risk to car drivers / passengers getting into and out of cars By design there will now be twice the risk of accident as either side of the car will now be exposed to fast moving traffic on the cycle lane and the road. Opening car doors directly into the reduced road space. 3) Risk to static cars by passing traffic. By compressing the space between bi-directional traffic - including heavy lorries and buses - there is now an increase in risk in accidental side collisions for the cars parked in these bays. As a resident and a cyclist - the proposal is attempting to fix a problem that is not there. Cyclists move freely on the road in the existing lane - and many choose to follow the existing cycle route alongside the school wall on the Common. The proposal offers little to no increase in safety for cyclists - and actually puts passengers using the car parking bays at increased and renewed risk. The money would be better invested into speed reduction initiatives on Station Road which would make the roads safer for residents, school children - at the three! schools - Road users and Cyclists.</p>
<p>15</p>	<p>Object</p>	<p>As a parishioner of St Paul's RC church, Station Road, Wood Green, my attention has been drawn to the proposals to restrict the stopping of vehicles outside the church. These proposals will impact significantly on me as, according to the consultation diagrams, there will be no stopping at any time to drop off outside the church. For the elderly and, in particular, those with mobility issues, this will be most inconvenient and may even cause us to give up worshipping at this church. The availability of public transport - only the W3 and 184 buses - which does stop outside the church may not be a solution for many. I dare say there will be other downsides for the church community, such as the ease with which funerals may be carried out if getting to and leaving the church are restricted in the way proposed. Please reconsider.</p>

<p>16</p>	<p>Object</p>	<p>I would like to formally object to the proposed so- called cycling improvements planned for Station Road on several grounds 1. Inadequate consultation and engagement: many local people will not be aware of the implications of this scheme. The wording of the scheme does not fully state the removal of available parking for disabled badge holders This discriminates against the elderly and disabled who need available parking to attend church services at St Paul's, this should have been much more widely advertised to the wider community. 2. Inadequate risk assessment to pedestrians using shared space with cyclists particularly as these pedestrians are likely to be more vulnerable, elderly and disabled, attending church services. The population of pedestrians using this section of the road are likely to be older, frailer and sicker. The risk of accident or injury from vehicles now traversing a much narrower space because of the cycleway and wider shared space makes both pedestrians and cyclists more vulnerable. Additionally pedestrians are at more risk of accidents with cyclists in the shared space. Signs saying that cyclists should dismount is not adequate protection for vulnerable pedestrians and the fact that the Council has needed to include such signs in your proposal should signal that this is a potentially dangerous scheme, particularly given that the pedestrians will include many vulnerable people. 3. Disabled, the elderly and the vulnerable church goers, who need to shield or for whom active travel is not an option have not been adequately addressed by the scheme. Many will need to be driven to church, journeys that will now take longer in congestion adding anxiety, physical discomfort and distress for passengers as well as the additional pollution caused by idling traffic. The fear of missing the start of a church service induces anxiety and to then add to it further congestion for the sake of a scheme. 5. Buses and school transport will also be disadvantaged in the congestion on surrounding streets and there is also the risk of delays to emergency ambulances particularly were there to be any traffic incidents on alternate routes. 6. The proposed scheme does not appear to be a reasonable or proportionate response to achieve the objectives because the vast number of local people who would be at risk and severely disadvantaged by the scheme. Cyclists make up less than 2% of any transport system and it is disproportionate to design a scheme that so clearly disadvantages so many for an aspiration that could be met in other ways. 7. For reasons stated above, I believe that the Station Road cycle scheme infringes Haringey Council's duty to secure the expeditious movement of traffic on its road networks. I urge Haringey Council to carry out further risk assessments, and full community engagement and consultation, full baseline data in terms of traffic counts, cycle counts, air quality, etc, before proceeding with any proposed work.</p>
<p>17</p>	<p>Object</p>	<p>Regarding the proposed cycling improvements in Station Road, I am completely opposed to any change. A cycling lane already exists, and as a member of St. Paul's church I am concerned about what is going to happen when there is a funeral. Where will the hearses be able to park? Please reconsider this proposal.</p>
<p>18</p>	<p>Object</p>	<p>The changes proposed to Station Road are going to adversely affect the church goers of St Paul the Apostle Catholic Church. Many parishioners attend this church daily and hundreds on a Sunday. Parking is particularly difficult around this area as it is! What will happen if a funeral is planned and there's no close parking for the hearse, or a wedding car for weddings? A Church needs to be accessible! Please reconsider these plans - they are NOT acceptable.</p>

19	Object	I strongly oppose these proposals for the following reasons - I frequently take elderly parishioners to St Paul's church during the week and without the parking bays I will not be able to do this. Where will we park when there is a funeral taking place ? I have never seen a cyclist using any of these lanes - in fact the quite opposite they still cycle on the footpath, with no regard for pedestrians. The council should remove these lanes as they just cause more distribution to the majority
19	Object	I am writing to you to object to the extension of the cycle lane in Station Road. I am a parishioner at St Pauls Church and we need the front of the Church to be kept clear for funeral cars etc. Also a lot of elderly people travel by bus and use the island in the middle of the road to access the Church and there is a bus stop which is virtually outside the Church. Please consider these objections, Station Road is narrow enough for buses already without another lane installed, Cyclists are well provided for already,
21	Other view	I support the first 2 proposals re cycle lanes but strongly object to relocating parking bays. The speed that cyclists come down Station Rd will endanger residents parking as well as delivery drivers and service providers. The road is too narrow for the amount of traffic using it and there are schools, church, decorum. Who would police the changes? Please re-think this. Other studies show it doesn't work.
22	Object	Leave it as it is. Your scheme will increase congestion and make the road more difficult to drive down.
23	Support	
24	Object	The bike lanes should be removed. They are a complete waste of time and cause more problems on narrow roads
25	Support	
16	16	16

- Report for:** Cabinet Member Signing – 7 March 2022
- Title:** School Streets (Batch 1a and 1b) - review of 10 School Streets introduced under experimental traffic management order procedures.
- Report authorised by:** Stephen McDonnell, Director of Environment and Neighbourhoods
- Report Authors:** Tim Walker, School Streets Programme Manager, and Joe Baker, Head of Carbon Management
- Ward(s) affected:** Fortis Green, Highgate, Hornsey, Seven Sisters, St Ann's, Tottenham Green, Tottenham Hale, Woodside

**Report for Key/**

**Non-Key Decision:** Key Decision

**1 Describe the issue under consideration**

- 1.1 To report the impact of 10 School Streets introduced on an experimental basis across the borough between November 2020 and April 2021.
- 1.2 To consider any statutory objections made to the associated traffic orders.
- 1.3 To seek approval to make all 10 School Streets permanent.

**2 Cabinet Member Introduction**

- 2.1 N/A

**3 Recommendations**

The Cabinet Member for Environment, Transport and the Climate Emergency is asked:

- 3.1 To note the outcome of the trial/experimental period of the 10 School Streets, as detailed in the Monitoring Report (Appendix A);
- 3.2 To consider the scheme objections (Appendix B) and officer's responses to the themes raised (Appendix C);
- 3.3 To approve the amendment (a reduction) to the hours of operation of Rokesly School Street to 8:15am to 9:15am and 2:45pm to 3:45pm, for reasons given in paragraph 8.9 and 8.10;
- 3.4 To approve the making permanent of the 10 School Streets, subject to the outcome of any statutory traffic order procedures.

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

- 4.1 As set out in Haringey Council's School Streets Plan<sup>1</sup>, the Council took the decision to implement its School Streets using experimental traffic orders (ETOs).
- 4.2 The procedures for an ETO are defined by legislation<sup>2</sup>. An ETO can last for a maximum of 18 months and will involve a 6-month statutory consultation that runs concurrently with the delivery of a scheme. After 6 months (but before 18 months), the Council must decide whether to revoke the ETO, amend the ETO (and invoke another 6-month consultation window) or make the order, and thus the scheme, permanent.
- 4.3 The use of ETOs has enabled the swift implementation of School Streets and were, in part, driven by a need to respond to the pandemic and to support social distancing and reduce the risk of a damaging car-led recovery. ETOs have allowed the Council and the public to assess the schemes in operation, rather than try and predict their impact. Implementation using ETOs also encourages local residents who may otherwise be unaware of proposals to gain a sense of how well they think a scheme is working and provide feedback on that basis.
- 4.4 As the latter half of the 18-month ETO period is being reached, it is now necessary for the Council to take a decision on whether to make permanent the 10 School Streets schemes that were introduced in late 2020 and early 2021.
- 4.5 The 10 School Streets under consideration in this report are:
1. Chestnuts School (SS02)
  2. Campsbourne Primary School (SS03)
  3. Coldfall Primary School (SS04)
  4. Earlsmead Primary School (SS06)
  5. Highgate Primary School and Blanche Neville School for the Deaf (SS10)
  6. Holy Trinity Primary School (SS11)
  7. Rokesly Infants and Junior School (SS13)
  8. St Pauls Catholic Primary School (SS16)
  9. Tiverton Primary School (SS17)
  10. Welbourne Primary School (SS18)
- 4.6 The decision to make permanent the above 10 schemes is based upon the evidence collected during the ETO period and the positive benefits that the School Streets have delivered in terms of:
- i. Reduced congestion and car use near schools
  - ii. Reduced road danger and improved safety for pupils and parents/carers travelling to and from school
  - iii. Encouraged active travel to schools
  - iv. Improved air quality around schools

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<sup>1</sup> <https://www.minutes.haringey.gov.uk/ielssueDetails.aspx?IId=71809&PlanId=0&Opt=3#A166280>

<sup>2</sup> <https://www.legislation.gov.uk/ukxi/1996/2489/regulation/22/made>

## **5 Alternative options considered**

### **5.1 Do Nothing – i.e. *let the experimental traffic orders lapse***

5.1.1 This option was rejected as it would mean the Council would need to remove the infrastructure associated with the 10 School Streets listed in paragraph 4.5.

5.1.2 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.

5.1.3 Failure to deliver these School Streets would be contrary to the objectives set out in the Borough Plan, the Transport Strategy, the Climate Change Action Plan and the Draft Walking and Cycling Action Plan.

### **5.2 Allow a further six months of experimental operation before a decision is made.**

5.2.1 This option was rejected due to the pressure on resources required to review and then deliver any change within a shorter time period. Alongside this, there is evidence from other School Streets across London that little would change or be gained within an extra 6-month time period.

5.2.2 If time runs out on the ETO, the default position is that it lapses and is no longer enforceable. This would allow no time for any delays in making the School Streets permanent.

## **6 Background Information**

6.1 In November 2020, the Council approved an action plan to introduce School Streets outside 40 schools over a period of four years. Following that decision, the borough had the fastest growing School Streets programme and now have 17 School Streets in Haringey. Over 4km of Haringey's streets have been converted to pedestrian and cycle zones at school-run times. This is helping Haringey's children to walk, cycle and wheel to school more safely – and in cleaner air - than before. This report marks the end of the first experimental period for 10 of those School Streets.

6.2 Nobody would argue against the health of the borough's children being one of our highest priorities and the responses to the individual scheme consultations bear out this fact. Not only do School Streets improve air quality and reduce road danger around schools but also act to incentivise healthier ways of getting to and from school with walking and cycling numbers up wherever they're implemented.

6.3 Haringey Council is committed to supporting active travel and making its roads safer for everyone living, working and visiting the borough. That's why the Council is delivering a wide range of measures to reduce road danger, improve air quality, promote physical activity and improve accessibility.

- 6.4 As part of this work, the Council is committed to promoting walking and cycling as a safe and attractive way to get around the borough, including for journeys to and from school.
- 6.5 School Streets are a proven<sup>3</sup> method for increasing active travel, reducing harmful air pollution and reducing road danger around schools. A School Street is a timed street closure during drop-off and pick-up times outside a school. These typically last for 1-1.5hrs at the start and end of the school day, tailored to each school's start and finish times, and designed in partnership with each of the schools.
- 6.6 School Streets successfully remove the majority of vehicles from the roads outside of a school and encourage parents/carers and pupils to travel to school by sustainable modes, including walking, cycling or public transport. Exemptions are available for those who need it, including residents living within the scheme or those with reduced mobility to enable access to school.
- 6.7 In response to a motion<sup>4</sup> passed by Full Council in March 2019, Haringey Council prepared a School Streets Plan. The purpose of this plan was to enable Haringey Council to target School Streets at those schools most in need. The plan and associated funding were approved by Cabinet on 10 November 2020. This set out a standard framework to understand Haringey's School Streets programme, allowing for consistent, successful and efficient delivery of these measures.
- 6.8 Further background information can be found in the School Streets Plan<sup>5</sup> approved by Cabinet in November 2020.
- 6.9 Delegated decisions taken on 26 October 2020<sup>6</sup> and 22 February 2021<sup>7</sup> approved the implementation of the 10 School Streets set out in Section 4. Following the decision, Chestnuts Primary School was launched in November 2020, and the remaining nine launched in April 2021.
- 6.10 It is noted that a School Street at Harris Academy Coleraine Park was also launched in April 2021, but this scheme was amended in December 2021 to extend the area covered. Therefore, that particular School Street is now undergoing another 6-month statutory consultation period as the scope has changed. This means that it is excluded from this report and will be brought forward for a decision at a future date.

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

- 7.1 As set out in the School Street Plan and Section 4 of this report, the objectives of School Streets are as follows:
- i. Objective 1: Reduce congestion and car use near schools

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<sup>3</sup> <http://schoolstreets.org.uk/>

<sup>4</sup> <https://www.minutes.haringey.gov.uk/ieListDocuments.aspx?CId=143&MId=8670>

<sup>5</sup> <https://www.minutes.haringey.gov.uk/ieIssueDetails.aspx?IId=71809&PlanId=0&Opt=3#AI66280>

<sup>6</sup> <https://www.minutes.haringey.gov.uk/ieDecisionDetails.aspx?ID=2459>

<sup>7</sup> <http://minutes.harinet.haringey.gov.uk/ieDecisionDetails.aspx?ID=2553>



- ii. Objective 2: Reduce road danger and improve safety for pupils and parents/carers travelling to and from school
- iii. Objective 3: Encourage active travel to schools
- iv. Objective 4: Improve air quality around schools

7.2 The Council has undertaken a review of the 10 schemes, taking into consideration the above objectives. Alongside this, the Council has sought the views of the local community in and around the School Streets and gathered feedback received during the 6-month statutory consultation period. The Council has written to all residents within and adjacent to the School Streets. The schools were asked to promote feedback from staff, parents, and carers. The schemes and invitations for feedback have been placed on the Council's social media networks and lamppost wraparounds on each School Street. Where there is also a key user of the School Street (such as place of worship or medical centre), specific engagement has taken place.

7.3 The full analysis undertaken during the review is set out in the Monitoring Report, contained in Appendix A.

7.4 Future School Streets are set out in section 9 of this report.

## 7.5 **Objective 1: Reduce congestion and car use near schools**

### 7.5.1 Traffic flow data

7.5.2 Automated traffic counts (ATCs) were undertaken within the School Street boundary before (March 2021) and after (November 2021) the schemes launched, as shown in Table 1 below.

7.5.3 As identified by Transport for London and other authorities, travel behaviour and traffic volumes in London were significantly impacted by COVID19. Therefore, the normal approach of attributing 'before' and 'after' traffic count data to a project such this is difficult and not necessarily accurate. Accordingly, any assumptions drawn from the following data should be considered in the context of the impact of COVID19 upon traffic levels.

<b>TABLE 1: BEFORE -v- AFTER Summary of Automated Traffic Counts (ATC) within the School Street restriction</b>	Change in cycle number counted	Change in traffic volume (AM)	Change in traffic volume (PM)	Change in traffic volume (AM+PM)	Change in traffic speed
Campsbourne	189%	-23%	16%	-3%	-33%
Chestnuts	189%	-83%	-91%	-88%	73%
Coldfall	100%	-61%	-53%	-57%	3%
Earlsmead	30%	-46%	-42%	-44%	-1%
Highgate Primary & Blanche Neville	860%	273%	169%	215%	-5%
Rokesly (Elmfield)	84%	-37%	0%	-20%	-5%
Rokesly (Hermiston)	145%	-21%	-13%	-17%	3%
St. Paul's	-20%	-77%	-69%	-74%	48%
Tiverton	363%	-22%	-83%	-66%	-20%
Welbourne	-79%	0%	-67%	-52%	17%
<b>Average</b>	<b>186%</b>	<b>-10%</b>	<b>-23%</b>	<b>-21%</b>	<b>8%</b>

- 7.5.4 Whilst the last column in Table 1 above indicates percentage increases in traffic speed that suggest cause for concern at Chestnuts (73% increase) and St Paul's (48% increase), the recorded speeds associated with these School Streets is worth noting. Appendix A3 shows the average speed before the School Street was implemented for Chestnuts School was 6.9mph and this rose to 11.9mph. For St Paul's School, the average speed before the School Street was introduced was 11.8mph and that rose to 17.5mph. Although both schools have seen an increase in average speed, these both remain below the 20mph speed limit. The situation at both locations will be monitored and speed management interventions will be considered if necessary.
- 7.5.5 Across all 10 School Streets, the data indicates there has been an average 21% reduction in vehicle volumes, representing a re-balancing of movement on the streets from motor-vehicle dominated, to pedestrian and cycle dominated spaces.
- 7.5.6 This is evident not only by the reduced number of vehicles recorded by the ATCs as illustrated above, but also by observation and anecdotally from the schools.
- 7.5.7 With the exception of Holy Trinity Primary School (see paragraph 7.5.14), the 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 PCN.
- 7.5.8 It is further noted that Highgate Primary indicates an increase in traffic volumes. Officers consider that this data is not representative of the real-world situation and that an error in the 'before' (March 2021) count may have taken place. Officers will be carrying out an additional manual count to understand what has occurred at this location.
- 7.5.9 It is noted that the number of bicycles counted has risen substantially (up 186%). It is also noted that the data indicates there has been a slight increase (8%) in vehicle speeds; albeit accounted for by fewer vehicles. The council are currently producing a leaflet aimed that will be aimed at all road users about 'how to behave' and 'what to expect' in a School Street as a mechanism to reduce road danger and encourage lower speeds within School Streets.
- 7.5.10 Even accounting for all authorised and unauthorised vehicle movements, the traffic reduction objective has clearly been achieved with a 21% reduction in traffic overall and, in some places, reductions of up to 88%.

#### **7.5.11 Enforcement data**

- 7.5.12 With the exception of Holy Trinity Primary School, the School Streets are enforced by automatic number plate recognition (ANPR) cameras which issue a penalty charge notice (PCN) to vehicles that contravene the restriction<sup>8</sup>.

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<sup>8</sup> The School Street is, technically, a Pedestrian and Cycle Zone. A contravention occurs (and a PCN may be issued) when a motor vehicle without an exemption drives into the School Street during operating hours

- 7.5.13 The level of compliance of the traffic signs has risen rapidly since the cameras became operational. Over the period May to November 2021, the number of PCNs sent out per month has fallen by nearly 50%. The average number of PCNs sent out per camera has decreased from 15 per day to 6 per day.
- 7.5.14 At Holy Trinity Primary School, the scheme is enforced by way of two planters that physically prevent vehicles from entering the School Street but provide sufficient space for emergency services to pass through – should access be required. As there is a physical barrier in place, site observations indicate that there are high levels of compliance for this School Street.
- 7.5.15 Therefore, it can be concluded that Haringey's methods of enforcement are effective in achieving high levels of compliance. The data clearly demonstrates that levels of compliance grow as a School Street becomes more established, not least because of greater awareness and the resulting behaviour change. Higher levels of compliance are fundamental to achieving the scheme objectives of reduced congestion, reduced road danger, increased active travel and better air quality.

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

- 7.6.1 As the School Streets have only been in place for a relatively short period of time, the evidence for this objective is mostly anecdotal at this stage. That is because casualty numbers reported to Transport for London, via the Metropolitan Police<sup>9</sup>, are not yet available for the review period. In addition, at least three years' worth of casualty data is usually required to identify trends.
- 7.6.2 However, road danger was raised as a concern on numerous occasions by each of the schools before the School Streets were implemented, with reports of near-misses or collisions outside of the school gate. These insights were a significant factor in prioritising this batch of School Streets.
- 7.6.3 It is worth noting that there are limitations to this sort of anecdotal evidence as there will inevitably be some incidents not reported, both before and after School Streets were implemented. However, the feedback from each of the school's management, who had previously been informed of incidents, is that near-misses and/or collisions have been reduced or eliminated.

## **7.7 Objective 3: Encourage active travel to school**

- 7.7.1 During September and October 2021, a survey was carried out with parents and carers asking them a number of questions about School Streets. This included a question about how they travelled to school before and after the launch of the School Street.

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<sup>9</sup> <https://tfl.gov.uk/corporate/publications-and-reports/road-safety>

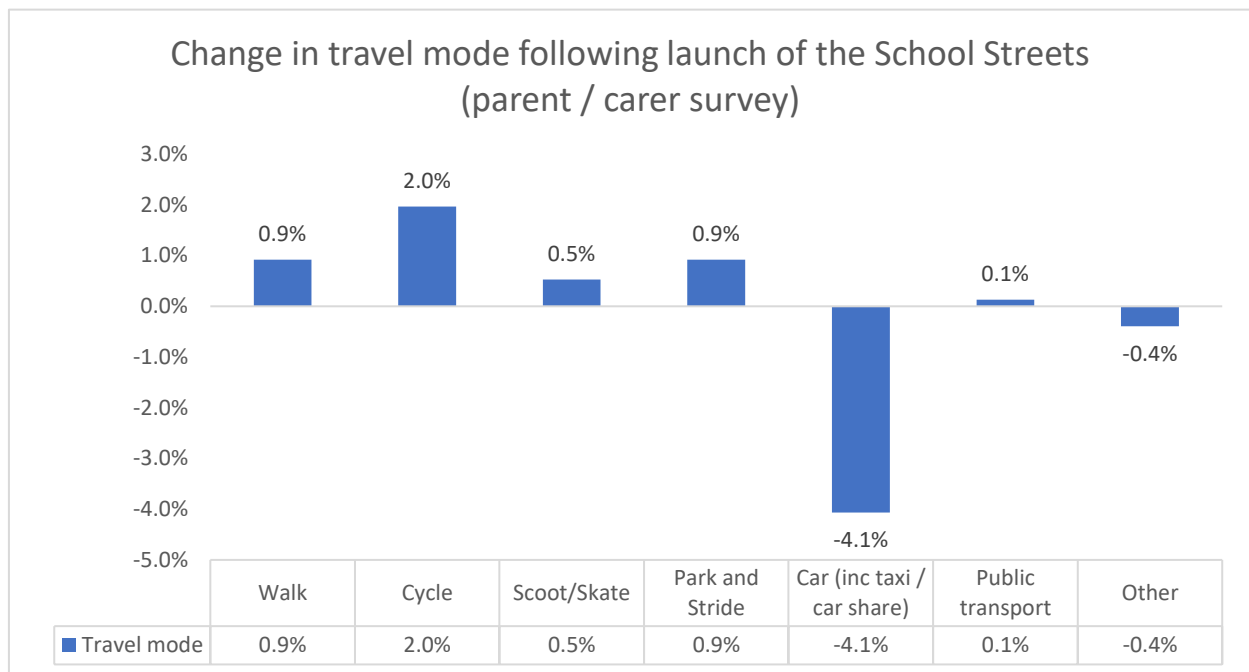


Figure 1 – Summary of parent and carer survey - travel mode before and after launch of School Street

- 7.7.2 The survey indicated that, overall, there had been a 3.4% increase in walking, cycling and scooting to school and a 3.1% decrease in car-based trips (including park and stride). This data is shown in Figure 1.
- 7.7.3 It is worth noting that many of the respondents' schools had a high level of walking with a contrasting low level of car use prior to the introduction of the schemes, showing that many were starting from a good baseline.
- 7.7.4 The data indicates that the objective to encourage more active travel has been met.
- 7.7.5 Clearly, there is variation in the levels of change achieved at the different School Streets, as set out in more detail in the Monitoring Report. For example, at Highgate Primary School and Blanche Neville School for the Deaf, the shift from private car use to active modes was 8% but, at other (e.g. Tiverton Primary) schools, parents reported no change in travel mode.
- 7.7.6 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. A 'lessons learnt' exercise was carried out (see Section 4 of the Monitoring Report) and, in future, the plan is to carry out 'hands-up' surveys with pupils before and after, to supplement the parent survey data.
- 7.7.7 Further data on modal shift will be collated on an annual basis through the Sustainable Travel: Active, Responsible, Safe (STARS<sup>10</sup>) accreditation scheme enabling further conclusions to be drawn on the objective's success.
- 7.7.8 It is also worth noting that changes in travel behaviour often take a while to take hold. As the School Streets have only been in for 6 months, this may not have been fully realised. However, as the reduction in motor vehicles around the

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

school gates becomes more accepted and safety demonstrated, it is hoped that more people will be using active travel journeys as matter of course.

## 7.8 Objective 4: Reduction in pollution

**7.8.1** As set out in the 2020 School Streets Plan, one of the criteria used to prioritise this batch of schools was air quality. Schools that had higher levels of air pollution received a higher weighting.

**7.8.2** Due to the rapid deployment of the School Streets programme, many schools do not have site-specific historic air quality data available. However, this is changing for future School Streets and Low Traffic Neighbourhoods in the borough.

**7.8.3** The following schools did have historic nitrogen oxides (NOx) data:

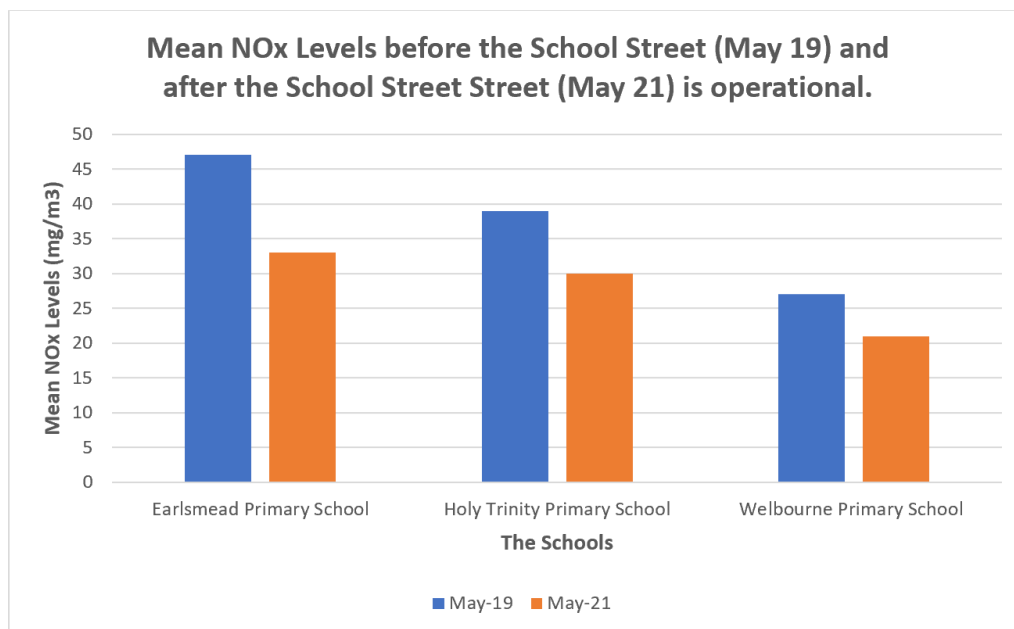
- Earlsmead Primary School
- Holy Trinity Primary School
- Welbourne Primary School

**7.8.4** The Covid-19 pandemic and associated lockdowns meant that 2020 data is not representative of normal traffic and air quality values, nor would it reflect the schools' opening periods, which were intermittent across the different lockdowns. For this reason, 2019 data has been selected ('before' the School Streets) to compare against 2021 data ('after' the School Streets had been implemented).

	2019 'Before'					2021 'After'				
	April	May	June	July	Average Before	April	May	June	July	Average After
Earlsmead Primary School	52	47	41	-	47	34	33	-	28	32
Holy Trinity Primary School	31	39	31	32	33	24	30	24	25	26
Welbourne Primary School	33	27	16	23	25	21	21	20	18	20
<b>Average</b>	<b>39</b>	<b>38</b>	<b>29</b>	<b>28</b>	<b>35</b>	<b>26</b>	<b>28</b>	<b>22</b>	<b>24</b>	<b>26</b>

*Table 2. Shows the mean NOx levels per month for the first four months of the School Street (in 2021) and the previous year of normal school transport options (2019).*

**7.8.5** Table 2 shows that, where there are complete data sets, there is an average reduction in NOx levels of 21% outside the schools with a School Street. The change in NOx levels for May is illustrated in Figure 3.



*Figure 2 - Before and after NOx levels in the month of May*

- 7.8.6 The data collected in Haringey is comparable to a Greater London Authority (GLA) study<sup>11</sup> on School Streets published in 2021. The GLA study showed that, from a sample of 35 schools in Enfield, Brent and Lambeth, nitrogen oxide levels dropped by 23% outside the schools monitored where a School Street was implemented.
- 7.8.7 This data indicates a significant reduction in NOx during pick up and drop off times delivered by School Streets between 2019 and 2021.
- 7.8.8 It is too early to say with certainty whether this data can be fully attributed to School Streets but, from the limited data available, it would indicate that the objective to improve air quality is being met. Ongoing monitoring will enable the Council to form a clearer view about the extent to which this objective has been achieved.

## **8 Consultation and engagement response**

- 8.1 Residents and businesses within the 10 School Streets and in the surrounding streets were notified of the 6-month statutory consultation period prior to launch of the schemes and again reminded shortly before the end of that period. Press and street notices were also published. Responses could be made via a paper form or online.
- 8.2 Full details of the consultation approach and communication methods can be found in Section 2 of the Monitoring Report (Appendix A).
- 8.3 Statutory consultation took place as follows:
- Chestnuts Primary School – between November 2020 and May 2021
  - All other schools – between April 2021 and October 2021

<sup>11</sup> <https://www.london.gov.uk/press-releases/mayoral/school-streets-improve-air-quality>

8.4 Feedback received via the statutory consultation was generally very supportive with 56% of respondents saying that they support or strongly support the School Street in their area. However, there were variations in the result and the level of response, as shown in Figure 4 below and as detailed in the Monitoring Report, with some Schools Streets having higher levels of support than others.



Figure 3 - Feedback to the statutory consultation

8.5 In addition to the statutory consultation, feedback was also sought via two bespoke surveys (full details in the Monitoring Report):

- Headteacher surveys
- Parent / carer surveys

8.6 Headteachers (or a nominated member of staff) were all invited to respond to a survey that gave them the opportunity to provide formal feedback on the success of the schemes. The responses showed unanimous support for each of the 10 School Streets, with 100% saying they wanted their schools' scheme made permanent.

8.7 The parents and carers survey showed a slightly different picture to the statutory consultation results presented above in paragraph 8.4. Parents and carers showed excellent levels of support and all but two of the schools had over 75% of respondents supporting the principle of making the School Streets permanent. The two schools with lower levels of support were Highgate Primary (63%) and St. Paul's Primary with 39%.

8.8 In accordance with The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations<sup>12</sup>, the Council must consider any objections that are made in writing and which state the grounds on which they are made.

<sup>12</sup> <https://www.legislation.gov.uk/ukxi/1996/2489/regulation/8/made>

Therefore, the Cabinet Member for Environment, Transport and the Climate Emergency is asked to consider all comments made in response to the statutory consultation (Appendix B) alongside the Council's response to the themes of those objections (Appendix C).

8.9 It is recommended that the hours of operation of Rokesly Infants and Junior School Street are reduced:

- Existing: 8:15 to 9:45am and 2:30 to 3:45pm
- Proposed: 8:15 to 9:15am and 2:45 to 3:45pm

8.10 The proposed times are required because the school no longer has staggered entry and exit for classes, as they have moved out of Covid-19 restrictions, and therefore have compressed their gate opening times. The proposed change remains in line with Haringey's existing policy<sup>13</sup>. It is noted that this reduction in operational time does not require further statutory consultation.

### **9 Next steps for other School Streets**

9.1 Since the adoption of the School Street Action Plan in Oct 2020, there has been a significant demand for traffic interventions around our schools. Alongside this there has been increased government and Transport for London funding that supports the Council's School Street ambition. This has enabled the Council to deliver more School Streets than it had originally planned. This has been achieved by reviewing and adapting the School Street Action Plan to maximise the number of School Streets and strong organisational focus. The Council has also identified and secured opportunistic and geographically based funding to the schools within the criteria of the funding, to deliver more.

9.2 Of the initial 30 School Streets set out in Batch 1 and 2 of the School Street Action Plan that was planned to be delivered between 2020 and 2025. 10 are referenced within this report. This covers 11 schools and with a recommendation to make them permanent. 5 School Streets are currently operational under an experimental traffic order and being monitored, with a recommendation due in summer 2022. 6 School Streets are in the design process and about to go live, and 3 are at the design stage. It should also be noted that as part of the Council's Low Traffic Neighbourhood implementation two additional School Streets of St Martin of Porres Roman Catholic Primary School and Trinity Primary School are in the process of being designed and about to go live. This shows that the Council has responded positively to the funding opportunities and delivered more School Streets within the agreed timeframe. With a total of 26 School Streets about to become operational.

9.3 Those School Streets currently operating under ETOs or are in the pipeline for delivery, are summarised in the table below.

---

<sup>13</sup> Paragraph 7.5.1 of School Street Plan: "School Streets will close the highway directly outside the schools, with a timed closure outside a school starting 30 mins before the schools opening and closing times. And ending 15mins after the schools opening and closing times. Any traffic restrictions will operate rounded up to the nearest 15min period."



Phase	Schools	Notes / next steps
Batch 1c - four existing School Streets that were launched in September 2021	<ul style="list-style-type: none"> <li>• Coleridge Primary School</li> <li>• Earham Primary School</li> <li>• Highgate Junior School</li> <li>• The Mulberry Primary School</li> </ul>	The review of these existing experimental School Streets will commence in Spring 2022
School Streets within 3 LTN project areas (Bounds Green; St. Ann's; Bruce Grove & West Green)	<ul style="list-style-type: none"> <li>• Belmont Junior School and The Vale</li> <li>• Bruce Grove Primary School</li> <li>• Seven Sisters Primary School</li> <li>• St Ann's Church of England Primary School</li> <li>• St Martin of Porres Roman Catholic Primary School</li> <li>• Trinity Primary Academy</li> <li>• West Green Primary School</li> <li>• The Grove School</li> </ul>	New School Streets due to launch in early 2022
Batch 1d	Devonshire Hill Primary School	Early engagement underway on possible new School Street to launch in 2022
	Harris Academy Tottenham	New School Street planned to launch in early 2022
	Lordship Lane	Existing School Street to convert to ANPR in 2022
	Alexandra Primary School	New School Street due to launch in 2022
Batch 1b	Harris Academy Coleraine Park	Existing School Street was extended into Wycombe Road in December 2022. Start experimental review in May 2022
Batch 2 and Batch 3  These schools are identified for delivery of a School Street 2022/23 – 2024/25:	<ul style="list-style-type: none"> <li>• Crowland Primary School / Gladesmore Secondary</li> <li>• Lancasterian Primary School / The Vale Primary School</li> </ul>	Design work on Batch 2 to commence in Spring 2022
	<ul style="list-style-type: none"> <li>• St Francis de Sales Roman Catholic Primary School</li> <li>• Noel Park Primary School</li> <li>• North Harringay Primary School</li> <li>• Seven Sisters Primary School</li> <li>• South Harringay Primary School</li> <li>• Stroud Green Primary School</li> <li>• Hyland House School</li> <li>• Lea Valley Primary School</li> <li>• Rhodes Avenue Primary School</li> <li>• St John Vianney Roman Catholic Primary School</li> <li>• St Marys Primary School N15</li> <li>• St Pauls and All Hallows Church of England Federation</li> <li>• Weston Park Primary School</li> </ul>	Design work on Batch 3 to commence in 2023/24

9.4 In addition to School Streets, the Council will continue to explore non-traffic interventions on streets where a School Street is not possible. Where funding is available this may include:

- pavement widening,
- improved crossings
- 'school keep clear' road markings
- cycle parking

## **10 Contribution to strategic outcomes**

10.1 Haringey Council is fully committed to reducing car dependency and supporting active travel as laid out in its Borough Plan, Transport Strategy and draft Walking and Cycling Action Plan.

10.2 Making permanent the 10 School Streets listed in Section 4 contributes to Outcome 9, Objective C of the Borough Plan, specifically the commitment to improve air quality around schools. It will also contribute to Outcome 10, Objective A of the Borough Plan, which aims to make Haringey a more attractive place for active travel.

10.3 Delivery of the Council's School Streets Plan, by promoting active travel and reducing car usage, will support the delivery of the Council's [Climate Change Action Plan](#).

10.4 School Streets also contribute to the delivery of the [Mayor of London's Vision Zero action plan](#), by reducing road danger outside of schools.

## **11 Statutory Officers' comments**

### **Finance**

11.1 This report seeks approval from the Cabinet Member for Environment, Transport and the Climate Emergency to make permanent the traffic orders associated with 10 existing School Streets, detailed in Section 4.

11.2 The costs of publishing the required notices and changes to traffic signs and infrastructure are in the region of £5,000 and can be contained within the existing School Streets budget.

11.3 The operating costs of this service are already included within existing revenue resources; including Penalty Charge Notices (PCNs) issued for moving traffic contraventions to cover said costs. As noted in the report, compliance is increasing at each School Street and this is expected to continue over time.

11.4 The purpose of the School Streets is not to generate income for the Council and all fines received and costs incurred will be used by the Council, in accordance with the requirements of Schedule 2 to the Local Authorities and Transport for London Act 2003.

- 11.5 It is noted that, on average, each School Street has cost £90,00. Tasks covered by these costs include: active travel engagement with the school and community, highways signage and notifications, independent road safety audits, traffic counts, cameras and set up (average two cameras per scheme), letter drops and communications to the school and community. It should be noted that these are average costs, and where School Streets require more cameras or increased level of signage that these costs increase.

### **Procurement**

- 11.6 N/A

### **Legal**

- 11.7 The Council's powers to achieve the expeditious movement of traffic are found in sections 6 and 9 of the Road Traffic Regulation Act 1984 ("RTRA").
- 11.8 Section 6 allows for the making of permanent traffic orders restricting or prohibiting use of a road or part of one by particular types of vehicles or pedestrians, referred to as traffic management orders ("TMO"); section 9 relates to the making of experimental traffic orders ("ETOs"), which may not last longer than 18 months and may be continued from time to time during the period of up to 18 months from the date the order first came into force.
- 11.9 When exercising its functions under the RTRA, the Council must under section 122(1) so far as practicable having regard to the matters specified in subsection (2) 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.
- 11.10 The procedures that must be followed in relation to the making of ETOs are set out in regulation 22 of the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996 (the "1996 Regulations").
- 11.11 Regulation 23 of the 1996 Regulations deals with making ETOs permanent.
- 11.12 From the information within this report, it appears that the Council has complied with the 1996 regulations and what is being proposed is in compliance with the law.

### **Equality**

- 11.13 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.

11.14 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.

11.15 The School Streets Plan approved in November 2020 was subject to an equalities impact assessment (EqIA). This EqIA was updated in December 2021 and is provided in Appendix D. The 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.
- Most of the protected groups are experiencing the negative impacts of poor air quality at a disproportionate rate and therefore School Streets will be a net positive.
- Those belonging to a protected group, such as disabled residents, will be accommodated by the School Streets scheme and their access to their areas of residence will not be negatively impacted.
- Any negative impacts to protected groups are a proportionate means to achieve a legitimate outcome.
- It also notes that the Council will take steps to identify and prevent or mitigate any adverse impacts that may arise 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, due to disability or for operational reasons (e.g. funerals).

11.16 Mitigation is made through the operation of an exemption system whereby certain groups (see existing policy in Appendix E) can apply for an exemption to the restrictions, where they meet the policy. The eligibility for exemptions is set out on the [Council's website](#).

11.17 Consultation has been carried out concurrently with the start of each scheme, under ETOs This has provided everyone with the opportunity to see the scheme in operation and to make comments accordingly.

11.18 The Council ensured that consultation documents were distributed to all households / businesses within each of the 10 School Streets areas to ensure that all stakeholders were made aware of the Council's plans, given information on how to apply for exemptions and how to give feedback during the experimental period.

## **12 Use of Appendices**

- Appendix A – Monitoring Report and associated appendices
- Appendix B – All comments received in response to statutory consultation (grouped by support/object and by school)
- Appendix C – Objection themes and officer responses
- Appendix D – Equalities Impact Assessment (updated December 2021)
- Appendix E – Existing exemption policy

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## School Streets Monitoring Report #1

Assessment of 10 experimental School Streets launched between November 2020 and April 2021

4 February 2022 (v2)

Tim Walker

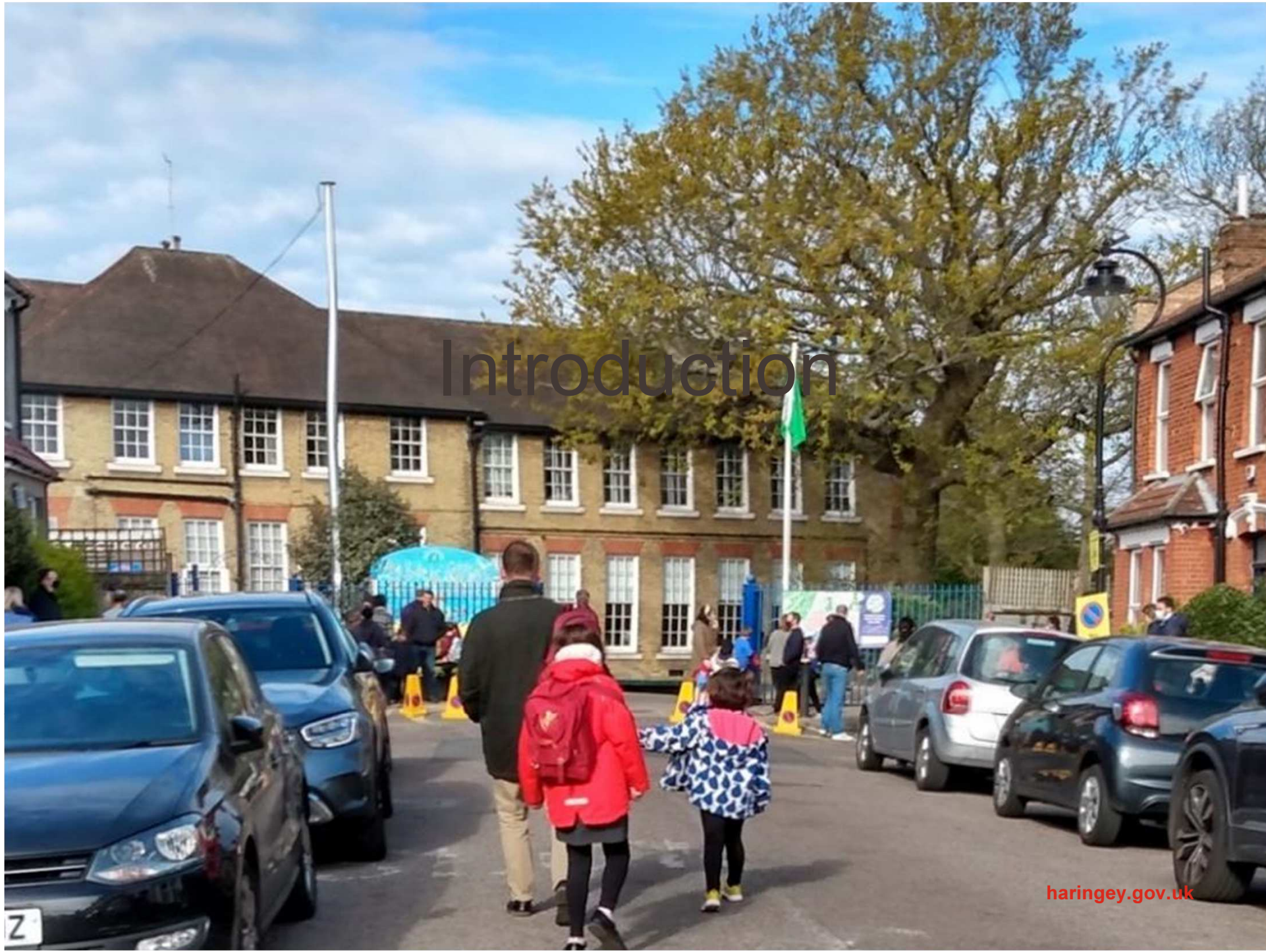
[haringey.gov.uk](https://www.haringey.gov.uk)

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2	Summary <ul style="list-style-type: none"> <li>- Statutory consultation results</li> <li>- Headteacher feedback</li> <li>- Parents / carer feedback</li> <li>- Air quality</li> <li>- Traffic counts</li> <li>- Compliance and penalty charge notices</li> <li>- Exemption (permits)</li> <li>- Traffic signs</li> </ul>	8-16
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# Introduction



# Background

1. In November 2020, Cabinet approved the current School Street programme through the [School Street Action Plan](#)
2. The Plan sets out the policy position for School Streets and a four year programme to implement School Streets outside 40 primary schools in the borough
3. The main reasons given in the Plan for implementing School Streets are to:
  - a) Keep London's air as clean as possible to protect everyone's health and tackle the climate emergency
  - b) Encourage people to walk, cycle or scoot more often, or take it up for the first time
  - c) Provide a safer, calmer street outside the school gate to benefit school children and local residents alike
  - d) Increase space for social distancing



A School Street is typically a road (or roads) outside a school with a timed restriction on motorised traffic at school drop-off and pick-up times

# Report objectives

1. Review the outcome of 10 experimental School Streets launched between November 2020 and April 2021
2. Provide the evidence base for recommendations to Cabinet to determine if the 10 experimental School Streets should be made permanent, amended or revoked






# Locations

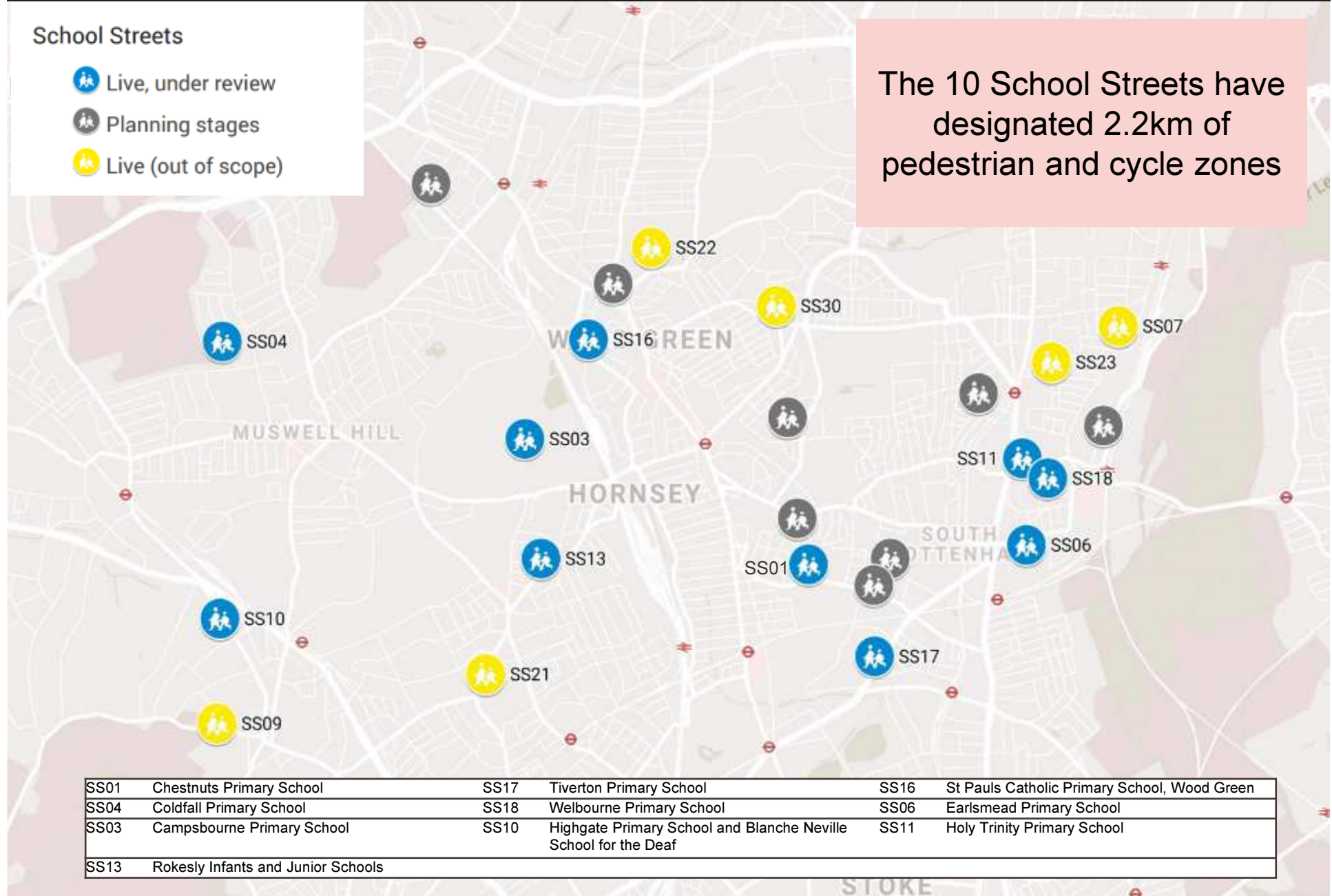
Sub batch	SSID	School	Launch date	Postcode	Ward	Streets (wholly or partially) impacted by SS closure	Decision to make ETO
1a	SS01	Chestnuts Primary School	16/11/2020	N15 3AS	St Anns	Etherley Road	<a href="#">Approved 26/10/20</a>
1b	SS03	Campsbourne Primary School	26/04/2021	N8 7AF	Hornsey	Nightingale Lane, South View Road	<a href="#">Approved 22/2/21</a>
1b	SS04	Coldfall Primary School	26/04/2021	N10 1HS	Fortis Green	Coldfall Avenue	<a href="#">Approved 22/2/21</a>
1b	SS06	Earlsmead Primary School	26/04/2021	N15 4PW	Tottenham Green	Walton Road	<a href="#">Approved 22/2/21</a>
1b	SS10	Highgate Primary School and Blanche Neville School for the Deaf	26/04/2021	N6 4ED	Highgate	Kenwood Road, Storey Road, Gaskell Road, Yeatman Road	<a href="#">Approved 22/2/21</a>
1b	SS11	Holy Trinity Primary School	26/04/2021	N17 9EJ	Tottenham Hale	Somerset Road	<a href="#">Approved 22/2/21</a>
1b	SS13	Rokesly Infants and Junior Schools	26/04/2021	N8 8NH	Hornsey	Hermiston Ave, Elmfield Ave	<a href="#">Approved 22/2/21</a>
1b	SS16	St Pauls Catholic Primary School, Wood Green	26/04/2021	N22 7EZ	Woodside	Barratt Avenue	<a href="#">Approved 22/2/21</a>
1b	SS17	Tiverton Primary School	26/04/2021	N15 6SP	Seven Sisters	Pulford Road	<a href="#">Approved 22/2/21</a>
1b	SS18	Welbourne Primary School	26/04/2021	N15 4EA	Tottenham Green	High Cross Road	<a href="#">Approved 22/2/21</a>

# Map

## School Streets

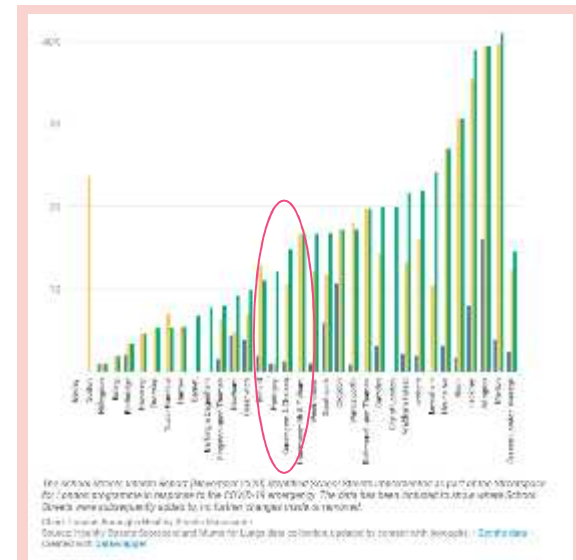
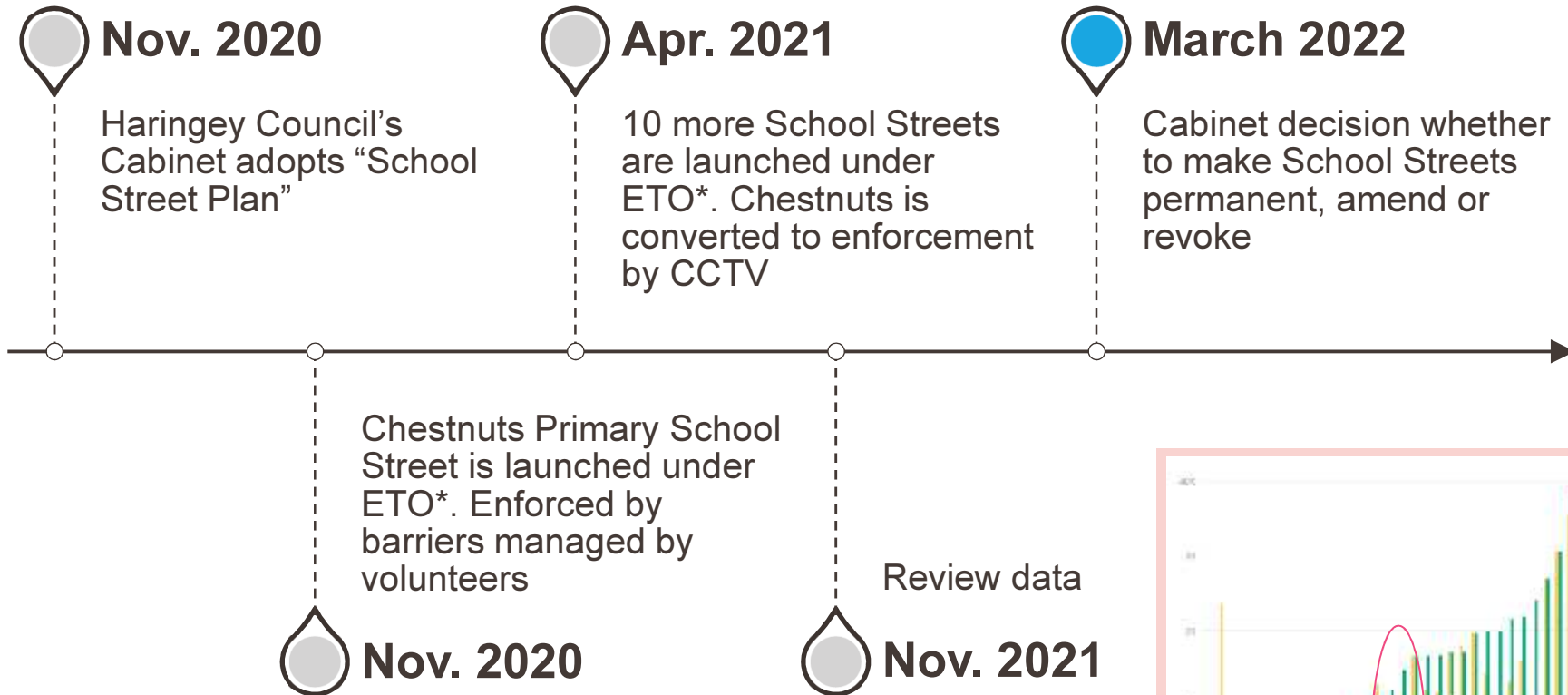
-  Live, under review
-  Planning stages
-  Live (out of scope)

The 10 School Streets have designated 2.2km of pedestrian and cycle zones



SS01	Chestnuts Primary School	SS17	Tiverton Primary School	SS16	St Pauls Catholic Primary School, Wood Green
SS04	Coldfall Primary School	SS18	Welbourne Primary School	SS06	Earlsmead Primary School
SS03	Campsbourne Primary School	SS10	Highgate Primary School and Blanche Neville School for the Deaf	SS11	Holy Trinity Primary School
SS13	Rokesly Infants and Junior Schools				

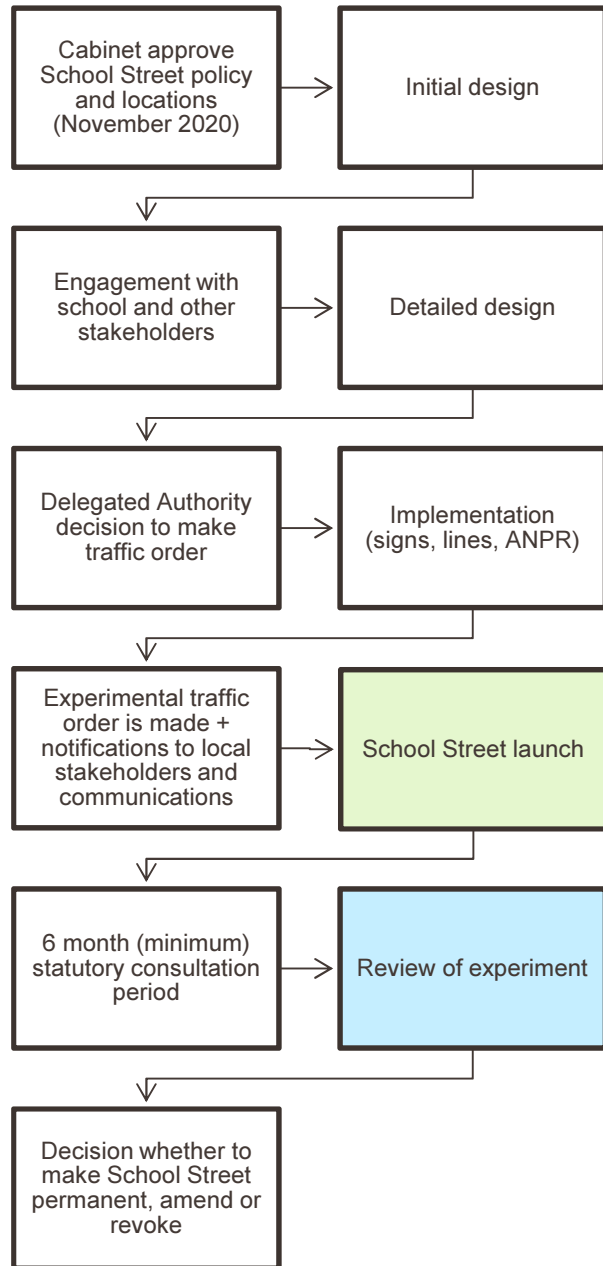
# Timeline



Once the Plan was adopted, Haringey had the fastest growing School Street programme

\*Experimental Traffic Order

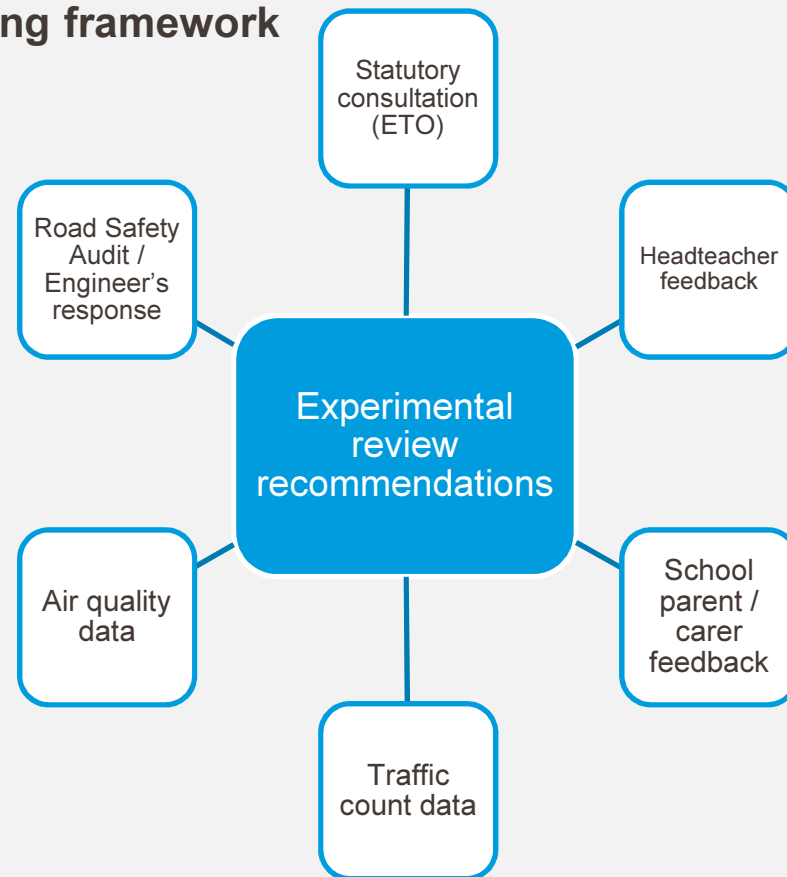
# How we launch and monitor a School Street



## Scheme Objectives

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

## Monitoring framework





# Summary



# Statutory consultation (1/4)

This is feedback given in response to the statutory notice for the experimental traffic order.  
Feedback was invited for 6 months from the order coming into effect.

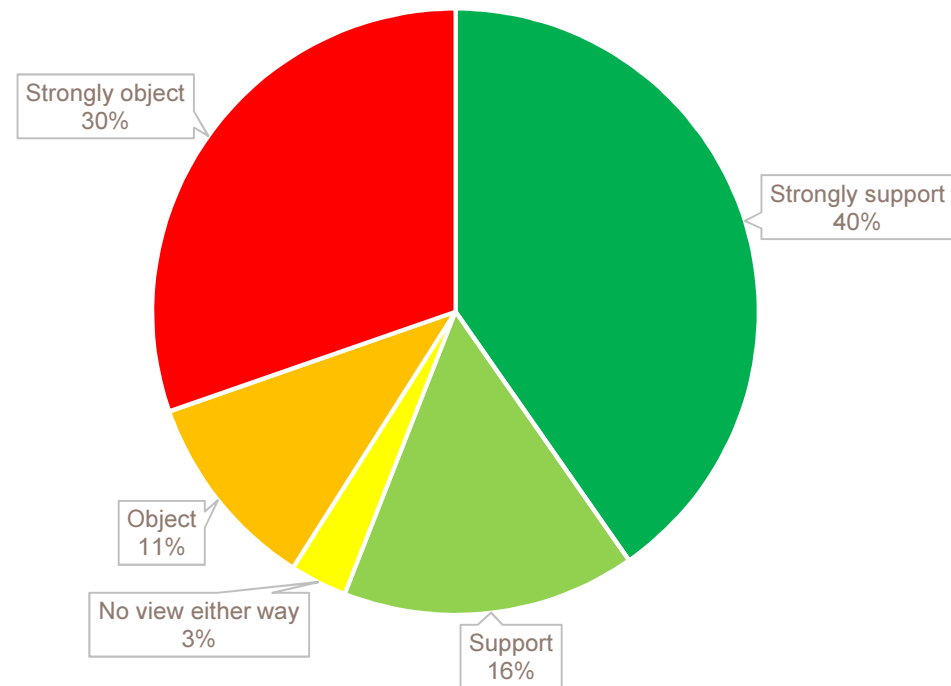
56% of those responding to the statutory consultation support or strongly support the School Street

## Communications methods

1. Traffic order notice
  - a) published in local press
  - b) attached to lamp columns
  - c) on council's TMO webpage
2. Three local letter drops
  - a) two before launch
  - b) a reminder (in Sept 2021)
3. Each school carried out their own communications supported by the council
4. School Street banners
5. Lamp column 'wraps' at each end of the School Street
6. Council website updates
7. Council social media posts
8. Sat-navs updated

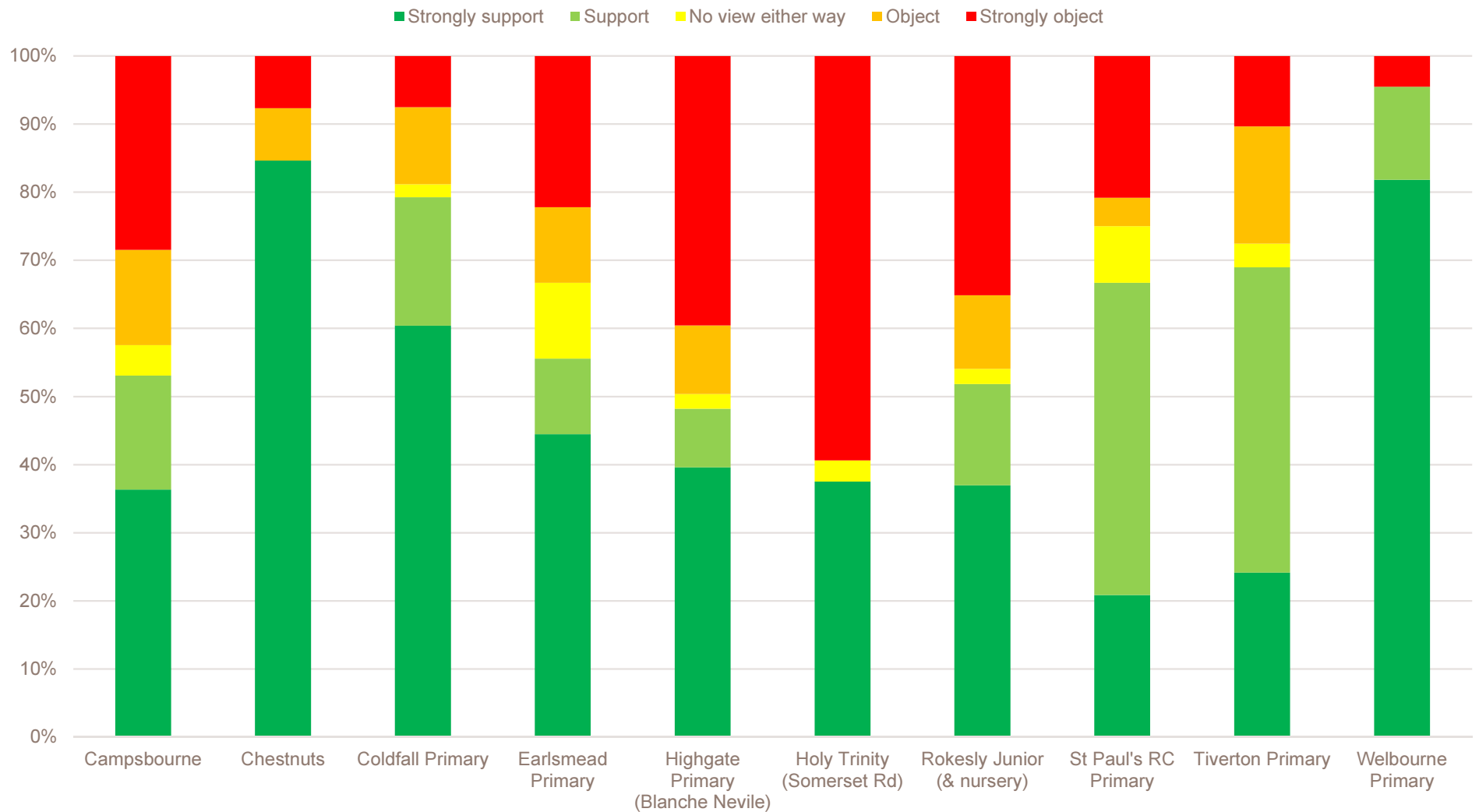
Return of paper questionnaire	187	26%
Online form	535	74%
<b>Total</b>	<b>722</b>	

Statutory consultation (all 10 schools)  
Total = 722 responses



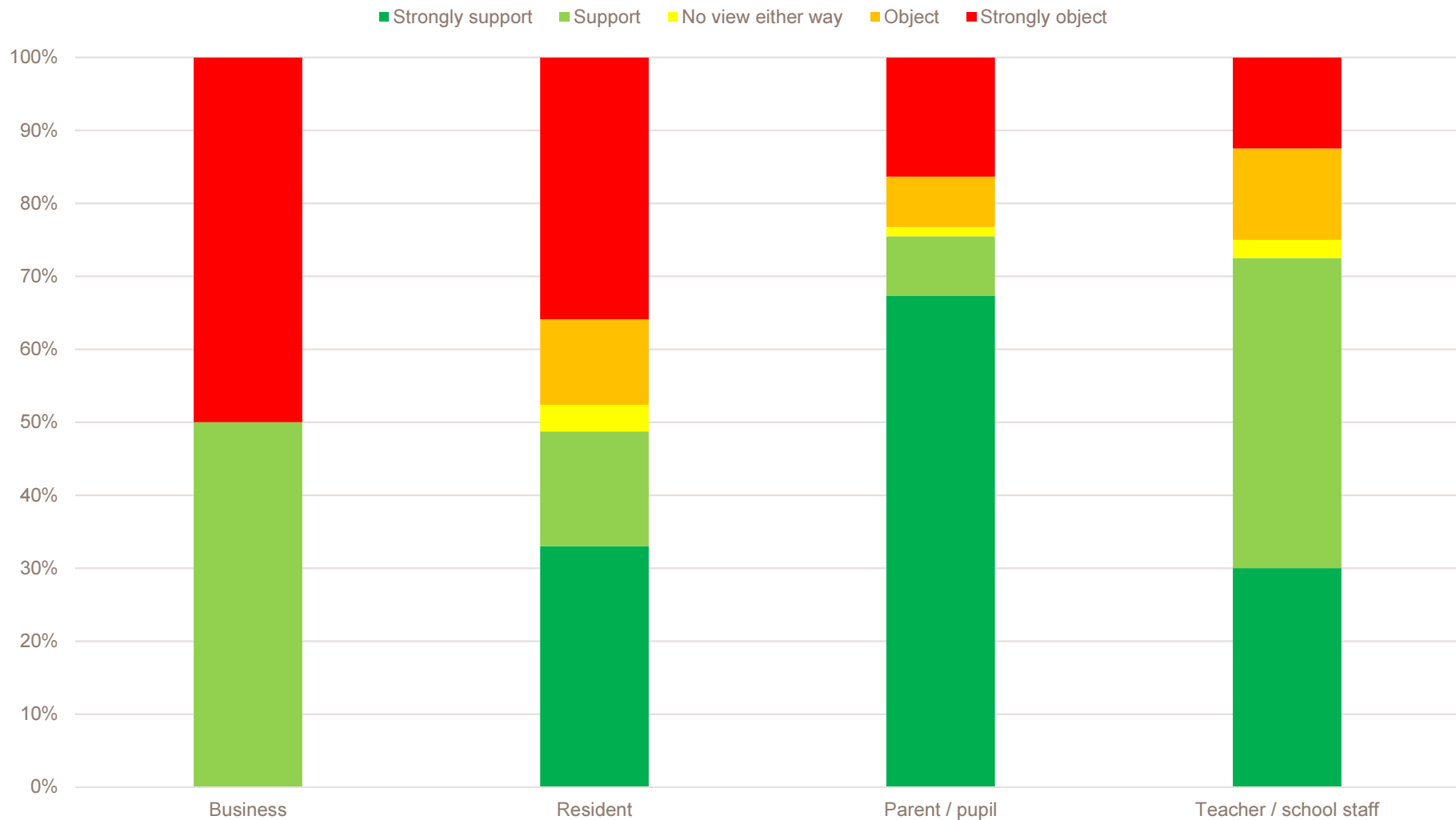


# Statutory consultation (2/4 – by school)



No. responses	179	13	53	9	139	32	222	24	29	22
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# Statutory consultation (3/4 – by respondent group)



Anyone may respond to a statutory consultation. However a specific survey was carried out with (a) headteachers and (b) parents / carers of school pupils in September 2021 and this feedback is reported in a separate section

# Statutory consultation (4/4 – comments)

See Appendix A1 for details

## Summary of comments made by those who support the School Street

Comment	Count
Safer for children - with less traffic congestion, speeding & pollution	222
Stops obstructive & careless parking, improves cycling and walking environment	93
Support in principal, but concerned about access problems and congestion in surrounding roads	36
Support, but scheme needs to include additional roads	16

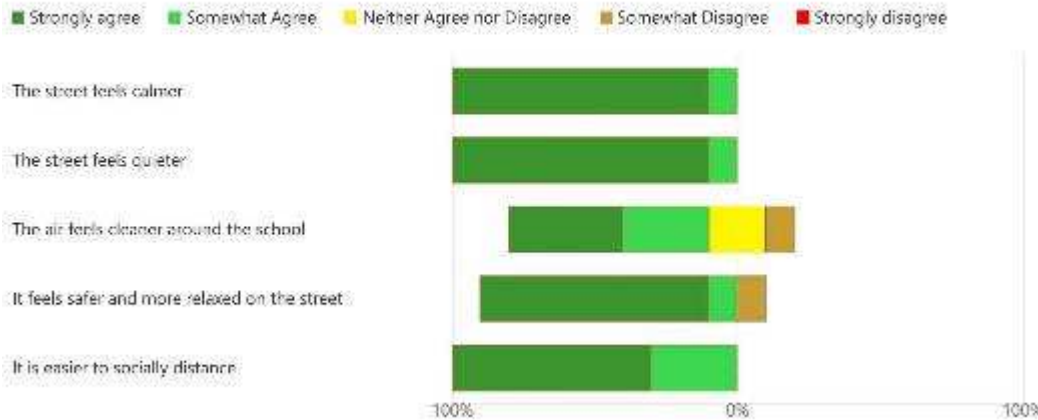
## Summary of comments made by those who object to the School Street

Comment	Count
Problems for residents & drivers - including deliveries & services. Poor design and planning	153
Displaces traffic congestion, adds to pollution on other roads. Who benefits?	107
Don't object in principle but do object to lack of consideration for impact on residents	22
Access problems for elderly, disabled and others needing services/carers/family visits	17

# Headteacher feedback

Dialogue between the school and the Council has continued throughout the experiment  
 A specific survey was carried out with headteachers 6 months after launch

To what extent do you agree/disagree with the following statements?



Having seen the School Streets in operation for 6 months, headteachers:

- unanimously want the School Streets made permanent
- clearly recognise calmer and quieter streets where it has become easier to socially distance
- mostly think the air feels cleaner and the street feels safer and more relaxed

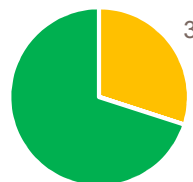
Having seen the School Street in operation for the past 6 months, would you like the School Street to be made permanent at your school?

[More Details](#)



When deciding whether to make the School Street permanent, we are able to consider alterations to the design of the School Street. Which option best describes how effective the design of the School Street is?

- The School Street area should be increased
- The School Street area should be decreased
- The School Street is the right size/location for our school



Three schools consider their School Street could be larger (or similar changes)

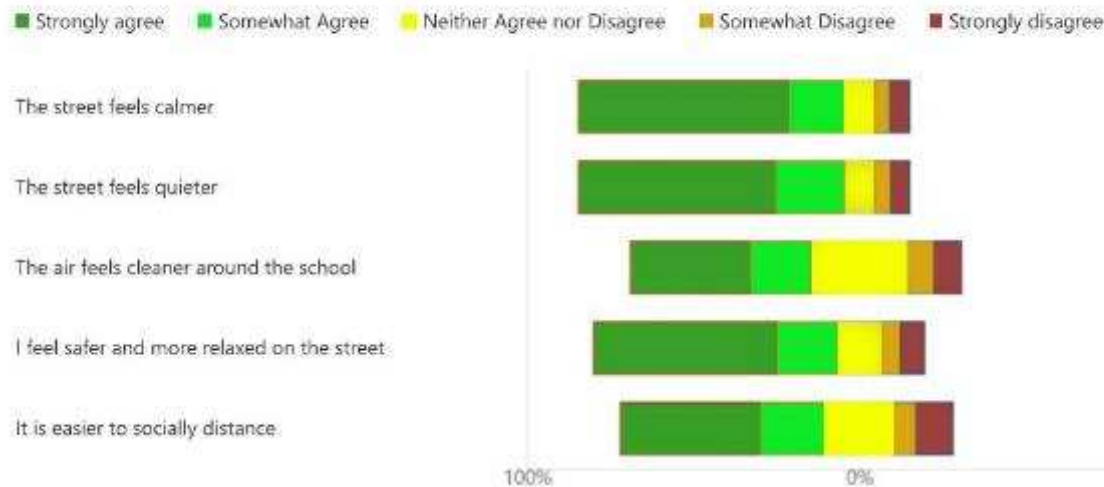
	School comments	Council response
Chestnuts Primary School	Traffic calming in Black Boy Lane and street behind	Area is currently being consulted on the introduction of an LTN which, if approved, would reduce through-traffic volumes and assist the school
Earlsmead Primary School	Wakefield Road entrance needs looking at	Funding has been allocated for a zebra crossing outside the Wakefield Road entrance (part of Pages Green Common project)
Welbourne Primary School	Would like a solution to traffic at front of school (Stainby Road)	A School Street in this area would need to be very large (450m and over 170 properties). Recommended area is kept under review.

# Parent/carer feedback

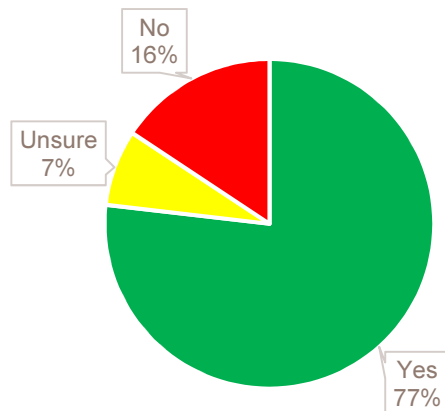
A survey was carried out, promoted by the school, with parents and carers of school children

(682 responses from parents / carers)

6. To what extent do you agree/disagree with the following statements?



Having seen the scheme in operation, should it be made permanent?

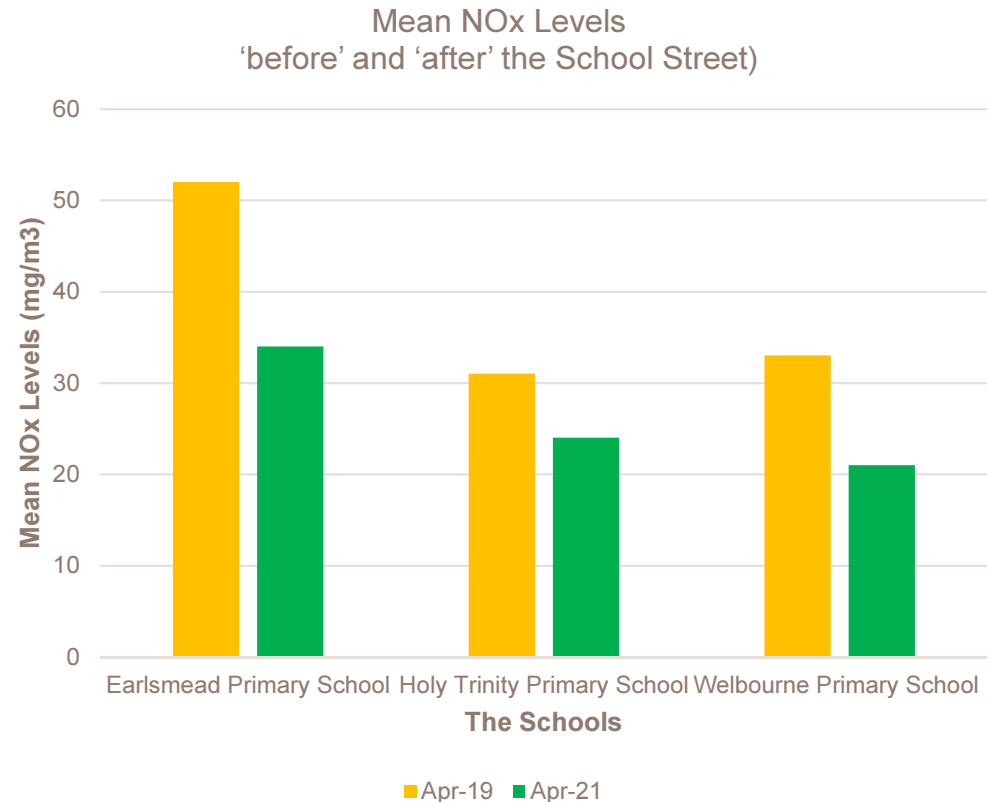


- Opinion is clear that School Street have made it feel calmer and quieter, the air feels cleaner, the street has become safer and more relaxed and it is easier to socially distance
  - 3.2% increase in cycling and walking
  - 1.3% decrease in car trips
- There is clear support to make them permanent (77%)
- All schools have similar levels of support to make permanent (over 75%) except:
  - Highgate Primary with 63%
  - St. Paul's Primary with 39%

The impact of School Streets on travel behaviour is considered to be difficult to disentangle from the impact of Covid-19

# Air quality

- Due to the rapid introduction of School Streets, many schools did not have the historic air quality data to compare.
- For the purpose of this report the 2019 data has been used (before the School Streets) as comparison to the 2021 (which is after the School Street has been implemented).
- The air quality monitoring for these schools was taken between April – July 2019 and April – July 2021. This was the first four months of School Street operations.
- See Appendix A4 for further details



On average, the data available shows a reduction of 21% in NOx levels before and after the introduction of the School Street in Haringey.

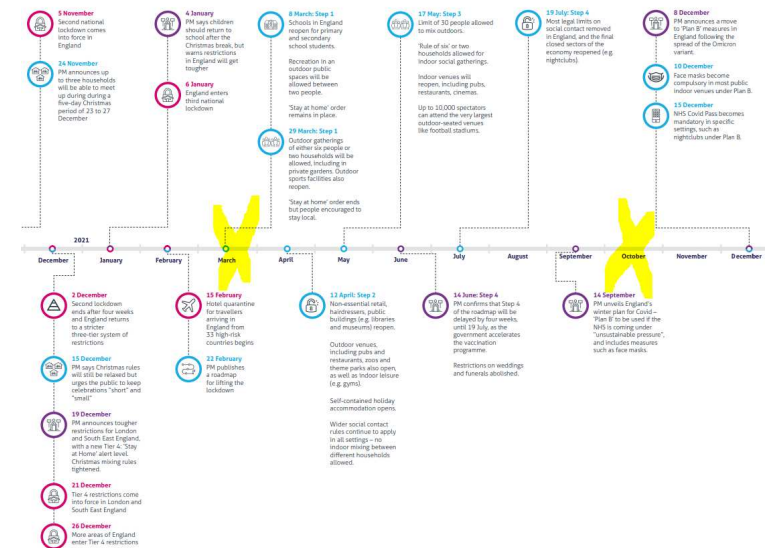
This is comparable to [GLA data](#) collected on School Streets in 2021. This study showed from a sample of 35 schools from Enfield, Brent, and Lambeth, that Nitrogen Oxide levels dropped by 23% outside the schools monitored where a School Street was implemented.

# Traffic counts

## Automatic Traffic Counts undertaken in March 2021 and April 2021

BEFORE Vs AFTER Summary of Automated Traffic Counts (ATC) within the School Street restriction	Change in cycle number counted	Change in traffic volume (AM)	Change in traffic volume (PM)	Change in traffic volume (AM+PM)	Change in traffic speed
Campsbourne	189%	-23%	16%	-3%	-33%
Chestnuts	189%	-83%	-91%	-88%	73%
Coldfall	100%	-61%	-53%	-57%	3%
Earlsmead	30%	-46%	-42%	-44%	-1%
Highgate Primary and Blanche Neville School for the Deaf	860%	273%	169%	215%	-5%
Rokesley (Elmfield)	84%	-37%	0%	-20%	-5%
Rokesley (Hermiston)	145%	-21%	-13%	-17%	3%
St. Paul's	-20%	-77%	-69%	-74%	48%
Tiverton	363%	-22%	-83%	-66%	-20%
Welbourne	-79%	0%	-67%	-52%	17%
<b>Average</b>	<b>186%</b>	<b>-10%</b>	<b>-23%</b>	<b>-21%</b>	<b>8%</b>

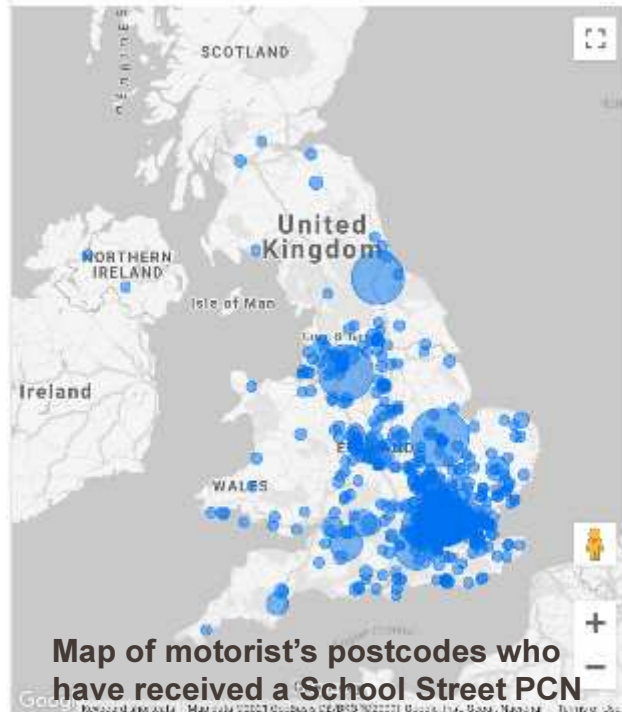
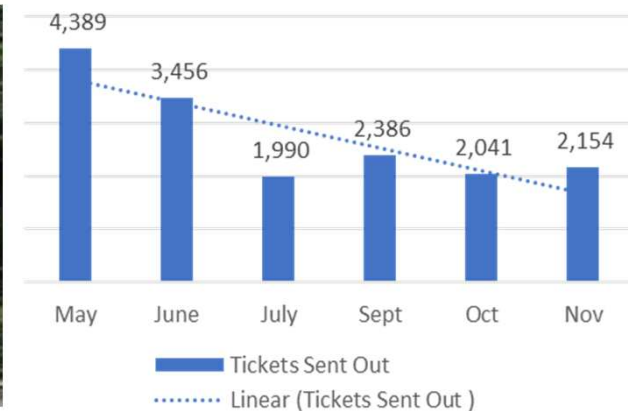
- As identified by Transport for London and other authorities, travel behaviour and traffic volumes in London were significantly impacted by COVID19 (see timeline of Government restrictions to right).
- Therefore, the normal approach of attributing 'before' and 'after' traffic count data to a project such this is difficult and not necessarily accurate. Accordingly, any assumptions drawn from the following data should be considered in the context of the impact of COVID19 upon traffic levels.
- Most schools have seen a significant reduction in traffic volumes, which reflects officer and school observations.
- See Appendix A3 for further summary information. Due to file size, full copies of the surveys are available upon request.





# Compliance and Penalty Charge Notices

Motor vehicles that enter a School Street during restricted hours without a valid exemption may be issued a Penalty Charge Notice (PCN) through our Automatic Number Plate Recognition (ANPR) CCTV network



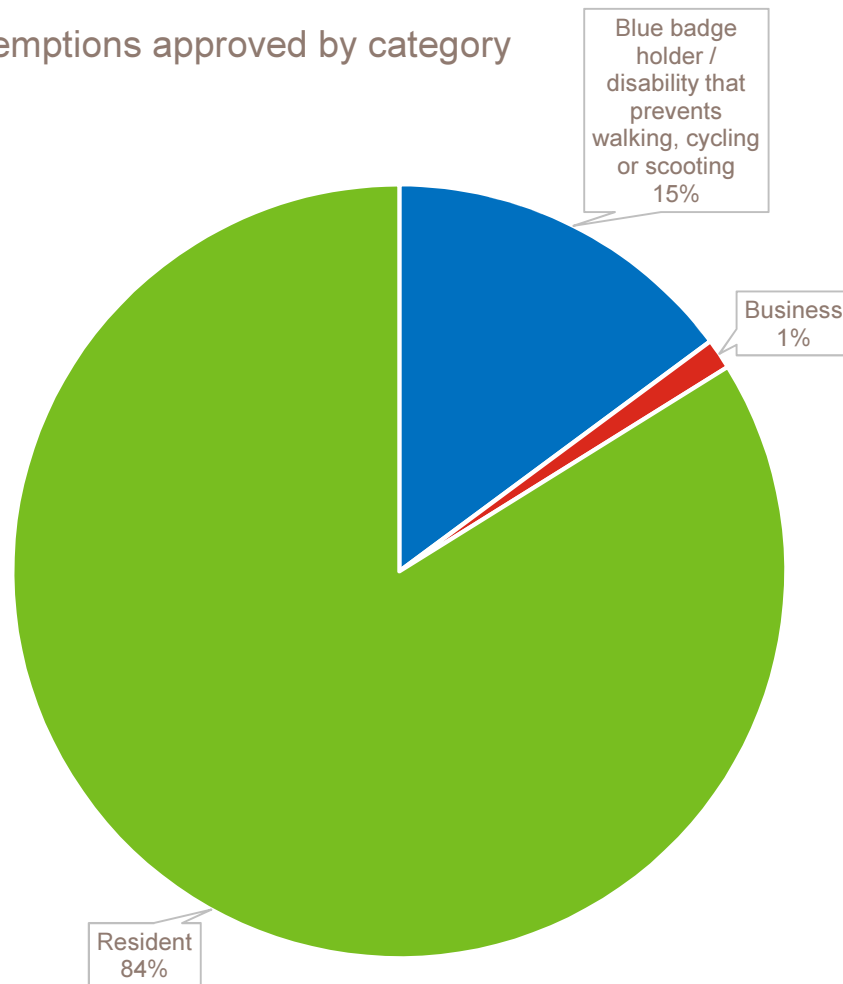
- Compliance of the restriction increases over time
  - After an initial spike in contraventions, compliance increases. Between May and November, the average number of PCNs per day has more than halved from 15 to 6 per camera per day
  - All School Streets have seen similar increases in compliance during the summer term
- Significant variation in compliance between ANPR sites
  - correlation exists between PCN numbers and road layout / traffic volume. i.e. cut-through roads (such as Elmfield Avenue at Rokesly) have a lower levels of compliance compared to a cul-de-sacs (eg Pullford Road at Tiverton)
- ~70% contraventions were carried out by motorists whose vehicles are registered with the DVLA outside Haringey



# Exemptions

Residents & businesses with the School Street and blue badge holders and medical practitioners who require access can apply for an exemption to the restriction

Exemptions approved by category



- 684 exemption applications received
- 15% of exemption applicants were Blue Badge holders who required access to that street or were parents/carers of children who had a disability that prevented them from walking, cycling or scooting
- Unsurprisingly, larger School Streets have more exemptions issued which, potentially, reduces some of the benefits of a School Street.
- On average, half of the addresses within a School Street applied for an annual exemption. This broadly matches with car ownership levels in Haringey.

# Traffic signs and communicating the traffic restriction

The main way of communicating any traffic restriction is through traffic signs. The size, type and position of traffic signs are defined by national [Regulations](#). See appendix A5 for scheme designs.

The Council far exceeds what is required by the Regulations (which is just one pedestrian / cycle zone sign at each entrance). It installs:

- two regulatory zone signs at every entry (1m<sup>2</sup> in size)
- a variety of advisory map-based advance warning signs
- text-based information signs
- camera enforcement warning signs



Two regulatory signs are installed at each entry point. Outside of term, signs are closed and School Street does not operate



Advance warning signs are installed to alert drivers to an upcoming restriction. There is no legal requirement for these signs nor does it provide the council with any enforcement powers.



In addition to traffic signs we inform via:

- Letter drops
- Statutory notification
- Social media
- Updates to navigation apps (Google Maps, Waze etc.)
- Messaging from the schools
- On-street banners and posters with QR codes





# School by school analysis



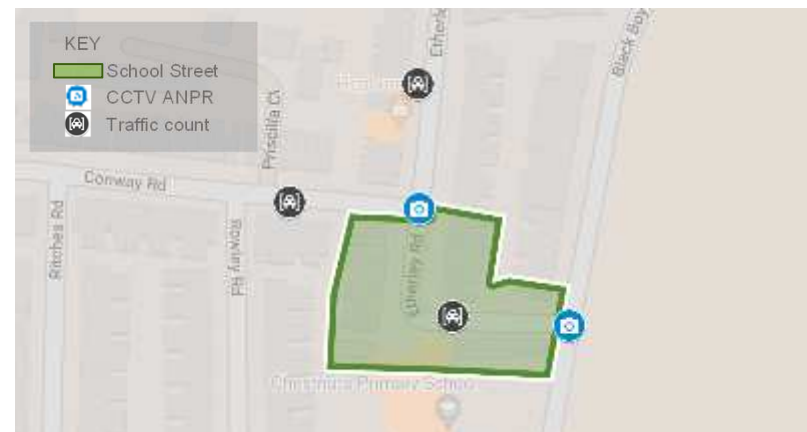
# SS01: Chestnuts Primary School

Key info	Streets	Etherley Road
	Times	Term Time, Monday to Friday 8 - 9:15am and 2:30 - 3:45pm
	Length	72m
	No. addresses within School Street	22
	No. exemptions (annual)	7
	Approx % addresses with an exemption	32%



**Public feedback via statutory consultation (count = 13)**

School feedback		Parent / carers agree (count = 114)	Headteacher
The street feels calmer		89%	Somewhat agree
The street feels quieter		86%	Somewhat agree
The air feels cleaner		50%	Somewhat disagree
Feel safer and more relaxed in street		82%	Somewhat disagree
It's easier to socially distance		71%	Strongly agree
Having seen the experiment, make it permanent?		89%	Yes
How effective is the design		n/a	Change - increase
	Walk, cycle or wheel	Up 1.8%	n/a
	Using a car	None	n/a



Data	Traffic count (ATC)	School Street
	Motor vehicles	Down 88%
	Cycles	Up 189%
	Speed	Up 73%* (to 12mph)

**Notes**

- Scheme was converted from volunteer-run barrier enforcement to ANPR in April 2021.
- A small School Street that is well supported
- School would like traffic calming in adjacent streets which is being considered as part of LTN decision

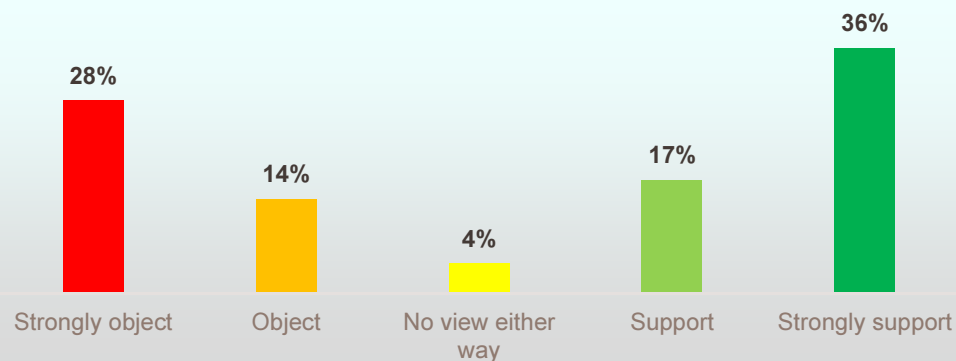


# SS03: Campsbourne Primary School

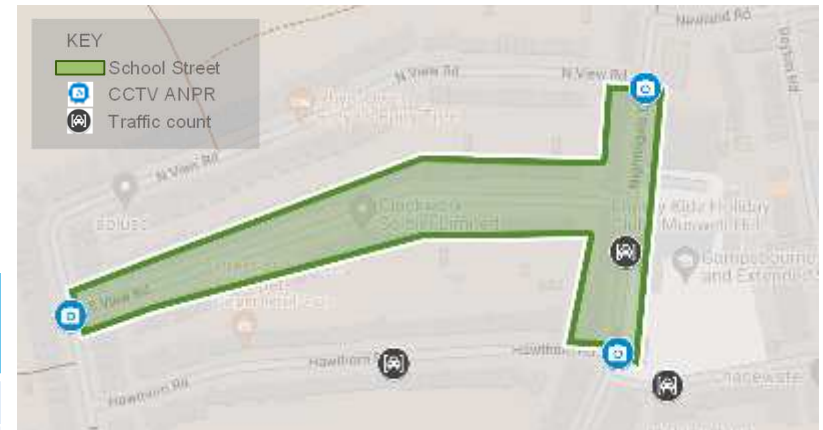
Key info	Streets	Nightingale Lane, South View Road
	Times	Term Time, Monday to Friday 8.15 - 9.15am and 2.45 - 4pm
	Length	490m
	No. addresses within School Street	500
	No. exemptions (annual)	250
	Approx % addresses with an exemption	50%



## Public feedback via statutory consultation (count = 179)



School feedback	Parent / carers agree (count = 85)	Headteacher
	The street feels calmer	88%
The street feels quieter	91%	Strongly agree
The air feels cleaner	70%	Somewhat agree
Feel safer and more relaxed in street	76%	Strongly agree
It's easier to socially distance	70%	Strongly agree
Having seen the experiment, make it permanent?	83%	Yes
How effective is the design	n/a	The right size
Walk, cycle or wheel	Up 1%	n/a
Using a car	No change	n/a



Data	Traffic count (ATC)	School Street
	Motor vehicles	Down 3%
	Cycles	Up 189%
	Speed	Down 33%

**Notes**

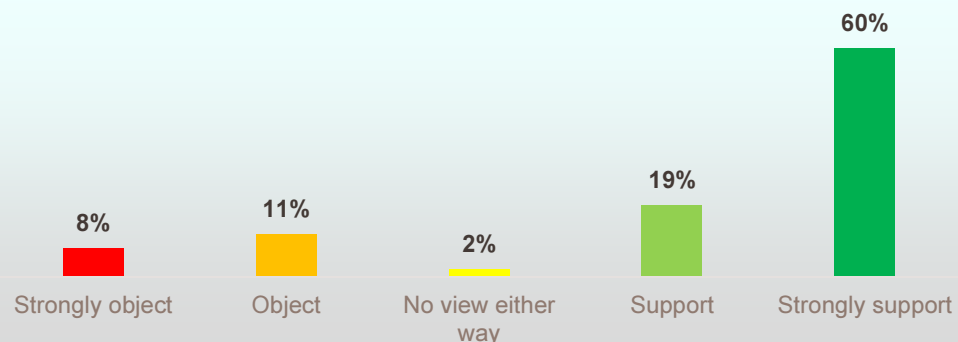
- Mixed views received through statutory consultation but very well supported by school and parent/carers
- 5 comments made via statutory consultation that zone should be larger

# SS04: Coldfall Primary School

Key info	Streets	Coldfall Avenue
	Times	Term Time, Monday to Friday 8 - 9.30am and 2.30 - 4pm
	Length	175m
	No. addresses within School Street	41
	No. exemptions (annual)	38
	Approx % addresses with an exemption	93%



## Public feedback via statutory consultation (count = 53)



Feedback	School feedback	
	Parent / carers agree (count = 84)	Headteacher
	The street feels calmer	95% Strongly agree
	The street feels quieter	92% Strongly agree
	The air feels cleaner	65% Strongly agree
	Feel safer and more relaxed in street	92% Strongly agree
	It's easier to socially distance	73% Strongly agree
	Having seen the experiment, make it permanent?	90% Yes
	How effective is the design	n/a The right size
	Walk, cycle or wheel	Up 3% n/a
	Using a car	No change n/a

Data	Traffic count (ATC)	School Street
	Motor vehicles	Down 57%
	Cycles	Up 100%
	Speed	Up 3% (to 14.5mph)

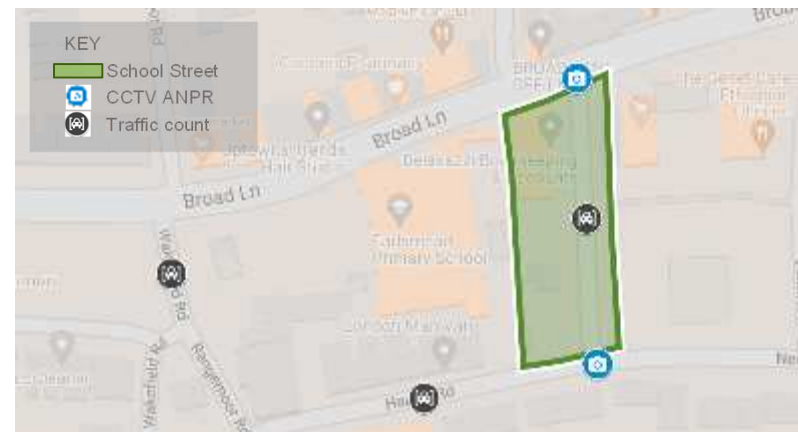
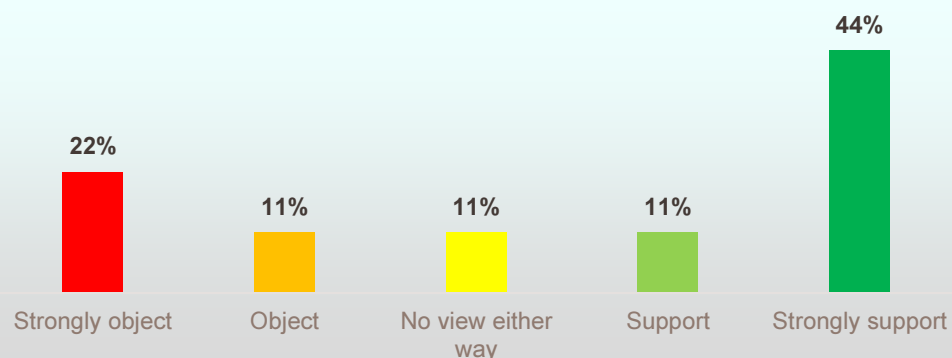
- Notes**
- Well supported cul-de-sac School Street
  - School would like some form of entry treatment at the junction with Coppets Road to reduce risk of drivers making a mistake and u-turning
  - One comment made during statutory consultation specifically suggesting a SS in Everington Road

# SS06: Earlsmead Primary School

Key info	Streets	Walton Road
	Times	Term Time, Monday to Friday 8:30 - 9:30am and 2:45 - 3:45pm
	Length	85m
	No. addresses within School Street	0
	No. exemptions (annual)	0
	Approx % addresses with an exemption	n/a



## Public feedback via statutory consultation (count = 9)



School feedback	Parent / carers agree (count = 15)	Headteacher
	The street feels calmer	87%
The street feels quieter	93%	Strongly agree
The air feels cleaner	60%	Strongly agree
Feel safer and more relaxed in street	93%	Strongly agree
It's easier to socially distance	73%	Strongly agree
Having seen the experiment, make it permanent?	93%	Yes
How effective is the design	n/a	Change - increase
Walk, cycle or wheel	No change	n/a
Using a car	No change	n/a

Data	Traffic count (ATC)	School Street
	Motor vehicles	Down 44%
	Cycles	Up 30%
	Speed	Down 1%

- School keen to have some measures at their Wakefield Road entrance, as noted later, funding has been agreed for a zebra crossing at this location to link school to Page's Green Common
- Relatively low levels of feedback



# SS10: Highgate Primary School and Blanche Neville School for the Deaf

Key info	Streets	Kenwood Rd, Storey Rd, Gaskell Rd, Yeatman Rd
	Times	Term Time, Monday to Friday 8.30 - 9.30am and 3 - 4pm
	Length	600m
	No. addresses within School Street	221
	No. exemptions (annual)	123
	Approx % addresses with an exemption	56%



**Public feedback via statutory consultation (count = 139)**

40%	10%	2%	9%	40%
Strongly object	Object	No view either way	Support	Strongly support

School feedback	Parent / carers agree (count = 156)	Headteacher
The street feels calmer	72%	Strongly agree
The street feels quieter	72%	Strongly agree
The air feels cleaner	50%	No opinion
Feel safer and more relaxed in street	63%	Strongly agree
It's easier to socially distance	51%	Strongly agree
Having seen the experiment, make it permanent?	63%	Yes
How effective is the design	n/a	The right size
Walk, cycle or wheel	Up 8%	n/a
Using a car	Down 8%	n/a



Data	Traffic count (ATC)	School Street
Motor vehicles		Up 215%*
Cycles		Up 860%
Speed		Down 5%

**Notes**

- High increase in walking, cycling and wheeling to school
- Good levels of engagement but mixed level of support
- Residents in North Hill slip road (outside school street) report displacement and obstructive parking in this narrow street. Recommended increase in parking enforcement

\*Count error assumed. Subject to further counts, see report for details



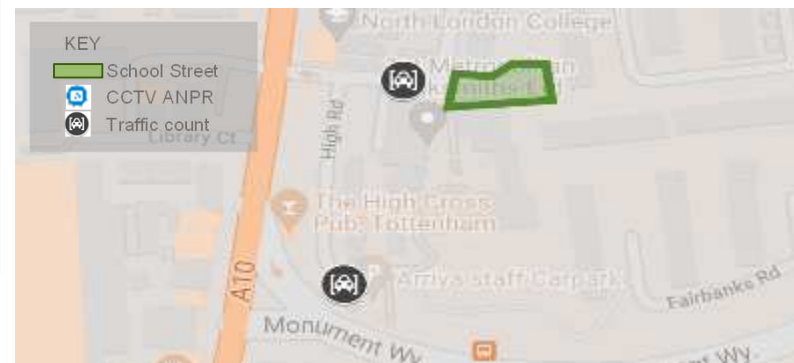
# SS11: Holy Trinity Primary School

Key info	Streets	Somerset Road
	Times	At any time
	Length	40m
	No. addresses within School Street	0
	No. exemptions (annual)	0
	Approx% addresses with an exemption	n/a



**Public feedback via statutory consultation (count = 32)**

School feedback	Parent / carers agree (count = 27)	Headteacher
The street feels calmer	93%	Strongly agree
The street feels quieter	96%	Strongly agree
The air feels cleaner	74%	Strongly agree
Feel safer and more relaxed in street	85%	Strongly agree
It's easier to socially distance	93%	Strongly agree
Having seen the experiment, make it permanent?	100%	Yes
How effective is the design	n/a	The right size
Walk, cycle or wheel	Up 11%	n/a
Using a car	Down 11%	n/a



Data	Traffic count (ATC)	Surrounding street
	Motor vehicles	No counts carried out within zone which is physically closed 24/7 but counts in surrounding streets indicate significant increase in cycle use, increase in traffic volume and decrease in speed
	Cycles	
	Speed	

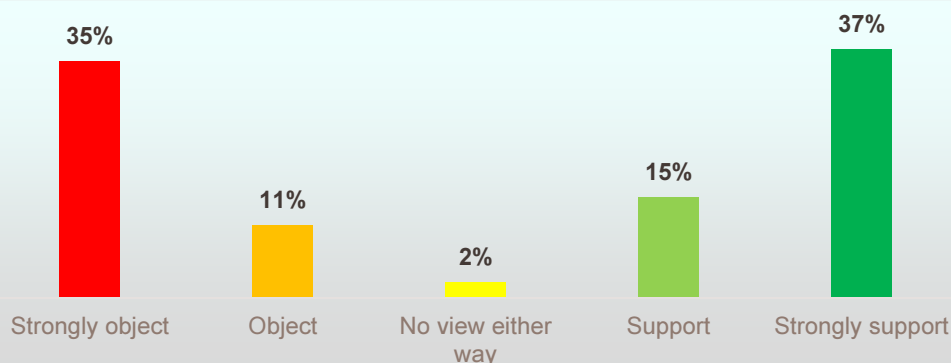
- Notes**
- Very good increase in walk/cycle/scooting to school – though low sample number
  - Lowest level of support via statutory consultation but good support from school and parents
  - Majority of objections were made prior to the scheme's launch and focus on 'at any time' restriction and preventing vehicular access to rear of properties.
  - Opportunity to fully pedestrianize / green this area

# SS13: Rokesly Infants and Junior Schools

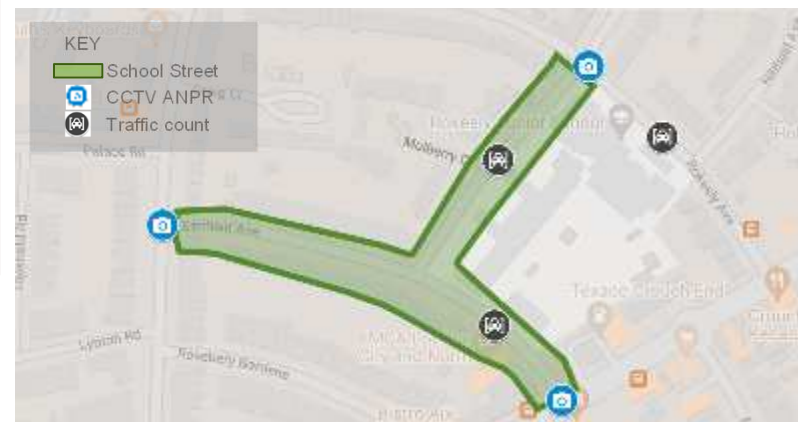
Key info	Streets	Hermiston Ave, Elmfield Ave
	Times	Term Time, Monday to Friday 8.15 - 9.45am and 2.30 - 3.45pm
	Length	420m
	No. addresses within School Street	78
	No. exemptions (annual)	66
	Approx % addresses with an exemption	85%



## Public feedback via statutory consultation (count = 222)



School feedback	Parent / carers agree (count = 136)	Headteacher
	The street feels calmer	85%
The street feels quieter	85%	Strongly agree
The air feels cleaner	60%	No opinion
Feel safer and more relaxed in street	76%	Somewhat agree
It's easier to socially distance	63%	Somewhat agree
Having seen the experiment, make it permanent?	79%	Yes
How effective is the design	n/a	The right size
Walk, cycle or wheel	Up 1%	n/a
Using a car	Down 1%	n/a



Data	Traffic count (ATC)	School Street
	Motor vehicles	Down 18%
	Cycles	Up 115%
	Speed	Down 2%

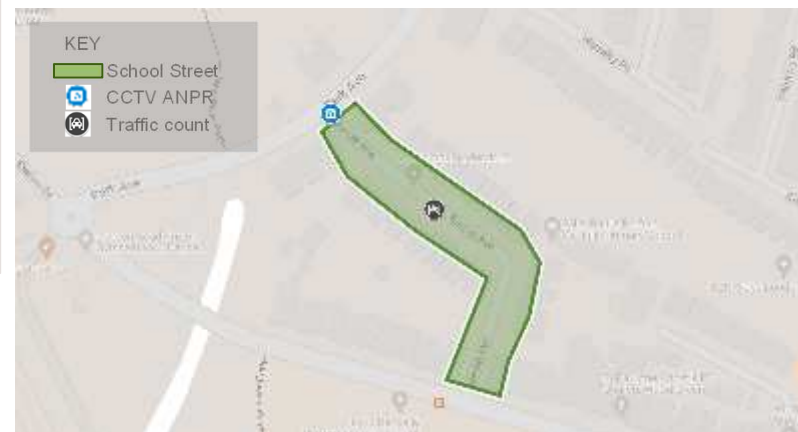
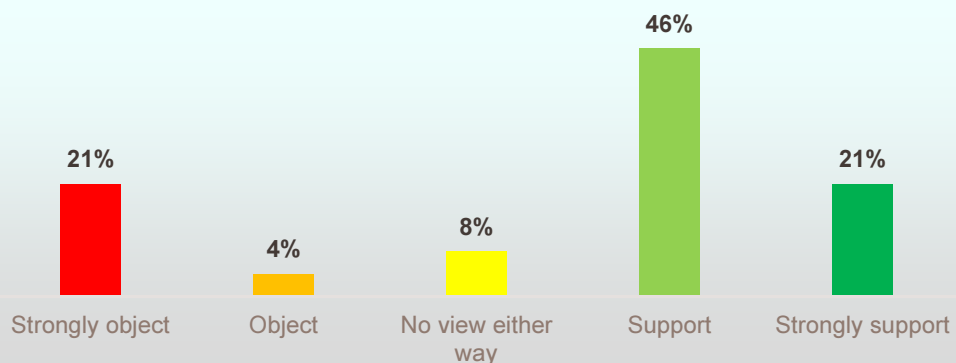
Notes
<ul style="list-style-type: none"> <li>High levels of feedback but mixed views in stat. consultation</li> <li>Good levels of support from school and parents/carers</li> <li>Lower levels of compliance in Elmfield Road section, noted this stretch has bus route passing through.</li> <li>Feedback for more traffic signs / gateway</li> <li>5 responses to statutory consultation suggesting SS should be extended to Rokesly Avenue</li> </ul>

# SS16: St Pauls Catholic Primary School, Wood Green

Key info	Streets	Barratt Avenue
	Times	Term Time, Monday to Friday 8:30 - 9:15am and 2:45 - 3:30pm
	Length	170m
	No. addresses within School Street	55
	No. exemptions (annual)	28
	Approx % addresses with an exemption	51%



## Public feedback via statutory consultation (count = 24)



Feedback	Public feedback via statutory consultation (count = 24)	
	Strongly object	Object
	21%	4%
	8%	46%
	21%	
School feedback	Parent / carers agree (count = 54)	Headteacher
	The street feels calmer	46% Strongly agree
	The street feels quieter	54% Strongly agree
	The air feels cleaner	35% Somewhat agree
	Feel safer and more relaxed in street	50% Strongly agree
	It's easier to socially distance	31% Strongly agree
	Having seen the experiment, make it permanent?	39% Yes
	How effective is the design	n/a The right size
	Walk, cycle or wheel	Up 4%
Using a car	Down 6%	n/a

Data	Traffic count (ATC)	School Street
	Motor vehicles	Down 74%
	Cycles	Down 20%
	Speed	Up 48% (to 17.5mph)

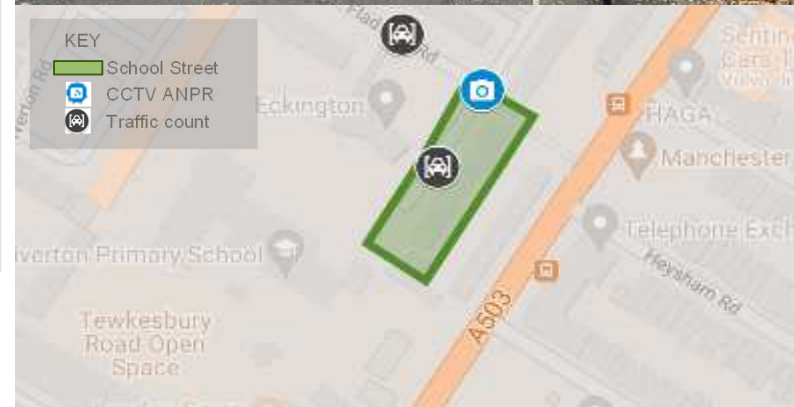
**Notes**

- Least level of support from parent/carers but good support from school and the public via the statutory consultation
- Good increase in walk / cycle / scoot to school

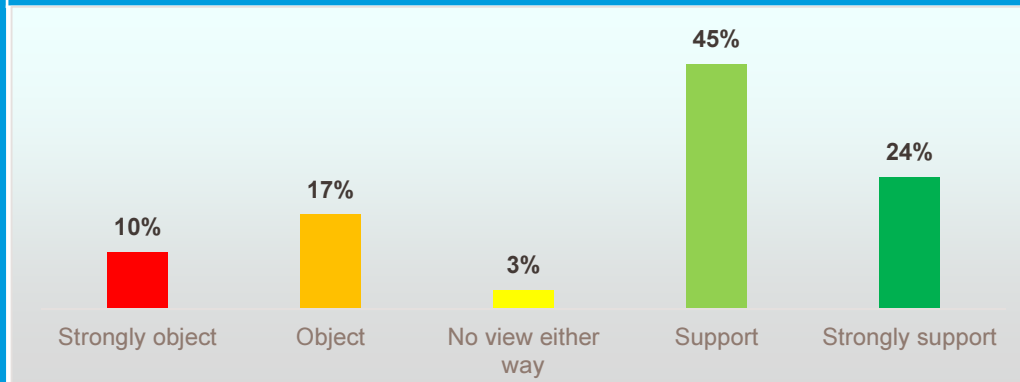


# SS17: Tiverton Primary School

Key info	Streets	Pulford Road
	Times	Term Time, Monday to Friday 8.15 - 9.45am and 2.45 - 4.15pm
	Length	65m
	No. addresses within School Street	10
	No. exemptions (annual)	10
	Approx % addresses with an exemption	100%



## Public feedback via statutory consultation (count = 29)



School feedback	Parent / carers agree (count = 9)	Headteacher
	The street feels calmer	67%
The street feels quieter	56%	Strongly agree
The air feels cleaner	33%	Strongly agree
Feel safer and more relaxed in street	67%	Strongly agree
It's easier to socially distance	56%	Strongly agree
Having seen the experiment, make it permanent?	78%	Yes
How effective is the design	n/a	The right size
Walk, cycle or wheel	No change	n/a
Using a car	No change	n/a

Data	Traffic count (ATC)	School Street
	Motor vehicles	Down 66%
	Cycles	Up 363%
	Speed	Down 20%

**Notes**

- Low levels of feedback but, from data available, good levels of support via statutory consultation. Modest support from parents.
- Headteacher very supportive "undoubtedly been excellent for the local area- cleaner air, no cars jamming the street and idling, more space for parents and children. More children allowed to walk to school."

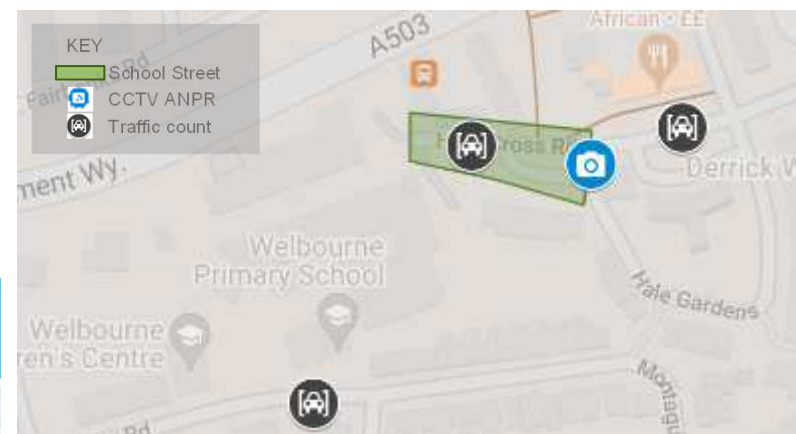
# SS18: Welbourne Primary School

Key info	Streets	High Cross Road
	Times	Term Time, Monday to Friday 8.30 - 9.15am and 2.30 - 3.45pm
	Length	100m
	No. addresses within School Street	40
	No. exemptions (annual)	9
	Approx % addresses with an exemption	23%



**Public feedback via statutory consultation (count = 22)**

School feedback	Parent / carers agree (count = 5)	Headteacher
The street feels calmer	40%	Strongly agree
The street feels quieter	40%	Strongly agree
The air feels cleaner	20%	Somewhat agree
Feel safer and more relaxed in street	40%	Strongly agree
It's easier to socially distance	20%	Somewhat agree
Having seen the experiment, make it permanent?	80%	Yes
How effective is the design	n/a	Change - increase
Walk, cycle or wheel	No change	n/a
Using a car	No change	n/a



Data	Traffic count (ATC)	School Street
Motor vehicles		Down 52%
Cycles		Down 79%
Speed		Up 17% (to 12mph)

- Notes**
- Low levels of feedback but, from data available, good levels of support via statutory consultation. Modest support from parents.
  - Deputy Head would like Stainby Road entrance addressed. As noted on P14 it is recommended this area is kept under review.



# Lessons learnt (1/2)

The rapid roll-out of this first batch of School Streets has taught us a lot

## Size of School Streets

- Larger School Streets may – on the surface – sound better in terms of encouraging active travel but from (the limited data available) this was not the case
- Bigger School Streets typically have more exemptions and therefore the benefits of quieter and cleaner streets maybe outweighed

## Traffic signs

- We often hear that there should be more traffic signs, particularly advance warning. But we also know that more signs – on already busy streets – distract drivers, as well as creating clutter
- We think – and independent adjudicators agree – that we're just about getting the balance right with our current approach to signs which exceeds the minimum required by law, but isn't excessive

## Communications

- It's not possible to write to everyone who might be affected by a new School Street but during the course of the programme we have increased the area for letterdrops
- We've also changed the content on our lamp-column wraps to make them easier to understand

## Surveys

- We're grateful to everyone who has given feedback on the School Streets
- Hands-up surveys (with pupils on travel mode) should be systematically carried out before and after launch

## Experimental orders

- Using experimental traffic orders has been effective in enabling us to launch quicker and evaluate in-situ. However some don't think this is adequate consultation and more should be done before launch
- ETOs also require a longer duration of staff resources, which increases project cost

# Lessons learnt (2/2)

The rapid roll-out of this first batch of School Streets has taught us a lot

## Contingency

- Contingency funding has enabled the council to address some additional issues, that were not specifically related to the School Street but were school related, e.g. build-outs planned for Coldfall (Everington Road) and new School Keep Clear markings outside Holy Trinity School

## Greening and gateways

- The School Streets launched - so far - have focussed very much on the basics of a traffic scheme. We believe that there is an opportunity for School Streets to provide wider place-making opportunities and play an important part in enhancing and strengthening local communities.
- Therefore, we have commenced a study into how School Streets are visually identified, in particular looking at how we can give greater definition to the gateway / entrance to the School Street

# Thanks

We want to give our thanks to the schools, the police and many other individuals who have been closely involved in this programme

## Special thanks to...

- Staff, pupils and parents at all ten schools
- Georgia Law and Hilary Bournas at Sustrans
- Council teams including: Air quality, Streetspace, Highways, Active Travel, Parking and Traffic Enforcement and Notice Processing

# Appendices

Appendix A1	Experimental traffic order statutory consultation
Appendix A2	Parent / carer feedback
Appendix A3	Traffic count data
Appendix A4	Air quality data
Appendix A5	School Street designs

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## School Streets (Batch 1a and b) Statutory Consultation – comment analysis

1. Themes, across all 10 schools (and by supporter / objector)
2. Themes, by school (and by supporter / objector)

	Support		Support / Object		Don't know	
	Count	%	Count	%	Count	%
Support. Safer for children - with less traffic congestion, speeding & pollution.	222	56%	1	0%	2	10%
Object. Problems for residents & drivers - incl deliveries & services. Poor design and planning	1	0%	153	50%	1	5%
Object. Displaces traffic congestion, adds to pollution on other roads. Who benefits?	0	0%	107	35%	0	0%
Support. Stops obstructive & careless parking, improves cycling and walking environment	93	23%	0	0%	0	0%
No comments	29	7%	2	1%	9	43%
Support in principle, but concerned about access problems and congestion in surrounding roads	36	9%	1	0%	2	10%
Don't object in principle but do object to lack of consideration for impact on residents	0	0%	22	7%	5	24%
Object. Access problems for elderly, disabled and others needing services/carers/family visits	1	0%	17	6%	0	0%
Support, but scheme needs to include additional roads	16	4%	0	0%	2	10%
<b>Total</b>	<b>398</b>	<b>100%</b>	<b>303</b>	<b>100%</b>	<b>21</b>	<b>100%</b>

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225 High Road,  
London N22 8HQ

020 8489 1000

[www.haringey.gov.uk](http://www.haringey.gov.uk)

				Support / Object		
				Support Count	Object Count	Don't know Count
School Name	Rokesly Junior (& nursery)	Cat.	Support. Safer for children - with less traffic congestion, speeding & pollution.	74	1	0
			Object. Problems for residents & drivers - incl deliveries & services. Poor design and planning	0	60	1
			Object. Displaces traffic congestion, adds to pollution on other roads. Who benefits?	0	39	0
			Support. Stops obstructive & careless parking, improves cycling and walking environment	24	0	0
			No comments	6	0	0
			Support in principal, but concerned about access problems and congestion in surrounding roads	6	0	1
			Don't object in principle but do object to lack of consideration for impact on residents	0	2	1
			Object. Access problems for elderly, disabled and others needing services/carers/family visits	0	2	0
			Support, but scheme needs to include additional roads	4	0	1
			Total	114	104	4
	Campsbourne	Cat.	Support. Safer for children - with less traffic congestion, speeding & pollution.	48	0	0
			Object. Problems for residents & drivers - incl deliveries & services. Poor design and planning	1	24	0
			Object. Displaces traffic congestion, adds to pollution on other roads. Who benefits?	0	33	0
			Support. Stops obstructive & careless parking, improves cycling and walking environment	23	0	0
			No comments	6	0	5
			Support in principal, but concerned about access problems and congestion in surrounding roads	13	1	1
			Don't object in principle but do object to lack of consideration for impact on residents	0	14	1
			Object. Access problems for elderly, disabled and others needing services/carers/family visits	0	4	0
			Support, but scheme needs to include additional roads	4	0	1
			Total	95	76	8
		Cat.	Support. Safer for children - with less traffic congestion, speeding & pollution.	44	0	1

Highgate Primary (Blanche Nevile)		Object. Problems for residents & drivers - incl deliveries & services. Poor design and planning	0	36	0
		Object. Displaces traffic congestion, adds to pollution on other roads. Who benefits?	0	24	0
		Support. Stops obstructive & careless parking, improves cycling and walking environment	12	0	0
		No comments	3	0	1
		Support in principal, but concerned about access problems and congestion in surrounding roads	5	0	0
		Don't object in principle but do object to lack of consideration for impact on residents	0	4	1
		Object. Access problems for elderly, disabled and others needing services/carers/family visits	1	7	0
		Support, but scheme needs to include additional roads	0	0	0
		Total	65	71	3
		Coldfall Primary	Cat.	Support. Safer for children - with less traffic congestion, speeding & pollution.	2
Object. Problems for residents & drivers - incl deliveries & services. Poor design and planning	0			4	0
Object. Displaces traffic congestion, adds to pollution on other roads. Who benefits?	0			3	0
Support. Stops obstructive & careless parking, improves cycling and walking environment	25			0	0
No comments	3			0	1
Support in principal, but concerned about access problems and congestion in surrounding roads	8			0	0
Don't object in principle but do object to lack of consideration for impact on residents	0			2	0
Object. Access problems for elderly, disabled and others needing services/carers/family visits	0			2	0
Support, but scheme needs to include additional roads	3			0	0
Total	41			11	1
Holy Trinity (Somerset Rd)	Cat.	Support. Safer for children - with less traffic congestion, speeding & pollution.	9	0	0
		Object. Problems for residents & drivers - incl deliveries & services. Poor design and planning	0	17	0
		Object. Displaces traffic congestion, adds to pollution on other roads. Who benefits?	0	1	0
		Support. Stops obstructive & careless parking, improves cycling and walking environment	1	0	0
		No comments	0	2	1

		Support in principal, but concerned about access problems and congestion in surrounding roads	0	0	0
		Don't object in principle but do object to lack of consideration for impact on residents	0	0	0
		Object. Access problems for elderly, disabled and others needing services/carers/family visits	0	1	0
		Support, but scheme needs to include additional roads	0	0	0
		Total	10	21	1
Tiverton Primary	Cat.	Support. Safer for children - with less traffic congestion, speeding & pollution.	11	0	1
		Object. Problems for residents & drivers - incl deliveries & services. Poor design and planning	0	8	0
		Object. Displaces traffic congestion, adds to pollution on other roads. Who benefits?	0	0	0
		Support. Stops obstructive & careless parking, improves cycling and walking environment	2	0	0
		No comments	5	0	0
		Support in principal, but concerned about access problems and congestion in surrounding roads	0	0	0
		Don't object in principle but do object to lack of consideration for impact on residents	0	0	0
		Object. Access problems for elderly, disabled and others needing services/carers/family visits	0	0	0
		Support, but scheme needs to include additional roads	2	0	0
		Total	20	8	1
St Paul's RC Primary	Cat.	Support. Safer for children - with less traffic congestion, speeding & pollution.	11	0	0
		Object. Problems for residents & drivers - incl deliveries & services. Poor design and planning	0	3	0
		Object. Displaces traffic congestion, adds to pollution on other roads. Who benefits?	0	3	0
		Support. Stops obstructive & careless parking, improves cycling and walking environment	0	0	0
		No comments	2	0	0
		Support in principal, but concerned about access problems and congestion in surrounding roads	2	0	0
		Don't object in principle but do object to lack of consideration for impact on residents	0	0	2
		Object. Access problems for elderly, disabled and others needing services/carers/family visits	0	0	0
		Support, but scheme needs to include additional roads	1	0	0

		Total	16	6	2
Welbourne Primary	Cat.	Support. Safer for children - with less traffic congestion, speeding & pollution.	16	0	0
		Object. Problems for residents & drivers - incl deliveries & services. Poor design and planning	0	0	0
		Object. Displaces traffic congestion, adds to pollution on other roads. Who benefits?	0	1	0
		Support. Stops obstructive & careless parking, improves cycling and walking environment	2	0	0
		No comments	2	0	0
		Support in principal, but concerned about access problems and congestion in surrounding roads	0	0	0
		Don't object in principle but do object to lack of consideration for impact on residents	0	0	0
		Object. Access problems for elderly, disabled and others needing services/carers/family visits	0	0	0
		Support, but scheme needs to include additional roads	1	0	0
		Total	21	1	0
Chestnuts	Cat.	Support. Safer for children - with less traffic congestion, speeding & pollution.	7	0	0
		Object. Problems for residents & drivers - incl deliveries & services. Poor design and planning	0	0	0
		Object. Displaces traffic congestion, adds to pollution on other roads. Who benefits?	0	1	0
		Support. Stops obstructive & careless parking, improves cycling and walking environment	2	0	0
		No comments	0	0	0
		Support in principal, but concerned about access problems and congestion in surrounding roads	1	0	0
		Don't object in principle but do object to lack of consideration for impact on residents	0	0	0
		Object. Access problems for elderly, disabled and others needing services/carers/family visits	0	1	0
		Support, but scheme needs to include additional roads	1	0	0
		Total	11	2	0
Earlsmead Primary	Cat.	Support. Safer for children - with less traffic congestion, speeding & pollution.	0	0	0
		Object. Problems for residents & drivers - incl deliveries & services. Poor design and planning	0	1	0
		Object. Displaces traffic congestion, adds to pollution on other roads. Who benefits?	0	2	0



		Support. Stops obstructive & careless parking, improves cycling and walking environment	2	0	0
		No comments	2	0	1
		Support in principal, but concerned about access problems and congestion in surrounding roads	1	0	0
		Don't object in principle but do object to lack of consideration for impact on residents	0	0	0
		Object. Access problems for elderly, disabled and others needing services/carers/family visits	0	0	0
		Support, but scheme needs to include additional roads	0	0	0
		Total	5	3	1

Monitoring Report - Appendix A2

School Streets survey (parents and carers)

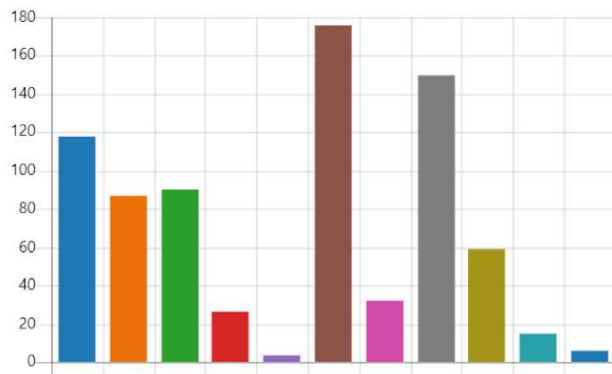
762  
Responses

06:37  
Average time to complete

Active  
Status

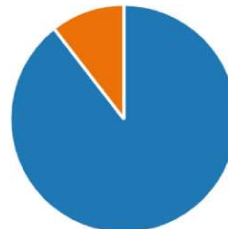
1. Which School Street are you commenting on?

● Chestnuts Primary School	118
● Campsbourne Primary School	87
● Coldfall Primary School	90
● Earlsmead Primary School	26
● Harris Academy Coleraine Park	3
● Highgate Primary School and ...	176
● Holy Trinity Primary School	32
● Rokesly Infants and Junior Sch...	150
● St Pauls Catholic Primary Scho...	59
● Tiverton Primary School	15
● Welbourne Primary School	6



2. Are you

● Parent/carer of a pupil attendi...	682
● Member of staff at the school	80



Monitoring Report - Appendix A2

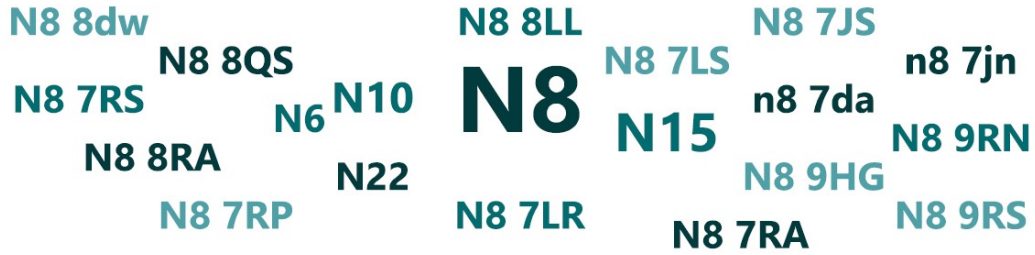
3. What is your home postcode?

Insights  
**761**  
 Responses

Latest Responses

"N15 4NR"  
 "n10 1ls"  
 "N22 5BX"

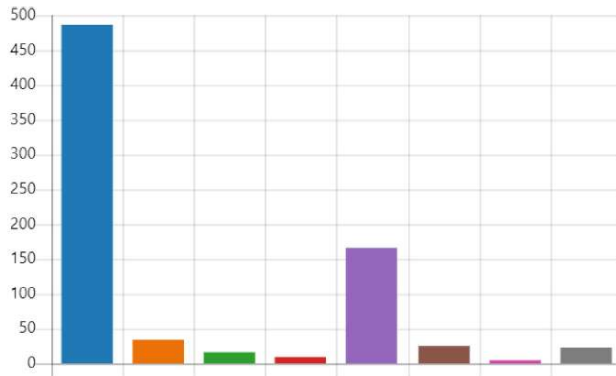
162 respondents (21%) answered **N8** for this question.



4. Before the School Street launched, how would you usually travel to school with your child/children?

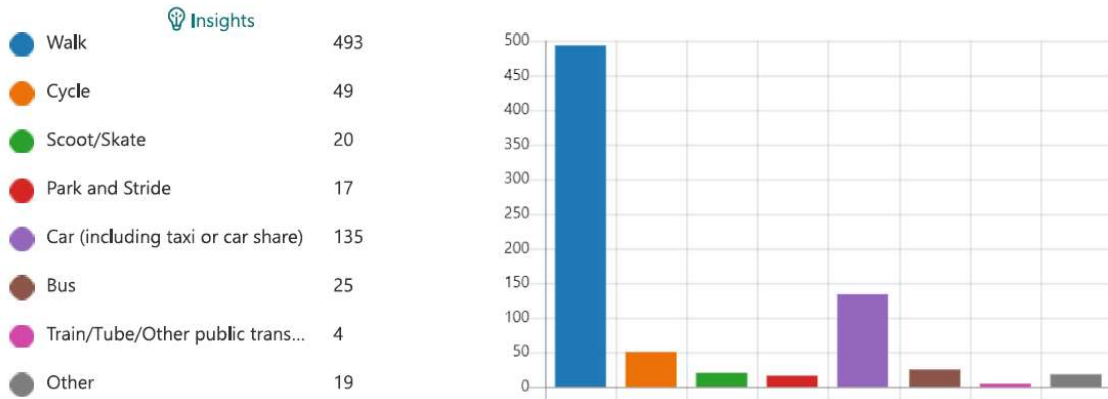
Insights

Walk	486
Cycle	34
Scoot/Skate	16
Park and Stride	10
Car (including taxi or car share)	166
Bus	24
Train/Tube/Other public trans...	4
Other	22

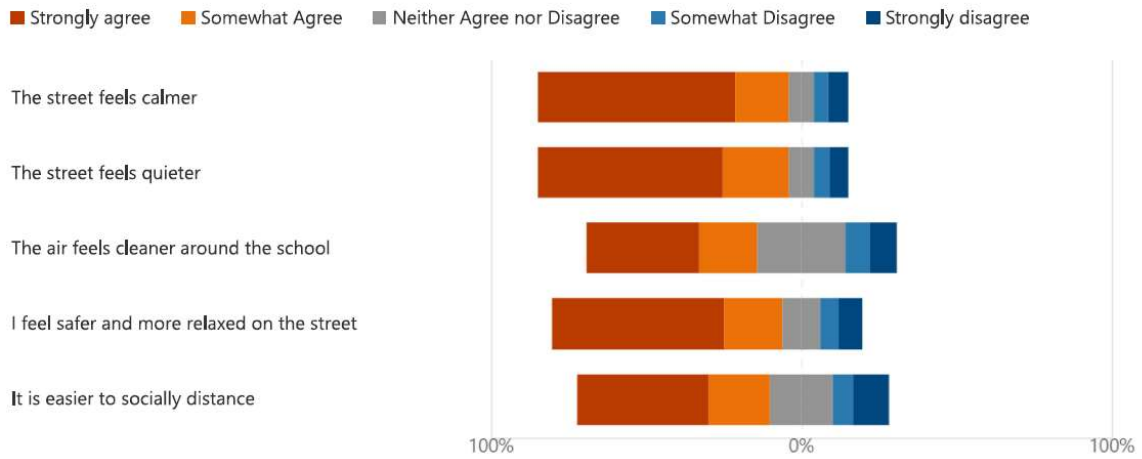


Monitoring Report - Appendix A2

5. Since the School Street has been in place, how do you usually travel to school with your child/children



6. To what extent do you agree/disagree with the following statements?



7. Having seen the School Street in operation for the past 6 months, would you like the School Street to be made permanent



Monitoring Report - Appendix A2

8. If you would like to comment further on the School Street, please leave your feedback below

99 respondents (29%) answered **school street** for this question.





<b>BEFORE Vs AFTER Summary of Automated Traffic Counts (ATC) <i>within</i> the School Street restriction</b>	<b>Change in cycle number counted</b>	<b>Change in traffic volume (AM)</b>	<b>Change in traffic volume (PM)</b>	<b>Change in traffic volume (AM+PM)</b>	<b>Change in traffic speed</b>
Campsbourne	189%	-23%	16%	-3%	-33%
Chestnuts	189%	-83%	-91%	-88%	73%
Coldfall	100%	-61%	-53%	-57%	3%
Earlsmead	30%	-46%	-42%	-44%	-1%
Highgate Primary and Blanche Neville School for the Deaf	860%	273%	169%	215%	-5%
Rokesley (Elmfield)	84%	-37%	0%	-20%	-5%
Rokesley (Hermiston)	145%	-21%	-13%	-17%	3%
St. Paul's	-20%	-77%	-69%	-74%	48%
Tiverton	363%	-22%	-83%	-66%	-20%
Welbourne	-79%	0%	-67%	-52%	17%
<b>Average</b>	<b>186%</b>	<b>-10%</b>	<b>-23%</b>	<b>-21%</b>	<b>8%</b>



Chestnut School Automatic traffic counts Before vs After (SS Hours)	Before cycle usage	After cycle usage	Traffic volume AM Before	Traffic volume AM After	Traffic volume PM Before	Traffic volume PM After	Traffic volume AM + PM (Before)	Traffic volume AM + PM (After)	Before Traffic Ave. Speed (mph)	After Traffic Ave. Speed (mph)
Within school street - ETHERLEY ROAD, SOUTH OF CONWAY ROAD before and after change in %	19	55 189%	29	5 -83%	47	4 -91%	76	9 -88%	6.86	11.9 73%
Non school street - ETHERLEY ROAD, NORTH OF CONWAY ROAD (% change)	71	6 -92%	192	278 45%	197	370 88%	389	648 67%	14.3	14.4 1%
In adjacent streets - CONWAY ROAD (% change)	79	179 127%	190	225 18%	175	267 53%	365	492 35%	12.5	12.6 1%

**School Street operational time: 8:00-9:15am & 2:30-3:45pm**

**-Survey dates**

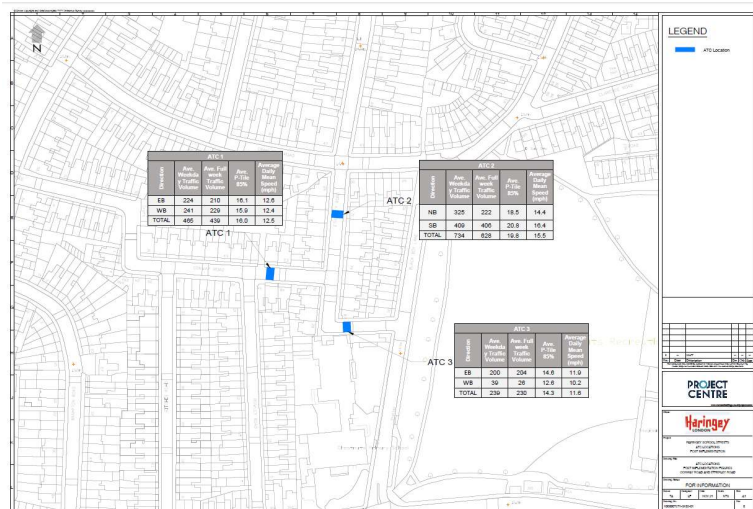
Before: Monday 22nd March 2021 to Friday 26th March 2021

After: Thursday 4th November to Wednesday 10th November 2021

table above only reflect School Street hours, dose not include weekend traffic

The school street zone is split between two sections of Etherley Road, section south of Conway Road falls inside the school street has seen great benefits of Schools Street introduction. Cycle usage has also vastly improved, the open space reflects cyclist chose to avoid north of Conway Road.

It is noted that Covid-19 pandemic impacted upon traffic volumes and travel behaviour and therefore data above is not necessarily attributable to the School Street



Coldfall Primary Automatic traffic counts Before vs After	Before cycle usage	After cycle usage	Traffic volume AM - Before	Traffic volume AM - After	Traffic volume PM - Before	Traffic volume PM - After	Traffic volume AM + PM (Before)	Traffic volume AM + PM (After)	Before Traffic Ave. Speed (mph)	After Traffic Ave. Speed (mph)
Within school street - Coldfall Avenue	4	8	105	41	91	43	196	84	14.1	14.5
before and after change in %		100%		-61%		-53%		-57%		3%
Non school street - Everington Road (% change and actual number)	12	36	422	965	163	1272	585	2237	15.3	15.1
		200%		129%		680%		282%		-1%

**School Street operational time: 8:00-9:30am & 2:30-4:00pm**

-Survey dates

Before: Monday 22nd March 2021 to Friday 26th March 2021

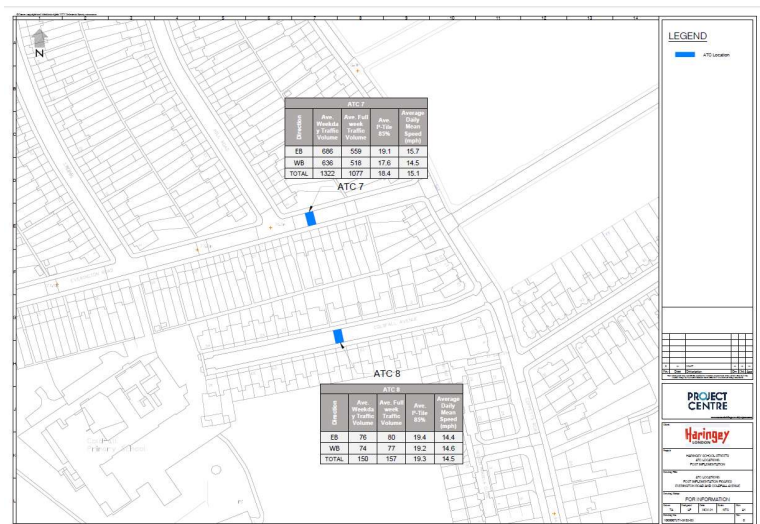
After: Thursday 4th November to Wednesday 10th November 2021

*table above only reflect School Street hours, dose not include weekend traffic*

The traffic on the Coldfall Avenue has seen a good decrease during the school street operational times, however this is reflected by an increase in vehicular activity on Everington Road.

Both streets have school entrances, therefore Everington Road will require further review for school traffic management.

It is noted that Covid-19 pandemic impacted upon traffic volumes and travel behaviour and therefore data above is not necessarily attributable to the School Street







Highgate Primary School Automatic traffic counts Before vs After	Before cycle usage	After cycle usage	Traffic volume AM Before	Traffic volume AM After	Traffic volume PM Before	Traffic volume PM After	Traffic volume AM + PM (Before)	Traffic volume AM + PM (After)	Before Traffic Ave. Speed (mph)	After Traffic Ave. Speed (mph)
Within school street zone - Gaskell Road	5	48	59	220	75	202	134	422	17.2	16.3
before and after change in %		860%		273%		169%		215%		-5%
Non school street - North Hill	96	109	3764	7141	6519	8029	10283	15170	23.8	24.2
(% change and actual number)		14%		90%		23%		48%		2%
In adjacent streets - North Hill (Slip Road)	39	48	107	91	56	60	163	151	10.9	12.4
(% change and actual number)		23%		-15%		7%		-7%		14%

**School Street operational time: 8:30-9:30am & 3:00-4:00pm**

-Survey dates

Before: Monday 22nd March 2021 to Friday 26th March 2021

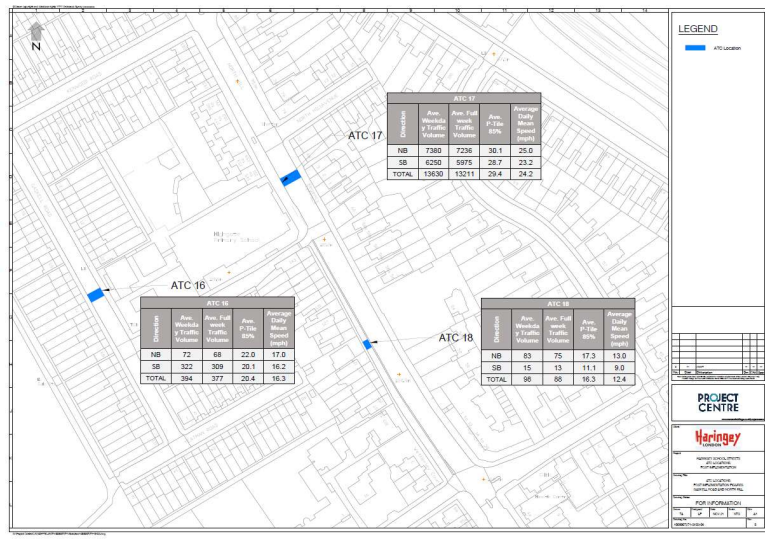
After: Thursday 4th November to Wednesday 10th November 2021

table above only reflect School Street hours, dose not include weekend traffic

Traffic count data indicates an increase within (and outside) of the School Street zone. This is being further investigated as it considered to be unlikely the 'real-world' situation and perhaps a data collection error has occurred.

Officers are further investigating this data and carrying out manual counts

It is noted that Covid-19 pandemic impacted upon traffic volumes and travel behaviour and therefore data above is not necessarily attributable to the School Street



Holy Trinity CoE Primary Automatic traffic counts Before vs After	Before cycle usage	After cycle usage	Traffic volume AM - Before	Traffic volume AM - After	Traffic volume PM - Before	Traffic volume PM - After	Traffic volume AM + PM (Before)	Traffic volume AM + PM (After)	Before Traffic Ave. Speed (mph)	After Traffic Ave. Speed (mph)
Non-restricted street - Somerset Road before and after change in %	51	213	476	1090	576	705	1052	1795	14.1	10.3
								71%		-27%
Non restricted street - High Road before and after change in %	2	18	84	343	71	208	155	551	15.3	7.9
								255%		-48%

**School Street operational time:** This is not a School Street site, however a section of Somerset Road has been closed with planters to prevent parents from parking vehicles directly outside the schools entrance.

-Survey dates

Before: Monday 22nd March 2021 to Friday 26th March 2021

After: Wednesday 3rd November to Tuesday 9th November 2021

No counts were carried out within the limit of this 24/7 school street which is physically closed with planters. Counts were only carried out only on surrounding roads

It is noted that Covid-19 pandemic impacted upon traffic volumes and travel behaviour and therefore data above is not necessarily attributable to the School Street



Rokesley Automatic traffic counts Before vs After	Before cycle usage	After cycle usage	Traffic volume AM - Before	Traffic volume AM - After	Traffic volume PM - Before	Traffic volume PM - After	Traffic volume AM + PM (Before)	Traffic volume AM + PM (After)	Before Traffic Ave. Speed (mph)	After Traffic Ave. Speed (mph)
Within school street - Elmfield Avenue	57	105	926	583	806	810	1732	1393	19.6	18.7
before and after change in %		84%		-37%		0%		-20%		-5%
Within school street - Hermiston Avenue	11	27	180	142	183	160	363	302	18.9	19.4
before and after change in %		145%		-21%		-13%		-17%		3%
Non school street - Rokesley Avenue (% change and actual number)	98	181	1716	3036	1933	3117	3649	6153	19.5	18.3
		85%		77%		61%		69%		-6.2%

**School Street operational time: 8:15-9:45am & 2:30-3:45pm**

-Survey dates

Before: Monday 22nd March 2021 to Friday 26th March 2021

After: Thursday 4th November to Wednesday 10th November 2021

table above only reflect School Street hours, dose not include weekend traffic

Overall Schools Street's have been successful in reducing traffic at school drop off and collection time's, furthermore cycle usage has significantly improved in and around School Street.

It is noted that Covid-19 pandemic impacted upon traffic volumes and travel behaviour and therefore data above is not necessarily attributable to the School Street



St Paul's Primary School Automatic traffic counts Before vs After	Before cycle usage	After cycle usage	Traffic volume AM Before	Traffic volume AM After	Traffic volume PM Before	Traffic volume PM After	Traffic volume AM + PM (Before)	Traffic volume AM + PM (After)	Before Traffic Ave. Speed (mph)	After Traffic Ave. Speed (mph)
Within school street zone - Barratt Avenue	41	33	790	182	622	192	1412	374	11.8	17.5
before and after change in %		-20%		-77%		-69%		-74%		48%

**School Street operational time: 8:30-9:15am & 2:45-3:30pm**

-Survey dates

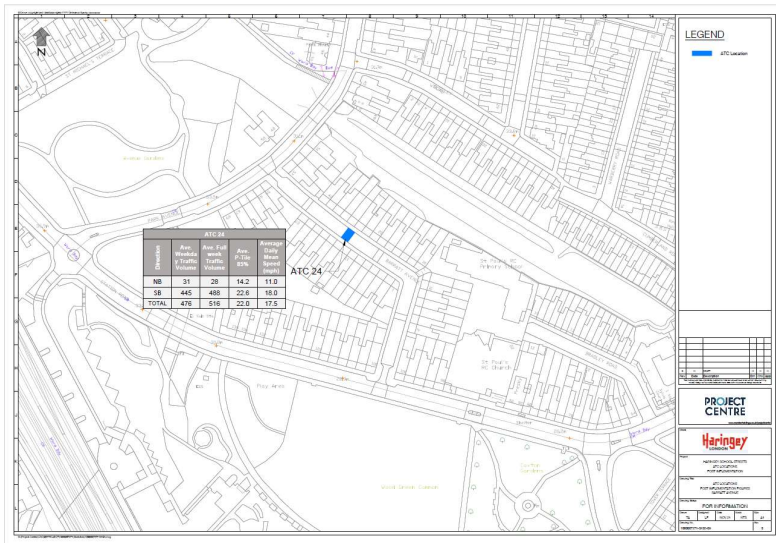
Before: Monday 22nd March 2021 to Friday 26th March 2021

After: Thursday 4th November to Wednesday 10th November 2021

*table above only reflect School Street hours, dose not include weekend traffic*

Barratt Avenue has seen vast improvement, the road had historically been used as a cut through from Park Avenue to Station Road during peak hours. Average speed has increased, however speeds do comply with the existing 20mph speed limit along the road.

It is noted that Covid-19 pandemic impacted upon traffic volumes and travel behaviour and therefore data above is not necessarily attributable to the School Street



Tiverton Primary School Automatic traffic counts Before vs After	Before cycle usage	After cycle usage	Traffic volume AM Before	Traffic volume AM After	Traffic volume PM Before	Traffic volume PM After	Traffic volume AM + PM (Before)	Traffic volume AM + PM (After)	Before Traffic Ave. Speed (mph)	After Traffic Ave. Speed (mph)
Within school street zone - Pulford Road	16	74	67	52	171	29	238	81	14.1	11.3
before and after change in %		363%		-22%		-83%		-66%		-20%
Non school street zone - Fladbury Road	16	55	122	257	124	280	246	537	15.3	13.9
(% change and actual number)		243.8%		111%		126%		118%		-9%

**School Street operational time: 8:15-9:45am & 2:45-4:15pm**

-Survey dates

Before: Monday 22nd March 2021 to Friday 26th March 2021

After: Wednesday 3rd November to Tuesday 9th November 2021

table above only reflect School Street hours, dose not include weekend traffic

Pulford Road has seen vast improvement in traffic movement and speed reduction. The increase of vehicular movement on Fladbury Road is a reflection of traffic displacement. Cycle usage i the area has also seen a great improvement.

It is noted that Covid-19 pandemic impacted upon traffic volumes and travel behaviour and therefore data above is not necessarily attributable to the School Street





Welbourne Primary School Automatic traffic counts Before vs After	Before cycle usage	After cycle usage	Traffic volume AM Before	Traffic volume AM After	Traffic volume PM Before	Traffic volume PM After	Traffic volume AM + PM (Before)	Traffic volume AM + PM (After)	Before Traffic Ave. Speed (mph)	After Traffic Ave. Speed (mph)
Within school street - High Cross Road before and after change in %	19	4	20	20	70	23	90	43	10.3	12.1
		-79%		0%		-67%		-52%		17%
Non school street zone - High Cross Road (% change and actual number)	14	22	272	202	339	383	611	585	13.1	13.6
		57%		-26%		13%		-4%		4%
In adjacent streets - Montague Road (% change and actual number)	49	52	163	229	185	382	348	611	13.1	14.7
		6%		40%		106%		76%		12%

**School Street operational time: 8:30-9:15am & 2:30-3:45pm**

-Survey dates

Before: Monday 22nd March 2021 to Friday 26th March 2021

After: Wednesday 3rd November to Tuesday 9th November 2021

*table above only reflect School Street hours, dose not include weekend traffic*

The school street zone is split between two sections of High Cross Road, section of High Cross Road inside the school street has seen benefits however section falling outside School Street should be reviewed for further improvements.

It is noted that Covid-19 pandemic impacted upon traffic volumes and travel behaviour and therefore data above is not necessarily attributable to the School Street



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## Monitoring Report - Appendix A4

## School Streets and Air Quality

- Due to the rapid deployment of the School Streets project many schools did not have the historic air quality data to compare. Although this is changing in future School Streets and Low Traffic Neighbourhoods. The following schools did have historic data:
  - o Earlsmead Primary School.
  - o Holy Trinity Primary School.
  - o Welbourne Primary School.
- Due to the COVID pandemic and the associated lockdowns the 2020 data would not be representative of the transport and the air quality issues, nor reflect the schools opening (which was intermittent). For the purpose of this report the 2019 data has been used (before the School Streets) as comparison to the 2021 (which is after the School Street has been implemented).
- The air quality monitoring for these schools was taken between April – July 2019 and April – July 2021. This was the first four months of School Street operations.

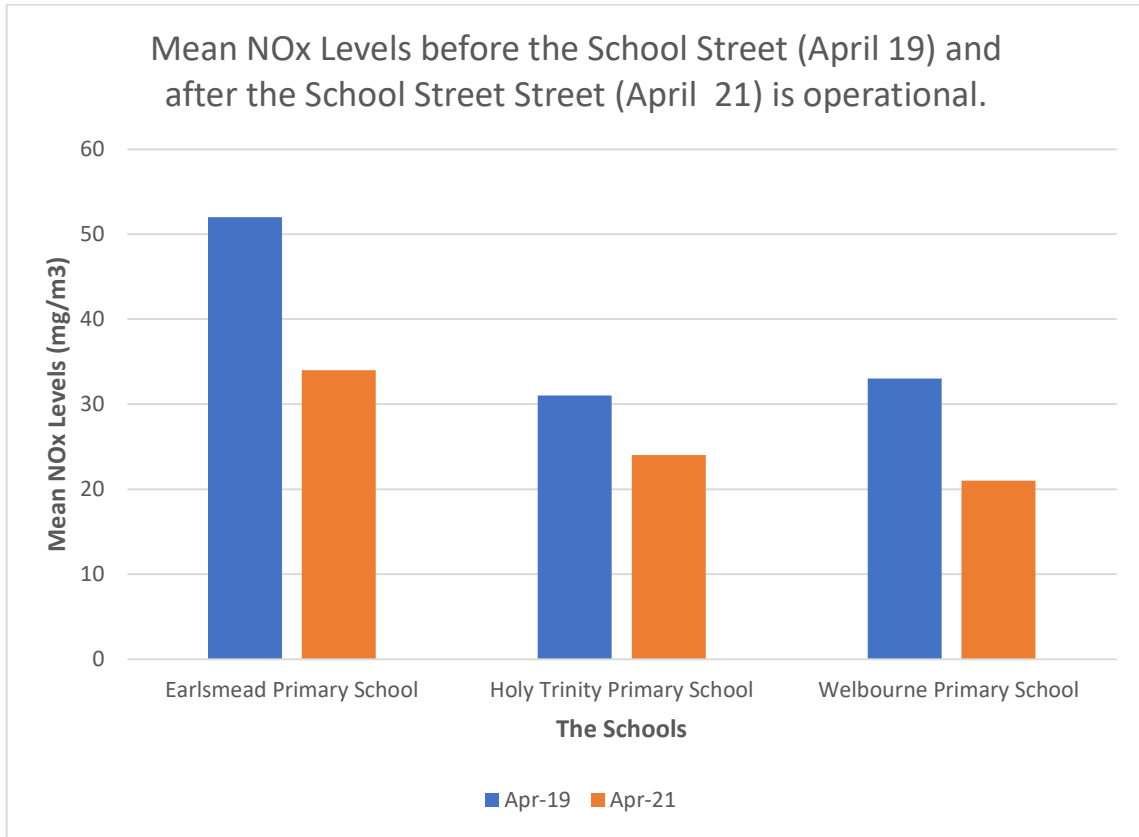
**Table 1.** Shows the mean NOx levels per month for the first four months of the School Street (in 2021) and the previous year of normal school transport options (2019).

	2019				2021			
	April	May	June	July	April	May	June	July
Earlsmead Primary School	52	47	41	-	34	33	-	28
Holy Trinity Primary School	31	39	31	32	24	30	24	25
Welbourne Primary School	33	27	16	23	21	21	20	18

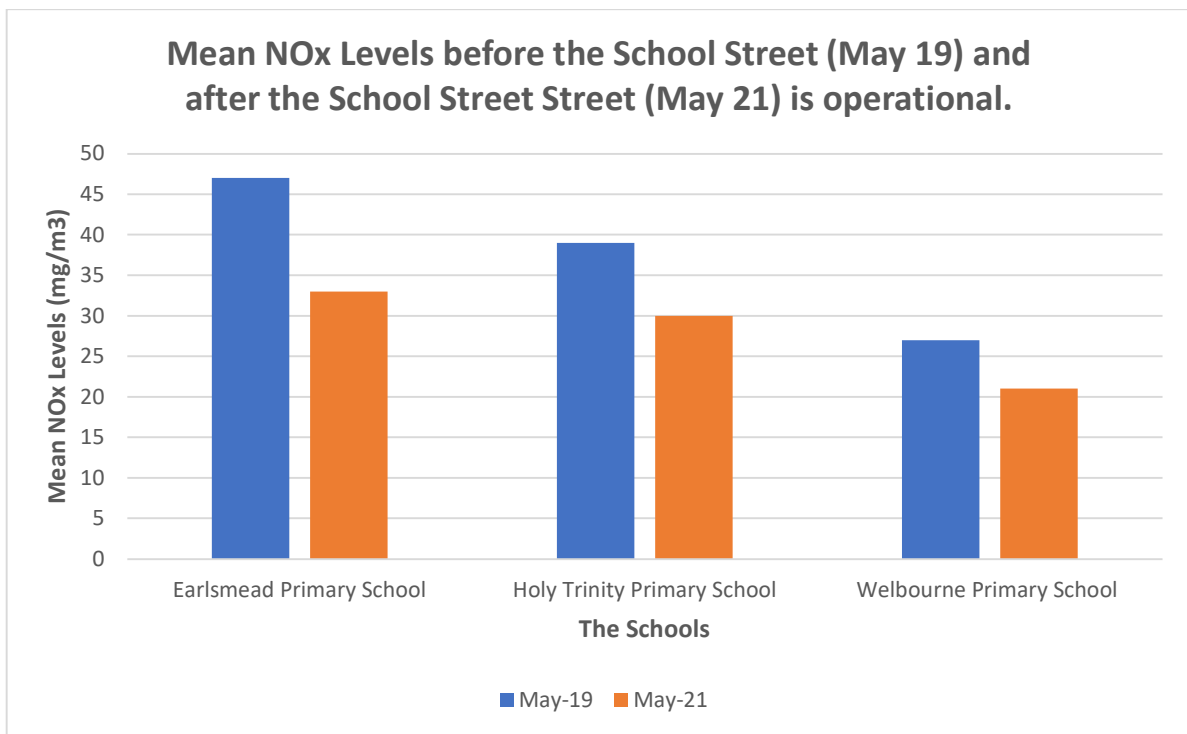
- Table 1 shows that where there are complete data sets (Earlsmead is incomplete for June and July) there is an average reduction in NOx levels of 21% outside the schools with a School Street.
- The Haringey data is backed up with [GLA data](#) collected on School Streets in 2021. This study showed from a sample of 35 schools from Enfield, Brent, and Lambeth, that Nitrogen Oxide levels dropped by 23% outside the schools monitored where a School Street was implemented.
- This data indicates a significant reduction in nitrogen oxides during pick up and drop off delivered by School Streets. A time where several hundred children who are attending these schools would otherwise be exposed to dangerous emissions of Nitrogen Oxides.

Monitoring Report - Appendix A4

**Graph 1.** Shows the data before the School Street, and after the School Streets April 2019 and 2021. On average showing a reduction of 31% in NOx levels before and after the School Street.

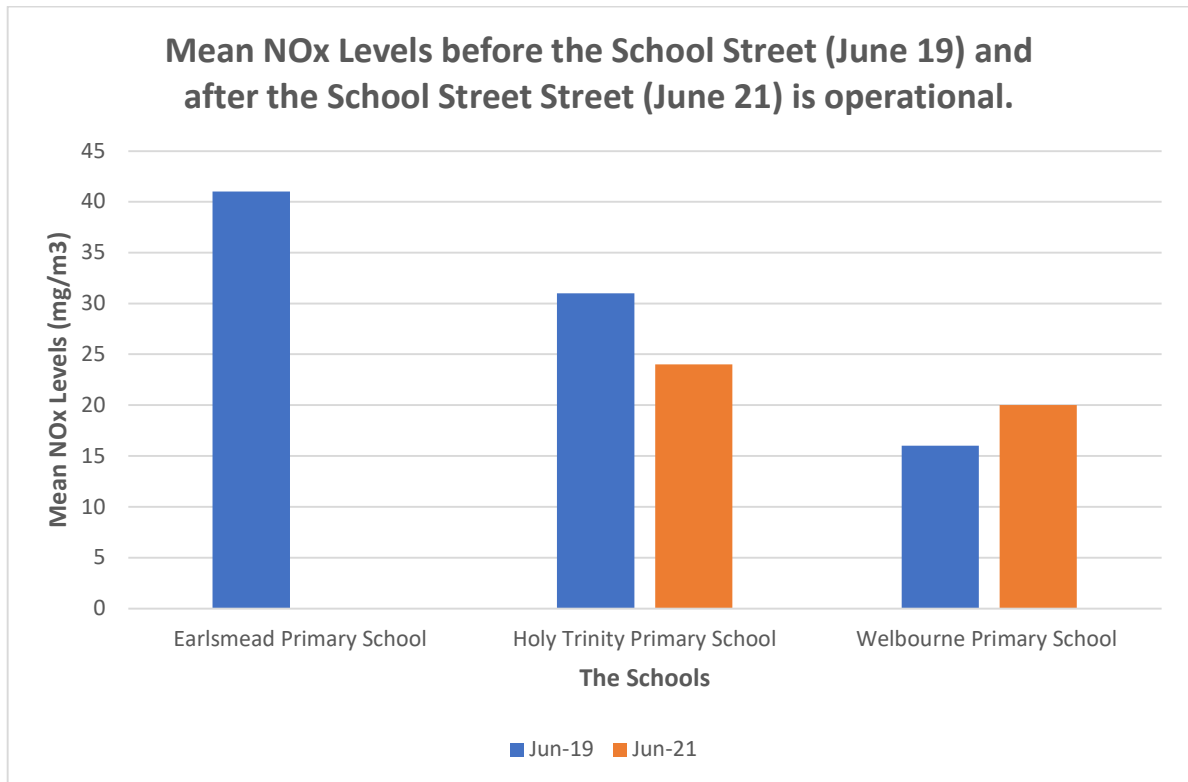


**Graph 2.** Shows the data before the School Street, and after the School Streets May 2019 and 2021. On average showing a reduction of 25% in NOx levels before and after the School Street.

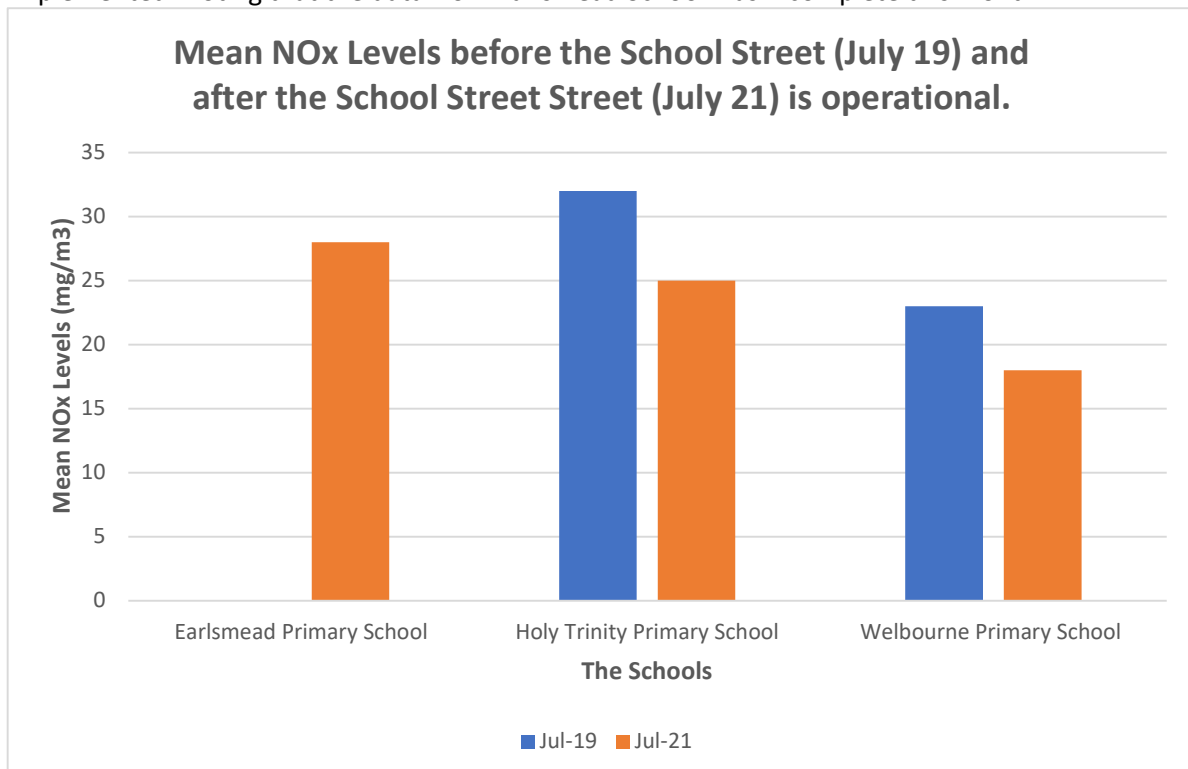


Monitoring Report - Appendix A4

**Graph 3.** Shows the data before the School Street, and after the School Streets June 2019 and 2021. On average showing a reduction was zero. Noting that the data from Earlsmead School was incomplete this month.



**Graph 4.** Shows the data before the School Street, and after the School Streets July 2019 and 2021. On average showing a reduction of 21% in NOx levels before and after the School Street was implemented. Noting that the data from Earlsmead School was incomplete this month.

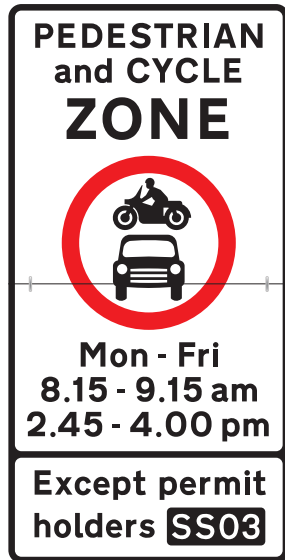




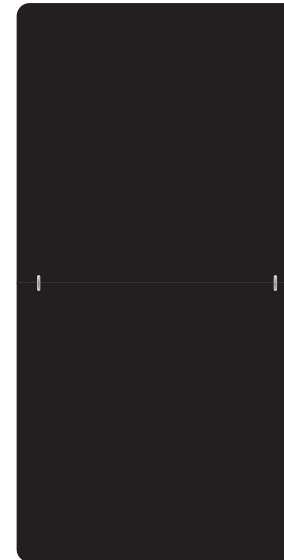
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## SCHOOL STREET PERMIT FLAP SIGN EXAMPLE

### FLAP DOWN



### FLAP UP



Scale 1:16  
Dimensions (mm):  
Width: Various, Height: 1205  
Area:  
x-Heights: 37.5, 62.5

Sign ref: School Street Permit Flap  
Signs

Colours:  
1 black on white  
2 white on black

Material: BS EN 12899-1:2007  
class: RA2/R2

Passively safe to BS EN 12767:2019  
BS EN 12899-1:2007 classes:  
WL5, TDB5, PL3, PAF1

Substrate: BCP Traffic Permanent  
Blackburns Small channel section  
suitable at 450 mm centres.  
3 channels needed.

Design: Buchanan Signplot  
(see version below),  
TSRGD 2016, Chapter 7 2018

Designed by:RB

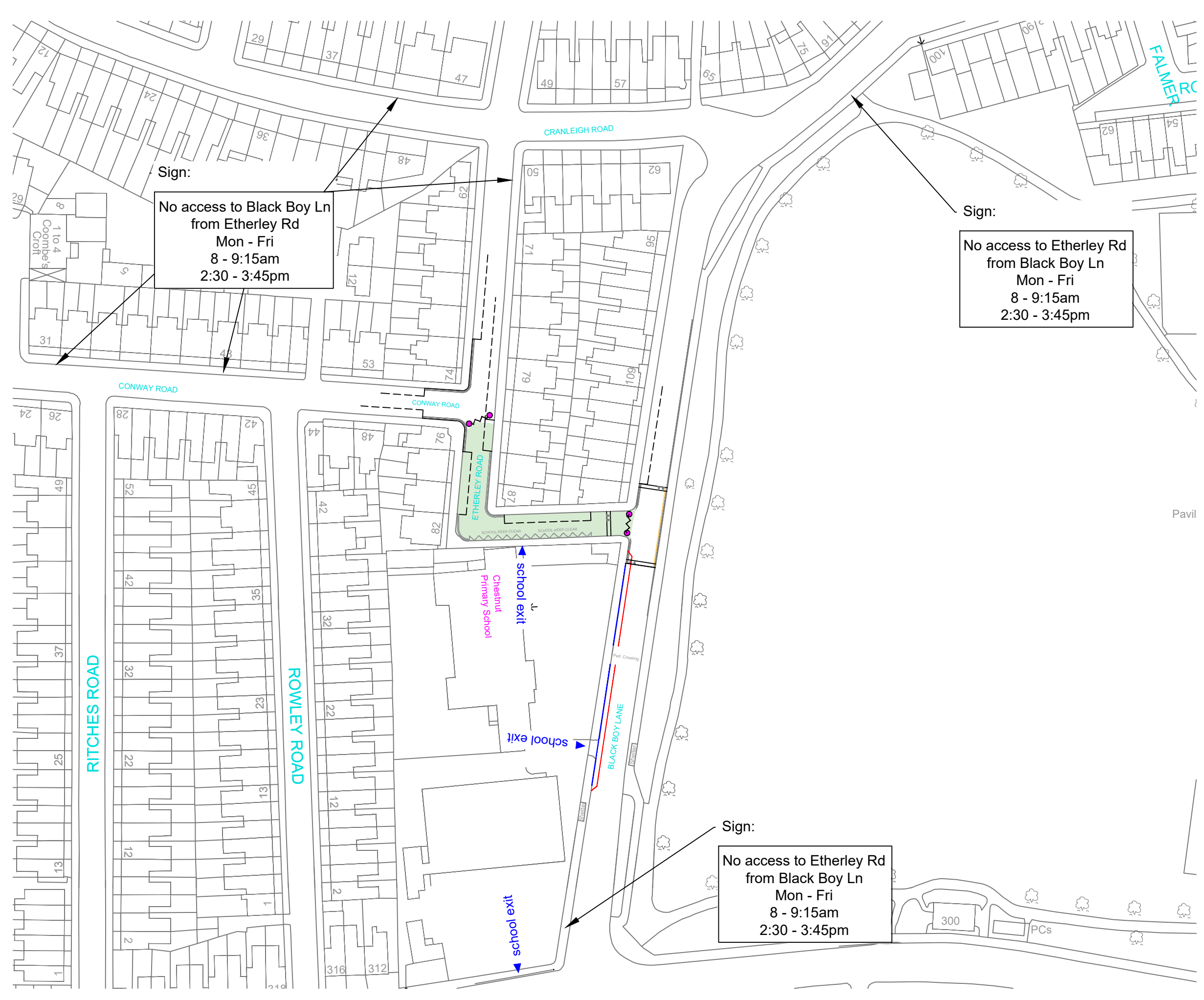
Date printed: 15-03-21

Signature: \_\_\_\_\_

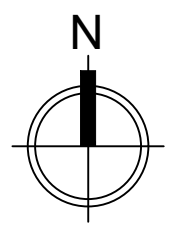
Approval: \_\_\_\_\_

SignPlot v3.70

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NOTES:



Rev	Description	Checked	Date

Project: Chestnuts Primary Etherley Road closure

Title: Wider area sign plan

Path: S:\EN\Sr\Scri\High\Sr\FAIP\Sustainable Transport\TPP Group\

Designed: AH Drawn: AH Checked: ##

Scale: 1:1000 @A3 Date Drawing Created: 23.10.2020

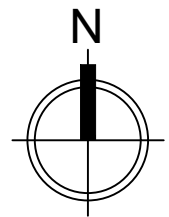
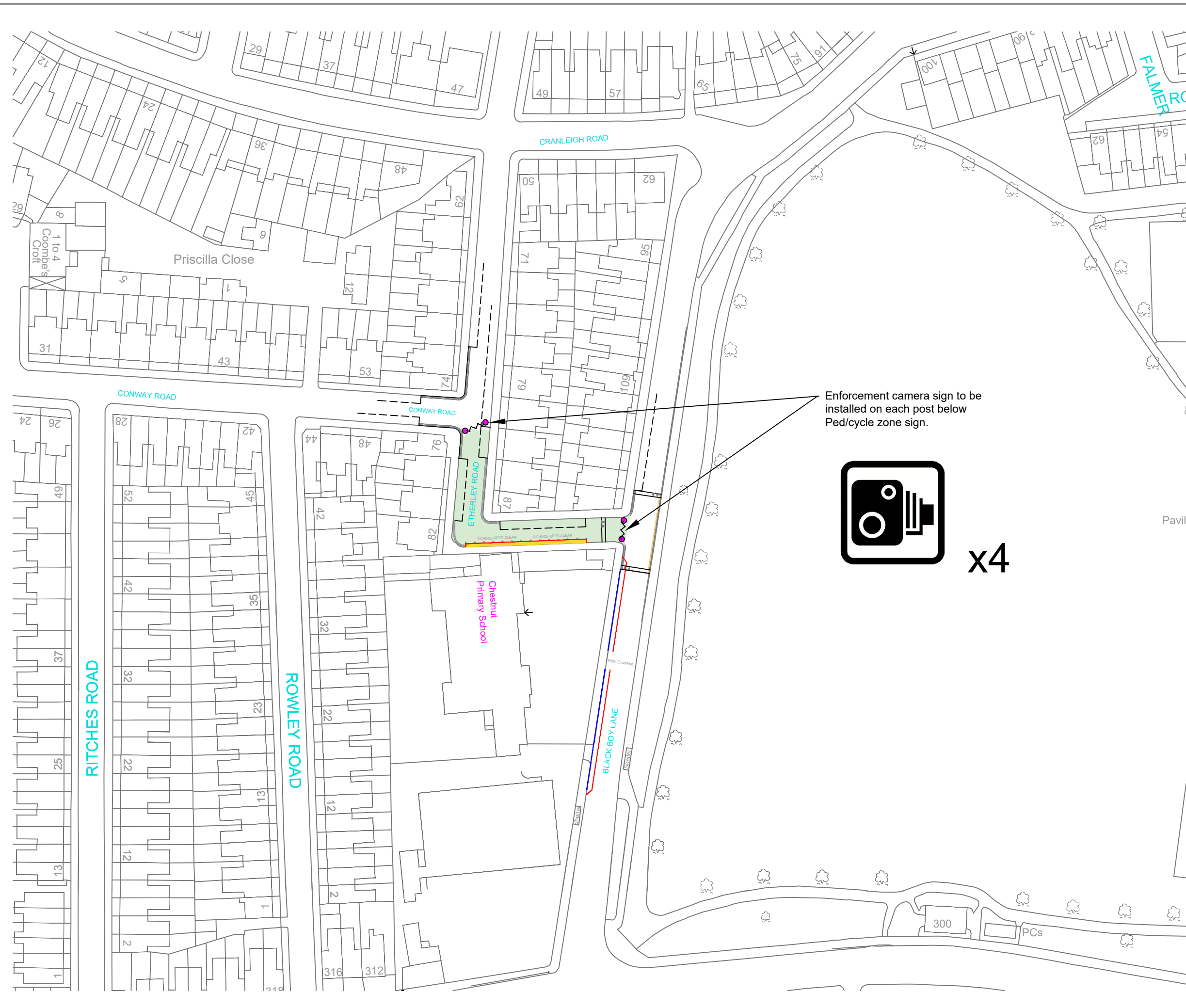
Drg. No: MHHWP-001-CP Rev: -

PLACE & SUSTAINABILITY SINGLE FRONTLINE  
5th Floor, Alexandra House, 10 Station Road, Wood Green, London N22 7TR  
Tel: 020 8489 0000 Fax: 020 8489 1251  
Director Place and Sustainability: Lyn Garner



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**NOTES:**



Rev	Description	Checked	Date

Project: Chestnuts Primary Etherley Road closure

Title: Wider area sign plan

Path: S:\EN\Str\Scr\High\Sn\F\AIP\Sustainable Transport\TPP Group\...  
.....

Designed: AH Drawn: AH Checked: ##

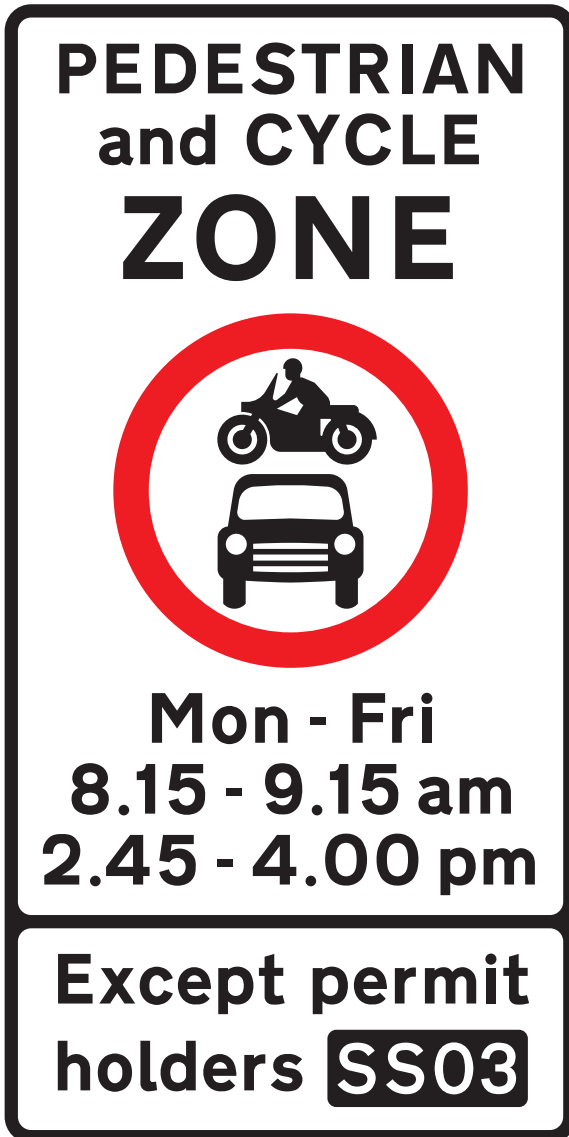
Scale: 1:1000 @A3 Date Drawing Created: 23.10.2020

Drg. No: MHWHP-001-CP Rev: -

**PLACE & SUSTAINABILITY  
SINGLE FRONTLINE**  
5th Floor, Alexandra House, 10 Station Road, Wood Green, London N22 7TR  
Tel: 020 8489 0000 Fax: 020 8489 1251  
Director Place and Sustainability: Lyn Garner



Campsbourne Junior School  
Qty: x6



Scale 1:8

Dimensions (mm):

Width: 605, Height: 1205

Area: 0.72 m<sup>2</sup>

x-Heights: 37.5, 62.5

Sign ref: Campsbourne Junior School

Colours:

1 black on white

2 white on black

Material: BS EN 12899-1:2007 class:

Passively safe to BS EN 12767:2019

BS EN 12899-1:2007 classes:

WL5, TDB5, PL3, PAF1

Substrate: BCP Traffic Permanent Blackburns Small channel section suitable at 450 mm centres. 3 channels needed.

Design: Buchanan Signplot (see version below), TSRGD 2016, Chapter 7 2018

Designed by:RB

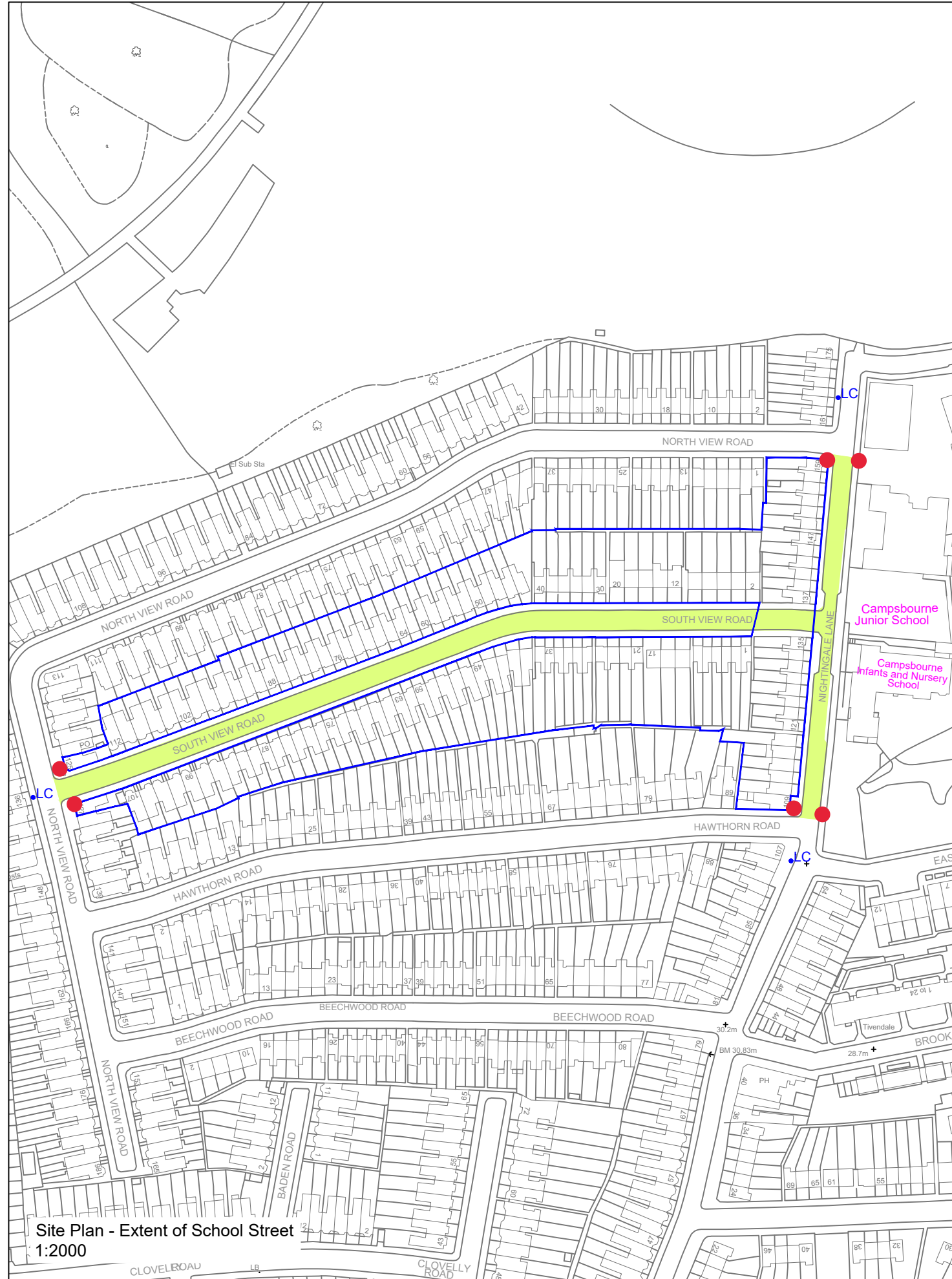
Date printed: 15-03-21

Signature: \_\_\_\_\_

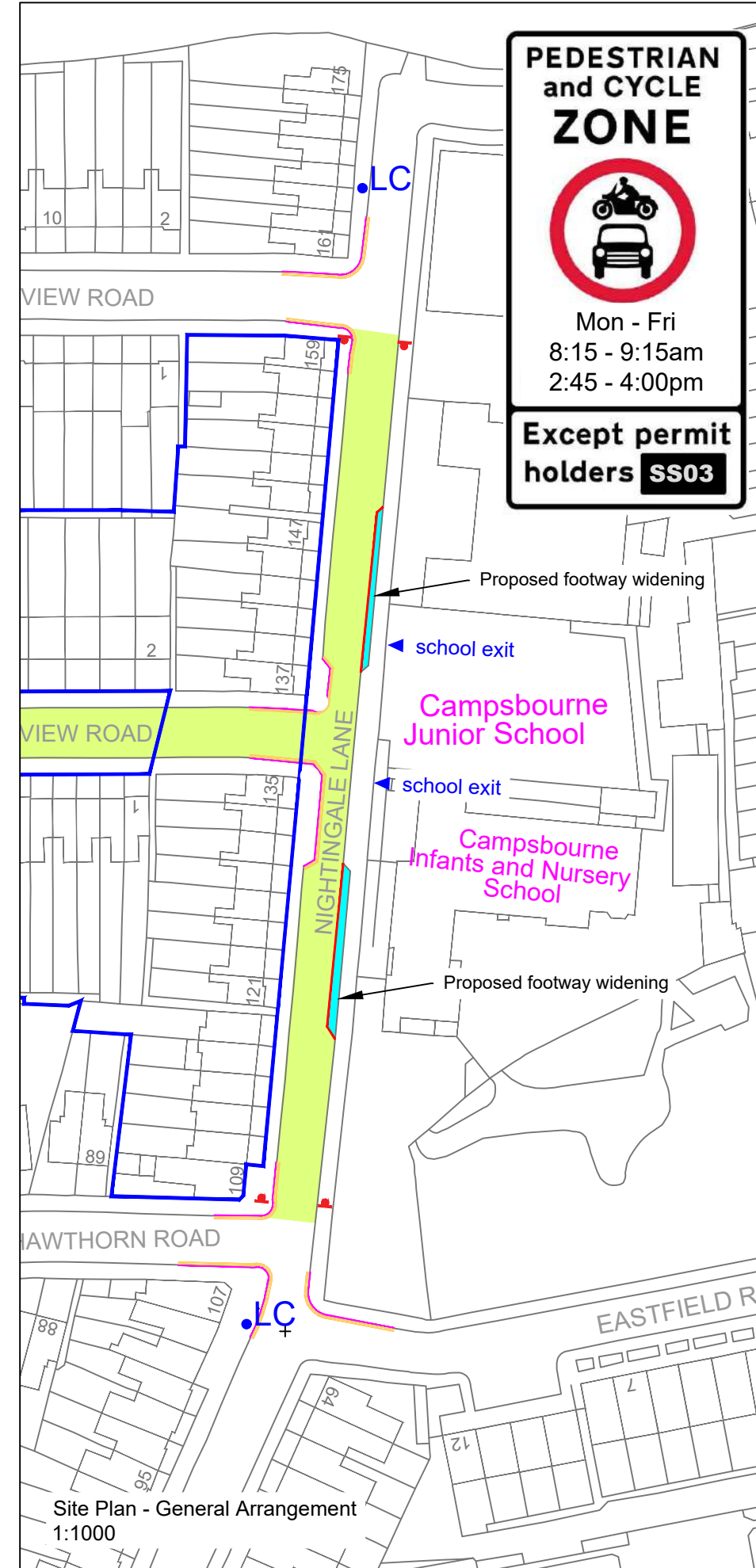
Approval: \_\_\_\_\_

SignPlot v3.70












Site Plan - Extent of School Street  
1:2000

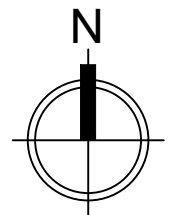


Site Plan - General Arrangement  
1:1000

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NOTES:

-  Proposed School Street
-  Proposed cycle/ped zone sign & post
-  Properties eligible for a school street exemption permit
-  Proposed school keep clear
-  Existing double yellow road marking
-  Proposed enforcement blips to be introduced on junction corners
-  LC Proposed lamp column for CCTV installation



Rev	Description	Checked	Date
Project: School Street Batch 1			
Title: Campsbourne School			
Path: S:\ENSR\Scr\High\Sn\FAIP\Sustainable Transport\TPP Group\			
Designed: AH	Drawn: AH	Checked: ##	
Scale: 1:1000 & 1:2000 @A3		Date Drawing Created: 21.01.21	
Drg. No: RJHWP-###-ref			Rev: -

ENVIRONMENT & NEIGHBOURHOODS




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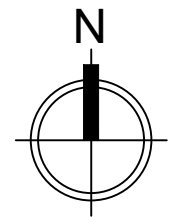


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**NOTES:**

-  Proposed School Street
-  Proposed cycle/ped zone sign & post
-  Existing lamp column

# SS03

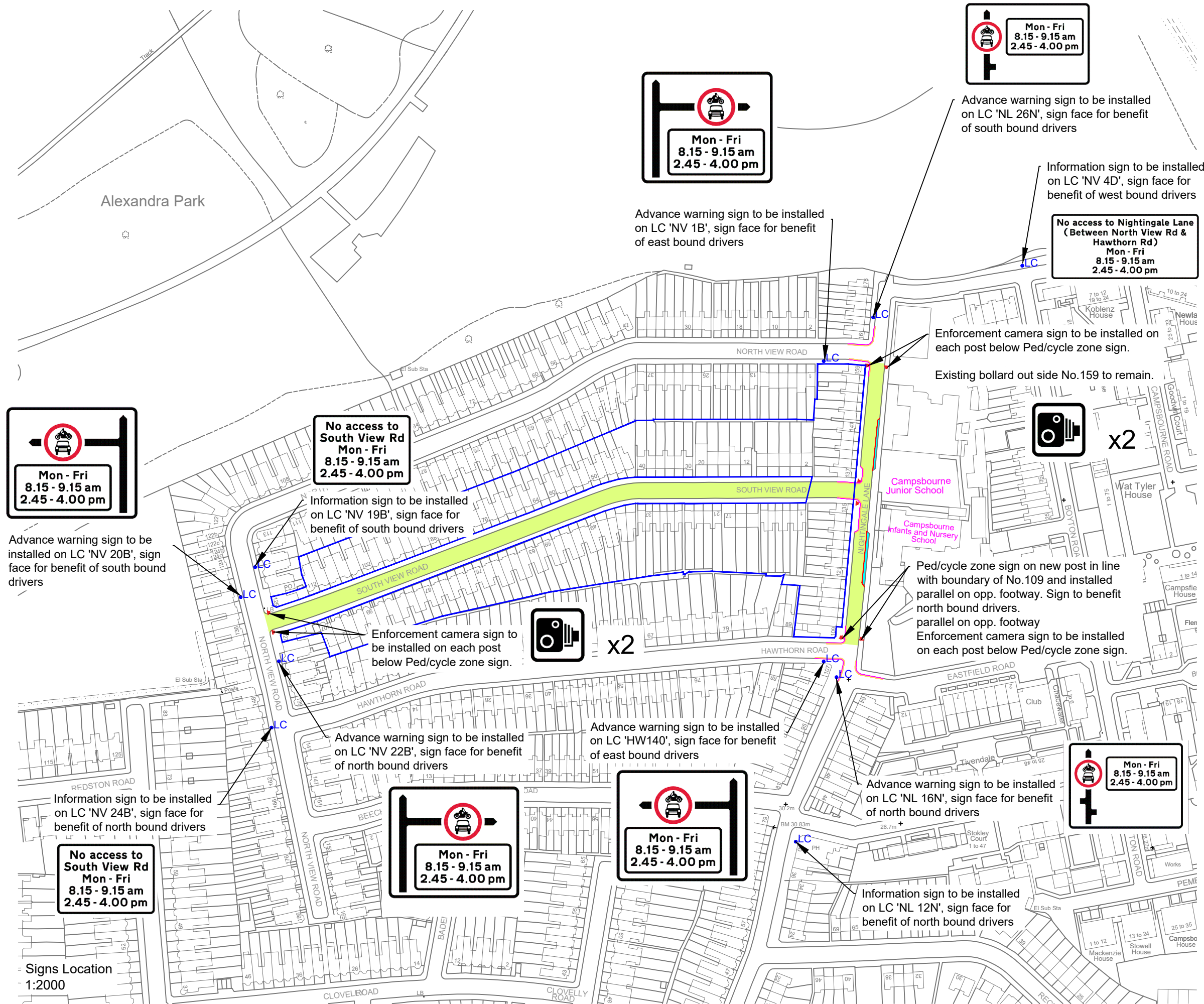


Rev	Description	Checked	Date
Project: School Street Batch 1			
Title: Campsbourne School (Zone signs locations)			
Path: S:\ENSR\Scr\High\Sn\FAIR\Sustainable Transport\TPP Group\			
Designed: AH	Drawn: AH	Checked: ##	
Scale: 1:1000 & 1:2000 @A3		Date Drawing Created: 21.01.21	
Drg. No: RJHWP-###-ref			Rev: -

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 Director Place and Sustainability: Lyn Garner

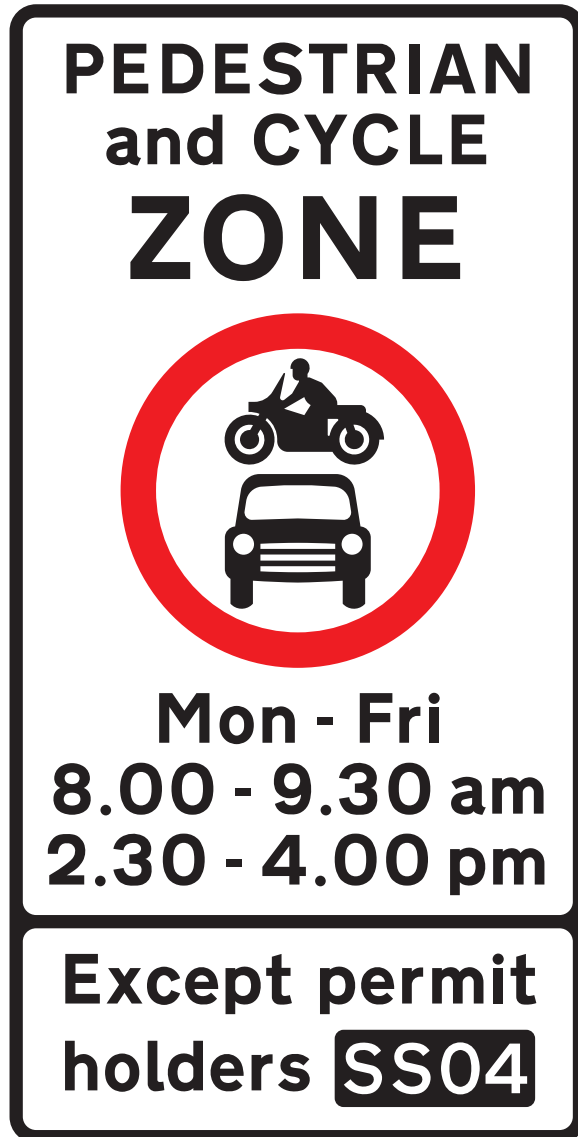


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Signs Location  
1:2000

Coldfall Primary School  
Qty: x2



Scale 1:8  
Dimensions (mm):  
Width: 610, Height: 1205  
Area: 0.73 m<sup>2</sup>  
x-Heights: 37.5, 62.5

Sign ref: Coldfall Primary School

Colours:  
1 black on white  
2 white on black

Material: BS EN 12899-1:2007  
class:

Passively safe to BS EN 12767:2019  
BS EN 12899-1:2007 classes:  
WL5, TDB5, PL3, PAF1

Substrate: BCP Traffic Permanent  
Blackburns Small channel section  
suitable at 450 mm centres.  
3 channels needed.

Design: Buchanan Signplot  
(see version below),  
TSRGD 2016, Chapter 7 2018

Designed by:RB

Date printed: 15-03-21

Signature: \_\_\_\_\_

Approval: \_\_\_\_\_

SignPlot v3.70



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**PEDESTRIAN and CYCLE ZONE**

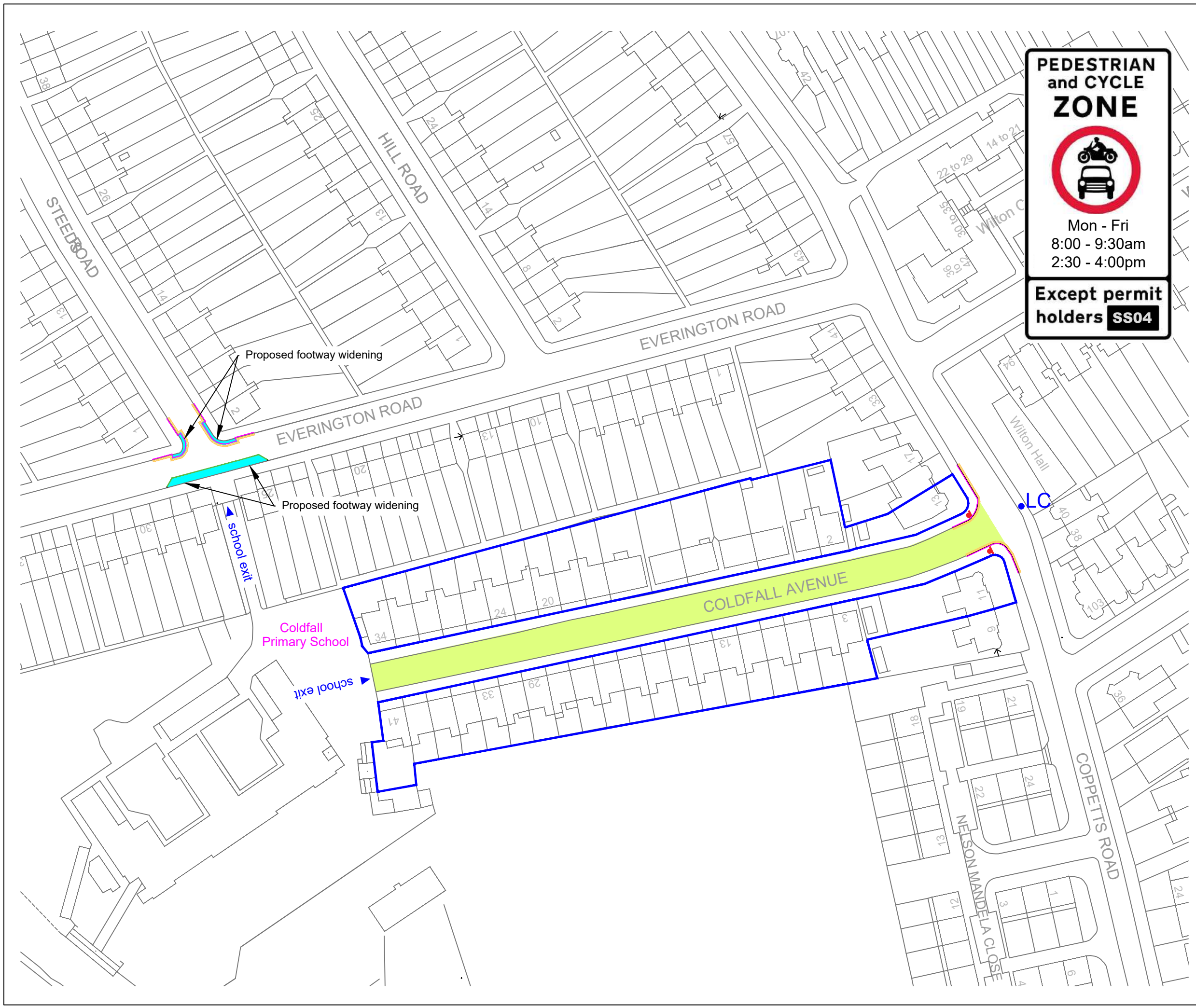
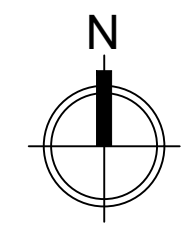


Mon - Fri  
8:00 - 9:30am  
2:30 - 4:00pm

**Except permit holders SS04**

**NOTES:**

-  Proposed School Street
-  Proposed cycle/ped zone sign & post
-  Properties eligible for a school street exemption permit
-  Existing school keep clear
-  Existing double yellow road marking
-  Proposed enforcement blips to be introduced on junction corners
-  LC Proposed lamp column for CCTV installation



Rev	Description	Checked	Date
Project: School Street Batch 1			
Title: Coldfall Primary			
Path: S:\ENSR\Scn\High\Sn\PAIP\Sustainable Transport\TPP Group\.....			
Designed: AH	Drawn: AH	Checked: ##	
Scale: 1:1000 @A3		Date Drawing Created: 21.01.21	
Drg. No: RJHWP-###-ref			Rev: -

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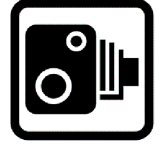
**No access to Coldfall Ave  
Mon - Fri  
8.00 - 9.30 am  
2.30 - 4.00 pm**

Information sign to be installed on LC 'CT 25S', sign face for benefit of south bound drivers

**Mon - Fri  
8.00 - 9.30 am  
2.30 - 4.00 pm**

Advance warning sign to be installed on LC 'CT 20S'. Sign face for benefit of south bound drivers

Enforcement camera sign to be installed on each post below Ped/cycle zone sign.



x2




**Mon - Fri  
8.00 - 9.30 am  
2.30 - 4.00 pm**

Advance warning sign to be installed on LC outside No.38 Coppetts Rd sign face for benefit of north bound drivers

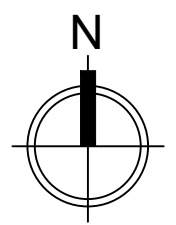
**No access to Coldfall Ave  
Mon - Fri  
8.00 - 9.30 am  
2.30 - 4.00 pm**

Information sign to be installed on LC adjacent to No.50 Creighton Ave, sign face for benefit of north bound drivers

**NOTES:**

-  Proposed School Street
-  Proposed cycle/ped zone sign & post
-  LC Existing lamp column

**SS04**

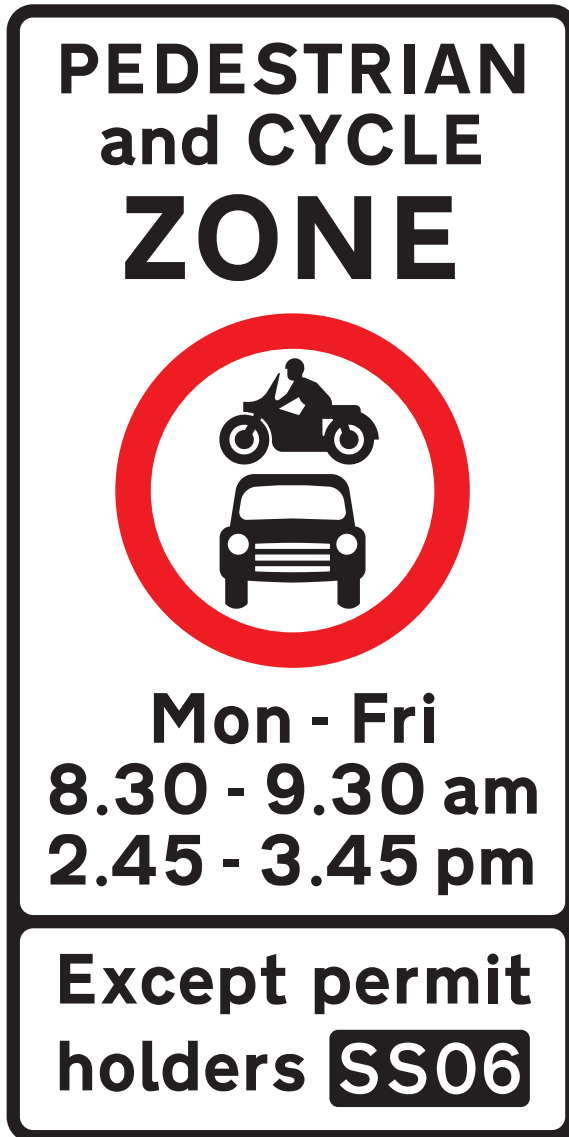


Rev	Description	Checked	Date
Project: School Street Batch 1			
Title: Coldfall Primary			
Path: S:\ENSR\Scn\High\Sn\FAIR\Sustainable Transport\TPP Group\			
Designed: AH	Drawn: AH	Checked: ##	
Scale: 1:1000 @A3		Date Drawing Created: 21.01.21	
Drg. No: RJHWP-###-ref			Rev: -

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Earlsmead Primary School  
Qty: x6



Scale 1:8  
Dimensions (mm):  
Width: 605, Height: 1205  
Area: 0.72 m<sup>2</sup>  
x-Heights: 37.5, 62.5

Sign ref: Earlsmead Primary School

Colours:  
1 black on white  
2 white on black

Material: BS EN 12899-1:2007  
class:

Passively safe to BS EN 12767:2019  
BS EN 12899-1:2007 classes:  
WL5, TDB5, PL3, PAF1

Substrate: BCP Traffic Permanent  
Blackburns Small channel section  
suitable at 450 mm centres.  
3 channels needed.

Design: Buchanan Signplot  
(see version below),  
TSRGD 2016, Chapter 7 2018

Designed by:RB

Date printed: 15-03-21

Signature: \_\_\_\_\_


Approval: \_\_\_\_\_

SignPlot v3.70



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**PEDESTRIAN and CYCLE ZONE**

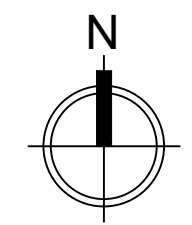


Mon - Fri  
8:30 - 9:30am  
2:45 - 3:45pm

**Except permit holders SS06**

**NOTES:**

-  Proposed School Street
-  Proposed cycle/ped zone sign & post
-  Properties eligible for a school street exemption permit
-  Existing resident car park
-  Existing school keep clear
-  Existing Red Route marking
-  Existing single yellow road marking
-  Proposed enforcement blips to be introduced on junction corners
-  LC Proposed lamp column for CCTV installation

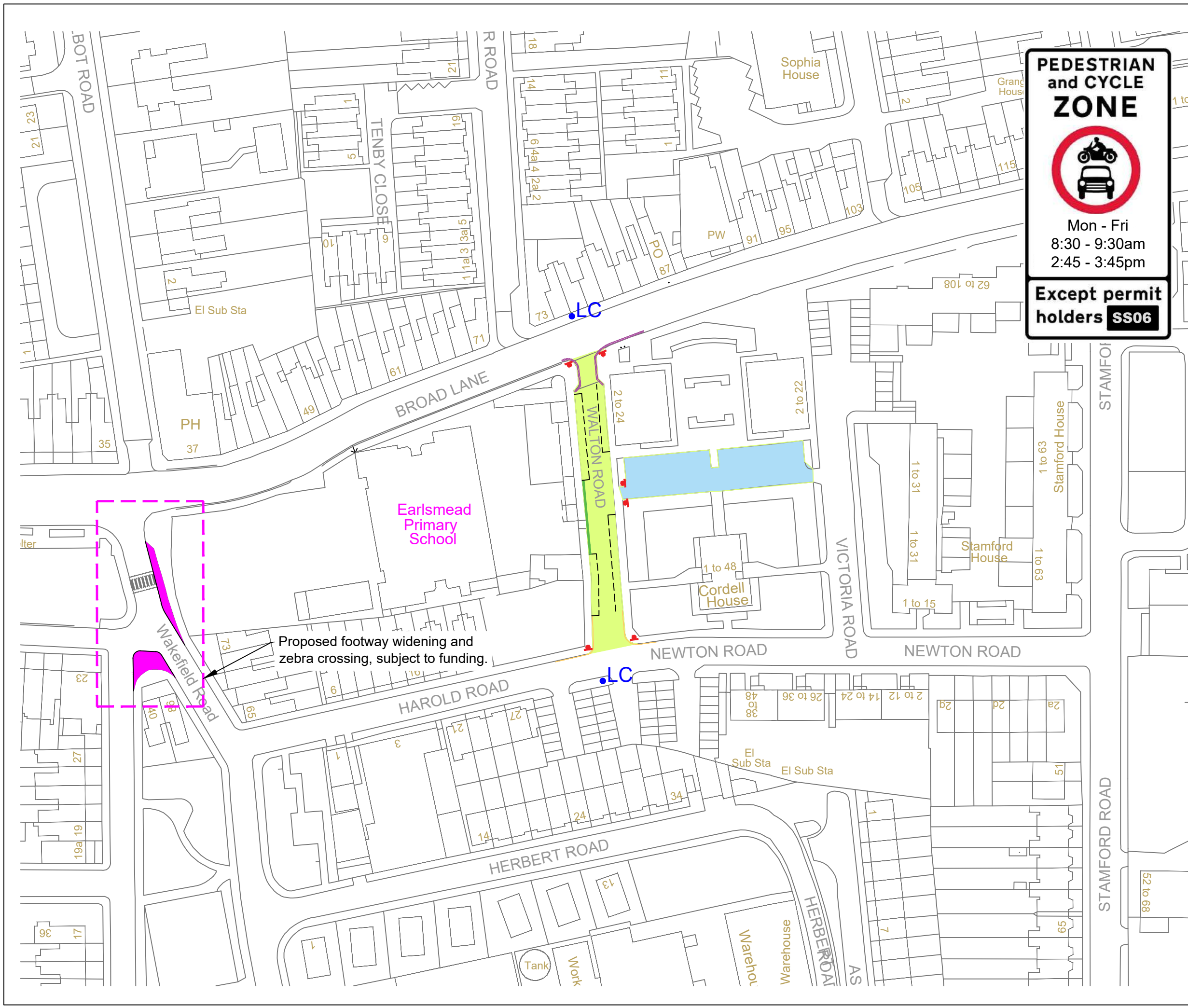


Rev	Description	Checked	Date
Project: School Street Batch 1			
Title: Earlsmead Primary School			
Path: S:\ENSR\Scn\High\Sn\PAIP\Sustainable Transport\TPP Group\...			
Designed: AH	Drawn: AH	Checked: ##	
Scale: 1:1000 @A3		Date Drawing Created: 21.01.21	
Drg. No: RJHWP-###-ref			Rev: -

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Director Place and Sustainability: Lyn Garner







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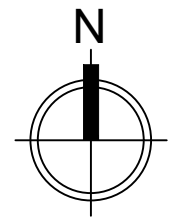


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**NOTES:**

-  Proposed School Street
-  Proposed cycle/ped zone sign & post
-  Existing resident car park
-  Existing lamp column

# SS06



Rev	Description	Checked	Date
Project: School Street Batch 1			
Title: Earlsmead Primary School			
Path: S:\ENSR\Bsc\High\Sn\FAIP\Sustainable Transport\TPP Group\			
Designed: AH	Drawn: AH	Checked: ##	
Scale: 1:1000 @A3	Date Drawing Created: 21.01.21		
Dwg. No: RJHWP-###-ref	Rev: -		

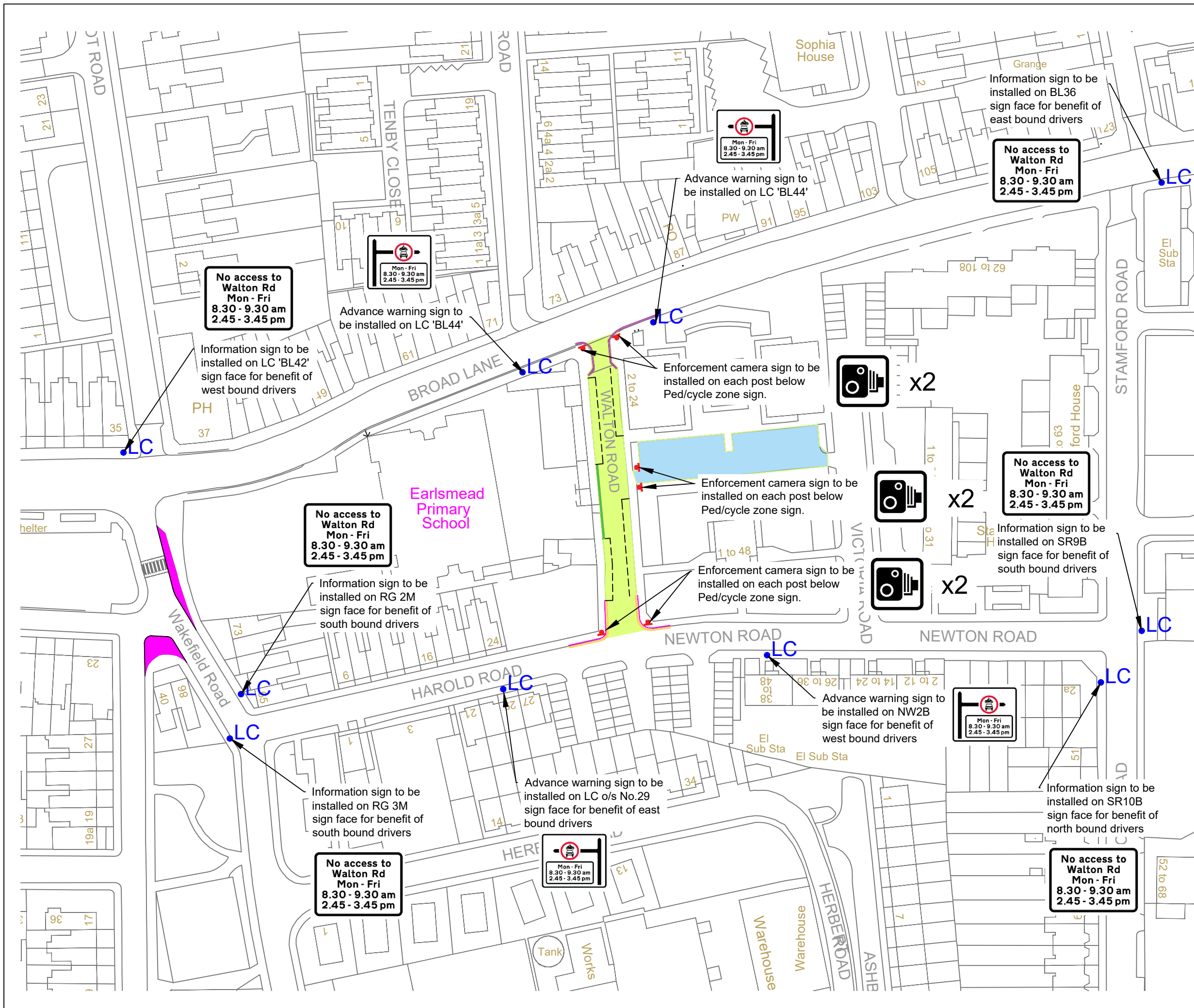
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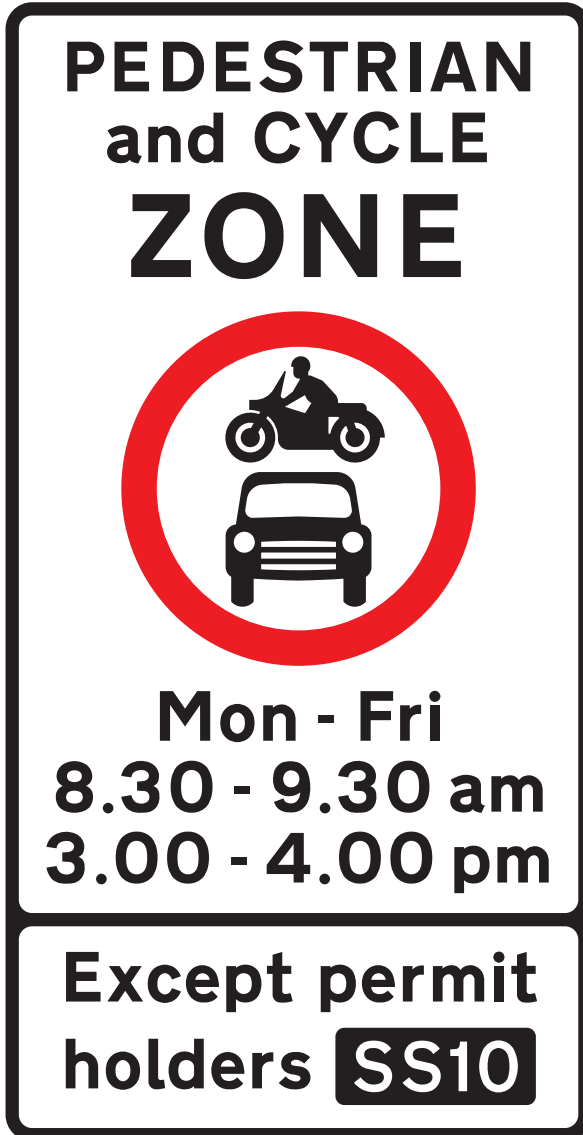
Director Place and Sustainability: Lyn Garner



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Highgate Primary School  
Qty: x2



Scale 1:8  
Dimensions (mm):  
Width: 600, Height: 1205  
Area: 0.74 m<sup>2</sup>  
x-Heights: 37.5, 62.5

Sign ref: Highgate Primary School

Colours:  
1 black on white  
2 white on black

Material: BS EN 12899-1:2007  
class:

Passively safe to BS EN 12767:2019  
BS EN 12899-1:2007 classes:  
WL5, TDB5, PL3, PAF1

Substrate: BCP Traffic Permanent  
Blackburns Small channel section  
suitable at 450 mm centres.  
3 channels needed.

Design: Buchanan Signplot  
(see version below),  
TSRGD 2016, Chapter 7 2018

Designed by:RB

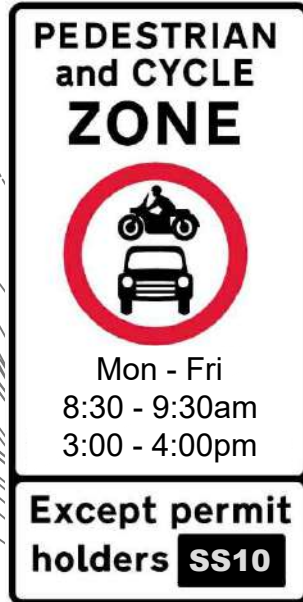
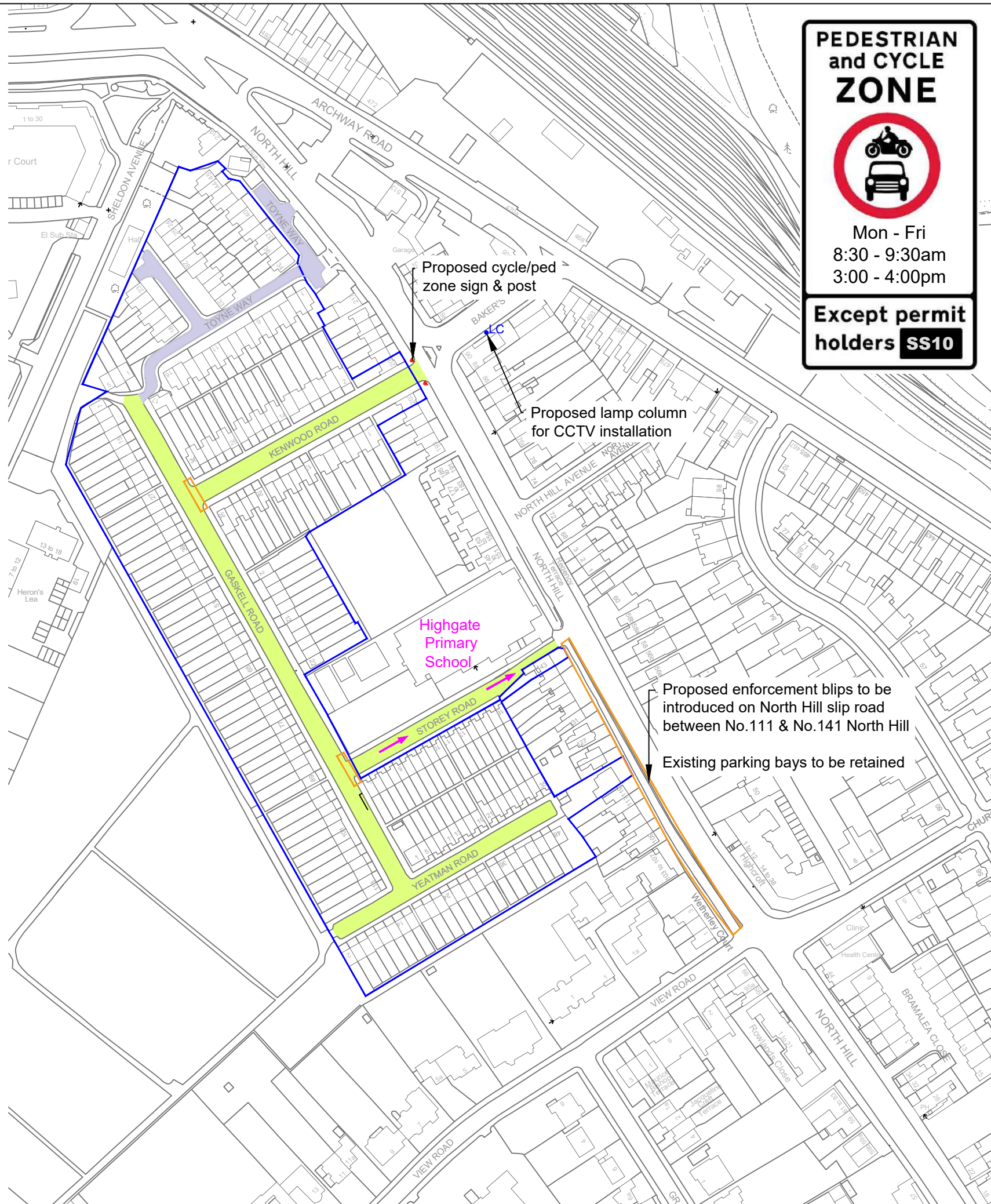
Date printed: 15-03-21

Signature: \_\_\_\_\_

Approval: \_\_\_\_\_








SignPlot v3.70

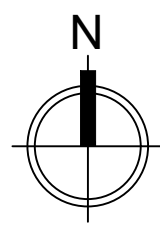




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**NOTES:**

-  Proposed School Street
-  Private estate - Toyne Way is not public highway
-  Proposed cycle/ped zone sign & post
-  Properties eligible for a school street exemption permit
-  Existing one-way traffic flow
-  Proposed enforcement blips to be introduced on junction corners
-  LC Proposed lamp column for CCTV installation







Rev	Description	Checked	Date
Project: School Street Batch 1			
Title: Highgate Primary School			
Path: S:\ENSR\Scn\High\Sn\FAIP\Sustainable Transport\TPP Group\.....			
Designed: AH	Drawn: AH	Checked: ##	
Scale: NTS @A3		Date Drawing Created: 21.01.21	
Drg. No: RJHWP-###-ref			Rev: -

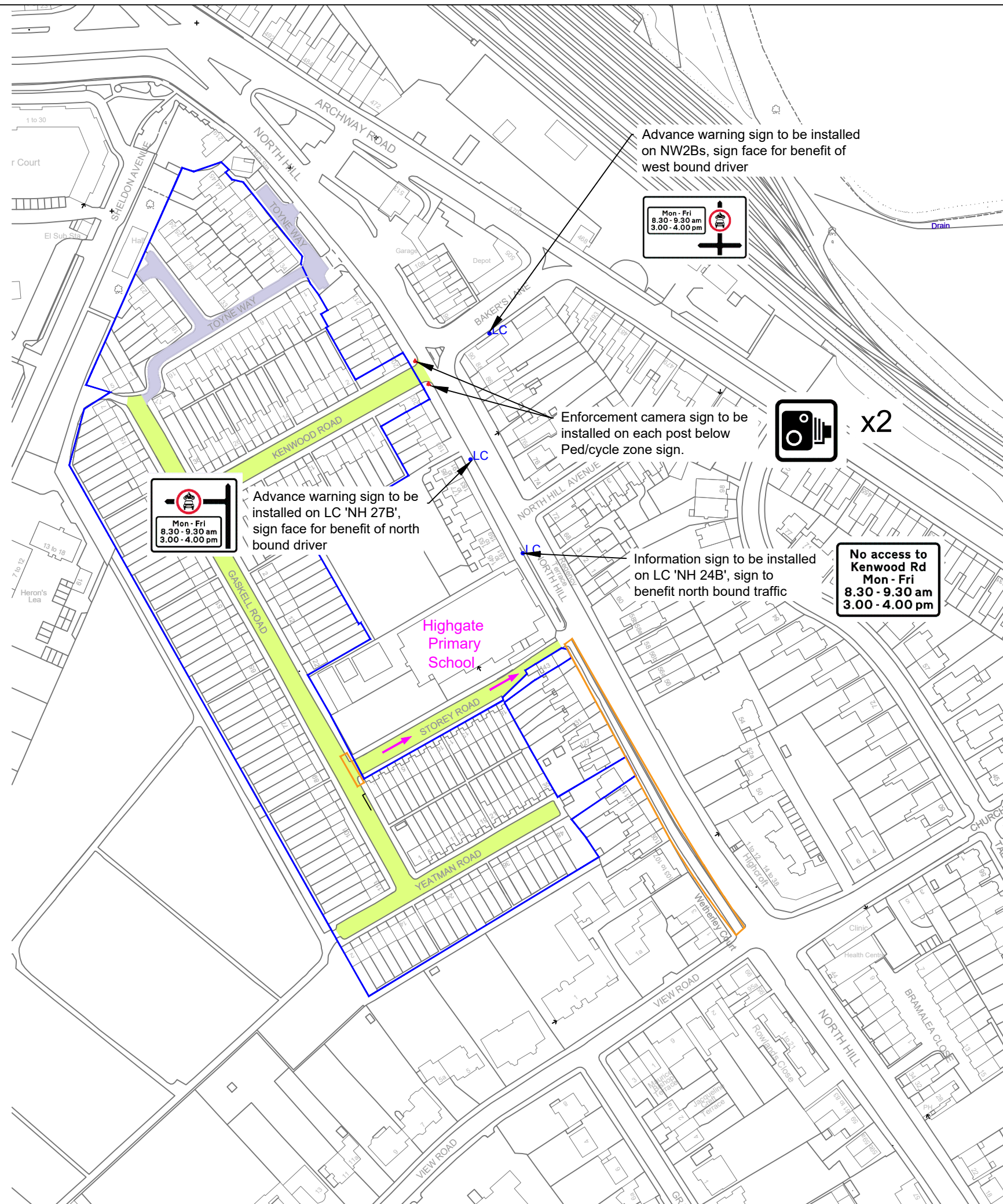
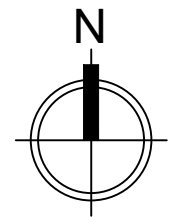


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**NOTES:**

-  Proposed School Street
-  Proposed cycle/ped zone sign & post
-  Existing one-way traffic flow
-  LC Existing lamp column

# SS10



Rev	Description	Checked	Date
Project: School Street Batch 1			
Title: Highgate Primary School			
Path: S:\ENSR\Scr\High\Sn\PAIP\Sustainable Transport\TPP Group\			
Designed: AH	Drawn: AH	Checked: ##	
Scale: NTS @A3		Date Drawing Created: 21.01.21	
Drg. No: RJHWP-###-ref			Rev: -








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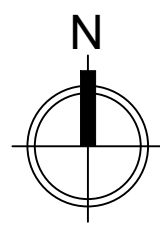


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**NOTES:**

-  Proposed School Street
-  Existing one-way traffic flow
-  Existing off-street car park
-  Properties school keep clear
-  Existing double yellow road marking
-  Proposed enforcement blips to be introduced on junction corners
-  Proposed diag.619 sign & post

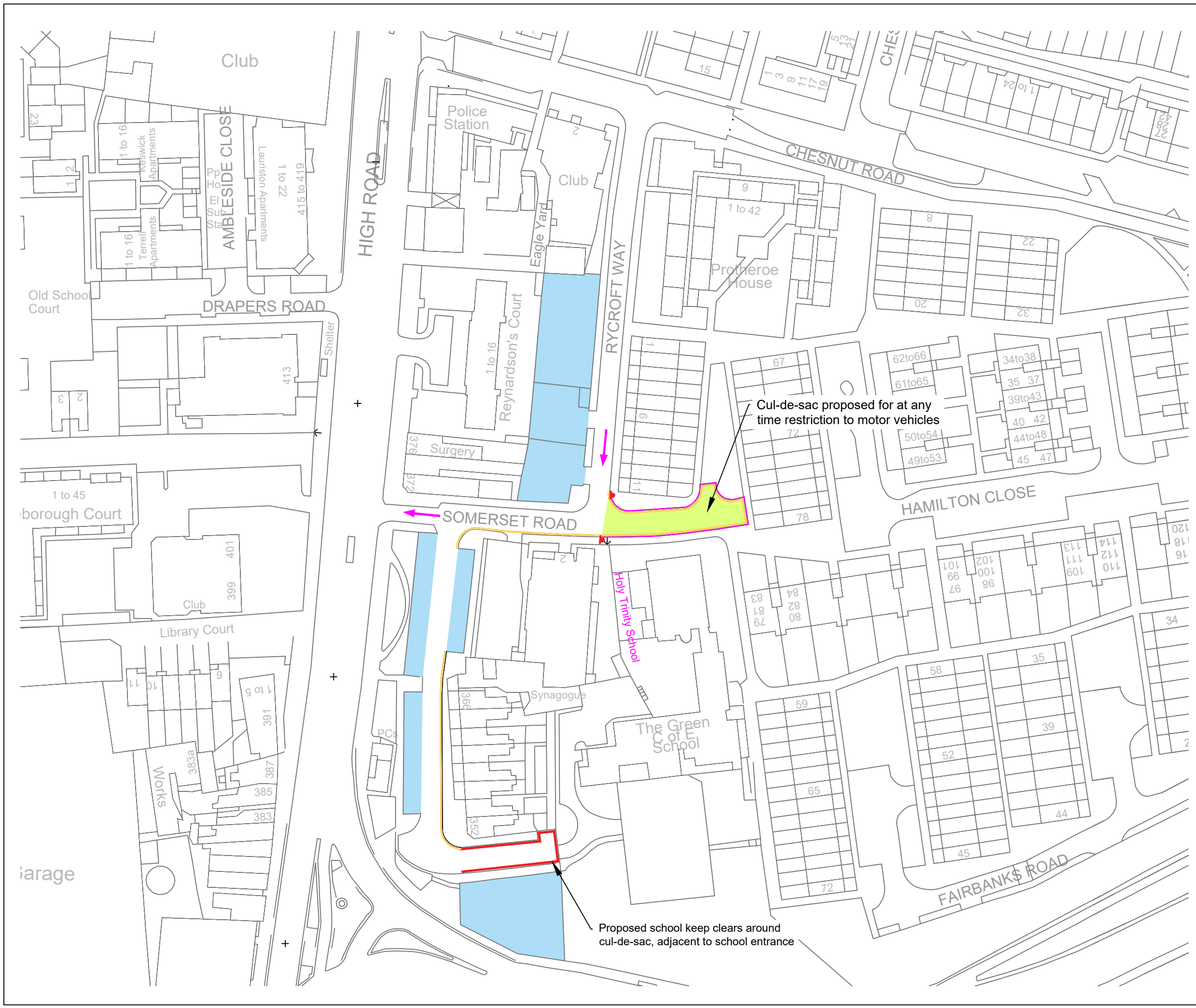


Rev	Description	Checked	Date
Project: School Street Batch 1			
Title: Holy Trinity School			
Path: S:\ENR\Scn\High\Sn\FAIP\Sustainable Transport\TPP Group\.....			
Designed: AH	Drawn: AH	Checked: ##	
Scale: NTS @A3		Date Drawing Created: 10.06.2020	
Drg. No: RJHWP-###-ref			Rev: -

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Cul-de-sac proposed for at any time restriction to motor vehicles

Proposed school keep clears around cul-de-sac, adjacent to school entrance



Rokesley Primary School  
Qty: x8

# PEDESTRIAN and CYCLE ZONE



**Mon - Fri**  
**8.15 - 9.45 am**  
**2.30 - 3.45 pm**

**Except local buses &  
permit holders **SS13****

Scale 1:8  
Dimensions (mm):  
Width: 840, Height: 1195  
Area: 0.97 m<sup>2</sup>  
x-Heights: 37.5, 62.5

Sign ref: Rokesley Primary School

Colours:  
1 black on white  
2 white on black

Material: BS EN 12899-1:2007  
class:

Passively safe to BS EN 12767:2019  
BS EN 12899-1:2007 classes:  
WL5, TDB5, PL3, PAF1

Substrate: BCP Traffic Permanent  
Blackburns Small channel section  
suitable at 450 mm centres.  
3 channels needed.

Design: Buchanan Signplot  
(see version below),  
TSRGD 2016, Chapter 7 2018

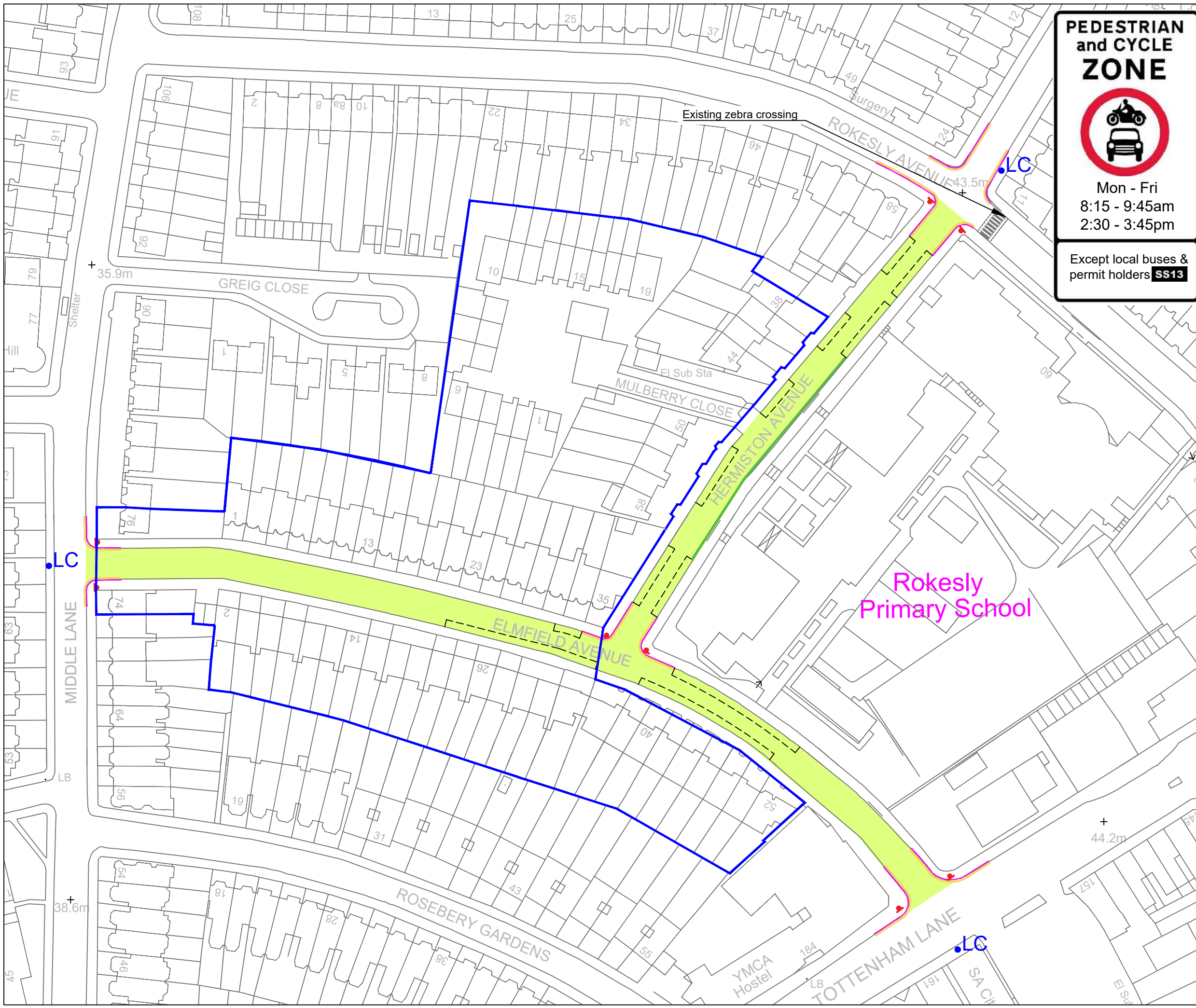
Designed by:RB

Date printed: 15-03-21

Signature: \_\_\_\_\_

Approval: \_\_\_\_\_

SignPlot v3.70



**PEDESTRIAN and CYCLE ZONE**

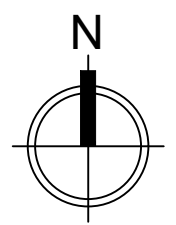
Mon - Fri  
8:15 - 9:45am  
2:30 - 3:45pm

Except local buses & permit holders **SS13**

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**NOTES:**

- Proposed School Street
- Proposed cycle/ped zone sign & post
- Properties eligible for a school street exemption permit
- Existing school keep clear
- Existing double yellow road marking
- Proposed enforcement blips to be introduced on junction corners
- Proposed lamp column for CCTV installation



Rev	Description	Checked	Date
Project: School Street Batch 1			
Title: ROKESLY PRIMARY SCHOOL			
Path: S:\ENSR\Scn\High\Sn\FAIR\Sustainable Transport\TPP Group\			
Designed: AH	Drawn: AH	Checked: ##	
Scale: 1:1000 @A3		Date Drawing Created: 21.01.21	
Drg. No: RJHWP-###-ref			Rev: -




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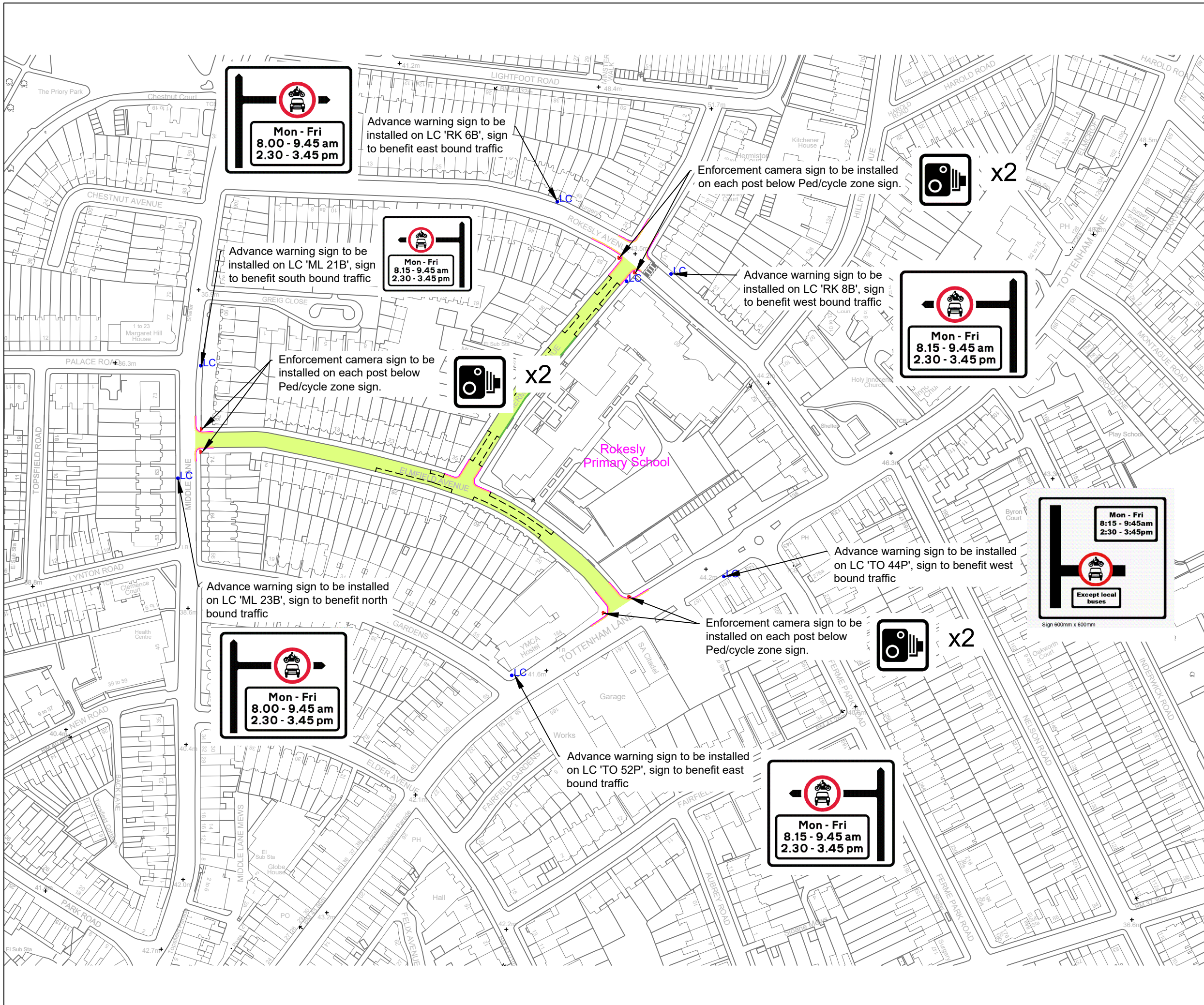
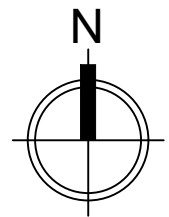


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**NOTES:**

-  Proposed School Street
-  Proposed cycle/ped zone sign & post
-  Existing lamp column

# SS13



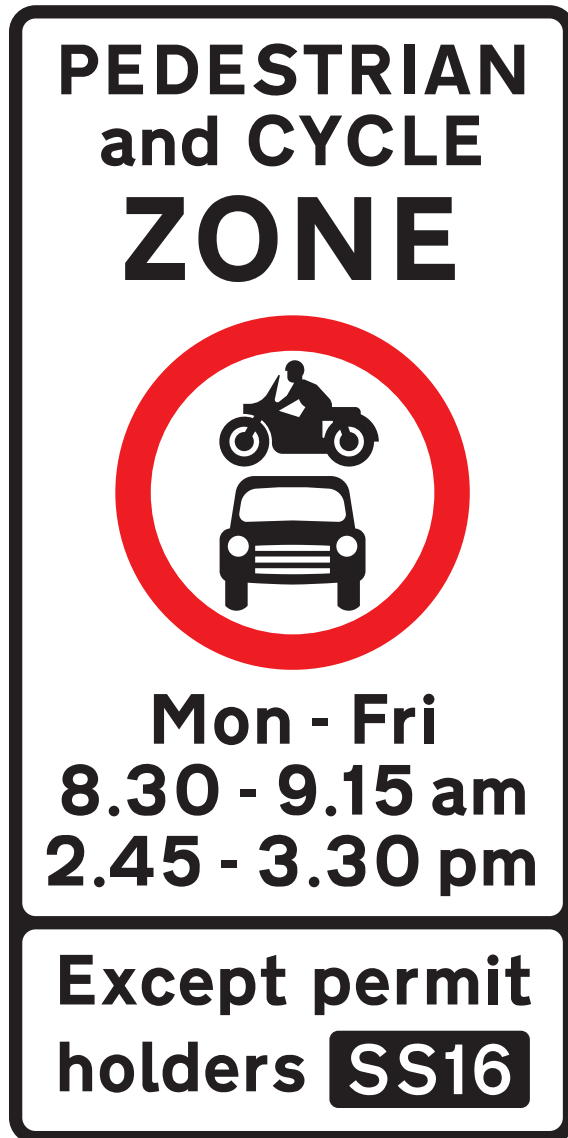
Rev	Description	Checked	Date
Project: School Street Batch 1			
Title: ROKESLY PRIMARY SCHOOL			
Path: S:\ENSR\Scr\High\Str\PAIP\Sustainable Transport\TPP Group\			
Designed: AH	Drawn: AH	Checked: ##	
Scale: 1:1000 @A3		Date Drawing Created: 21.01.21	
Drg. No: RJHWP-###-ref			Rev: -

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 Director Place and Sustainability: Lyn Garner



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St Paul's RC Primary School  
Qty: x2



Scale 1:8  
Dimensions (mm):  
Width: 600, Height: 1205  
Area: 0.72 m<sup>2</sup>  
x-Heights: 37.5, 62.5

Sign ref: St Paul's RC Primary School

Colours:  
1 black on white  
2 white on black

Material: BS EN 12899-1:2007 class:

Passively safe to BS EN 12767:2019  
BS EN 12899-1:2007 classes:  
WL5, TDB5, PL3, PAF1

Substrate: BCP Traffic Permanent  
Blackburns Small channel section  
suitable at 450 mm centres.  
3 channels needed.

Design: Buchanan Signplot  
(see version below),  
TSRGD 2016, Chapter 7 2018

Designed by:RB

Date printed: 15-03-21

Signature: \_\_\_\_\_








Approval: \_\_\_\_\_

SignPlot v3.70




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**NOTES:**

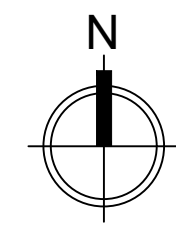
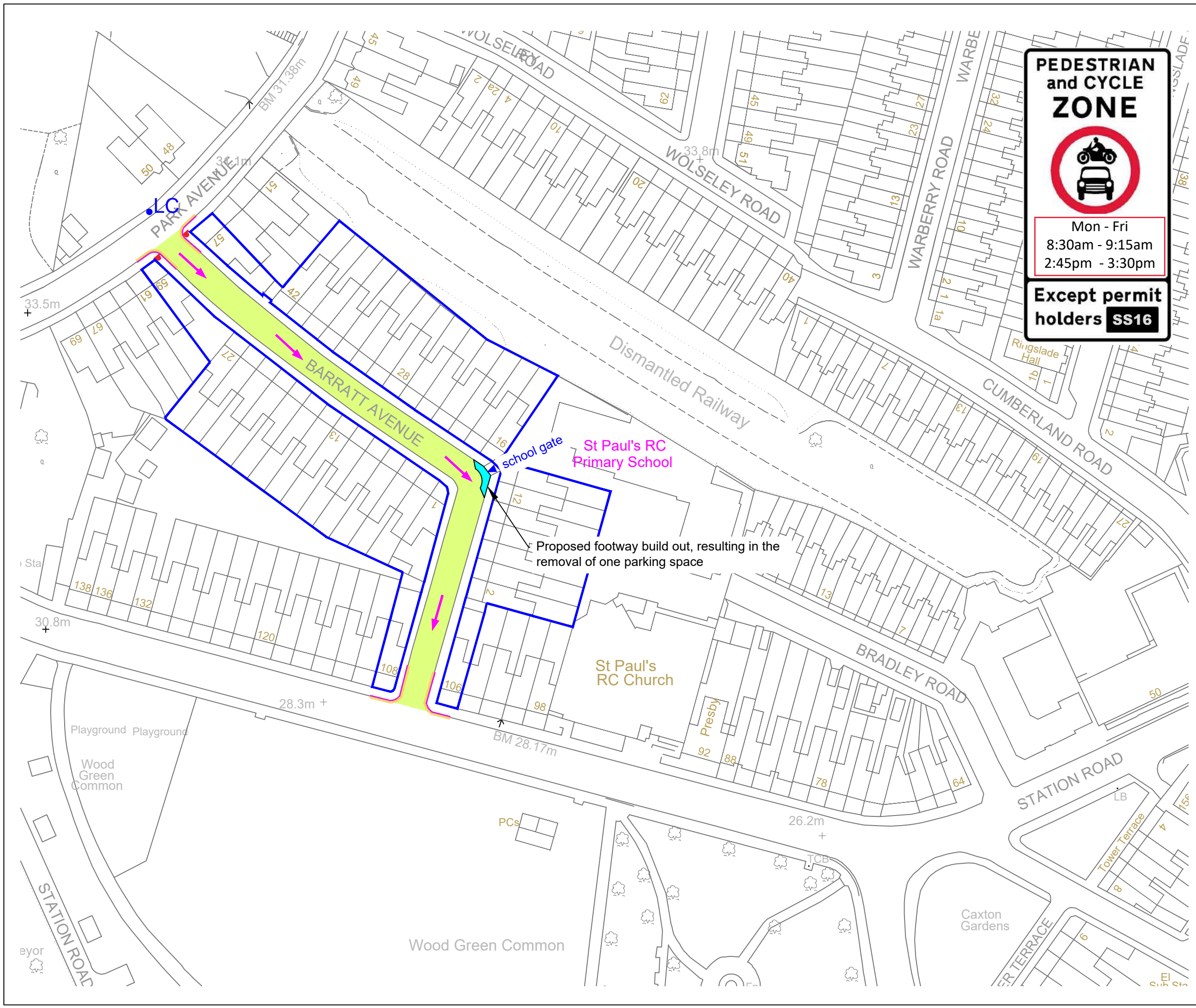
-  Proposed School Street
-  Proposed cycle/ped zone sign & post
-  Properties eligible for a school street exemption permit
-  Existing double yellow road marking
-  Proposed enforcement blips to be introduced on junction corners
-  Existing one-way traffic flow
-  LC Proposed lamp column for CCTV installation

**PEDESTRIAN and CYCLE ZONE**



Mon - Fri  
8:30am - 9:15am  
2:45pm - 3:30pm

**Except permit holders SS16**



Rev	Description	Checked	Date
Project: School Street Batch 1			
Title: St Paul's Primary School			
Path: S:\ENSR\Scn\High\Sn\PAIP\Sustainable Transport\TPP Group\.....			
Designed: AH	Drawn: AH	Checked: ##	
Scale: 1:1000 @A3		Date Drawing Created: 21.01.21	
Drg. No: RJHWP-###-ref			Rev: -

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 Director Place and Sustainability: Lyn Garner







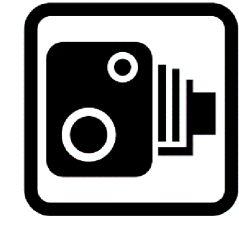
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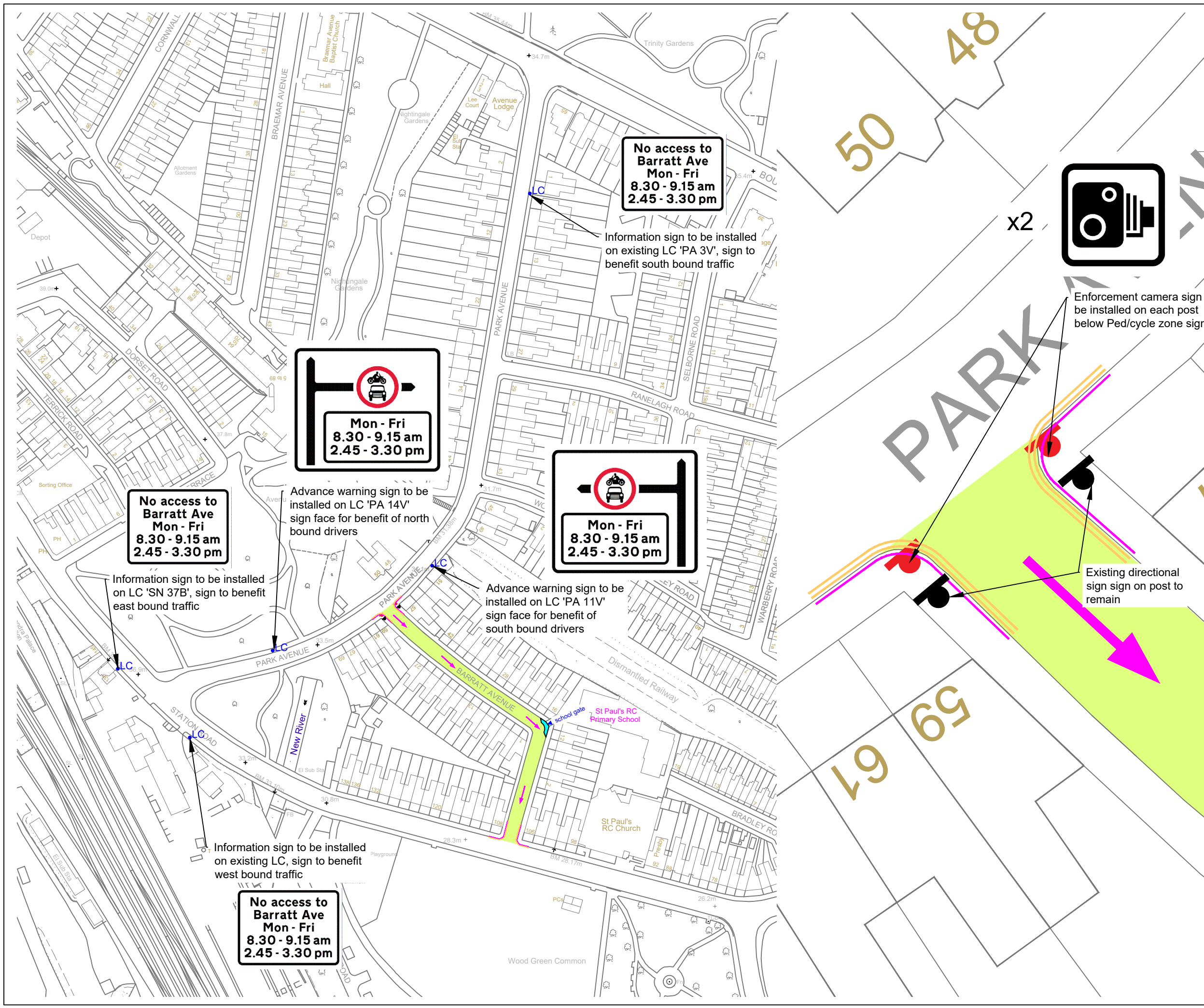
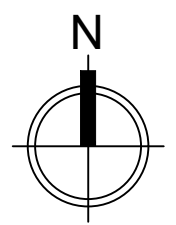
**NOTES:**

-  Proposed School Street
-  Proposed cycle/ped zone sign & post
-  Existing one-way traffic flow
-  LC Proposed lamp column for CCTV installation



Enforcement camera sign to be installed on each post below Ped/cycle zone sign.

# SS16



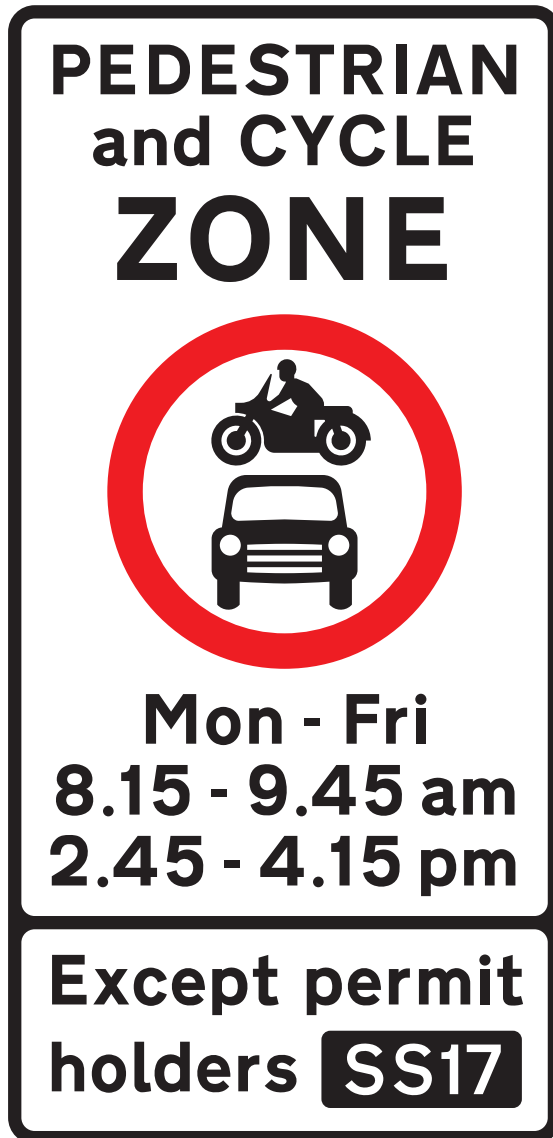
Rev	Description	Checked	Date
Project: School Street Batch 1			
Title: St Paul's Primary School			
Path: S:\ENSR\Scr\High\Sn\PA\IP\Sustainable Transport\TPP Group\			
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Scale: 1:2000 @A3		Date Drawing Created: 21.01.21	
Drg. No: RJHWP-###-ref			Rev: -

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 Director Place and Sustainability: Lyn Garner



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Tiverton Primary School  
Qty: x2



Scale 1:8  
Dimensions (mm):  
Width: 858, Height: 1205  
Area: 0.70 m<sup>2</sup>  
x-Heights: 37.5, 62.5

Sign ref: Tiverton Primary School

Colours:  
1 black on white  
2 white on black

Material: BS EN 12899-1:2007  
class:

Passively safe to BS EN 12767:2019  
BS EN 12899-1:2007 classes:  
WL5, TDB5, PL3, PAF1

Substrate: BCP Traffic Permanent  
Blackburns Small channel section  
suitable at 450 mm centres.  
3 channels needed.

Design: Buchanan Signplot  
(see version below),  
TSRGD 2016, Chapter 7 2018

Designed by:RB

Date printed: 15-03-21

Signature: \_\_\_\_\_







Approval: \_\_\_\_\_

SignPlot v3.70



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**NOTES:**

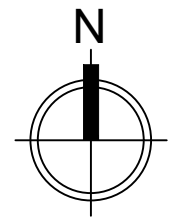
-  Proposed School Street
-  Proposed cycle/ped zone sign & post
-  Properties eligible for a school street exemption permit
-  Existing double yellow road marking
-  Proposed enforcement blips to be introduced on junction corners
-  LC Proposed lamp column for CCTV installation

**PEDESTRIAN and CYCLE ZONE**



Mon - Fri  
8:15 - 9.45am  
2:45 - 4.15pm

**Except permit holders SS17**

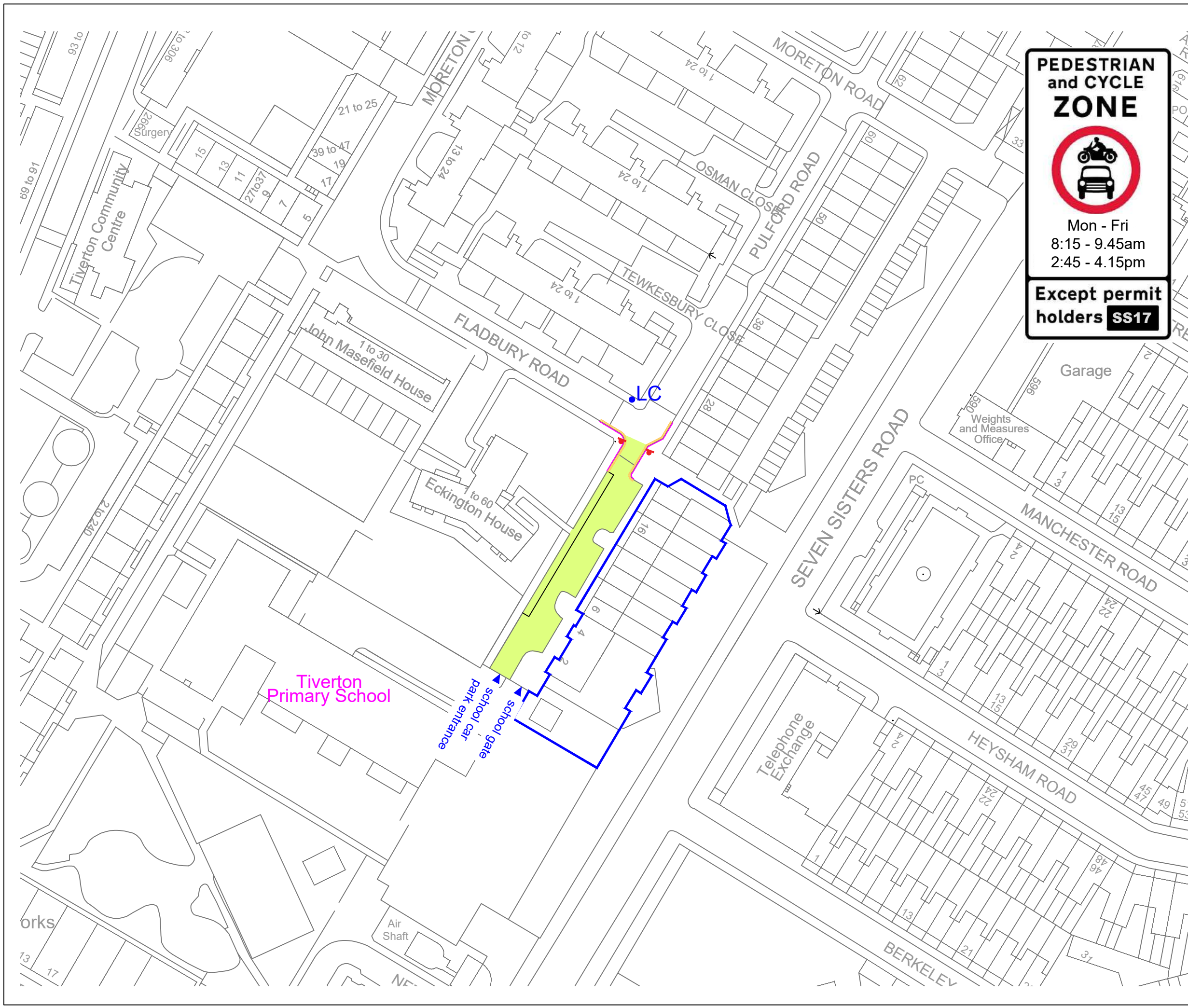


Rev	Description	Checked	Date
Project: School Street Batch 1			
Title: Tiverton Primary School			
Path: S:\ENSR\Scn\High\Sn\PAIP\Sustainable Transport\TPP Group\.....			
Designed: AH	Drawn: AH	Checked: ##	
Scale: 1:1000 @A3		Date Drawing Created: 21.01.21	
Drg. No: RJHWP-###-ref			Rev: -

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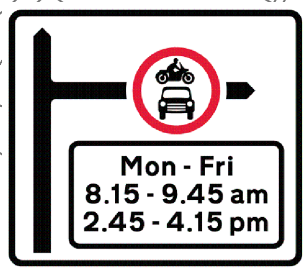
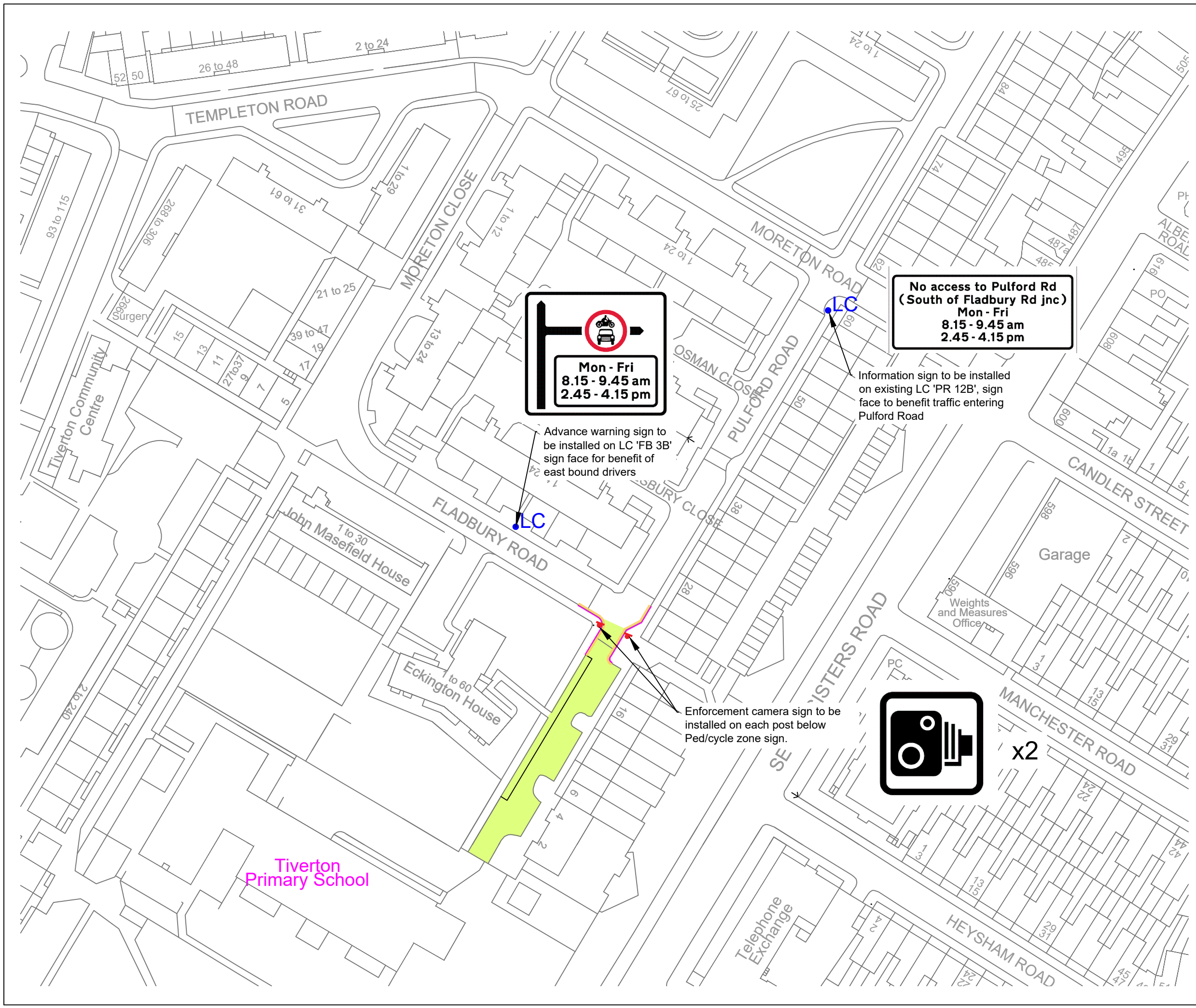
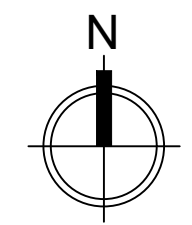


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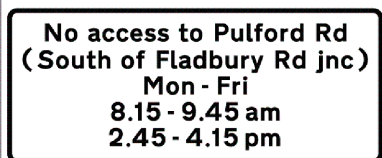
**NOTES:**

-  Proposed School Street
-  Proposed cycle/ped zone sign & post
-  Proposed lamp column for CCTV installation

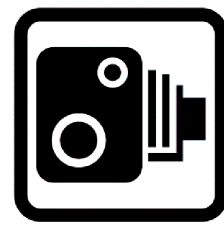
# SS17



Advance warning sign to be installed on LC 'FB 3B' sign face for benefit of east bound drivers



Information sign to be installed on existing LC 'PR 12B', sign face to benefit traffic entering Pulford Road



Enforcement camera sign to be installed on each post below Ped/cycle zone sign.

Tiverton Primary School

Rev	Description	Checked	Date
Project: School Street Batch 1			
Title: Tiverton Primary School			
Path: S:\ENSR\Scn\High\Sn\FAIP\Sustainable Transport\TPP Group\			
Designed: AH	Drawn: AH	Checked: ##	
Scale: 1:1000 @A3		Date Drawing Created: 21.01.21	
Drg. No: RJHWP-###-ref			Rev: -

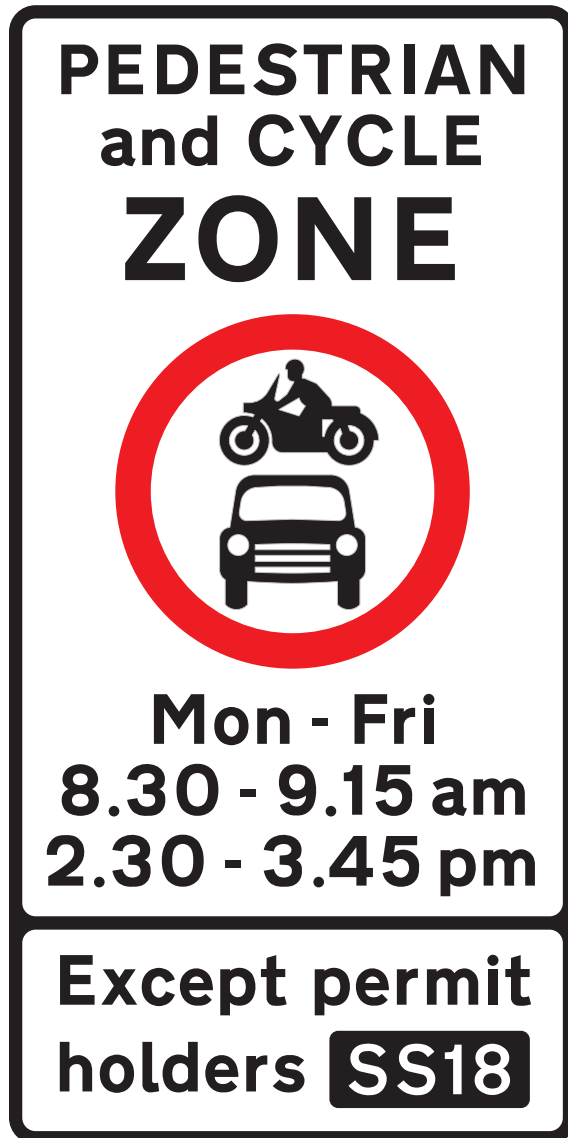
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Tel: 020 8489 0000 Fax: 020 8489 1251





Welbourne Primary School  
Qty: x4



Scale 1:8  
Dimensions (mm):  
Width: 600, Height: 1205  
Area: 0.72 m<sup>2</sup>  
x-Heights: 37.5, 62.5

Sign ref: Welbourne Primary School

Colours:  
1 black on white  
2 white on black

Material: BS EN 12899-1:2007  
class:

Passively safe to BS EN 12767:2019  
BS EN 12899-1:2007 classes:  
WL5, TDB5, PL3, PAF1

Substrate: BCP Traffic Permanent  
Blackburns Small channel section  
suitable at 450 mm centres.  
3 channels needed.

Design: Buchanan Signplot  
(see version below),  
TSRGD 2016, Chapter 7 2018

Designed by:RB

Date printed: 15-03-21

Signature: \_\_\_\_\_







Approval: \_\_\_\_\_

SignPlot v3.70




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NOTES:

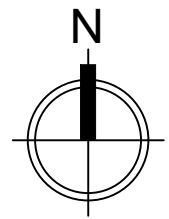
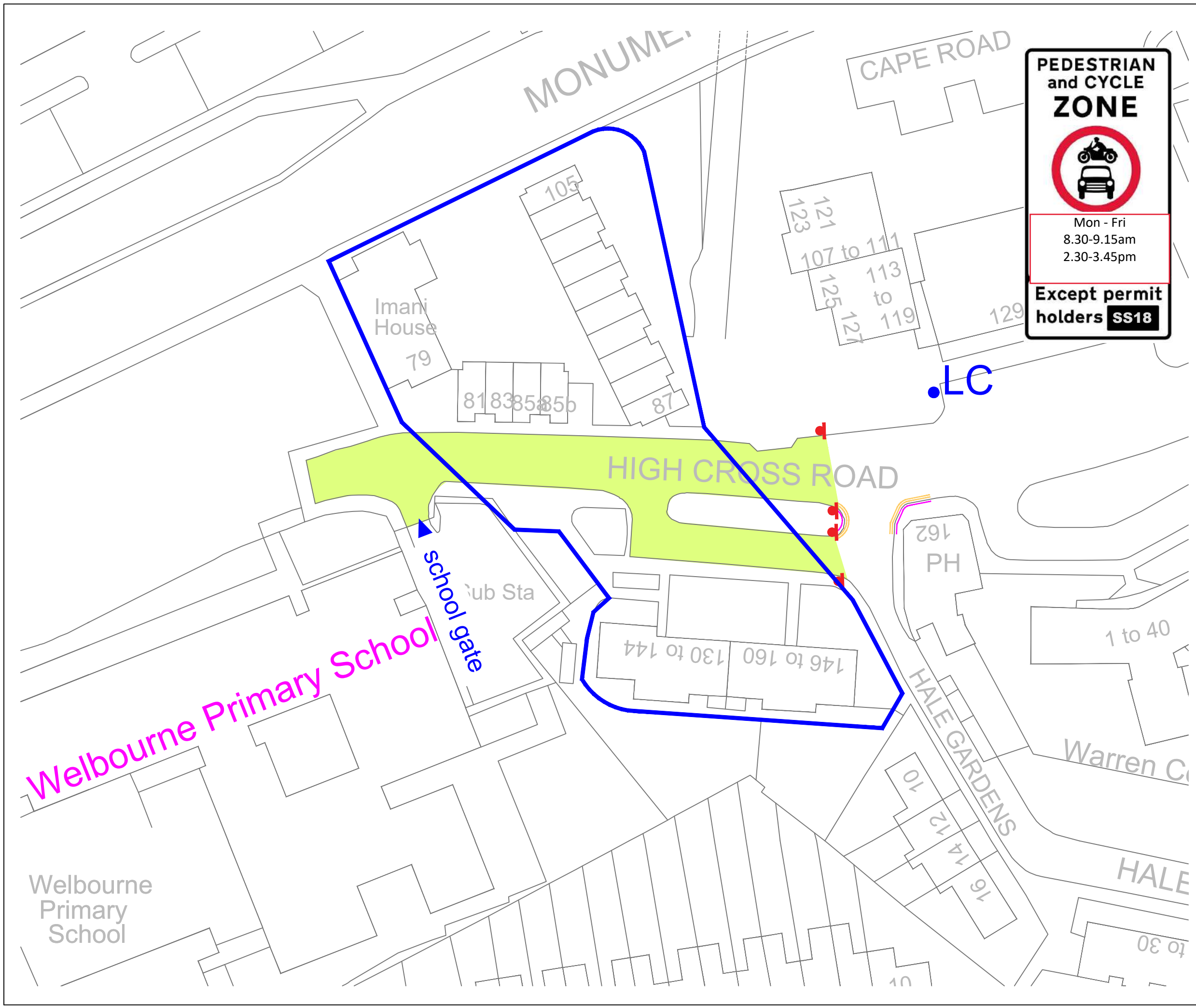
-  Proposed School Street
-  Proposed cycle/ped zone sign & post
-  Properties eligible for a school street exemption permit
-  Proposed double yellow road marking
-  Proposed no loading at any time restriction (double kerb blips)
-  LC Proposed lamp column for CCTV installation

**PEDESTRIAN and CYCLE ZONE**



Mon - Fri  
8.30-9.15am  
2.30-3.45pm

**Except permit holders SS18**



Rev	Description	Checked	Date
Project: SCHOOL STREETS			
Title: WELBOURNE PRIMARY SCHOOL			
Path: S:\ENR\Scr\High\Sn\FAIP\Sustainable Transport\TPP Group\.....			
Designed: AH	Drawn: AH	Checked: ##	
Scale: 1:500 @A3		Date Drawing Created: 21.01.21	
Drg. No: RJHWP-###-ref			Rev: -




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 Director Place and Sustainability: Lyn Garner



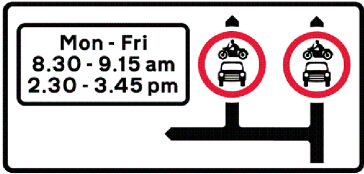
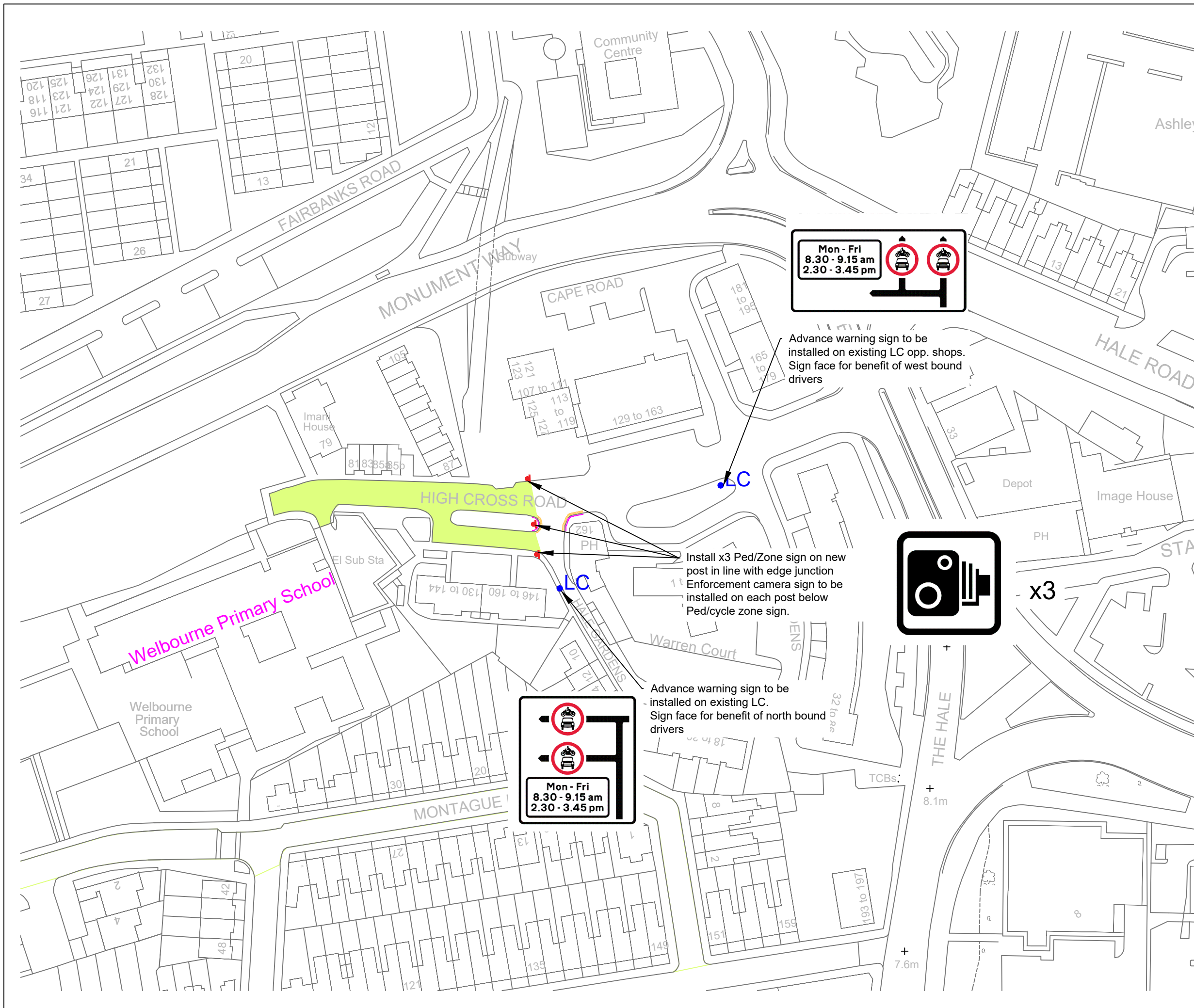
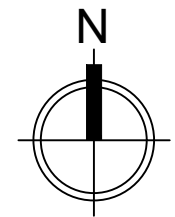
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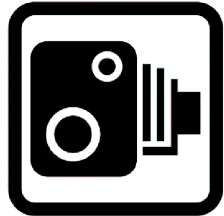
**NOTES:**

-  Proposed School Street
-  Proposed cycle/ped zone sign & post
-  Proposed lamp column for CCTV installation

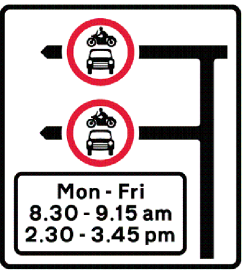
# SS18



Advance warning sign to be installed on existing LC opp. shops. Sign face for benefit of west bound drivers



Install x3 Ped/Zone sign on new post in line with edge junction  
Enforcement camera sign to be installed on each post below Ped/cycle zone sign.



Advance warning sign to be installed on existing LC. Sign face for benefit of north bound drivers

Rev	Description	Checked	Date
Project: SCHOOL STREETS			
Title: WELBOURNE PRIMARY SCHOOL			
Path: S:\ENSR\Scr\High\Sn\FAIR\Sustainable Transport\TPP Group\...			
Designed: AH	Drawn: AH	Checked: ##	
Scale: 1:1000 @A3		Date Drawing Created: 21.01.21	
Drg. No: RJHWP-###-ref			Rev: -

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School	Support / Object	Reasons for views
Campsbourne	Support	<p>1 in 10 children in London have asthma. The 2020 inquest into Ella Kissi Debra found that death was caused by air pollution. My son has had 12 asthma attacks - 2 of which were life threatening. The area needs to be made larger. Some residents oppose the scheme and think it has not been thought through properly. What research / evidence has been used?</p> <p>A reduction in traffic will help to make the journeys much safer. Even though there is a 20Mph limit many cars do not seem to keep to it.</p> <p>A very sensible idea. How will it be enforced?</p> <p>Anything that reduces pollution around schools has to be a good thing and the disruption/inconvenience isn't great.</p> <p>As a primary school child, I was knocked over by a car when walking home from school. As a driver I have had a child run out in front of me near the school, so I think this will be safer and improve air quality for parents and children if they walk and cycle to school. The scheme could cover a larger area as long as access is not blocked for residents</p> <p>As a resident, I can see how calm the traffic is around school drop-off and pick-up with the school street scheme. Cars would get stuck in the bottleneck of Nightingale Lane at these times, and there would usually be cars stopping and u-turning at the bottom of my road. In my family's opinion, the schoolchildren are definitely benefitting, but so are we residents! My one concern is the sign-age - it's very wordy and not noticeable enough, either here or around the Rokesley school area. If the scheme is to continue after the trial, I think looking at the sign-age again would be very helpful. (Lots of residents have been caught out and complain that it's a 'deliberate money-making ploy'. If signage were simpler and clearer, this might appease a lot of the objectors.)</p> <p>As an ex smoker, the polluted air from vehicular traffic aggravates my already-damaged respiratory system</p> <p>Children's health. How will traffic be stopped? e.g. postal and other service deliveries?</p> <p>Cleaner air and safer environment. Some cars speed up the road</p> <p>Cleaner air for school kids. Safer roads outside school at drop off and pick-up</p> <p>Control the maniac drivers who speed carelessly past the school. Traffic will be displaced to Hawthorn and North View and there will be a lot of aggressive driving. CEOs should be on duty for the first 2 weeks of the scheme</p> <p>Currently there is a lot of traffic at school times which seems unreasonable, so it will be good to have the scheme around the school. It can also be difficult when we need to get out to go to work. This seems a very good solution</p> <p>Cuts down traffic on road and makes street safer for school children</p> <p>Essential for the safety and health of children that fewer cars are in the vicinity during those times. All schools have less than a mile catchment area and therefore car usage should be less and families encouraged to walk / transport.</p> <p>Fantastic to see so many children cycling to and from Campsbourne. The streets are very much quieter and therefore safer at the start and end of the school day. No detriment to residents.</p> <p>Fewer cars polluting children's lungs.</p> <p>Fewer vans parked during 8.15 - 9.15 and 2.45 - 4pm. A bit awkward when a taxi is booked during the school safe periods and have a number of cases etc to load into the taxi.</p> <p>Good for adults as well as older and younger children to cycle with limited cars. Good for air pollution and health. Worth considering longer periods say on Sundays and early mornings.</p> <p>Good to have less traffic and fumes generally.</p> <p>Great idea. I'm a cyclist and it's a real bottleneck at present</p> <p>Has made a big difference to the area around the school but should be extended to the north to cover the playground area next to Ally Pally</p>

Campsbourne	Support	
		Has made school drop off / pick up calmer. Children reacted positively to it. Area feels quieter with less traffic
		Hopefully it wil reduce congestion at drop-off times when parents drive in
		I am a grandparent of two Campsbourne children. I am totally in support of the school street scheme. I was very concerned about the potential for an accident posed by vehicles passing the school and vehicles parking for drop off's. Some / parents carers have up to 5 children to see across the road as well as buggies, bikes and scooters. School Streets also encourage children to walk more, another healthy outcome. The unhealthy pollution was an additional hazard outside school gate. Rosemary Davies
		I am happy with the aim of reducing pollution and traffic hazards when children are going into and leaving school, and the pressure it provides to reduce car journeys.
		I can actually get out of my street to go to work. I'm an NHS keyworker.
		I support but have some reservations particularly around access for residents. I think it has made the area safer for students, particularly on Nightingale Lane. Motorists previously drove too quickly - particularly around the corner at nightingale lane and Newlands road. Furthermore, there is no pedestrian cross at the school so that made it more dangerous as motorist weren't obliged to stop for pedestrians. However, my house is on South View Road. I have an exemption but I recently had surgery and I am unable to walk or drive. I am dependant on taxis to get to medical appointments etc. As taxis are not exempt, I have been unable to get home several times because my appointments coincided with the school street hours. Therefore I think taxis should be exempt.
		I support in principle because there are too many parents/grandparents using their cars to take their children to school. However, I do have one caveat. I do not have a car so if travelling with a heavy suitcase or returning from a hospital stay, I need to use a taxi. There does not seem to be a provision for such exceptional circumstances.
		I support the scheme because it will be good to reduce car numbers both around the schools and on nearby streets. Anything that encourages walking or cycling is good. People should walk to school if they can.
		I support the scheme but think all teachers should be given a permit to drive at any time as it is very stressful and not good for my mental health worrying about when I can and can't drive to park
		I support the scheme especially as the school does not have ANY zebra crossings and is an infant school
		I think it is a good idea to keep traffic down in the area.
		I think it's important to keep the air cleaner for both school children and those of us living near the school. Clearer signposting would be helpful though as it's a lot to take in while driving
		I think the idea is great. My concern is many parents/carers are still driving and parking in restricted areas as normal.
		Importance of child health
		I support this but am concerned about not being able to use teh section of Nightingale Lane as North View is so jam packed wit cars it is very difficult to do a 3-point turn to go back to the other end. Thsi wil causer a lot of problems for North View Rd residents. Suggest you make a turning point in N View Rd.
		It has vastly improved traffic and made it much safer for children walking to school.
		It will be safer at drop off and pick-up times and it could help stop non local cars form parking here
		It will make the streets safer for children
		It's a great idea to help with pollution and safety of the children in the area of the school. I cycle 90% of the time so it doesn't affect me personally.
		It's great to encourage other ways of getting to school and allows children to walk safely to school.
		It's a good initiative to keep kids safe and road users away at busy times.
		Keen to protect children's health and safety.
		Keeps traffic from in front of main gates. Before people would park to drop off right near gates - several times cars have been turning / backing in front of school and dangerous for kids. Also less cars speeding through on their way round.
		Less pollution and safer streets for children

Campsbourne	Support	
		Less traffic and improved parking
		Less traffic, less congestion, more children walking etc
		Many parents stop and park obstructively and block visibility for children crossing the road. Extend the scheme to top of Newlands Road as lots of cars also obstruct this part. They sit there with engines idling, which makes us so cross!
		More children are walking or cycling to school and there is less traffic congestion on the streets surrounding the school
		More kids walking to school, no cars parking dropping off with pollution and also stopping in dangerous places which makes visibility dangerous for crossing the road for children. Also it's beautifully quiet!
		Most of all I think that it is important to make active travel to the school safe for pupils and parents, but also the school street creates a great cycling environment for connections between priory Road, alexandra Palace and Wood green.
		Much quieter and safer for the children going to school
		needs to happen as currently it's dangerous
		Nobody likes the expense or hassle of not being able to use their car whenever they want, but unfortunately it's not sustainable. Climate change and human health has to be a bigger priority.
		On paper, a good idea. Concerned however at the knock-on effects for residents from restrictions on tradespeople, services and delivery vans during the 6-month trial. How will tradespeople get permits while they are working on properties in South View Rd?
		Our walk to school has become more pleasant. Fewer cars/vans makes the air feel cleaner. The junction of South View Road and Nightingale Lane is much safer to cross. Previously there was widespread parking on the double yellow lines outside the school making it unsafe for the majority of parents and children to cross. This has improved significantly.
		People drive too fast along nightingale lane past the school. There are no safe crossings near the school.
		Please implement all the school streets and reduce motor traffic
		Public transport is the future. Are the cameras necessary? They seem rather oppressive
		Reduced traffic and pollution. Also encourages alternative modes of travel and helps fitness
		reduced vehicle and air pollution as well as, of course, safety. Would also support extended times
		Safer and better air quality for all. The area should be made larger to include Hawthorn, North View, and Beechwood. This would be much more effective and avoid diverted traffic causing congestion
		Safer and cleaner for children.
		Safer and quieter journey to school for the children
		Safer cycling during these times and for children playing
		safer for children and less pollution. Add a pedestrian crossing in Nightingale Lane near the school so that safety is improved at all times
		Safety of children
		School needs the security of road safety for families. It will also reduce congestion.
		Should be extended to Hawthorn Rd as traffic will be displaced to Hawthorn Rd as the scheme stands at present. Also Hawthorn residents should have exemption permits.
		On tuesdays, which is the day for dustbin collections; we often need to enter the zone in order to get to our houses because of bin lorries in the road.
		Streets around the school made safer and less polluted. Encourages walking and cycling to school.
		Support because it has made a difference not having so many cars go down the main road outside the school. There are so many school and nursery aged kids in the area, I feel the scheme has helped. Speeding (especially by some delivery drivers) however remains another problem around the school and neighbouring streets.
		The nearby streets are very residential and family oriented, and in my view the streets feel safer and friendlier for the local community as a result of the School Street.
		The reduce pollution near schools and makes everything safer



Campsbourne	Support	<p>The road is too chaotic and poses a danger to children when it is open to traffic. Drivers ignore the request to not stop and drop off in front of the school, park awkwardly or speed.</p>
		<p>The road next to the school is much quieter and less polluted at drop-off time than usual. People are actually walking their children to school rather than dropping them off by car.</p>
		<p>The scheme has good intentions. It is all that is needed. Please do not introduce a CPZ.</p>
		<p>The scheme has greatly reduced congestion, obstructive parking and erratic driving around the school at peak times. I walk home from work around 3 to 3.30pm every day and used to have to avoid cars driving dangerously and struggled sometimes to even cross Nightingale Lane. This can only have been worse for the children. I live on the school-end of South View Road and it has also eased on the parking pressures. I park my car on the road and several times it has been knocked by parents quickly trying to park.</p>
		<p>The school street has reduced school run traffic in our road and other roads around the school. There are now a lot more children and parents walking and cycling to the school.</p>
		<p>The streets are much safer for families travelling to and from school</p>
		<p>There is definitely a traffic and car issue at drop off. Drivers dropping off kids do park badly near to the school. Or idle their cars as kids jump out whilst they block the road. Badly parked cars on the corners of the roads by the dropped kerb crossing places on Nightingale have nearly led to several accidents with small children.</p>
		<p>There's been a notable decrease in congestion, illegal parking and obstruction of crossing points since the scheme was introduced. Vehicle damage has reduced, and there's a noticeable improvement in air quality during the peak dropoff and pickup windows. I'm happy to see a less disruptive and safer environment for both children and parents.</p>
		<p>This is good for children to walk safely but shouldn't be restrictions on South View road this isn't fair to North View Road residents- it should just be the front of school along Nightingale Lane The signs are not clear - they are low and small. It is entrapping drivers including cab drivers, council vans, Amazon drivers, delivery vans- they need to be allowed to deliver to people on this road. There needs to still be speed humps as some people don't know this is there and still speed -</p>
		<p>To improve congestion and reduce air pollution. Include other roads: North View, Hawthorn, Beechwood, and Rectory Gdns. (NB Rectory Gardens is in a CPZ)</p>
		<p>To keep children safe</p>
		<p>Too many children are injured on our roads by cars. This scheme will have minimal impact on residents but will have the potential to save lives and protect children</p>
		<p>Very happy to reduce transport near school. As a former parent - and an asthmatic - I have often seen cars parked on DYL, stationary cars with engines running, and people dropping off children on the road markings outside the school. We no longer have a car partly to protect the environment, but we do occasionally hire one; so it seems unfair that we cannot apply for an exemption or permit if we don't own a car.</p>
		<p>We have two children ( ages 5 and 3) both who are now suspected of being asthmatic. Anything to reduce pollution on these streets! There is a lot of traffic around Campsbourne and the playgrounds are right by the streets. The signs indicating the school zone also need to be MUCH more clear. There are still plenty of cars/ work men/ delivery drivers driving down Nightingale without realising and that is not fair on anyone. It is simply not obvious enough for anyone not familiar with the area. I would also like to mention the speeding that goes on on Nightingale and the side roads, such as North View Road. It is beyond understanding how anyone could speed on these roads especially during school hours but people still do it - I know other parents have requested speed bumps before and I would like to support this request.</p>
		<p>What's going to happen about service calls and deliveries? Online deliveries are ongoing at all times. What about workmen and builders? It seems that working people will be penalised by these restrictions. Generally, we support the scheme because of the need to reduce car use. Also, please ensure that the London Plane trees are not damaged when pavement is widened.</p>

<b>Campsbourne</b>	<b>Support</b>	<p>While I would support the scheme in principle, LB Haringey's information and consultation on it has been appalling. The first I heard about it from the Council was the letter, with the indiscernible signature, dated 19th April. I heard about it from neighbours, but most of that amounted to 'more questions than answers'. My main concerns so far are: Having driven all the way up Nightingale Lane and turned left into North View Road for the past 18 years it's going to take a bit of re-programming to remember not to do so in future. Yesterday I was struck by the sudden display of masses of signage - the critical one being the times that the scheme applies. As it's not a straight hour to hour restriction, like a bus lane, but quarters of an hour, we now pause at the signs to check the time it applies and then the clock. The signs with the times should have a larger font to make them more easily read. Next, can I drive up Beechwood Road, into North View Road, turn right into South View Road and park in South View Road during the times the scheme applies? How are we going to know when the school is closed for holidays and the scheme doesn't apply? Could it be like the signs about match days around Stroud Green? What is the penalty for driving up Nightingale Road and into North View Road during the time the scheme applies?</p>
	<b>Don't know</b>	<p>Seems crazy that all of Southview road is closed off &amp; not Hawthorn or Northview or the streets surrounding the school. They all feed into the playgrounds &amp; feels like only some children deserve clean air walking to school &amp; not others</p>
		<p>Support traffic reduction near school but the only effective solution would be to have roads in a CPZ. Parents cannot be allowed to have exemption permits. The scheme would add tyo congestion in North and South View roads</p>
		<p>The scheme has not caused as much traffic disrution as I at first expected. However sighage is very poor, so many people get fined.</p>
	<b>Object</b>	<p>* I am concerned the scheme will worsen traffic on Hawthorn Rd, Beechwood Rd and North View Road - they will become rat-runs during the school street times * Impact on grocery and other deliveries during pandemic during school street times * It's not clear what (video/data) is being captured by the cameras being installed and for how long it's retained</p>
		<p>1) I am concerned about the additional traffic forced to drive up and down North View Road, Hawthorn Road and or Beechwood Road, causing increased air pollution, fuel consumption and additional risk to residents and visitors. 2) It is often difficult to turn around or pass other vehicles on North View Road, so cars will need to ensure they are facing the correct way on the street to travel to Priory Road or make a significant detour through Hornsey, unless residents of North View Road are granted exemption permits.</p>
		<p>1. This is an infringement of residents civil liberties. I do not want a camera being able to see everything about my comings and goings on the residential road to which i live. These cameras will mean that every time residents leave or return to their homes their entire movements will be recorded. This is not acceptable 2.there is no need for it in lack of parking grounds as there is always enough parking 4.if you want to stop parents and teaching staff using their cars just create a culture Just send letters out to parents and staff asking them not to use their cars and ask the head to sign it 6.stop using drivers as a cash cow when you havent got your side of the street clean 1e when I wanted to buy an electric vehicle i was told I could not charge from my home only from half a mile away on priory road 7.this may be free for now but you will use it as the back doir to charging later on</p>

Campsbourne	Object	
		<p>1.This is an infringement of my civil liberties. I do not want the council filming and recording my movements 2. This was not introduced with a consultation therefore it is undemocratic and the council are overstretching their remit of what they are responsible or for or authorised to do. This has been done without permission of the residents 3. The council have been trying to get permit restrictions on our roads for years and each time we have stopped it. Now the council is using this guise to implement parking restrictions through the back door via this scheme 4.Please see responses below to the following: reducing traffic volumes outside the school to reduce emissions and improve air quality . This has not changed Reducing parking problems outside the school to improve road safety. This has not changed and wasn't a problem in the first place By making it safer to walk, cycle and scooter to school, children will benefit from increased physical activity on their journey to and from school. This has not changed Providing more space for safe social distancing in response to the Covid-19 pandemic. This does not do anything to help create more space for safe social distancing 5. The residents do not want this scheme please remove or have a consultation first. It is not lawful to impose this without agreement which has not been given. Getting agreement first is the only way to implement such an undertaking 6. My council tax has risen by so much without my agreement . The council is using our council tax in such wasteful way instead of building homes to help the homeless</p>
		<p>A ridiculous idea. Won't help pollution as the surrounding roads will now be congested. Ditch the scheme - it's clearly another Haringey money-making idea through fines!</p>
		<p>As a local resident I have been trying to adhere to the scheme but have found it to be conspicuously dysfunctional for the reasons I would like to explain. I am affected only in the morning period either leaving for work, which I do at 0830hr or arriving home from work around 0830-0900hr depending on London traffic, to or from Osterly on the west side of London. I would normally simply drive, from my house, near the end of North View Road, to the junction with Nightingale Road, passing the school to Hornsey High Street. I naturally am very careful as a local resident, when passing the school, where there is a 20mph speed limit but where I am extra careful. Under the scheme I am required now to drive back up North View Road and on past the entrance to South View Road, and then join Nightingale Road via either Hawthorn Road or Beechwood Road. What I have found is that these roads - North View (west part of it), Hawthorn and Beechwood, are simply not wide enough to allow two cars to pass, with the amount of parked cars that are present...so I just get stranded on meeting another vehicle, waiting for an enormous reversing effort or somehow to get past at a place that two cars can pass. So this aspect of the scheme is simply dysfunctional. Of course when the bin lorry is in the road then there is absolutely no chance of passing until it has finished in the road but then that has always been the case...however is now accentuated with the school streets scheme. Having given the project some thought I can now see that a further area of dysfunctionality is that it is the incoming drivers dropping children to the school who are overwhelmingly the major cause of the problem and not local residents who simply leave to go to work. Your website lists four "benifits" of the scheme: 1. A safer environment 2. A reduction in (car exhaust) pollution 3. A reduction in obstructive parking 4. Improved safety outside the school. If you compare the car of a resident driving slowly past the school with the car of an incoming parent dropping off children around the school, you can see that the residents' car's impact on the above four benefits is much less than that of an incoming parent's car to the area, and I will summarise this: 1. safer environment: a resident passing slowly past the school without stopping is much less of a safety hazard than an incoming car from outside the area, which by definition is an addition to traffic and parks, creating an obstacle/congestion</p>

Campsbourne	Object	
		<p>As a resident, the burden is on me to remember to tell anyone visiting me that they must not arrive during the 2 periods when the School Street is in operation. This is annoying and inconvenient, especially when it's trades people who often want to arrive between 8.15 and 9.15. Occasionally friends visit in cars and I have to tell them not to come during those 2 time slots, but only during term time, and I never know when terms begin and end. It's unfair that it's residents who are inconvenienced when it should be the school dealing direct with the parents on the issue of not driving their kids to school. Life is complicated enough without adding another irritation. I applaud the aims of the scheme, to get kids to walk or get public transport, but not at the cost of residents being able to live their daily lives without inconvenience.</p>
		<p>At the given school times the local area becomes congested with vehicles seeking alternative routes and/or parking spaces. Tempers are frayed, driving becomes irresponsible and the surrounding roads are logjammed, surely creating the same if not more fumes.</p>
		<p>Attempts to make parents of children at Campsbourne Junior School abandon their car addiction are commendable. However, the council is going about it the wrong way round. Rather than inconvenience local residents, strong incentives to walk or cycle to school should be delivered by the school itself directly to parents and children. It is unfair to local residents who happen to live near the school to bear the burden of car addicted parents. There are practical difficulties for residents on South View Road and Nightingale Lane. They may have exemption permits for personal use, but what about any guests or contractors who may have invitations or appointments between 8.15 and 9.15am, and 2.45 and 4pm? All residents will now have to remember to schedule any visits and appointments outside these hours. What if for example a plumber has an appointment for 0800 to come and service your boiler but gets delayed in traffic and arrives instead at 0820? What about deliveries? Will a van delivering a parcel, or groceries ordered online, be fined if they deliver during those times? What provision, if any, has been made for this? A friend pays a surprise visit as they happen to be in the area, and drop in at 3pm. They are subject to a PCN, just because the council is trying to get parents of children at a nearby school not to use their cars. It's grossly unfair, and wrong.</p>
		<p>Because 80% of school kids are brought by parents by foot or bicycles. Nobody drives cars without reason. It was never a problem to find a parking space around the school, no air pollution felt around, no cars standing around with engines on. Definitely no reason for any kind of restrictions!</p>
		<p>Causes massive congestion on other surrounding streets. I cannot understand why you cannot make streets around here one way</p>
		<p>Creates traffic problems without solving any. Parking will just be displaced and make parking more difficult for those residents. Why do this? It's already bad enough trying to get deliveries. Pavement widening results in parents and children chatting and hanging about outside the school. This is all just another way of the council to extract money from the public</p>
		<p>Critical point here after just a casual look at the plan: There are no warning signs indicated on the plan at the far end of South View Road from the school yet South View Road is included in the scheme, with enforcement cameras installed at its far end. Like this, you are - deliberately - trapping motorists entering the zone from the far end of South View Road who will have no way of knowing that they are entering a so called School Street for which they will be fined, in what can only be seen as a revenue collecting scheme. This is not to mention compromising the perceived safety of the school children or other functionality of the scheme. The signs will be easy enough to miss when arriving from North View Road, being situated on Nightingale Road at a junction where your eyes as a motorist are focussed on looking for cars and pedestrians at street level rather than looking up into the sky. But as for having no signs at all at the South View Road entry point, this can only be seen as a deliberate plan for revenue collection as it now stands in the proposed scheme.</p>
		<p>Good idea in principle but the area is too small &amp; the signage is awful. Together with lack of consultation/notice to local residents.</p>

Campsbourne	Object	Have never experienced this being an issue in 10 years of living here so don't see why it is needed. This will result in huge inconvenience for residents wishing to leave their houses during the times proposed. It is completely unnecessary.
		Hawthorn Rd (& what will be our only access: Beechwood Rd) will be unbearable with rat running and parking congestion. It is already impossible to park - a s a resident with 1 car. So, thank you for 6 months of hell.
		How will the council measure the success of this pilot? I'm surprised we haven't been consulted previously to it? As a North View Road resident I can't help but feel the plan just increases traffic and pollution to the surrounding roads as the only direct way now to the park and other estates in the area. 2 of my 3 kids have asthma so I'm just interested to see if the overall pollution levels will go down for the area or if measures will increase in neighbouring roads instead. I do believe a walking zone on nightingale lane for the school is important but why haven't all connecting streets on both sides of the school been consulted. Also a bit random for just south view road to be included where there are entrances and bordering streets that surround the school that a similar regulation should apply to.
		I am writing in response to the letter that was received by local residents informing us that a School Street will come into effect on 19 April 2021 on Nightingale Lane, N8. I am a resident of North View Road and consider that the School Street has significant limitations and has not been thought through practically by Haringey Council, which as a consequence causes significant inconvenience to residents on North View Road and the surrounding roads. 1. Background For context, the most direct route to or from my home on North View Road is via Nightingale Lane ("Nightingale"), or a less direct route is via South View Road ("South View"), Hawthorn Road ("Hawthorn") or Beechwood Road ("Beechwood") to join Nightingale. There is the option to go via Newland Road ("Newland") and Boyton Road ("Boyton") but I have never considered this to be a legitimate route as it takes you away from Nightingale and increases the journey length and time. In-turn, it would now appear that travel via Newland and Boyton would not be appropriate under the School Street proposal (see below for additional comment). 2. Limitations of the School Street on Nightingale Lane Congestion on North View Road, Hawthorn and Beechwood is common. There are a number of vehicles that frequently block travel down these narrower roads for significant periods of time e.g. bin lorries, supermarket delivery vans, tradesmen's vehicles. Consider the example of the bin lorry. Bin lorries collect in the area every Tuesday morning during the time of the School Street operation. If the lorries are on Hawthorn and Beechwood at the same time, there is no other legitimate route that residents of North View Road can take to leave the area. The same applies if a bin lorry is travelling west along North View Road - if the lorry passes your vehicle, you cannot access Hawthorn or Beechwood. It means that if you are travelling to or from North View Road during the times in which the School Street is in operation, if there is traffic congestion on North View Road, Hawthorn and/or Beechwood, the only option now is to wait (which can be for a significant amount of time); it is extremely frustrating and adds unnecessary time and length to journeys. Furthermore, I mentioned above that I have never considered travel via Newland and Boyton as a legitimate route to/from my home on North View Road as it extends the length of the journey. The School Street proposal on the other hand I can't see how it helps children avoiding pollution when traffic goes past all day and during after school clubs. Signage has been inadequate, poorly placed, and residents that are being caught by schools going back next no warning of this are getting nowhere with appeals process. It's a shambles.



Campsbourne	Object	<p>I do not object to the principle of the reduction of emissions in a bid to safeguard children while they attend school. However, I do object to the lack of consideration to impact on residents. The key examples are: i) Unwillingness to give residents on streets adjacent including North View Road a permit thus materially changing the access to our properties. Access is now only available on three extremely narrow streets where dual sided parking and double parking is frequent. A bend in the roads also reduces visibility of oncoming traffic leading to potential accidents. Your trial intensifies the problem as it drives further traffic into this situation ii) The trial was introduced with zero promoted consultation. I laterally found out while contacting the council proactively that a consultation was open, it had not been promoted in the same way as the recent CPZ consultation which was an unrelated matter. This is a deliberate attempt to solidify the trial without transparency in due process iii) Lack of consideration. My understanding is that one of the aims is to encourage parents to walk their children to school as opposed to drive them. Nobody living on North View, South View, Hawthorn or Beechwood would not be driving their children to school anyway due to proximity therefore anybody needing access to those roads at that time is not in relation to the school iv) Lack of consideration of increased traffic that is already a problem. Several times daily we see instances of the extremely narrow four roads leading from Nightingale Lane being blocked by traffic. This is usually Engie who are currently conducting work on your behalves, but can also included the undoubted increase in at home deliveries that are now a legacy of the pandemic v) Poor signage has lead to local residents being charged PCNs even though signage was not sufficient or clear. Residents have been double penalised to increase Council income The impact of the above is risk to personal safety and risk to personal property (vehicles.) Let's reduce emissions together but please let's take a sensible approach to residents who by circumstance live next to a school</p>
		<p>I do not think it's helpful. I do not want Haringey council to earn financially from this scheme unless I am clearly informed of what the profits earned will be used for</p>
		<p>I don't have a car. I walk and use public transport. I do however want my family to visit. I also need to have taxis, occasionally, and need deliveries to my door. Do not impose this. I have not voted for it, I don't want it and my freedoms are being curtailed by this.</p>
		<p>I don't object if there was a red light or barrier to prevent unauthorised access, but at present it is a TRAP to make money for the council. It has cost me £200 so far just to gett to and from my house as I'm not kept aware of the times. Need better signage at least</p>
		<p>I don't object to reducing traffic. But I think it should be a wider area to stop them coming up nightingale. It's confusing as to which roads I can drive down and when, I think the top of NVR/nightingale is part of the scheme but I don't know?! Along with all the other roads being blocked by lorries /traid people you can get blocked in and unable to go any where or forced to reversed all the way back up roads to get out. All locals should be given exemption to drive in the school street road.</p>
		<p>I fully support a School Street scheme for Campsbourne School, however, the current proposal will likely lead to more traffic diverted through North View Road. I would be strongly supportive of North View Road being included as a School Street.</p>
		<p>I have no problem with plans for Nightingale Lane - it's a good idea. But I think closing down all of South View Rd for 2 1/4 hours each day is misjudged. No one can enter from the Nightingale Lane end already. Anyone who is prepared to bypass the restriction can still access by using other roads but that is a long diversion. for this reason I would like you to remove South View Rd from the restriction. To retain public support, the restrictions should be the minimum necessary.</p>

Campsbourne	Object	
		<p>I live on Northview rd which currently has low levels of traffic &amp; pollution due to that fact that cars can't use it as a cut through due as all roads out lead back onto nightingale lane, under the proposed scheme southview rd &amp; nightingale lane in front of the school will be closed to traffic at peak times of the day meaning parents dropping off children &amp; local residents will all have to use Northview, hawthorn, Beechwood roads as a cut through increasing traffic &amp; pollution on my street &amp; doing nothing to for child road safety, this will do nothing to deter parents from driving children to school as most don't have a choice due to work commitments or having children at multiple schools. If you were serious about dealing with the issue all residents on nightingale lane after beechwood road, southview rd, hawthorn road, Northview road would be included in the restricted hours proposal &amp; be exempt, this would mean no traffic apart from residents would be allowed past &amp; into beechwood road, nightingale lane, Northview road, hawthorn rd, southview road during operating hours, residents could be given a small amount of permits for emergency's i.e repairs, important deliveries etc to allow access when essential during operating hours. Nightingale lane is the only way in &amp; out of our residential area this scheme will cause major traffic &amp; disruption please think again the scheme either needs dramatically changing or it should b3 abolished</p>
		<p>I object because this may be difficult for some people depending on their circumstances. Forcing parents with other children to find parking elsewhere and then walk could be a problem esp in bad weatehr conditions.</p>
		<p>I object to this School Scheme because it has thrown our streets into utter chaos. Rubbish collection has been negatively impacted, and tickets have been unfairly issued. They have made no provision for council workers blocking roads with scaffolding trucks and are endangering people's access to emergency services.</p>
		<p>I often drive from Muswell Hill to my house, after visiting Muswell Hill for shopping and/or Tesco at the bottom of Colney Hatch Lane. I was going home and there was a massive queue almost from the bottom of Muswell Hill in Priory Road, I carried on thinking it was a temporary hold-up maybe a traffic accident. I couldn't work it out. And couldn't find another way home. But then saw it was a School Street Scheme for Campsbourne Primary School. It was a huge traffic jam, the biggest and longest I'd seen on Priory Road. I don't understand the sense of causing major traffic jams. Why is that considered to be okay? Is there not another way you can achieve whatever you want to achieve, considering that the parents at Campsbourne Primary School will be causing most of the problems with their cars when they collect their children, It just makes it worse, not better.</p>
		<p>I support the scheme concept but I am opposed to the way it has been implemented. I do not support the fact that entry to our street is blocked from both ends. In effect, no one can come to our home during school hours. This is despite the fact that Nightingale lane the road on which the school is actually situated is not blocked at both ends and is accessible (except for a few hundred yards) 24 hours a day. As I am a carer for a disabled person who often needs transportation to hospital and doctor appointments this has made it impossible to get a transport during those hours (unless I call an ambulance), and so can result in missed appointments. Overall this is simply because the people charged with implementing this scheme did not take enough care to consider residents of South View Rd.</p>
		<p>I'm objecting to Haringey's poor administration and record keeping involved of this scheme. My vehicle was given exemption before the scheme was implemented but since the granting of this exemption I have twice received PCNs for driving in South View Road during the school times. The PCNs caused me worry, work to write letters and then the expense to post them. For goodness sake please be more efficient and keep good records of those residents who have been given exemptions.</p>

Campsbourne	Object	In general terms I support the school street scheme for the air pollution benefits it brings. As a resident of the street directly affected I don't support the scheme as it stands. I support the closure of South View Road at the Nightingale Road end but not at the North View Road end. Closing both ends to visitors during the school street times means that residents are unable to book appointments with workmen. Equally if you are having work completed at your property and a materials are suddenly needed only the resident of the property can leave without being fined. The council should either open the road at the end which is away from the school or supply the residents with visitor type permits.
		It appears to just restrict our unsuspecting services, friends and family. Those with mobility problems will have difficulty getting to the school
		It doesn't make that much difference there is still a number of cars driving up and down the road at drop-off and pick up as I have a child in the school and witnessed this firsthand you still cannot allow your child to cycle in the road.
		It has caused more vehicles to get onto Nightingale Lane using Beechwood road. Problematic because this road is so narrow you can't comfortably have two cars pass each other. So absolute nightmare when the road is busy, or when there are scaffolders parked there. Maybe those who live on neighbouring streets should be given permits so we can still exit the usual way??
		It is an infringement on mine and my neighbours personal freedom of movement. For example, I can no longer get a cab to work when i am carrying delicate costumes. I am unable to accept deliveries at certain times of day which is costing me time and money. Although I am insured on my boyfriends car i am now unable to drive it to collect my own child from school etc because it is registered at a different address. My neighbour further into the zone who has mobility problems is unable to go to her numerous Drs appointments in the morning or mid afternoon because cabs or friends are unable to pick her up or bring her back to her front door: she has had to cancel or wait longer for appointments. Another neighbour had to bring her disabled child home in a cab and be dropped further down the road in the pouring rain. I have lived opposite the school for over 16 years and both my children attended Campsbourne school, to my knowledge there has never been a road accident in the vicinity and the amount of cars outside the school has never been as much of a problem as this road scheme has been causing. I highly object.
		It will just drive traffic on to other surrounding streets. Parents will drop off children just outside the zone. It will be difficult for trades people to visit and will pick up fines. Also the timing is terrible. The pandemic is not over, lots of people are working at home and getting deliveries. I'm avoiding going to the shops and using public transport. Lots of vulnerable people relying on deliveries at the moment and this will hamper that. I can't apply for an exemption as I don't live on the street affected but I have disabilities which mean I can't cycle. I'm carer for my mum in Crouch End and need to use the car to deliver shopping to her and visit in emergencies. I do try to walk if I'm able to. Much as I support finding solutions for easing traffic I don't feel this will help and will make living in the area more difficult. Especially if CPZ introduced as well.
		It will make elderly and disabled residents prisoners isolated in their homes during these times. Scrap it
		It's in the wrong place the main school entrance is by Alexandra Park
		It's caused a jam on smaller roads, it makes it more difficult for people who have no option to drive to get to work on time. It's a money making scheme by the council!
		I've had several deliveries and trades people unable to access my street when they need to deliver or start work (the latter is a particular problem). I haven't seen any evidence of better safety for school children nor improved air quality.
		-No public consultation carried out. Short notice. Poorly thought out. Lack of consideration to elderly, disabled and their need for carer/family visits. What about access for deliveries, tradesmen, visitors? Surely people will just park in nearby roads and walk. We don't necessarily want changes - just a proper conversation with plenty of time allowed before implementation.

Campsbourne	Object	Not a noticeable difference on traffic on this road during these times (parents parking in adjacent roads for drop off), bar more pedestrians going past which is fairly noisy. Concerned if the CPZ proposal is also implemented this will be a lot of restriction on one road.
		Parents driving to school will have 2 options. 1 = turn left out of Nightingale Lane on to Beechwood or Hawthorn; drive along North View back onto Nightingale Lane onto Newlands Rd. 2= turn right off N'gale onto Brook or Eastfield roads then on to Boyton Rd where they can drop kids off at the back entrance. Both options will result in extra and speeding traffic. I'm a cyclist and your badly thought-out plan will be more dangerous than leaving things as they are. How many kids will have to be injured on North View and Boyton roads before you think again? (see attached letter).
		Parents dropping off will now use Hawthorn Rd - blocking the end of the street or using it as a through road, creating more traffic. Hawthorn Road residents should have been part of the public consultation process
		Roads around Campsbourne don't lead anywhere so this will only affect residents and means they will take a long route around North View Rd - creating additional pollution. There is not enough room for cars to pass on North View Rd., so traffic congestion will be much worse. There are better ways to reduce traffic, such as more bikehangars.
		Scheme is unnecessary. It will cause extra traffic down North View Rd as cars try to avoid Nightingale Lane. Access to our house will become a problem
		Support as long as there are no charges for permits and that crime prevention is part of CCTV control. Also that permits are only given to residents and not to parents of school children
		The idea of the street school is a good idea but the way it has been implemented has just moved the problem a few streets away, making the whole situation worse by increasing congestion and therefore pollution in our area as the cars have to spend more time in the area as there are less roads to park while dropping off the children. This area is in the most part residential but the fact that that Campsbourne school and Haringey are allowing a farmers market on a Sunday bring 30 plus diesel vans into the area along with visitors to the market pollution both air and noise all day on a Sunday, beggars belief, The children playing in this area and our houses and gardens are being polluted everyday of the week not just on a school day. Haringey and Campsbourne school have both got this so very very wrong! Haringey & Campsbourne school need to prioritise our children's health and well being over monetary gains, until then we just cannot trust you!
		The impact of it on access to road particularly since we are still in a pandemic. I have health issues and either driven to appointments or take taxis as am still avoiding public transport. I am also a carer for my elderly and disabled mother. I do try to walk where I am able to but the school street scheme for Campsbourne and Rokesley make it difficult to get to her. Affects when we can make health appointments for her to go to hospital, deliver shopping etc etc. Deliveries are difficult too. The scheme only displaces traffic. No thought as been paid to disabled or elderly people.
		The logistical layout of the area do not line up with alternative routes. The alternative routes are not permitting fluentiality of a two way traffic, especially at the drop off and pick up school times. This week all the alternative routes was very busy and at least one day all have been engaged by the bin lorries. Before to engage this ridiculous idea, a traffic management professional consultation should be carefully assessed and agreed that is not a good idea.
		The roads around the Campsbourne school are generally very quiet. Nightingale Lane leads toward Alexandra Park lower fields and down Newlands Road which is a dead end. So the traffic is very light even during the periods now restricting traffic for the school start and ending. It would be better to have signs restricting the mileage to 15PMH past the school and asking parents to walk or cycle with their children to school.

Campsbourne	Object	The school road is not that busy around school times and now we actually have far busier more dangerous surrounding roads as people attempt to make 3 point turns in the neighboring roads or squeeze down other streets to avoid the 'school street' - the scheme does not discourage people from driving, it just forces more traffic down other roads. Beechwood Road, being the first left hand turn now gets far more traffic (two cars squeezing past parked cars) so they can the travel back down Hawthorn and avoid the school street.
		The school street scheme does nothing but push the traffic to the neighbouring roads - the air quality, parking, general frustration by delivery people/tradespeople and residents is clearly just pushed to those streets near by. The scheme seems in reality to just be a money making scheme for Haringey Council
		There are only 2 roads onto the Campsbourne estate -  Nightingale Lane and Campsbourne/Boyton Rd from High St. With Nightingale blocked several hours a day the already overcrowded alternative will be chaos preventing residents leaving or entering their roads. If, as often happens, a dustcart or large delivery lorry blocks Boyton rd i would be unable to drive from my road. As a disabled person this is a real issue.
		There are only two roads that leads to the high road. With this street having the school street scheme it leaves one road to access for multiple roads. I have lost count the amount of times that I have been late for work and my children have been late for school due to not being able to get down the only road that leads to the high road due to being stuck behind cars, delivery vans, dustbin trucks etc.
		There are three main reasons why I object. 1. I am disabled and rely on lifts from taxis etc. I understand that ad hoc exemptions are not applied in this scheme, so I either have to hobble out to meet a lift or try to change an appointment time if necessary. 2. My experience so far is that parents are simply dropping their children off and collecting them, round the corner at Newland Road, thus causing extra congestion, delays and pollution there. This clearly defeats the object of introducing a school road. 3. The signs and lettering are far too small; people who aren't necessarily familiar with the area will not always notice them, and then be penalised unfairly. The signs need to be so big that they are unmissable.
		There has been no consultation with residents about this scheme therefore it has been imposed on the area. Instead of targeting the residents, why don't you target the parents who who keep their engines running while they wait to pick up their kids from school? Please do not dress up an income stream for the council under an environmental message. It hasn't worked in Rokesley and we are all aware of the financial reasons for this project. We pay council tax for services and the council is supposed to administer our taxes for the benefit f the community not for their own plans Please desist imposing your schemes or you will not be voted for again.
		This is a dead-endresidential road. Twice a week we have bin lorries collecting rubbish. Usually, only one of these streets is free to exit at this time and it takes just one delivery van and the road is blocked for all traffic at any time. This scheme will prevent us leaving our estate and wil lseverely impact those (e.g commuters) who need to drive out. All residents of North View, South View, Hawthorn and Beechwood should be exempt and have permits to move through these zones
		This is a quiet no-go-through area with a relatively light amount of traffic movement even during the drop off and fetching times to and from Campsbourne school. Better to reduce the speed limit to 15 MPH around the school during the times in question.
		This is a terrible idea it will mean more traffic on these narrow roads cutting through on the other roads not effected. Yet another way of the council making money by all the drivers who will make a mistake. What about delivery drivers people working in the area . This is a really bad proposal.
		This scheme should not go ahead as traffic will be displaced into our road, and will not improve air quality. The scheme will make our lives very difficult. Please do not install any CCTV cameras. We don't want them in our area.
		This will cause a lot opf confusion. I am highly against it



<b>Campsbourne</b>	<b>Object</b>	<p>This will make North View Rd a rat run. Parents dropping off children will park in this road. Noise will increase because traffic from Boynton estate will now have to drive down North View Rd. I don't want the scheme as it will just encourage parents to park elsewhere.</p>
		<p>This will only put pressure on local residents. Parents driving in will just use surrounding roads. As residents we will also have problems with deliveries and services calls. Car use does need reducing with perhaps a toll system for parents driving children to school, and also a borough tax on those households with multiple cars</p>
		<p>Throughout the trial, I have had numerous car fights outside my house during the operating hours. The signage is not clear enough and our road is a very busy thoroughfare. Car drivers are stressed because they don't know if they have been given a ticket or not, and lose their tempers at the bottleneck, right outside my door. I have to listen to people hooting horns and shouting at each other as they block the road and refuse to reverse back to let others out. Angry drivers eventually reverse at speed and dangerously to get out. It is incredibly dangerous for anyone who might try to cross the road junction with Nightingale Lane Brook Road or Beechwood throughout the school scheme operating hours. If, heaven forbid, a skip or scaffolding is being delivered in Beechwood Rd or Northview Rd, then things get 100x worse.</p>
		<p>To drive to and from our homes at these times will involve a long deviation using other roads - tripling the journey. This creates longer car journeys, more pollution and noise</p>
		<p>Too much traffic Cars being damaged by passing vehicles. Residents cannot park their car at busy times i.e. school pick up</p>
		<p>Traffic will be displaced to North View Rd with increased pollution and reduced air quality</p>
		<p>Very difficult as a teacher to ensure I arrive and leave work at the correct time to not get a fine but there are not enough permits for every member of staff</p>
		<p>We don't need this. I work at the school and there are no problems with traffic here. Also, as a resident I don't think it is needed or will make a difference</p>
		<p>We have been forced out of the area due to rising house prices. There are days when I have to drive so this scheme isn't discouraging me from driving. It is a massive inconvenience. It would be more helpful if the yellow lines on corners were reinforced as no parking zones instead. That's where the problem lies. Use of cameras pointing on those would be beneficial for all</p>
		<p>We object to the scheme in its current form as extra traffic and pollution will be moved into our road. We support a walking zone but don't understand why South View Road is part of the plans. There will be many more U-turns in our road causing obstruction. What am I supposed to do when I have grand-children dropped off, or have a delivery, or work done on my house during the restricted periods? I soon will not be able to drive and will have to be picked up.</p>
		<p>While I accept there is a problem with parents driving their children to Campsbourne School the planned School Street scheme will have just an impact on those local to it. All of the streets coming off Nightingale Lane to the west are part of a large cul-de-sac. Too narrow to turn your car around if you happen to be facing east during operation of the scheme. You'll push all the locals down Hawthorn (which they will, they'll not use Boynton road because it is worse) not to mention what the parents will do to find a way round this, which they will. The nature of the roads in this area already make it difficult for locals (yes there are plus sides, it is quiet) already, the roads are narrow and easily blocked already and it feels to me you're pushing the problem onto us, all my neighbours walk their children to the school and many don't even have children there or at all. Just a walk away this small area and you'll see how this scheme will unfairly impact the locals, simply because parents can not be reasoned with. I'm not someone that is against travel control at all, it is important and necessary often, but here it will just impact those that are not the problem, locals. When the target is parents.</p>
<b>Chestnuts</b>	<b>Support</b>	<p>Anything that keeps our pupils, families, and staff safe travelling to and from school is strongly supported by all staff. Also suggest permanently closing Etherley Rd to traffic from Black Boy Lane to first corner of Conway Rd</p> <p>It is a bit of a rat run particularly around school pick up and drop off. Less traffic is obviously safer for the kids but also reduces air pollution for residents.</p>

<b>Chestnuts</b>	<b>Support</b>	<p>It makes the journey to school far safer for students</p> <p>It used to be chaotic on that corner with parents parking their cars at school times. It has definitely improved. Thank you. Not sure ANPR will work as I saw a moped divert along the pavement to get past. Really appreciate the volunteers but I understand if they want their lives back</p> <p>It's great for reducing pollution on one side of the school. Also it stops the illegal parking and drop offs and pick ups which create all sorts of problems at drop off and pick up times. So, calmer, cleaner, safer.</p> <p>reduce cars using the road which is busy with school children.</p> <p>Roads in the area are dangerous and the more that be done to reduce traffic volumes &amp; speed, the better</p> <p>Safe space for my child to arrive at before going into school. This has meant he likes to cycle to school early to use the space</p> <p>Support the scheme but want something done to reduce traffic and speeding along Black Boy Lane. It's too busy. The school street scheme is good but it doesn't deal with the problem of BBL, which needs to be made much safer for the school. Unsafe crossing point by the bus stop and the narrow pavements make this all very dangerous</p> <p>The Etherley Road / Chestnuts school street has been a great starting point, my kids are now much safer walking to school. However, the scheme absolutely needs to extend to Blackboy Lane, as soon as we turn onto it, it is polluted, unsafe, and has incredible out narrow pavements which make the cars speeding past even worse. The small section of road the scheme currently covers is good, but it needs to be expanded hugely.</p> <p>The roads around Chestnuts school are incredibly busy with road traffic making the journey to school dangerous for children and their families. We walk past Chestnuts every day on our way to my son's nursery. Being able to use the school streets has allowed us to take a safer, less polluted route and means we can let my son cycle.</p>
	<b>Object</b>	<p>As a disabled resident I have somewhat unfortunately sat in my lounge for the best part of 25 years. I am very aware of what goes on outside, and I can reliably tell you that not more than 3 vehicles a day pass by the section of road that has been closed off. That's not 3 vehicles a day during school hours, that's 24/7. Is it worth all the money spent on signage, surveys, staff, hardware, designers, cameras etc tec.? I don't think so. In fact, I think it's a complete waste of money. It's not Haringey council's money. It's taxpayers' money, and money that is at this time very scarce. I am aware there have been a few incidents with children and traffic over the years, but it's my understanding these incidents have been caused entirely by parents of the children at the school. For 3 vehicles a day, regardless of the fair and caring motivations of those involved, I just don't think it's anywhere near worth the money. It's a flagrant waste of money. One other point I'd like to make is that the position of the planters at the junction of Etherley Road and Blackboy Lane (who's namechange is another total waste of money) is such that in order to turn left into Etherley Road it is necessary to pull out to the other side of the road, which is creating danger. they should be moved backwards about 1m. I'm very opposed to this scheme. Clearly, nobody has bothered to do a traffic survey first. It's just spending taxpayers' money and not being accountable for it.</p> <p>The street closure during school pick up and drop off times has simply pushed all the cars and delivery trucks further up Etherley Road! There's no reduction in traffic just a displacement of it.</p>
<b>Coldfall Primary</b>	<b>Support</b>	<p>A good idea which I support, however 90 mins at either end of the school day is unnecessary. An hour maximum is all that's required. Additionally delivery drivers and workman need to be able to access the street during these times so this needs clarification and confirmation.</p> <p>As a resident I often have difficulty driving in or out at the school run times</p> <p>Because the road and neighbouring roads, particularly Coppetts has become so busy and cars drive fast and carelessly causing danger to children and pedestrians.</p> <p>Because too many cars still park either in the road, or on Coppetts Road by Coldfall Avenue and cause chaos and potential danger for children and other pedestrians.</p> <p>benefits are clear - reduced cars, less pollution, safer for the children.</p> <p>Brilliant idea - we queue up to drop our children off and breathe in the fumes of those parents who insist on driving their children right up to the gate. Can't wait for this to be stopped.</p>

<b>Coldfall Primary</b>	<b>Support</b>	Coldfall avenue is very busy for pedestrians before and after school. Since the school street scheme started, crossing the end of Coldfall Avenue is far safer for my daughter and I.
		Good idea
		I don't object to the school street scheme. Indeed I, personally, have not had a car for 14 years, as a way of reducing my carbon footprint. And I have learnt from my neighbours, nearer the school, that there is a road safety issue when cars try to turn round in the cul de sac after taking children to and from school. But I think the scheme could be tweaked to make it work better for all the residents. I have sent you these suggestions before, but I only had a computer generated response that my views had been received. Would it be possible to have my questions answered?
		I like how it will reduce parents' parking down the street. However I have concerns about deliveries and trade vans as these may well not deliver if they arrive at a time without access to the road. Trade and delivery vans need access at all times. Also have speed control because although it's a short road, it is amazing how many people speed along it.
		I love the change, it has made a huge difference to the walk to school down Coldfall Avenue. Previously the road was a mess, too many cars and the fact its a dead end would mean cars trying to turn around at the end, which is where the gate for the school is, which was far too dangerous. I very strongly support this becoming a permanent change, its a real improvement to dropping off and picking the children up from the Coldfall avenue gate.
		I strongly support the scheme. The street feels safer and it's much easier to walk to school without cars trying to park or make difficult turns in close proximity to the children. I witnessed a terrible traffic accident on this street a couple of years ago where a school child was struck by a car rushing to school pick up and always worry that will be repeated.
		I think It is an additional way to keep out children safe when walking to school.
		I think it is fantastic. It has made the entrance to school so much safer as cars were turning dangerously and often mounting the pavement. It has also reduced the pollution as there are no longer cars idling outside.
		It has been a success in creating a safer street for families during drop off and pick up at school. I don't think it needs to be as long, an hour would suffice.
		IT IS MUCH SAFER IN GENERAL BUT NOW VERY DANGEROUS ON COPPETTS ROAD OPPOSITE COLDFALL AVENUE. THIS IS BECASUE CARS PARK ON THE PAVEMENT AND PEDESTRIANS CANNOT WALK ON THE PAVEMENT. I HAVE SEEN A MOTHER HAVE TO STEP OUT IN THE ROAD WITH HER PRAM AS SHE WAS UNABLE TO PASS ON THE PAVEMENT DUE TO CARS PARKED ON IT
		loads of congestion, dangerous driving and parking, noise, hitting parked cars, arguments and no parking space for residents during school run times.
		Much safer at drop off / pick up. Previously there were cars parked illegally obscuring visibility on crossing road safely and cars doing 3 point turns or trying to reverse up and down the cul de sac whilst children pouring out of school abd parents distracted, it was so dangerous
		Objectives are sound. I am however concerned about the knock-on effect for Everington and Steeds roads - both in terms of traffic and pollution. The scheme needs to be monitored to ensure no problems are displaced to other locations - specifically poor driver behaviour at the Everington Road school entrance.
		Over 60,000 people die in UK from air pollution every year. We are in a climate and ecological emergency and need to reduce emissions ASAP
		People were driving down the one way street like crazy before, I was worried my kids would be run over and it was just stressful. Now my child in year 5 is able to walk home on his own more safely It is much nicer and I live close and has not caused any congestion on my street, I think more people are walking now
		Please extend to more streets
		Since it has started, the street is much safer for children, without cars speeding for a quick drop off. It's quieter and less dangerous. Slightly difficult with some deliveries, but this is a minor disadvantage over, a cleaner and safer street with less emissions, as no idling cars now

<b>Coldfall Primary</b>	<b>Support</b>	Street safer and more pleasant. As well as a huge decrease of cars driving down the road, there is a massive decrease of cars turning in the road and over hanging on the pavement being extremely close to children. I hope they extend the school street to Everington.
		Strongly support to protect our children form the many cars at drop-off and pick-up times. I would also point out that collections often takle place at 5pm because of the after-school clubs. I suggest that this time is included and also it would help if parents did not sit in their cars with the engines idling, while waiting for their children
		Support the scheme. However would like clarity on whether delivery drivers and workmen will be able to access the street during these times as believe they should be. I'm also very wary that this is being done on good intentions but will ultimately lead to paid for resident permits which we DO NOT NEED OR WANT on this street.
		The current situation is dangerous and untenable: reckless and inconsiderate driving and parking; silly numbers of cars double parking and/or attempting three point turns on what is a small dead end street. It's only a matter of time before someone is seriously injured or killed. The current situation also results in considerable inconvenience for residents who are unable to drive onto the street or else become tangled up in traffic chaos when attempting to leave the street during the school run. A long overdue initiative.
		The scheme has been fantastic at reducing congestion at the school gate. So many cars were coming down Coldfall Avenue which is a dead end with nowhere safe to turn and as a result cars were turning dangerously and even mounting the pavement at times. There is a great feel now down the street as it is SO much safer to walk down it than before. Pollution levels will also have dropped as there are no longer cars idling at the school gate.
		The scheme has been very successful and I completely support it's extension
		The street can get very congested - sometimes even blocked. However I am concerned at the impact on deliveries and services incl workmen who need to enter or leave during the times. What If I want to have a friend or visitor during these times? Can we register for day visitors exemption?
		The street feels so much safer and cleaner without cars zooming in the morning. Less risk to children on the road. Parking for residents is also easier during these times as often at school pick up times, it was near impossible to park on the street. We are right next to the school and can see the benefits of the scheme
		The street is full of school kids on drop off and pick up from school times. Some parents are in rush to get to work and drop their children off. It can be stressful time for parents and I have seen some dangerous manoeuvring, which puts lives of children at risk. It is not worth it. There are places close by to park, no need to get so close to the school. Coldfall Avenue is a dead end, you would need to turn to drive out.
		There are a persistent number of parents who continue to drive to and from the school, causing congestion, as well as sitting in their cars with engine idling.
		Traffic noise, and safety. I'd also like the scheme to include Everington Rd as that will become busier.
		We live by the school and rthe chaotic driving is scary at school times as cars drive on to the pavement when turning round at the end of the road.. It will be inconveinent for residents' deliveries etc. but it is a small price to pay for safety
		We need more space for walking and cycling, not cars. People should drive less and drive slow and safe around schools. Lollipop Lady Lydia is amazing.

<b>Coldfall Primary</b>	<b>Support</b>	<p>While I am an enthusiastic supporter of the principle of School Streets, I'm afraid that I have very grave reservations about the details of the proposed Coldfall project which I'm hoping you can help address. The current Coldfall School Street plan is seriously flawed in its design, and it seems almost certain that it will have opposite effects to those intended. As I'm sure you know, Coldfall School has two entrances, one from Everington Road, the other from Coldfall Avenue. The current School Street proposes that car traffic is excluded only from the Coldfall Avenue entrance, and parents will remain free to drop their children off at the Everington Road entrance. The inevitable outcome of this bizarrely half-hearted design will be that traffic will increase at the Everington Road entrance to the school, as many parents who habitually drive their children to school will continue to do so, as long as one entrance is still accessible by car. I live on Everington Road, and can personally vouch for the fact that the street already becomes extremely congested and busy at school drop-off and pick-up times. I believe that Haringey Council has been monitoring traffic on the road at these times, so I'm sure that there is empirical evidence to support my assertion. I'm certain that this congestion will only increase when the School Street plan is introduced next week, when all car traffic will effectively be funnelled along Everington Road, whereas until now the traffic has been split between Everington Road and Coldfall Avenue. The current proposal will undoubtedly improve air quality and congestion on Coldfall Avenue, but only at the expense of Everington Road, where air quality, congestion and pedestrian/cyclist safety will all worsen. I'm sure that it is not Haringey Council's intention, but it is hard to escape the conclusion that conditions on the more affluent street will be improved at the expense of the street where less well-off people live. I would appeal to you to use whatever influence you have to ensure that this ill-conceived, divisive and potentially dangerous proposal is rethought without delay. It seems obvious that the solution to the problems I foresee is readily achievable: the school street proposal should be extended to include Everington Road, and most likely all of the other streets on the Coldfall Estate. If this simple measure were to be adopted, parents would have little choice but to switch from car journeys to cycling or walking. Would be great if the scheme was expanded to more streets in the area.</p>
	<b>Object</b>	<p>As a resident very close to Coldfall Avenue, we used to park our car there because Coppetts road is very busy and we have small children. Now we have no access to the street and have paid two huge fines because we turned our cars on the street in error at the beginning of the scheme. Our neighbours at not 15 (directly next door) were granted a permit. Every day Coppetts road is chaotic. We can't even park in spaces directly across of our house as the street is rammed with parents parking illegally. It's great that the residents on Coldfall Avenue are no longer affected however the problem just gets pushed to the end of the street. We have also noticed that as you go down Coppetts Road, as the houses decrease in value, the road surfaces become worse. I question why Everington road wasn't turned into a school street? Is this because it is less affluent? I'm glad my child can walk up to school without cars buzzing up and down the road however our life was easier when we had a parking space on Coldfall Avenue.</p>
		<p>Coldfall School has two entrances, one in Coldfall Avenue and one in Everington Road. The roads on the Coldfall Estate, Hill Road, Everington Road, and Steeds Road are always extremely busy, with cars parked on corners despite double yellow lines. (This happens because there is no where to park) Now because of the Coldfall Avenue restrictions I am sure we will have even more congestion, more pollution, unable to get in or out during school drop off and pick up times because with the new restrictions these roads will become even busier. I would support the same restrictions being implemented on these roads. I would also like to see some kind of traffic control on the estate, with maybe traffic cones or bollards being used on the corners of the roads to prevent the vehicles parking, especially when small children are crossing the road. I am disappointed that it has been implemented on Coldfall Avenue, and not on the Coldfall Estate, please take a look at the junction of Coppetts Road and Everington Road to see how much worse its going to be with the extra traffic. As a resident of Coldfall Estate I would never attempt to leave the estate or come back home during term time at pick up times, at those times I refer to the Road as 'THE CAR PARK'.</p>



<b>Coldfall Primary</b>	<b>Object</b>	I support the principal of improving road safety and air quality in the road but object to the way it is being implemented. Preventing deliveries to the residents of Coldfall Avenue for a total of 3 hours during each school day is highly inconvenient. Many companies, particularly when delivering bulky items, do not offer time specific delivery slots. As well as the inconvenience, when delivery is not possible, a further delivery charge can be implemented. This is highly unfair. Secondly preventing access to the vehicles of workmen with their tools to visit the houses in the street during these hours is going to be highly disruptive to the residents. I would be more in support of a scheme where residents could obtain permits, and visitor permits for special deliveries and tradespeople as necessary. However I do not support this scheme of the blanket banning of all vehicles but those of the residents through the camera recognition of number plates. Also I am aware that during the 6 months trial period, cars will continue to be able to access Everington road to drop off at the other school gates so the extra congestion of vehicles there will make the road less safe in that area and decrease the quality of air at those gates. Therefore the inconvenience endured to the residents of Coldfall Avenue during this time will be to no clear benefit.
		I support the principal of school streets but strongly object to this ill-advised proposal to restrict traffic in Coldfall lane only. This will inevitably displace traffic to Everington Rd. which is already congested at school times. Everington Rd needs to be included in the scheme along with possibly, Hill Rd and Steel rd. The current scheme will simply concentrate congestion.
		If I'm out and come back home at 3.30pm I cannot park outside my house. Also, when I have shopping it is very difficult. I have a blue badge
		More limitations placed upon residents and ways in which the council can make money from unsuspecting drivers. Poorly signaged unless you realise what a school street entails
		Our road will be used as a car park
		Pavement widening on Everington will be dangerous, as delivery lorries and dustcarts will have difficulty turning out of Steeds Rd. Also, in my experience, most parents drop children off at the Everington Rd entrance; so restrictions at the other end will have very limited effect.
		This will displace traffic from Coldfall Avenue on to surrounding roads
		Trade vehicles (e.g. deliveries, building work) should be exempt from this system. Otherwise it will make it very difficult for the residents.
		We are elderly and I am disabled. Therefore when I require more than one visitor / carer at a time, this will not be convenient.
<b>Earlsmead Primary</b>	<b>Support</b>	I welcome this as I hope it will reduce traffic to the area. However we are experiencing increased traffic on our street Harold Road. I think this scheme needs to be extended beyond this single street and other road calming measures need to be planned in far more detail if this is going to succeed.
		It encourages people to walk and cycle and to not use their cars. Parents should not need to use their car to bring their child to school. Pollution and health benefits to active travel are obvious. Reduce the dominance of cars in Haringey. If everyone drove their child to school would the traffic be any better. Haringey needs to be progressive like Waltham Forest or Hackney. It is so obvious.
		It gives greater safety to children and parents and reduces pollution a bit. And it reminds us all that driving everywhere is not a right.
	<b>Object</b>	Just pushes traffic to other streets and more idling in jams only adds to the problem

<b>Earlsmead Primary</b>	<b>Object</b>	<p>The possible changes to the junction opposite the school Wakefield/Rangemoor Road would be a very bad idea. That little patch through the traffic island is the only access/egress to all the seven roads in Page Green, where there are some 500 dwellings. You should have info re how many vehicles have permits for this area. In the past when I commuted, it could take a very long time to get through the jam there, as traffic coming down Broad Lane does not allow traffic out, and does not leave a gap even when the lights are red. Your plan mentions widening the pavement (ie narrowing the road) outside the school gates. So there will be backed-up traffic in both directions, and likely a few fights. Your sketch plan shows possible extending of the pavement by the island to block the junction. Your map does not show the island that's there so I am at a loss re how any new layout will work. I suspect whoever drew this plan does not live here and worked from old maps. I would be happy to gather some local residents to discuss this with you and see what's possible. NB This consultation has not been publicised here, I found it by chance, this could be a major change for local residents. When the old gyratory was removed there was no follow-up re how it's working. There are some minor changes that could make a huge difference. We asked at the time for traffic lights at the junction Broad Lane/Rangemoor Road but had no response. A box junction, or even a box with Keep Clear on it, would keep that exit workable as the incoming traffic from the east backs up from the lights at the High Road to block even one car getting out. We have other ideas and feedback but we need to get a chance to talk, not respond to a serendipitous link.</p>
		<p>This is the only street to exit the page green residential area and simply feels like a stealth tax on those residents. This is supposed to discourage people driving to their local school, not trap residents and demand a fee for the simple right to be able to drive out of their neighbourhood and get to work. No fees or permit requirement should be levied on the residents of page green area (Wakefield Road, earlsmead, colles, Townsend and Pembroke). This should be linked automatically at no extra cost to the existing permits we already have to park outside our house. In the reasons for applying for an exemption from the school zone, there is no option for "this is the only road in and out of the area I live" or similar. There is no alternative exit in and out of the page green residential area, so this school traps residents of this area. This is not thought through properly. The school zone would be good, but residents shouldn't be trapped as a result and exemptions should be automatically levied based on the CPZ permits issued for this area.</p>
<b>Highgate Primary (Blanche Nevile)</b>	<b>Support</b>	<p>As parking spaces are very limited, it would be good to have any kind of restrictions and more checks on non-permit holder cars parking here during CPZ operating times. As a pensioner caring for my disabled daughter, I have a blue badge and companion permit. I cannot see why we should need yet another permit. I don't have a computer or access to the internet or smart phone and in your plan, residents like us have been excluded; as I can see no mention of how we can contact you or how to apply for a permit. When I telephone, I am kept waiting for 35 minutes and in my situation this is very difficult. Your advice and attention into this matter will be appreciated.</p>
		<p>Bad air quality, too much traffic...</p>
		<p>Child safety and cleaner air</p>
		<p>Children, as well as residents, are being choked by the daily school rush and the through-traffic down Woodstock rd. For children the effects of pollution are incredibly severe with long term effects on lungs, heart and brain development. This is too high a price to pay. Children should be protected otherwise we will see the effects and pay the consequences of our inaction in the future.</p>
		<p>Climate change, safety for children, pollution - there are no good reasons to prioritise cars in our city. Any inroads towards making driving less convenient are welcome.</p>
		<p>Drastically reduces the amount of traffic dropping off children at school and ultimately makes the local streets safer for children.</p>
		<p>Extreme pollution and big congestion caused by parents parking obstructively</p>
		<p>Good to have only pedestrians and cyclists. Less cars is key!</p>
		<p>Great idea. Will make the roads so much safer!</p>
		<p>I am disabled and do not have internet. Please send to permits to my address. Scheme will be good for the children as parking by some parents / guardians is very obstructive.</p>

<b>Highgate Primary (Blanche Nevile)</b>	<b>Support</b>	<p>I do think that traffic needs to be cut but from experience with Highgate primary traffic is pushed onto Sheldon Avenue, it is not reduced. The whole area around Highgate private school is difficult - inconsiderate driving and parking around the end of Denewood and onto Broadlands Road which impacts the local pedestrian experience. This is already bad and with the introduction of this school street I expect that the surrounding area to be even more unpleasant and dangerous. The issue has to be resolved by people not driving their kids to school.</p>
		<p>I fully support it for the safety of our children. We now feel more secure going on bikes. It also makes a difference for air quality.</p>
		<p>I strongly support the scheme as it provides safety of children plus better air quality if parents are unable to sit outside schools with engines running. without a doubt as the weather becomes extreme the car heaters will be running.</p>
		<p>I strongly support the scheme because it has reduced my stress levels. Before the scheme started, the roads surrounding the school including Yeatman, Gaskell and Storey Road, were chaotic, noisy and very stressful for everyone, especially most residents. I don't hear the tooting of horns and shouting, which used to go on. I have PTSD and suffer with extreme anxiety at times. I also have asthma and found the air quality quite bad at times. Often parents would arrive early, and keep their engines running for ages. Occasionally I have gone outside to politely ask if they would turn off their engines, and thankfully they would comply. Since the school streets have been introduced, the air quality has improved somewhat, and it is a lot quieter in my street now. So I'm hoping that this will become permanent. It make for a much more peaceful and cleaner environment all round. I am delighted with the scheme. Well done Haringey! Please keep it going!</p>
		<p>I support because the parents that use the school double park and park over yellow lines and in disabled bays the road is very dangerous around these times, the streets around get gridlocked</p>
		<p>I support the scheme because it is safer for the children and is less pollution.</p>
		<p>I support the scheme because it provides a much better environment for dropping my children off and collecting them from school. It's so much safer especially for older children walking to school themselves. Storey Rd is such an awful road to cross when walking down North Hill. The environmental impact is also important to me too...the air for the children wen travelling to school and playing in the playground must also have improved. Added to that even if they're only walking from a few streets away it's good exercise too.</p>
		<p>I think it is important for the environment and it is important to pass on the message to future generations. The scheme helps to protect the children from drivers that may not drive carefully around streets surrounding the school, it is also a good way of getting children and parents doing some exercise which is good for the body and the mind! It also makes the sense of community stronger and it is lovely to see the children meeting nearby and walking up to the school. I understand some people may leave further away but we do 30 minutes walk in the morning and it is good for everybody. If we don't have much time to do all that we drive half way and walk the rest.</p>
		<p>I think one of the best thing Haringey Council has ever done by School street scheme, it works for me and I strongly support it to stay it keeps the air cleaner less noise and mayhem in the morning and afternoon school run , it was upsolute nightmare before the scheme, I do hope that it would stay permenetley, I suffered enOUGH nopise and pollution from the cars.Good on you Haringey well done! you have my support 100%.</p>
		<p>I think this is a good idea in general. However it will create chaos for some parents who drive from a distance away. It will make schools more popular just for local residents and people will have their own views on this but from a "green agenda" level a good idea. What really needs looking at in tandem is creating roads that are safe for children to cross to get to school. My children walk for about 15 minutes and on that journey there are two dangerous crossing areas coming from East Finchley to Highgate Primary School. It is basically a tragic accident waiting to happen. The location I have attached is one of them where cars/trucks accelerate doing circa 40mph into a camber bend with just a pavement and no barrier for protection.  <a href="https://goo.gl/maps/WtTLitgh7yY7Y6qn6">https://goo.gl/maps/WtTLitgh7yY7Y6qn6</a> For me there is a priority over traffic versus safety. The above proposal to create School Streets is great but needs wider thought.</p>

Highgate	Support	
		Improve air quality and road safety during busy school commute time It creates a safe and healthy habit for children, parents and the community. Since then we are able to come by bike without being in danger by traffic or pollution. Thank you so much for promoting a safe and healthy community.
		It has significantly reduced traffic in this one way in, two way out area during peak times, reduced pollution in and around the school and encouraged more people to walk. Also the noise pollution has reduced dramatically. Altogether positive.
		It is a great scheme and reduces the pollution around the school which is so much healthier.
		It is absolutely brilliant. No more clogged up roads, no more pollution, no more frantic parents fighting for parking space, no more residents frustrated with not being able to park, no more bickering parents. It is calmer, quieter and yes, less pollution- better for the children, the staff, the parents and the residents. So please keep it in place.
		It is much more safe than ever for children go to School, for health (air pollution and noise) and safe when crossing, cycling, running.
		It makes our road safer, cleaner and quieter.
		It reduces the very dangerous approach for us coming down the bank on North Hill. Normally the cars come out of what is a blind turning on Storey Road onto the bank and create a significant hazard coming down the road. Its also much easier to mange bikes on Storey Rd with less traffic.
		it would be good if it was accompanied by better protection at the crossing between north hill road and the A1. many family use that crossing with little children and it is not safe
		It's just so nice to see the kids walking and running down the street. Calmer, less pollution. Just an amazing improvement
		It's been such a revelation not to have multiple sets of cars blocking the road morning and evening. Hugely safer for children/ parents too.
		It's made the area around school less congested and more peaceful in the morning and again in the evening.
		Kids should walk to school and we need clean air!
		Less cars around school is a good thing
		Less traffic, safer and cleaner walk to school
		Massive reduction in traffic congestion and noise during operating times
		Much safer for children crossing the roads in the immediate area of the school.
		narrow downhill road in which cars and children are constantly crossing each other with significant blindspots for cars. should have been done a long time ago
		Nice reduction in traffic and idling fumes. Seems safer and improves air quality
		Our walking/cycling journey from our home in East Finchley to the school is a dangerous one. There are many busy roads to cross, most without a zebra crossing or traffic lights. The school street arrangements have at least reduced traffic from the immediate vicinity of the school, which has been a great help. I would like to comment on the nearby roads and crossings however, which are dangerous for the dozens of children who use them each morning and afternoon. The crossing at Aylmer Parade whilst walking along Great North Road/North Hill is a risk each time we cross and needs a zebra crossing or similar. Cars come off the A1 and turn into Aylmer Parade at high speed. The other dangerous crossing is at the junction of Woodside Ave and Great North Road. Crossing either road at this busy junction is incredibly difficult, with cars coming from all directions, including turns, at high speed. A zebra crossing is needed to help cross Woodside Avenue and Great North Road in this section. There are dozens of children trying to cross these roads every morning and afternoon and it is an accident waiting to happen. Thank you
		Parking outside the school is currently dangerous
		Please also have this outside Highgate Junior school on Bishopswood Ave
		Reduction in pollution / CO2 emissions from less people driving to school Children's safety around the school - we've previously had several near-misses
		Removes the danger to children from double parking, road rage, etc as parents try to find spaces and other motorists get annoyed. Also discourages driving to school so has environmental benefits.
		road safety, air quality, safer for everyone.

<b>Highgate Primary (Blanche)</b>	<b>Support</b>	Safer and cleaner for our pupils and school community. Less pollution and lower carbon footprint if more people travel to school in a sustainable active way. Embedding good environmental attitudes.
		Safer, promotes cycling and walking, less pollution
		Safer, quieter, and less pollution
		Safety pollution - I agree
		Sensible and will lead to better safety and lower pollution. It's a pity the school has not created access from the main road as that would have avoided the congestion on the narrow residential roads. The school has extensive grounds and could easily have organised access via the main road.
		Storey Road is a nightmare. The scheme will improve things for residents and the school. However you don't say how it will control displacement to neighbouring roads, or whether parents will drive in earlier - especially if they are not prevented from leaving when they want. I assume you will be monitoring this.
		Support the scheme subject to assurance that parkign rights on North Hill will not be affected and that Nort Hill residents won;t have any displacement parking congestion. Speed humps should be installed along North Hill to slow don traffic near the school. I would welcome CCTV as well to monitor traffic violations
		The area is extremely high traffic and suffers from poor signage, particularly for existing the Wellington Services where many parents and children walk. I fully support this scheme.
		The roads are much safer now. There is less road traffic incidents, road rage incidents and speeding incidents.
		The three affected roads near the school are much clearer of traffic. It is clearly safer for the children. It is easier to cross these roads at drop-off and pick-up times.
		There are still quite a lot of cars on the school Street and not just from residents, so I don't feel it's safe for the children to cycle on the road. I would reduce the speed limit during the times when the school Street is in place.
		There's less traffic at crucial times therefore less chance of accidents. Safer for the children going in and out of school. Less parking issues and double parking around the school gates.
		Too many cars obstruct the road and keep their engines running. Times could be 8am to 10am to stop early arrivals. Please consider this
		Traffic fumes are terrible for kids. Also you should close Broadlands Rd, View Rd, and Deanwood Rd.
		We walk to school and we feel much safer in the area surrounding the school now that it is relatively clear of traffic. We actively avoid north hill however, approaching via Gaskell Road, as some parents have been adapting to the new rules by doing some crazy parking manoeuvres there. It would be good to see some enforcement of traffic rules.
		When walking my daughter to school, it is dangerous crossing Kenwood Rd because of speeding cars. Cars also loiter around the school gate with engines running, and thsi is bad for our health when walking past.
		yes to better air quality for children and teachers but worth noting that many childrenb already walk to school, so there may not be much difference apart form more parents parking on North Hill. I am therefore concerned that North Hill will become more polluted with parking congestion as a result of displaced parking under the scheme
	<b>Don't know</b>	Obviously good for the children. Good for people wealthy enough to live nearby. Not so good for us personally as we live too far to walk/cycle and there are no direct public transport routes from our house (two buses each way)
		The scheme will just encourage parents to drive in earlier and cause more prolonged parking issues for residents. It will therefore have no beneficial impact on the environment. We don't object to parents dropping off and collecting their children
	<b>Object</b>	(SEE LETTER) In constant need of medical /carer support. Support needs unrestricted access 24/7. Suggest you offer permits to elderly / sick persons for their visitors Exemptions will not suit all our needs. Food deliveries, and carers are all daily visitors and cannot park long distances away to provide urgenet daily care needs.



Highgate  
Primary  
(Blanche  
Nevile)

Object

1. We were not delivered the correct Statutory Notification Letter (we were given Highgate Junior not Highgate Primary school) and despite emailing Haringey Council to ask for one, this was ignored. This letter was also not on your website. 2. Delivery times cannot easily be controlled by residents, so imposition of these controls is unreasonable. Deliveries also reduce private car usage, and should therefore be encouraged, rather than discouraged. 3. Blips on North Hill slip road (which we understand would run 24/7) would prevent things such as scaffolding from being delivered to our properties. Forcing scaffolding to be carried round corners, for example, is ludicrous and incredibly dangerous. 4. Re blips, in our experience, parents of children being dropped at the school do not park on the double yellow lines, so this is simply unnecessary.

According to the Council's own website, there are 4 main reasons behind the creation of School Streets. In the case of Highgate Primary School none of the objectives could possibly be achieved. In fact, these schemes will achieve the opposite. 1. Traffic volume is reduced ONLY in the closed street (Eastern part of Bishopswood Road). Parents who cannot walk to school or use public transport still drive to the school. Cars converge at the closed ends of Bishopswood Rd from Broadland Rd, Hampstead Ln and Western part of Bishopswood Rd. The creation of the School Street now causes a bottleneck and traffic stagnates. Hampstead Ln – a major road in North London is now slower because cars stop to drop kids. Broadland Rd sees super slow-moving traffic, which in turn causes MORE pollution. Emissions are not reduced, air quality is negatively affected and traffic is slower. 2. Parking was never a problem outside the Highgate Primary School because parents used to drive the now-closed Bishopswood Road and drop kids on the go. Now, however, they have to look for parking in order to walk 30m (which under no understanding of the term could possibly be considered "exercise") and drop kids. Parking has NOW become a problem around the School Street. 3. Further to the previous points, parents who can't walk, cycle, scoot to school are still going to drive. Streets around the school are LESS safe because there is a bottleneck of cars having to negotiate their way through small roads NOW filled with parked cars. The increased physical activity is non-existent because from the open roads to the School Street there is less than 50m. 4. Parents and kids who are now obliged to walk the last 30m from the parked cars to school converge and walk together. This scheme does all BUT promote social distancing, in fact, one might say that forcing parents and kids on crowded buses and trains during rush hour PROMOTES the circulation of the virus. Street Schools should not be put in place as a political move that involves ALL schools without a proper analysis of the individual circumstances. I am sure that some schools greatly benefit from this scheme, but it is NOT the case for Highgate Primary School.

Although I understand the principle of this scheme, it seems extremely unfair and unnecessary to penalise whole streets of residents instead of finding another way to encourage parents to change their inconsiderate behaviour. As a resident on the slip road I am already restricted by school drop off and pick up as the parents and children use the road as if it is a pedestrianised zone, so to drive in or out of our driveway and to access our home is extremely difficult. To make it effectively illegal for us to have a delivery, a drop off, a taxi, a workman, for hours and hours every day seems a little extreme. We are all a part of this community but it seems residents are being punished for living here when it is the behaviour of the parents you are apparently trying to change.

Although residents can apply for an exemption, it's a total nightmare for workmen, deliveries, friends and family. During this trial period we have been completely paralysed at the most important times of the day when we need to be moving in and out of our road. The school should be asking parents not to drive but not penalising those residents who live in the area.

Highgate Primary (Blanche Nevile)	Object	As a local resident with young children i am concerned by the significant increase in traffic and vehicles using North Hill and the area directly outside my property during drop off and pick up. There has been a tangible difference in volume of traffic and increase in air pollution from parents leaving engines running at peak times. A workable and effective long term solution needs to be put in place to deal with displaced school traffic and the increase in pollution. Currently residents of the surrounding roads are having to deal with the overflow and a number of residents have complained. Until this issue has been addressed i will strongly object to the scheme. It's simply replacing one problem with another.
		As retired residents we travel from and to our home frequently, unlike some other residents who work away from home and perhaps are not affected directly. This makes it harder to remember the days and times SS is active. My husband has an exemption, but it is still a nuisance to have to think about it, considering CPZ is another thing to remember for visitors etc. I share a toddler childcare and find it hard sometimes to return home when I need to be. Traffic seems calmer, but I can't say it's an improvement as some parents arrive before SS starts and others park on double yellow lines on the embankment along North Hill waiting for children. Children and parents who walk also walk on this road so safe it's not! More cars are parked now around adjoining street so there is still a lot of traffic and fumes. In addition parents sit in cars with engines running on Saturdays when the school is used for drama. In my view pupils who live further away should use schools in their area so there would be no need for cars. I have also seen a number of dangerous looking bicycles carrying children in 'front loaders'. Surely that's not safe? I know it's not easy, but the real problem is having irresponsible drivers and a road safety officer outside the school would deter most of them.
		because i need park at work near school i live in Essex
		Big catchment area. We live a mile away but many families live further out, and getting to and from school is becoming extremely difficult without a car.
		Broadlands Road and Denewood Road are very quiet except during school drop of and pick up. The majority of traffic on our road is from the parents. Yesterday the traffic and parking around here was solid. Perhaps someone from the traffic department should come here at 3.30. Now pollution outside the school has been exchanged for pollution in our road. Also Bishopswood is still full of cars as there is free parking. Perhaps it too should be in the CPZ area. When are you revisiting the scheme, how long do we suffer?
		Cars comign to pick up children already park before 3pm to get space so that won't improve things. My partner holds a blue badge and can't be taken home during these times without getting a fine. This scheme restricts his freedom. All residents should be free to come and go as shoudl all taxis / minicabs carrying people with disabilities. Clearly, very little thought has been given to people with reduced mobility who rely on others to transport them. One resident has visits from a district nurse, so how will that be organised?
		Dear Sir/Mam, I write to you today in reference to the Highgate Primary School School Scheme I am writing on behalf of my mother who is a resident in Yeatman Road who is Physically challenged and has difficulties walking. As a frequent hospital visitor who requires hospital transport the scheme that is in place for the school has affected her. It has been noticed that parents of school children will purposely drive up hours before school pickups time just to park which goes against the scheme completely. On a few occasions the scheme has made it difficult for hospital transport vehicles and other vehicles that are used to transport patients to have access to the area and as such appointments have been cancelled due to the set time of the scheme I appreciate the scheme is encouraging children to use their two little feet which is a positive however disagree to the fact that residence will have to suffer which is unfair and residence who live here should take a priority. Please respond to this e-mail with a valid response. Regards
		Firstly it's so not safe!! needed to park several times a way because there wasn't enough parking places available closer and me and my daughter needed to cross very busy high roads . Second i am a working mum and now I can't come to the office in time and needs to get out much sooner to make on time and to be able to find a safe parking place

Highgate Primary (Blanche Nevile)	Object	Generally support principle but have reservations / questions. What are enforcement blips? We have rear access to Yeatman Rd and this will make it difficult for builders, tradesmen, window cleaners - especially in the morning. It will also increase traffic on North Hill. Suggest changing start time to 8.30 am by which time most builders etc. will have arrived. Also give exemption passes to residents on North Hill
		Good idea but: 1) You should allow residents to buy permits so that they can give them to tradesmen to enter the roads at that time. Workmen can't start working until 9.30am now which costs me more money as they take longer on the job as they start so late; if my car breaks down I can't call the AA to fix it etc (especially important if you're a doctor etc); 2) Taxis should be exempt. If you've sold your car to be more green and get around by taxi now instead, the taxi now can't pick you up from your house so you can get to work. Or drop you off there. What if you have young children or disabled children who can't walk far away from your house to be picked up by taxi to get to hospital appointments etc?
		I don't think this scheme suits Highgate primary as it has a wide range of catchment area. I can't cycle with 3 kids to school as it's too far for them to cycle. You don't leave us much parking spaces as it's making drop off and pick up times very hard to manage as parking away from school takes too much time from working parents who don't have 2 boys a day free time from work to drop off and pickup the kids. Not to mention the staggering start and finish of the school day which takes a lot of time as well.
		I feel there was more traffic on the main street North road than usual and drivers parked in more dangerous places
		I hold a parking permit but have been denied an exemption. Our neighbours have appealed and been granted exemption. It's an unfair system.
		I live far from school, so I can rarely walk/cycle there. Therefore, I drive the car and find it very difficult to find a proper and safe parking place. Most of the parents park on the North Hill road and often risk themselves while getting out of the car. In the end of the day, most parents I know continue to bring their child to school by car, but struggle badly to find a proper parking place. I think it misses the point of the proposed school street scheme.
		I live on Gaskell road and I sent in my bank stand my log book even though they had my full address of Gaskell road I was refused a permit as my name is not on the council but my girlfriend lives there what is the point
		I need taxis to pick me up (and drop me off) for hospital visits / appointments etc. What am I supposed to do if I can't walk down the road? You have not taken the needs of disabled people who do not own a vehicle into account. Also many carers are on tight time scales and don't have time to walk any distance as it cuts into their caring time.
		I strongly object to the scheme as I think that it makes no logical sense. If I thought it would make any real difference to improve air quality and reduce pollution I would support it but in my opinion it will only encourage early arrival before the scheme is in operation. We live on a road with only one entrance and a no through road and I think we are being penalised unfairly with this scheme. We already have a permit holder/residents only parking scheme between 10:00-12:00 which if we have visitors, are required to buy parking permits. I have no car but I do have deliveries etc and after Covid restrictions end, hopefully visitors and possibly trades people. This will make it increasingly difficult and some residents may feel more isolated as a result and this will have a negative affect on their wellbeing. There is also an allotment at the end of the road and this will restrict movements for those people too. There will be an extension to the ultra-low emission zone later this year which should help reduce pollution. This seems to be more about charging fines and revenue than any real green and environmental benefit. It will just push more traffic out onto view road and the other side roads around the school. It will not make the roads safer as some traffic will still be allowed through.
		I support but the majority of parking is children drop off by parents not resident so all you do is force more traffic to surrounding streets. It shifts the problem.

Highgate Primary (Blanche Neville)	Object	I support your objectives but don't think this will help. We live on the slip road and it's already very difficult to get in and out during school pick-up & drop-off times. Closing the roads will push more traffic on to the slip road which is not designed to cope with this. You need to allow flexibility for residents to have deliveries and service calls without being fined or delayed even more by the school traffic (motorised and pedestrian). Thank you
		I understand the school has already put schemes in place to reduce traffic - some parents will still drive or have to drive (multiple drop offs, heavy bags, young children, disability) and all you are doing is pushing this to the outer roads and the main road. To get to the school children need to cross or ride down a very busy road so not sure of any benefit to the children as this will be very dangerous especially as you are closing roads causing more traffic on the main road. There should have been a public consultation, the first the residents heard of the scheme was a letter received around 15th March.
		I'm not happy. I have family members helping me during the week to pick up my child. As an expectant mother the scheme will make it difficult to family visits and help. Also, it means more hassle for us. The road is not busy and can easily accommodate parents parking at pick-up times
		It creates a strong sense of diversity and inequality to the pupils who live long distance from the school
		It has not worked, and it has caused distress for the local residents now being blocked in by parents cars dumped across driveways, on the pavement and in the middle of the road. The children are less safe as they are walking in the road now due to the above, and walking further on their own.
		It is unacceptable to thoroughly inconvenience residents of 5 roads for one primary school. In Toyne Way no resident was sent a letter about this scheme. The first time residents knew about it were when they drove into Kenwood Road today, 19 April 2021, when they saw boards erected at the junction of North Hill and Kenwood Road. No notice has been given to Toyne Way residents and no opportunity for discussion or dissent. The only way that residents of Toyne Way can enter their road is by going into Kenwood Road, then into Gaskell Road and from there, into Toyne Way. Toyne Way is not even designated as part of Highgate Primary School Street- yet Haringey aim to massively impact and inconvenience Toyne Way residents. This is completely unacceptable. We also do not feel that there is any advantage in putting Highgate Primary into this scheme. It is ill thought out and the impact of it has not been properly checked. Most deliveries come in the mornings. You cannot expect national delivery companies to vary their routes and times for this scheme. Similarly with tradesmen, builders, utility repairmen etc. They arrive at various times to suit their working schedule and this particular School Street scheme would mean that local residents would not be able to access deliveries, tradesmen and builders, repairmen etc. It is discriminatory and removes residents' rights to freedom of movement whenever they choose to come and go. It is also discriminatory and removes the ability of residents to have visitors when they need to it when they choose to. It effectively is against residents' Human Rights, therefore. As it removes their rights and the rights of their visitors, families, tradespeople, workmen coming to do work, delivery people, estate agents undertaking viewings etc, whenever they please. This unfair Scheme takes away rights that other residents in Haringey still have, hence is completely discriminatory.
		It is unnecessary and very inconvenient causing nothing but stress and we already have enough stress living day to day
		It is very difficult to get my kids to school, since we do not live very close and have to put another child in nursery and get to work in time we have to get them with a car, so now we have to park in areas where crossing the road is more difficult and even more dangerous for example the cross road on north hill road where busses and cars never stop.
		It's really inconvenient for those parents that live more than a mile away from school and often have to drive to drop off and pick up our children
		Making things difficult For those who rely on motor vehicles especially those who find walking difficult, i.e. many of us in our seventh decade

Highgate Primary (Blanche Nevile)	Object	<p>More then sometimes we need the car to take our children safely to school, especially when you require a car to travel to work place, or even grocery shopping where relying expensive public transport is not possible. Having and finding free parking is essential around the school, especially if a parent cannot walk long.</p>
		<p>Our school has a very big catchment area and as a result quite a few of the student need to travel in my car. While the school street does provide a safer and quieter street around the school at drop off and pick up times, it's also causes 2 major problems - 1. parents that do drive in, stop/park on North Hill in the middle of road/on pavements or on the opposite lane and putting both traffic and children in danger. 2. while the weather is still good the traffic around the school is somewhat manageable - I feel that the major issue outlines in the first point will be amplified several folds when the weather turns and we get to the winter months. In addition, working parents are finding this extremely inconvenient, it adds unnecessarily time to the morning school run. Lastly, from an environmental stand point, if we are trying to reduce pollution around the school - the majority of pollution comes and will continue to come from North Hill which is a major road, and so school street's contribution in the grand scheme of this is minimal at best.</p>
		<p>Parents double park and across residents' garage access. What will happen to delivery drivers? carers etc? I am disabled and my son has to park away from the house because of parents</p>
		<p>Personally I walk to school with my children, however when weather permits or when other circumstances force me to take the car, I would like to have the possibility to come with the car without feeling that I am doing something that is not "allowed". Also giving that there are many children that live far from HPS, I think it doesn't make sense especially during the winter times.</p>
		<p>Pointless. Roads affected are very quiet with no through traffic. This will restrict deliveries and service calls, as well as problems for older residents who need carers and who have restricted mobility. I live on the service road above North Hill and will need an exemption permit</p>
		<p>Roads involved are less polluted than North Hill - which now has even more parent cars idling / polluting on the road the majority of kids walk to school on, and North Hill (a main thoroughfare into London) is more congested at peak times. Poor signage means residents as well as visitors to the area have been caught unnecessarily by the fines, and the signage continues to be atrocious. Widespread perception that this is simply a moneymaking scheme by Haringey Council, particularly as imposed without local consultation and / or proper explanation of benefits / impact modelling. Would expect to see this expressed at the ballot box, so would advise current leadership to change your approach pretty quickly or suffer fair consequences.</p>
		<p>SEE LETTER The scheme excludes North Hill which is outside the school and is used as a main entrance! Also, where is the evidence to support this scheme? No data modelling, no air quality data, no clear policy, We have a low emission zone here already. The scheme will not prevent obstructive parking.</p>
		<p>Seems to be creating more problems. Concerned about deliveries, visitors, work people getting to and from our house. Taxis/ ubers dropping off and picking up. We don't want more cameras and ugly signage. Cannot see how this will make people walk more - it will just mean they look for other places to park. Why is it necessary to make the restriction hours so long? Traffic will all be pushed into main roads and cause even more congestion. I have to drive to work every day and this is going to make it even more painful.</p>
		<p>Streets weren't too busy there anyway, with staggered drop off and pick up times (due to covid) it makes it impossible to get to work on time, with covid we are discouraged to use public transportation, the busy area just shifted to Sheldon Avenue and other nearby streets, to avoid the scheme parents are encouraged to send their children to early birds and night owl clubs and children spend even less time with their families, parents drop their children off along the high street endangering themselves and others.</p>
		<p>Taking freedom from us - also family and friends</p>



Highgate Primary (Blanche Nevile)	Object	th ejunction at North Hill / North Hill Ave is already over busy at school times with parking on DYL and zig zags. Creating this schme zone will only make it more dangerous. Suggest having a system to manage traffic rather than excluding it. This just moves a problem, it doesn't solve it.
		The current situation forces more. Cars onto the main road, resulting in many cars dropping off and picking up double parking and pulling in onto zigzag lines. While I agree that more people should leave cars at home, there are 3 roads now cut off from allowing parents to park properly. I have even seen parents parking on the pavement outside the small supermarket, this is so dangerous.
		The current system in place works well enough, no need to change for change's sake
		The general principal of the programme is well merited but in the case of Highgate Primary School, it has just shift the parking problem to North Hill. Kenwood Rd and Gaskill Rd are actually safe streets to park on and if enforcement of appropriate waiting behaviour was in place this would have solved the issue of cars at collection time. You cant get away from the fact that many parents are travelling some distance with a need to get back to work, the use of cars is unavoidable. I dont think the School Street Scheme is an appropriate solution. I would much rather see wardens present at school dropoff and collection times enforcing safe driving behaviour!
		The objective is fine but the application is disruptive and difficult to manage as a resident. It's caused multiple problems for me to receive and arrange tradespeople, deliveries and access - not everything can be carried to the property. I appreciate that the benefit to the community comes from fewer big cars dropping children off a the school - and this is good from a resident's perspective as there was a lot of anti-social behaviour from parents who parked carelessly and dumped rubbish - but there needs to be some more thought given to the impact on residents and the potential for exemptions for trade and deliveries.
		The scheme does not achieve its objectives and merely moves the issues around dropping off and picking up to the perimeter of the zone, which is worse placed to cope with the influx in activity.
		The scheme does not achieve what it set out to do. It did not make it safer to walk or cycle. There was no issue to begin with. I have two children of school age and school street scheme provide exactly zero change to the way the walk or cycle. What the school street scheme did do was cause enormous frustration in getting taxi's into the street. It also prevented delivery's at the times active and in turn was the cause of stress of cancelled and rescheduled deliveries. This of course rather than reducing pollution and traffic increased both. Oh yes, the inclusion of anything to do with COVID-19 in the rational for the scheme was pathetic, pointless attempt to get on the bandwagon and again did exactly zero to either reduce the spread of COVID or make life easier. The supposed benefits do not outweigh the massive overheads in running the scheme, which include the costs of the electronic monitoring systems and the employment of the staff required to install, maintain and monitor the systems. In all the school street scheme was a complete operational failure and did not deliver on any of the suggested benefits but rather caused stress and frustration to the people who had to live with this experiment.
		The school has tried various schemes and some parents still have to drive (kids at different schools, heavy bags, disabilities etc.) All thi swil ldo is move the problem to other roads. Children wioll still need to cross a main road, which will be even busier. Cancel the scheme and make the schools responsible, instead of transferrign the problem to otehr roads. This was confirmed by our councillor as seen during the recent roadworks on North Hill. There should have been proper consultation with residents. North Hill slip road will be one long traffic jam. Also tehre were no details given on 'blips'.

<b>Highgate Primary (Blanche Nevile)</b>	<b>Object</b>	<p>The school is located on a main road. This scheme has done nothing to reduce air pollution. I am not aware of any road accidents prior to the introduction of the school street. There were not that many cars in the 'school streets' and they all drove slowly and carefully, in my experience. If anything, the school street scheme has made it more dangerous. Most of the parents who drove their children to school, still do so. (For many, especially those who have children at different childcare locations, Covid vulnerabilities, work commitments, etc, driving their children to school is not a choice or laziness.) These parents have no choice but to park on the main road or side roads. Parking is very limited and the parents then have to get their children across busy roads, before rushing back to their car. They may have had to park 'illegally' out of desperation. Alternatively, both parents have to take the child to the school, with one of them getting out on the main road with the child, while the other drives around waiting to pick the other parent up again. This means that the cars are on the road in the vicinity of the school for a longer period, causing more pollution, traffic and potential danger. Furthermore, the school street is not traffic free and the children/parents cannot use the road to walk down without encountering traffic. It is therefore not a 'safe' pedestrianised area. An unintended consequence of this scheme is that it has made the main road and side roads much busier with traffic and therefore much more dangerous. The road that runs along North Hill just about the main road was a quiet residential road that the children could walk along. It is now full of cars driving through it, parking and then driving off. It has become very difficult to walk down what was a relatively safe street. There has been no provision to provide extra buses. This means that those who have no choice but to use public transport are put at greater risk of Covid-19 from travelling on buses that are operating at higher capacity. This scheme does not produce the result intended and was introduced at absolutely the wrong time (when people are being discouraged from travelling). I do not think that any similar scheme will work, especially given the location of the school next to a main road. It was disappointing that there was no consultation with the parents prior to a long 6-month pilot. <del>If there had been, I would have made these representations then: none of this is</del> The streets surrounding the school that have been closed in the scheme were quiet residential areas where families could unload safely. Now we see families forced to stop in much more dangerous locations eg lower north hill. Cars come around the corner onto north hill at quite high speed, straight off the A406. Now we see people having to get children and babies in and out of car seats on the road side: Kids running out from between cars on a busy road. A serious accident is just waiting to happen. The concept that young children cycling to school is a safer alternative is insane. Having a couple of roads closed around the school doesn't resolve the fact that London roads are unsafe for adults let alone young children to cycle. The idea that shutting a few roads around the school for a couple of hours makes the air 'cleaner', again sounds utterly implausible. The kids having to walk down heavily congested roads like the archway road will result in far more heavy particle inhalation on their way to the school. Where is the evidence to support this intervention? These initiatives should only be considered /proposed when the evidence is collected, collated and shared with the community. The scheme is hostile towards people who have complicated lives. Sure if you have an able bodied stay at home parent then the idea of walking to school is great. But the reality is that many parents are struggling to juggle their own work hours with the school drop offs. Some have to drive long distances straight after the drop. Others have small babies or need to deliver children to other childcare settings. Many do not live very close to school. The whole scheme seems utterly naive and idealistic with a lack of consideration of the complexities faced by young families. The councils (haringey and Camden) should focus on areas for improvement that will actually improve safety such as: a) speed camera/bumps on lower north hill outside of the school b) cameras on the zebra crossing/zig zags outside schools (one regularly sees people parking on these outside st Michaels north hill/ st Joseph's on Dartmouth park hill/ traffic lights by channing on Highgate high street), c) installing street side car chargers so people without off street parking can switch to electric vehicles.</p>
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<b>Highgate Primary (Blanche Nevile)</b>	<b>Object</b>	<p>These and LTNs have made a lot of changes to areas and not for the better. The problem is that we need to have visitors and services able to come without restrictions. Other points: 1. Make Storey Rd on North Hill easier to drive into from the right as visibility is bad. 2. Make Storey Rd back to 2-ways for access as if ambulances, dustcarts or lorries park in the middle of the road, we can't get to our house. Please stop making these silly changes as it really doesn't help us. Consider residents please.</p>
		<p>This idea, whilst perhaps well intentioned, will just drive more traffic &amp; obstruction on the road I live on, creating pollution and road hazards as people stop randomly on the road. You (i.e. the council) will undoubtedly put yet more street furniture on the various roads in the area, which will clutter and further erode the streets' appeal. Yet more observations and invasion of privacy in our area is not especially welcomed either. So, all in all, I see no benefit whatsoever for me, as a local resident, of your scheme.</p>
		<p>This is a ridiculous and badly thought through concept. You have not considered the fact that WE live here. My family and my business have dozens of deliveries throughout the week, of food, equipment, shopping and goods. You are now constraining that free flow of goods in a neo Stalinist fantasy of authoritarian control. By introducing this, it means that I will not receive the deliveries to MY house in MY street, because you are using the school as an excuse to remove car traffic. This has nothing to do with child safety or protection and is a thin excuse at the best. I have lived here for 19 years and the controls in place to stop parents dropping children in a dangerous manner are satisfactory and appropriate to the risk factors. Anyone saying anything else is a jobsworth. I strongly object to this. I am a father of 2 children, a 4000km a year cyclist and a business owner. How would you feel if some idiot blocked your front door twice a day every day? This 'experimental traffic management order' is of the type to ensure that which ever councillors permitted for this to go ahead will be voted out next elections. Again this is a obnoxious restriction of free travel and I hope the council will be sued. Who ever signed this off as 'Traffic Management' is a gutless wonder.</p>
		<p>This is ill conceived and impacts my family in a number of ways. * It prohibits businesses from making deliveries during these times, likely requiring repeat journeys and thereby INCREASING the amount of traffic in the area. * It prohibits businesses and/or tradesmen from attending properties to make repairs or for any other reason. * It restricts my ability to have visitors to my own home - I do not understand why you are allowed to tell me when I am allowed visitors. * My child is at a different school and has been regularly collected by a grandparent and brought home while my wife and I are at work. This is now impossible as the person concerned is not able to walk far, but not a blue badge holder so unable to obtain an exemption. * I have to have hire cars delivered to me for work travel. This is now impossible at these times. * Why did you not tell residents in my street this was happening? I only found out by chance from the signage I saw on Friday this was happening. Asking a number of my neighbours, they are also unaware. It appears that you have not written to residents of Toyne Way to explain this is happening or to provide any opportunity to object. * As far as I can see you are penalising residents in an attempt to get the parents of this school to behave in a more responsible fashion.</p>
		<p>This is not needed. It's just another way for the council make money and not for reducing pollution for the children. This school is decades old. Why now?</p>

<b>Highgate Primary (Blanche Nevile)</b>	<b>Object</b>	<p>This is probably the most ill thought out scheme which is completely impractical particularly in the changing landscape created by Covid-19. For example what do we do when ordering items online. Suppliers do not have processes which allow for not being able to access roads at given times. And therefore this creates problems for both residents and those supplying services to residents. As with the CPZ it doesnt change behaviour just makes people find ways around it. Such as the school teachers who park elsewhere in the morning and move their cars after the CPZ time has passed. All this will do is move the problem elsewhere. If however you increased the CPZ times to match school times e.g 8am - 4pm and actually bothered to enforce as the amount of times there are unpermitted vehicles and the enforcement officer doesn't turn up is ridiculous. But if you actually enforced properly and also made sure that enforcement took place at these times this would solve the issue you are trying to solve without making residents adapt their lives to accommodate a scheme which is aimed at changing others behaviour. I strongly support the need to reduce pollution but any measures should not impact those who are not the ones causing the issue.</p>
		<p>This makes no sense as pollution is from the A1 - not these roads. Scheme restricts deliveries, workmen, car rental and creatyes difficulty for my road which is cut off by all this. The scheme was very poorly communicated. Was there an enquiry? If the schme just included Storey Road outside the school, it would have all the benefits without destroying residents' rights.</p>
		<p>This particular scheme for Highgate Primary is flawed. The school faces onto busy North Hill so lots of traffic fumes day and night in any case. It is a small school so not many parents coming and going by car to drop off and pick up and quite a few were already walking as they live close by. The school street scheme here affects a disproportionate amount of roads and residents who are prevented from living their normal lives and having work done to their houses, visitors, deliveries etc etc. This is totally unfair. It is Gaskell Road, Storey Road, Kenwood Road, Yeatman Road and Toyne Way that are all affected by this scheme. This is disproportionate, unfair, causes huge disruption and anxiety, is preventing people living their normal lives. The few children at this small school are, in any case, always being subjected to the far greater numbers of cars on North Hill which is busy 24/7. So the tiny potential reduction in pollution from closing all the above roads at key times in the day are really not benefiting the children. And hugely adversely affecting the residents, their families and friends, their workman coming to do maintenance and their deliveries. I therefore utterly oppose this particular school streets scheme.</p>
		<p>This scheme cause major inequality therefore I strongly object to it</p>
		<p>This should be incorporated into the residents parking/permit holders only. It alienates residents and makes it difficult to maintain relationships with friends and family as it is difficult to make arrangements to visit.</p>
		<p>Traffic is being pushed to surrounding residential streets and block entry and exit to main roads. My child will still have to be driven to her nearest Haringey School (Highgate Woods School). Highgate Woods School recently change their entrance to Park Road instead Montenotte Road (adding an additional 15 min to a walk). Walking to Highgate Woods School is no longer possible. The Highgate School - Juniors section (SS09) scheme just makes it more difficult for me to drive Highgate Woods School. Improving public transport and having several entry points to schools would be a better option. Driving around school grounds is just not sensible. A small decision to move the entrance and/or not allowing entry from all gates of the school forced us to use the car. I have now experienced this in several schools. These Street Schemes serves no</p>

<b>Highgate Primary (Blanche Nevile)</b>	<b>Object</b>	<p>Traffic is being pushed to surrounding residential streets and block entry and exit to main roads. My child will still have to be driven to her nearest Haringey School (Highgate Woods School). Highgate Woods School recently change their entrance to Park Road instead Montenotte Road (adding an additional 15 min to a walk). Walking to Highgate Woods School is no longer possible. The Highgate School - Juniors section (SS09) scheme just makes it more difficult for me to drive Highgate Woods School. Improving public transport and having several entry points to schools would be a better option. Driving around school grounds is just not sensible. A small decision to move the entrance for some year groups to the back of the school forced us to use the car, or not allowing entry from all gates. I have now experienced this in several schools. These Street Schemes serves no purpose.</p>
		<p>we changed the car, and I can't get the permit to enter at this hr. I'm pregnant, I'm giving birth soon, I don't have 6+ weeks to wait for the full v5, my daughter is at this school I parked many time outside this area very far, running out of breath to pick up my daughter. I have everything, proof of address, invoice of purchase, the v5 slip of purchase, resident parking permit, insurance, road tax everything is on my name on this address, they refused to give me the permit . I'm extremely stressed and its healthy for my pregnancy and my baby, I'm disappointed and shocked that as a resident I have to deal with something I did not choose in the first place. I'm taking the case further, it's outrageous that there is no one to talk to... Is the system set up that way or what?</p>
		<p>We have as a society managed since schools were first established without the need to close streets. The inconvenience to the entire community of such schemes outweighs any conceivable benefit to a samll number of people. Anyone who has insisted on driving their children to school will probably continue to do so and School Streets will simply displace traffic to other roads.</p>
		<p>We have enough parking space here to support drop-off. Parents with children who also have to get to work shoudl be considered for dispensation based on circumstances. This may stop children being able to get to school. North Hill and Bakers Lane are much more dangerous for children - as is speeding traffic on the A1. Traffic lights or a speed camera on Baker's Lane / North Hill would help, as people are constantly trying to cross the road with fast-moving traffic</p>
		<p>We live 2 miles from the school so walking is not really an option. Now we need to find a remote parking place and escort our child crossing main roads (A1) in order to get to school. I see many kids crossing those fast roads unsupervised and it's clear that an accident could happen any day now.</p>
		<p>We live quite far away, and not everyone can cycle Or walk to school. There should be provision for people who live far away, as it is impossible for us to get to school otherwise. Also people with disabilities etc will struggle.</p>
		<p>You are penalising residents local to a school for the bad and selfish behaviour of parents at that school. The scheme imposes limitations on the freedoms of residents (dictating when they can receive visitors, deliveries and the like) to address a core of school parents who insist on dropping their children to school by car. There are already permit parking controls in the area. Why could this not be extended with additional parking restrictions covering the same periods as the school street operation, and strictly enforced (no stopping) by parking wardens or CCTV if preferred. Additionally, my experience is that the scheme is run by a bunch of incompetents. There were no communications with residents before it went live. Applications for permits were rejected for no valid reason. Once permits were issued, residents are still being issued PCNs and this is apparently.a known issue (that nobody appears to be addressing). The council has not responded to my formal complaint about the lack of communication (promised by 4th May). Finally, of the reasons given for implementing the scheme, one is social distancing in response to Covid - a reason that ceases to be valid from 19th July. Hence I am strongly in favour of abandoning the scheme at the end of the trial period. What a complete waste of money to set up and administer.</p>
<b>Holy Trinity (Somerset Rd)</b>	<b>Support</b>	<p>Clean air is a human right. Toxin levels in the area around the school are far above acceptable levels!</p> <p>I believe any improvement is welcome especially when considereing health and quality of life. You can count on us.</p>



<b>Holy Trinity (Somerset Rd)</b>	<b>Support</b>	<p>I'm was thinking of sending my child here next year. The onlu thing that puts me off is the pollution levels even without the school street are very high in that location and anything that can be done to help the children's health can only be supported.</p> <p>Reducing traffic volumes around schools is beneficial for all</p> <p>Safer, good for the environment. Hopefully will stop drug dealers parking in the cul-de-sac and blasting music.</p> <p>School streets are essential to protect the residents who live on or near school streets. They improve air quality and road safety, and encourage families to walk/roll/push to school. It's better for everyone.</p> <p>The pollution around this school is awful. The school street will help save children from chronic respiratory illness. The street is so much nicer without cars idling while children are being dropped off.</p> <p>There are very strong transport links close by to this school. Already being close to the high road, air quality is likely poor, there is no reason to make it poorer by having idling cars just outside the school.</p> <p>There is really no need to drive your child to school when the school is located next to a major high road and public transport hubs, for the sake of the children make this a school street!</p>
	<b>Object</b>	<p>Too much traffic generated by local residents making short journeys in cars. Pollution levels already high in the vicinity of the school. Safe environment for the children.</p> <p>As a wheelchair user, barriers must be made accessible. Currently the barriers on school street prevent me getting up and down the kerb safely</p> <p>Holy Trinity school is surrounded by very busy roads with the High Road and Monument way, so must already be getting very high levels of pollution. But on top of that I see that there are always a lot of cars dropping off children in the smaller streets that lead to the school entrance. This is not alright- it already adds to the pollution the children are exposed to, it makes the streets much less safer for those walking/ cycling because of all the cars. I am a cyclist and generally the whole area around the school needs improvement to make it more pedestrian and cycling friendly to encourage people to leave their cars and use more healthy transport options. The school is very near the high road, there's lots of buses nearby people can take instead, if they have mobility issues.</p>
		<p>I am Jerry, of Hamilton Road, I am the community leader in Chesnut Estate. I went around and spoke to residents of Rycroft Way &amp; Hamilton Road and the response I received is that all the residents STRONGLY OBJECT to the School Street(s) Scheme. Reasons: - residents won't gain access to the rear of their property - it'll just cause more confusion - Somerset Road is an extremely quiet, hardly cars on road - Holy Trinity isn't that much of a big school so it hasn't got many pupils - Somerset Road is only used by parents and school children during the morning school drop-off and afternoon pickup only In conclusion it'll be extremely unfair and unjust to make Somerset Road 'at any time restrictions to motor vehicles'. I think what will be fair is just introducing morning and afternoon restrictions ONLY. For example; morning school drop-off so from about 8:00am to 9:30am, then afternoon school pickup so from 3:00pm - 4:30pm. Between the hours of 9:30am to 3:00pm it should be free of restrictions so residents of Rycroft Way and Hamilton Road can access their property. I myself would be so livid if the access to the rear of my property was restricted. Please take this into consideration as it came from the local residents. Many thanks.</p>
		<p>I require access to the rear of my property</p> <p>I strongly object to the ' Holy Trinity School Street in operation: permanent School Street'. It's extremely unfair as it'll takeaway access to the rear of our property; we NEED access to the back. I think it SHOULD be like other schools such as Chestnuts School &amp; Lordship Lane Primary School which are in operation: 8-9.15am and 2.30-3.45pm and 8.30-9.15am and 2.45-3.30pm. DO NOT MAKE IT A PERMANENT SCHOOL STREET. WE CAN MANAGE WITH IT BEING 8-9.15am and 2.30-3.45pm JUST LIKE THE REST OF THE OTHER SCHOOLS.</p>
		<p>I strongly object to the at any time restrictions. Reason being is that Somerset Road is a very quiet road and no cars go through it at all, so it'll be extremely unfair on the local residents as they may require access to the rear of their property.</p>

<b>Holy Trinity (Somerset Rd)</b>	<b>Object</b>	I STRONGLY OBJECT!!! I am a Rycroft Way resident and require access to my property from the rear garden. I sometimes have to bring large things into the house which I cannot fit though the front door so I have to use my rear garden door which is on Somerset Road. I object to the 'at any time restrictions to motor vehicles'. I need access to the rear of my property during the day.
		No to 'at any time restrictions to motor vehicles'. We NEED access to the back of our property. An in 'operation: 8-9.15am and 2.30-3.45pm OR 8.30-9.15am and 2.45-3.30pm' would be the better and fair option.
		STRONGLY OBJECT!!! I am a Hamilton resident and require access to my property from the rear garden. I sometimes have to bring large things into the house which I cannot fit though the front door so I have to use my rear garden door which is on Somerset Road. I object to the 'at any time restrictions to motor vehicles'. I need access to the rear of my property during the day.
		STRONGLY OBJECT!!! I am a Hamilton Road resident and require access to my property from the rear garden. I sometimes have to bring large things into the house which I cannot fit though the front door so I have to use my rear garden door which is on Somerset Road. I object to the 'at any time restrictions to motor vehicles'. I need access to the rear of my property during the day.
		Strongly object. I object to the 'at any time restrictions to motor vehicles'. I need access to the rear of my property during the day. Makes it harder to get children from school. Such a meaningless and wrong scheme. I live on Rycroft Way and often require access via Somerset Rd to the back of my house - esp when I have large items to carry in or out. Somerset is a very quiet road anyway so there's no need for a school streets scheme and I strongly object to it. Please cancel this useless money-making scheme and do NOT have restrictions at any time. Thanks
		We need access to the rear of our property.
<b>Rokesly Junior (&amp; nursery)</b>	<b>Support</b>	Anything to improve safety and encourage walking/cycling to chill should be supported. I hope this is the start of Haringey realise they need to prioritise people over motor vehicles.
		As a cyclist and an environmentalist I support closing roads to reduce overall traffic flow and to increase safety around the school.
		As a local resident and parent of children at Rokesly School I am very happy with the school street scheme. Elmfield Avenue and Hermiston Avenue are much quieter at drop off and pick up times and feel much safer, particularly for the children who walk to school on their own. Previously, cars sped down the road and some parents would park on double yellow lines to drop their children off. Both of which made the roads extremely dangerous for children trying to cross the road.
		As a parent with a child in the school, but also a resident who live just outside the School Street area (I live on the other half of Hermiston Avenue that isn't included) I can see the benefits of the School Street, but I also see some of the issues. I support the many excellent benefits of School Street, for instance when I walk to school with my child on the school 'run' we find the streets calmer, quieter and safer. There is more room for social distancing and the whole area feels less dangerous. I'm sure air quality at those times is better too. As a resident though, there are several issues including: the hours being too long - surely an hour at the start and end of school respectively (08:30-09:30 and 14:45-15:45) would be clearer and more helpful for residents - and for any visitors / delivery drivers, etc. The use of the 'Term Time' is unhelpful as term times vary from borough to borough and people without children have no idea what Term Time is! The signage is problematic - some cars are clearly missing the signs, so they come into the streets when we parents now don't expect them, which can be dangerous. Lastly I would ask that all of Haringey's traffic calmer measures do not create extra traffic jams elsewhere in the area. Cars in traffic jams (essentially 'idling') create more pollution than moving traffic. Thank you.
		As a parent with two young children at the school it has made it a much nicer and safer environment to drop off and pick up the kids from school.
		Avoids cars parking and blocking our drive so that we can access this.

<b>Rokesly Junior (&amp; nursery)</b>	<b>Support</b>	<p>Cars seem to park on yellow lines and yellow zig zag areas just to drop of or pick up 1 child. Several busses go near the schools and can easily be used instead of cars. People living in the street who pay for cpz often can't park during drop off and pick up times. It's also much safer for children who walk to school ith their parents.</p> <p>Children shoudl walk to school as the extra vehicle activity at drop off and pick-up times rep[resents a health threat</p> <p>Concerned about potential for increased traffic on Rokesly Ave when the scheme is operational</p> <p>Current situation is dangerous for children crossing. Cars park on corners, on zig-zags, and on DYL. The school and community have tried to change this, but to no effect. Cycling round here is very dangerous. We must discourage use of cars.</p> <p>Diverting traffic from school streets makes sense - to reduce pollution, encourage walking to school and making the walk to school safer and more pleasant.</p> <p>Emissions around schools should be zero. This helps. Stop polluting cars around schools. Essential safety measure to protect young children from danger of cars. Promotes active travel. Promotes clean air.</p> <p>For children's helath and less traffic on the road by the school. Potholes and pavements need urgent repairs. Dog mess is a problem. 20mph limit is not observed by many drivers - as reported in Haringey budget paper.</p> <p>for clean health</p> <p>Generally the idea is a good one as I often drive my kids to another school and I can easily park when I return.</p> <p>Good to reduce pollution. HOWEVER the signage is terrible and we've been fined having forgotten about it - not enough time to see signs before turning. Need a physical barrier.</p> <p>Good to stop crazy parking by the school &amp; have better air quality</p> <p>Great scheme. Makes it safer and less pollution. Generally calmer too!</p> <p>Happy for the school to get safe streets but concerned about impact on Rokesly Avenue. Suggest speed restrictions on Rokesly Ave west bound (downhill) where we already face dangerous driving</p> <p>Having my own child at Rokesly, I strongly support the scheme, however my street, Rosebery Gardens, has become a car park/ idling. Not to mention drivers using it in high speed which make our walk to school dangerous. Middle lane is another street that the 20m/h speed limit should be enforced. Often, cars drive way too fast at any time of the day, including school hours.</p> <p>Healthier and safer for everyone especially our children. I support anything that increases walking or cycling.</p> <p>Helps cut traffic and pollution and encourages walking and cycling.</p> <p>I accept the scheme because of children's health; although it is very likely that parents will park on Rokesly Avenue at drop off and pick-up times. I don't have children so don't have dates for school terms /holidays. You need to keep people informed of these or they may inadvertently drive on to a school street when they shouldn't</p> <p>I actually do support this scheme but the signage is pathetic and none of us are used to this scheme yet. You need amber flashing lights during the times when the street is restricted and then we can obey! I am very upset at receiving a parking ticket and fine when I had no indication of the school street - turning off a main road and keeping an eye on the traffic to be safe means you cant look at all the signage. It isnt good enough - and everyone thinks you are just using this to make money out of us. Unfair to road users - let us have much, much clearer signage.</p> <p>I have seen cars racing down the street while kids are waking and on their bikes/scooters.</p> <p>I live in Elmfield and currently, cars stop everywhere and park obstructively - making it dangerous for kids to cross</p> <p>I strongly support it.</p>
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<b>Rokesly Junior (&amp; nursery)</b>	<b>Support</b>	I strongly support the school street. It has radically improved the experience of taking my daughter to and from school. The street is calm and quiet, the air quality improved, and the children are much safer. There are no longer parents sat outside the school idling their engines, or commuters rat running along Elmfield Avenue. I would recommend the council go further by removing the car parking on Rokesly Avenue close to Tottenham Lane to reduce congestion and stop the buses from getting stuck, and even consider making Rokesly Avenue bus and access only during the school peaks, leaving background traffic on the primary network. The widening of Hermiston Avenue should also be made permanent as there are far more pupils and parents than the footway can accommodate. As well as saving the lives and improving the health of our children, school streets are an essential part of achieving both Vision Zero and the Mayor's vision of 80% of trips by non car mode. These are both central tenets of the Mayor's Transport Strategy and Haringey should think very carefully about that when considering the objections to school streets raised by a minority of drivers more interested in their daily commute than the lives of local children.
		I support as it was very dangerous to cross the road to get into Rokesly on Elmfield Avenue although it has had very negative impact onto road we live on - Rosebery Gardens.
		I support because it should reduce local traffic, improve air quality, and make it easier to cycle in the area. Suggest you also add Rokesly Ave to the scheme
		I support it as it's important to reduce the amount of dangerous and polluting traffic off the roads near schools. But I think it doesn't go far enough - Rokesly Avenue should be closed too.
		I support making roads safer around the school. However, Rokesly is already used as a rat run and cars speed up and down it, which many residents have already complained about. Rokesly should be included in the scheme, otherwise all cars will divert into Rokesly which is already a very busy road.
		I support no cars on the drop off street as there are no idling engines while the children queue up. However the drawback is the surrounding roads are busier with cars. But at least these cars have to be parked and left with engines off while the child is still walked to the gate. Therefore I support the scheme as the transfer of vehicles I guess cannot be avoided unless you ban cars. Which is not an option
		I support the initiative as a way to make the air cleaner and traffic safer around schools. (My own kids are at Coleridge Primary, and I agree with the new restrictions on Haslemere.) But the implementation has been poor. The signage is confusing and half-hidden, and only visible once you're already turning into the street in question.
		I support the proposal in principle but only if alternative routes are given with sufficient advance warning to motorists to avoid traffic chaos
		I support the scheme because it reduces traffic and pollution around the school at the times children are arriving and leaving. Although a motorist myself I strongly support measures to reduce car use in Haringey and to encourage walking and cycling
		I support the scheme because it will keep the traffic clear in the area at drop off and pick up times and lower emissions for young children. I have concerns about the access to the street for deliveries and trades people, who may only be able to come during the zone times - and cannot be given a permit to make them exempt.
		I support the scheme only if it also is extended to include Rokesly Avenue itself. It makes little sense without the inclusion of Rokesly Avenue which contains the junior school entrance and has a huge speeding problem and which will become even more congested if the current plans go ahead
		I think anything that nudges people to leave their car at home is a step in the right direction. Parents and children deserve to be able to walk and cycle to and from school safely and in a clean environment.
		I think Hermiston road should remain traffic free, but think Elmfield is unnecessary as it filters all traffic onto Rokesly Avenue which has become more polluted and congested. This is the road we walk along so it feels more dangerous now due to the aggressive and angry drivers stuck in queues.
		I think the reduction in traffic around the school makes it safer for primary school age children to attend. It also reduces the impact of parents dropping off encouraging them to walk instead where possible.

Rokesly Junior (& nursery)	Support	I'm fed up with parents' obstructive parking and making it unsafe for children to cross the road. You could easily send us 2 permits per household. It would make it much easier and less hassle for residents
		Improve air quality, encourage walking and cycling. Consider additional safe crossings in Middle Lane
		In general we are pleased that there is less traffic and less idling engines when dropping or collecting children. However the length of the school street is long-3 hours across the whole day. This isn't the same as other schools etc Coleridge in the same borough. It does make it difficult planning deliveries etc with such long times so for this time to be reduced in line with other schools to an hour seems reasonable. Also there needs to be a way for residents to access immediate urgent exemptions. We have two small children and I work for the NHS. Occasionally I had needed last minute childcare from family members but they have struggled to access us due to the school st issue.
		It allows children to get to school by foot or bicycle and reduces traffic on that street.
		It enables children and parents to get to school by bike or by foot without having to be dodging traffic. I have witnessed a child being hurt by being hit by a car before on that school street and hope never to see that sight ever again.
		It had a huge impact on reducing traffic down the streets during drop off and pick up times, as well as reducing idling cars. Would love to see it extended to Rokesly Avenue as well.
		-It has felt safer on Elmsfield and Hermiston Avenues taking our children to the junior and infant schools. -Less pollution near the children whilst we wait to be admitted to school. -It is calmer and quieter - It encourages families to walk/cycle
		It is an excellent way of keeping the streets around the school safe for school children and parents to get to and from school. When the scheme is not on, parents are parking in illegal places blocking the view of children and parents crossing with children. It's a disgrace that so many people behave so selfishly and endanger children's safety. I very much welcome this scheme. It's excellent for the safety of the school children and will hopefully also encourage more people to walk a little more. With the scheme in place, I would definitely feel more comfortable letting a year 5 or 6 child walk to school on their own and learn a little independence in preparation for secondary school. Before the scheme, crossing Elmfield Avenue was not an easy task for anyone let alone a primary school child. Well done to the council!
		It is much safer for the kids and parents when crossing the roads
		It makes a huge difference for kids walking to and from school. It is safer in terms of physical traffic and air quality
		It makes it safer for the children, particularly when they bike to school.
		It makes the school safer and quieter. You can talk to each other more easily, there is space to move without fear.
		It's good to reduce car journeys, pollution and provide a safe environment for children.
		It's safer for children to get to school and less pollution around the school
		Less dangerous traffic for children, Less busy roads Less pollution
		Less traffic is good
		Less traffic= less pollution and safer for small children to access school
		Lots of cars tend to park outside our drive during school mornings, afternoons, pick ups and drop offs, without any consideration for households and when challenged, they are quite rude about it. Hopefully this would rectify the situation and allow household to access their own drive, road and community again.
		Make it safer for children to walk to school. Reduce the traffic during school times. Better for the environment and health for everyone.
		Makes the road more friendly for children and lowers pollution around the school
		Much easier, safer, quicker to get kids to school; so much more reassured that they'll be OK crossing busy roads themselves.
		Much safer for school children Less traffic, improved air quality No negative impact for us as drivers
		Much safer for the kids. Residents should drive less anyway!
		Much safer to walk to the school
		Much safer, much more pleasant environment, better air quality. Less noise. Promoting active travel. Strongly support



<b>Rokesly Junior (&amp; nursery)</b>	<b>Support</b>	<p>My eldest is in year 6 and will soon start to walk to school on his own. I feel much more confident that he won't encounter lots of traffic crossing over to the school. I also walk my other two children to school and it is calmer and quieter and safer without lots of traffic. Definitely a significant improvement and I strongly support it continuing.</p>
		<p>People need to be made uncomfortable driving their car. I know parents who drove their kids to that school who live two streets away</p>
		<p>People should walk / cycle and children will if parents do. Fewer cars with engines idling will also be welcome. Traffic calming measures needed as more speeding traffic will be diverted to Rokesly Avenue.</p>
		<p>Popular among parents, with most parents supporting the schemes.</p>
		<p>Quietens Elmfield Ave, noticeably fewer 'jams' caused by W3. It should be one way though in the direction of travel of W3</p>
		<p>Quieter and safer roads for the children</p>
		<p>Reasons for Support: 1. It has stopped parents attempting to park in the close which is a private cul-de-sac directly opposite the School Objection &amp; Problems: 1. Mulberry Close cannot be accessed any other way except via Hermiston Avenue. The operational hours of this scheme are severely limiting for the actual residents and also people visiting the close for personal or business reasons eg Delivery Drivers, Contractors, Taxi or Private Minicabs and Patient Ambulances and the like who are obviously unaware of the scheme and are at serious and ongoing risk of being photographed and slapped with a fine for either entering or leaving the Close on legitimate business.</p>
		<p>Reduce traffic at peak times making it safer for children</p>
		<p>Reduced traffic, safer for children crossing road to school.</p>
		<p>safer access to school for children</p>
		<p>Safer for children and families and cuts air pollution near school</p>
		<p>Safer, and cleaner air. It would be much safer to have a zebra crossing on Shelbourne Rd.</p>
		<p>Safer, encourages cycling and walking, reduces pollution</p>
		<p>Schme needs to include Rokesly Ave because parents use this road to drop off and pick up their kids. This will increase if you close other roads</p>
		<p>School drop off has been very difficult and sadly it has been parents dropping off in cars who made it very unsafe. Since school Street this has been transformed and is so much better</p>
		<p>School streets are essential for safety for children walking and cycling to school, encouraging active travel and discouraging private car use particularly for short journeys. I look forward to school streets for all schools including secondaries and to LTNs across the Borough. More expensive parking permits should also be brought in, reduction of on street parking, and more bike hangars.</p>
		<p>Since the introduction of the scheme we have felt much safer on the daily walk to school and also more protected in terms of local air pollution. Prior to the scheme being introduced traffic was often heavy and travelling at high speeds making crossing roads quite dangerous at times for parents and children. The lack of safe road crossings is still an issue in my view and I would like to see this addressed. Middle Lane still remains perilous at times with vehicles travelling at high speeds (over limits) as they use the road a shortcut / rat run. The trial closure of middle lane was also a very pleasant experience for us and I urge the council to take further action to make this road safer and more friendly for cycling, walking and wheelchair users in the future.</p>
		<p>Since the school street started it has been safer for children to cross Elmfield avenue and Hermiston Ave to get to Rokesly schools because cars have not been parking illegally on the corners or on double yellow lines. You can smell there is less pollution because there is less engine idling and traffic. The W3 bus is more easily able to pass through the road, resulting in less bus presence on the street, less pollution, less driver rage and beeping, and better visibility for kids crossing the road. Overall it is a more pleasant street because of the school street. I know drivers have complained about signage and not knowing when term dates are, therefore getting fines. Perhaps this could be improved, however the benefits to children's health outweigh the negatives, in my opinion.</p>

<b>Rokesly Junior (&amp; nursery)</b>	<b>Support</b>	<p>Supprt reduced traffic and pollution. Schme will also tackle lots of cars at drop off times and make it easier to cross the road - which is normally quiet. I hope the scheme won't make Rokesly too congested or dangerous, and that behaviours will change</p>
		<p>The safety of children is a priority</p>
		<p>The scheme has been great. Traffic has reduced so pollution and crossing the road for the children is much improved. I hope it remains. I think that a further dramatic improvement would be made if Elmfield Avenue was one way (the direction of the W3 route). This would stop idling vehicles in he vicinity of the school waiting for traffic to come up Elmfield Avenue from Middle Lane which is often too tight for cars to pass easily due to double parking.</p>
		<p>The scheme has dramatically reduced the following behaviours - double parking, parking on double yellow lines, parking on yellow lines, parking cars dangerous on corners. Often people leave engines running when parked. Elmfield Avenue has a bus running down it and therefore parking incorrectly is very dangerous. I fully support the school street because it has made the roads around the street much safer and there must be much less pollution since there has obviously been a dramatic reduction of children being driven to school. PLEASE retain the school street.</p>
		<p>The scheme is working but we want shorter times of operation, in particular to assist with deliveries to the school as well as the potential for exempting deliveries that have to be during the times the scheme is operating. It is noted that many other schools only have an hour in the morning and afternoon. This is the collective view of the Governing Bodies and the Premises Committee. We would suggest times of 8.30 – 9.30 and 14.45 – 15.45</p>
		<p>The scheme makes it safer for families to get to school by active travel.</p>
		<p>The scheme will make it safer for families to walk and cycle to school</p>
		<p>The streets have felt much calmer and safer since the introduction of this trial. We live near the Campsbourne trial and I was worried the surrounding streets might be congested but it has been fine, and our walk to and from Rokesley School has felt much safer and quieter.</p>
		<p>The streets near to schools need to be safer when the children are travelling to and from school. There has been a long term issue with cars idling on the streets closest to the school and despite the efforts of both the school and some of the parents to highlight the dangers drivers have continued to do this. At least during the trial this has been reduced.</p>
		<p>The world of difference to safety and cleaner air. Definitely the way forward!</p>
		<p>There has been a reduction of provocative drivers and the school area of Hermiston has had clear access. More so, the parent drivers have adopted more walking, although this may have increased traffic on Rokesly Avenue</p>
		<p>This is a small start to improving air quality and helath for all - including children</p>
		<p>This is an essential measure to protect our children's health and wellbeing by reducing air pollution and traffic around schools</p>
		<p>This scheme will increase traffic on Rokesly Ave. There is already an issue with speeding cars, so this needs to be addressed e.g CCTV. Speeding is dangerous for children - and parents</p>
		<p>This will reduce traffic during school times and in term times. Will help promote a safer environment for children.</p>
		<p>To keep the school streets clearer and safer for the children</p>
		<p>Too many parents currently park outside my house</p>
		<p>Too much traffic in the area, especially dangerous at school times with roads too busy and cars coming in and out of the garage next to the school</p>
		<p>Very happy that traffic and emissions have been reduced during pick-up and drop-off times. It's often very hard to cross the streets and drivers seem unwilling to acknowledge there are children about. It feels unsafe.</p>
		<p>W3 bus goes down Elmfield and cars dropping off children often block the road</p>

<b>Rokesly Junior (&amp; nursery)</b>	<b>Support</b>	<p>We live in Elmfield Ave and look out onto Hermiston. Over the last 5 years the amount of kids being dropped of at school has increased enormously. This may be as a lot of parents move out of the area. Perhaps because of work or multiple school drop ofs. Regardless the reason of driving, the parking and driving behaviour is often outrageous. I have personally tried to politely speak to parents, as has the headmaster on multiple occasions and the reactions I got ranged from incredulous to downright aggressive. Things I witnessed often: - parking early (to get a good spot) and keeping the engine running in winter to keep warm (fumes) - parking in front of driveways and zig zag lines (causing congestion as busses, garbage trucks and other vehicles can't pass each other). Because of these gridlock situations more engine idling. - parking on corners so kids and parents can not see oncoming traffic. I have witnessed a few very near misses. - aggressive fast driving right next to the queues of children who now have to wait outside the gate because of covid rules. I am extremely grateful for these new rules and I sincerely hope they are permanent. People will get used to them soon, I'm sure. The street is lovely in the morning and the atmosphere in the class queues noticeable calmer. Thank you Haringey Council!! Now for the matter of making Rokesly, Elmfield, Rosebury gardens and Elder one-way streets.....</p>
		<p>We should have as little traffic as possible on roads near schools, to keep children safe and also minimise pollution.</p>
	<b>Don't know</b>	<p>A lot of the traffic is due to parents taking or picking up their children from school. Some do actually double park in Hermiston Avenue whilst leaving their engine on!</p>
		<p>I would support this if at the same time you extended the cpz times in our road. At the moment they are 10 to 12. I can see lots of parents parking in our road to do the drop off and pick up. Please extend our CPZ ours to cover this and enforce them!</p>
		<p>Support the principle but it wil displace parking and traffic into Rokesly Avenue. This seems to conflict with the fact that Rokesly is itself a busy road with lots of children travelling to the school. Rokesly Avenue should be included in the scheme to make it safer for children walkign along Rokesly Ave to school. Cars already speed as it is, and needs traffic calming measures</p>
		<p>This seems like a solution to a problem that didn't exist. I also doubt the motives of the council. After decades of no restrictions, the signage wasn't clear enough at all. From various approaches, y oh cannot see the signs, and it's such a busy area that it is very easy to miss the sign. Family members got three tickets in a week and we're very distressed. Seems like a big, fat money making operation from Haringay</p>
	<b>Object</b>	<p>- Elmfield Ave is much wider than Rosebery Gardens and Rosebery is now more congested and more difficult for a daily morning carer to park - Pollution and Air quality is not improved overall, it is just made worse elsewhere by increasing congestion on other streets - probably on the roads where schoolchildren are walking, scootering or cycling to or from school and I doubt if the closing of the street for a couple of hours a day makes a lot of difference anyway. - When I was a child I was taught about road safety - doesn't this happen any more? - The hours of the school street are too long. If the school day starts at 9am, the school street should end at 9:15am certainly not 9:45am. The afternoon hours may also similarly be longer than needed. - The signage isn't clear enough to prevent drivers accidentally turning into the streets - great for cash-strapped Haringey Council collecting fines, not so good if you are caught because you didn't see the signs in time. - As with all such schemes it makes residents lives more difficult with regards to arranging deliveries, workmen/women etc to avoid the scheme hours</p>

Rokesly Junior (& nursery)	Object	<p>1. Inconsistent times of operation. should be consistent across all school streets in borough. 2. Poor signage, designed to trap and fine motorists 3. Inconsistency of effected streets. For this trail, ALL streets around Rokesly School should be school streets ie Rokesly Avenue and Tottenham Lane. It makes no sense only doing a couple of streets. 4. If you really cared about air pollution, then buses should have been banned during the hours of operation to. You can't be selective, you either care about air pollution or you don't. I know that is inconvenient for bus users, but its hypocritical, and this whole trial is inconvenient for us; re route the bus. Worryingly, the W3 now goes faster down Elmfield Avenue because the drivers don't expect to meet any vehicles coming the other way. Sort of defeats your road safety argument. 5. No measure of success of trial. Road safety and air quality was not measured before or during trial, so you have no idea whether this has been successful. I would like to see your data on this point, and how you measure success. 6. Inconvenient for residents, and no flexibility from Haringey council on deliveries, collections, workmen and general access to homes that may be needed during the hours of operation. Haringey Council is making life more inconvenient for residents on a regular basis, and this just adds to the growing list of crap that we now have to deal with. 7. Object to the amount of cameras now pointing at me 8. What other data is being collected from these cameras and is it being being supplied to other parties for other purposes? If it is, we need to know what and to whom. 9. No communication as to the end of the trial. Does it finish on 26/10/21? 10. However, during operation, it has killed general traffic movements in Elmfield avenue, so it is quieter!</p>
		A money making policy justified on spurious grounds
		Although I support the safety of children on school streets, in this case it has been executed terribly. The signage is unclear and not placed in the right place to be seen in time.
		Another snide and insidious attempt by the scurrilously run Haringey council to fleece the residents of the borough....on the back of the previous ridiculous closure of Middle lane to traffic that paralysed Crouch end two years ago. Poor signage for the scheme, lack of consultation ...all hallmarks of the worst run council in London. Not sure why I'm bothering to fill in this feedback survey...Haringey council will pay absolutely no attention to peoples' opinions...the decision to make the school road scheme permanent has obviously already been made...the survey is just a sop to make people think their opinion counts..yeah right....still worth filling in the form though to state what a terribly run council Haringey is.
		As a local resident whose lived on Tottenham Lane for over 21 years it is grossly unfair to now be penalised financially for a scheme that doesn't actually encourage people to not use their cars. These large penalties for local residents who have clearly used this road for many many years should be lifted or given a generous reduction.
		As is cause more traffic on the other road around the school
		Cars till drive up and down street- also arrive early and then park and wait. Thsi causes congestion,and emissions on Rokelsy Ave, buses delayed and more cars queuing and parking. Pleas econsult properly, carry out research and consider displacment impact on neighbouring streets. You can't just block off a road and think it is a solution. It has wider consequences. This scheme improves nothing.
		Closures will divert even more traffic down Rokesly Ave - which is also a school street used by many children. This is not safe.
		Cold winter days we were taking a car but we have no such option no more! Thank you!!!
		Congestion will be displaced and increased with more pollution
		Diverts traffic causing obstructions and idling traffic
		For the grief it has caused delivery drivers, tradesmen and unaware drivers - it's just not worth it. It is inconsistent and confusing and unfair.

Rokesly Junior (& nursery)	Object	Good idea but very poorly executed. Received a ticket as I was unaware of the scheme despite me living 15 minutes away. The signs were not sufficient around Elmsfield Avenue, and the signs that were there were 1) not eye level whilst driving 2) difficult to read (too much information) 3) partially obscured by trees and 4) the signs appeared as I was entering the street, which by that point, was too late for me to turn around safely. More awareness needed to be raised throughout the borough. It feels like an easy opportunity for the council to profit off of not immediately local residents who are not familiar with the scheme or where it is being put it place. Disappointing.
		I am housebound and have carers who need access. They cannot get access without being fined. My daughter wil not be able to get an exemption and she is my main carer. It would help to reduce the exclusion times
		I appreciate that the government cuts to local councils make it very hard for councils to function as they should, however raising the missing funds by stealth is an unfair way to do this. The School Street scheme is not going to reduce pollution or make children at schools safe - it is too little and too simplistic a solution to produce properly positive results, it is so localised that it advantages only the very few at the detriment of the larger population. It penalises drivers by not giving adequate warning or means to actually stop them driving down the street - reinforcing my point that this scheme is not actually reducing pollution or making children safer as cars (and buses) continue to drive down the street - and it taxes the drivers so they are subsidising the council. The only people who benefit from this scheme are the people receiving the money, and it is not clear or transparent who this money is going to and where these funds will be spent. These schemes are making labour-run councils unpopular and increasing the risk that at the next local elections the tory parties will win over these councils which will be a disaster. It is also deepening the mental health issues with the population at large feeling unfairly burdened and penalised for their up-til-now normal usual going about their business. At the same time there are no real solutions and alternatives proposed and researched for real improvements to curb the ever-growing pollution situation and climate crisis. It increases the notion that the people who run the council and devise policies and schemes are only ever doing it in the interest of raising cash for the council regardless of the impact on the community. There is constant attempts to instate schemes that benefit the comfortable mid-classes with bucolic dreams of traffic-free grassy avenues, which does not take into account people's realities. We really need to see more real, enlightened, deeply and intelligently thought out solutions for what are complex world problems. We need councils to be run by people who actually do care and have enlightened self-interest not just short-sighted self-congratulating, driver-lambasting quick-fix non-solutions.
		I believe this is mainly a money making scheme, school is next to a petrol station, traffic on Rokesly road is heavier and idling, buses drive faster as got the road to their own, etc
		I don't see the point or what you are trying to achieve with this scheme. If it's for safety and air pollution then why isn't Rokesly and Hermiston Road part of the same scheme (roads that also surround the school). It is also not consistent with the other school street schemes in the same area (the times are all different). It is so inconvenient for any deliveries or trades that need to visit my property and I feel Elmfield Avenue is unfairly penalised.
		I find it odd that traffic flows at speed past the junior entrance. Drivers are expected to process the information on a sign quite close to the 'school street', Hermiston Avenue, from a sign with a lot of detail in a relatively small font, while also looking out for hazards as junior children arrive at and leave the school. It seems to me that the attention given to this might be the equivalent of checking a text on a phone. It is distracting on a street where there are turnings, a bus/ stop and a zebra crossing. If school streets are to become a permanent feature, I think first offences should incur a warning before any fines/penalties are issued for subsequent breaches.
		I have been fined twice. Signage was ridiculous. There was no prior warning. I've lived in this area for 30 years and received NO prior warning. This move does not reduce pollution but increases the amount of standing traffic in Rokesly Avenue. The school is right next to Tottenham Lane which is always busy, not least because of the council's perpetually badly scheduled street and utility repairs.



<b>Rokesly Junior (&amp; nursery)</b>	<b>Object</b>	<p>I have just received a penalty charge notice. Why wasn't I told before of this scheme before it started? I pay road tax, CPZ parking and parking vouchers. I would have been at least fair to have informed local residents of this 2 hour restriction on a side road. I drive down Elmfield Road N8 on an add hoc basis. I would be more observant of road signs in a new area but having lived here for over 20 years I keep my eyes more on the road. Why wasn't the scheme announced to local residents? I would be easier to block the road off than have a limited restriction. At least have some flaming light on the sign when its in operation.</p>
		<p>I have no problem with the school Street itself but the lack of planning about the traffic it diverts- pushing traffic up Rokesly has resulted in jams at school rush hours, horns and road rage. It goes to one lane in places, and buses can if more than one jam the whole road up. When the school has coaches, they park outside the school on Rokesly rather than the school streets which is strange.....adding to the problem. I've witnessed at least three accidents since this has started.</p>
		<p>I have nothing against the principle, in fact, quite the opposite. But the way it has been implemented is borderline criminal and definitely extortionary. There are not adequate notifications that restrictions apply - although this is a legal requirement! A driver is not aware of the restrictions until they have turned, or committed to turn down the road, by then it is too late. The signs that exist are on Elmbridge Rd, no warning is given prior. Those signs are inadequate and cannot be read, especially in a moving vehicle. The council are fully aware of the law. There have been successful challenges against penalty notices for this very reason. The only conclusion one can fathom is that this was intended as a deliberate policy - to not give drivers sufficient warning - as required by law - in order to impose a fine and raise money. This is despicable behaviour!</p>
		<p>I made a mistake not realizing the rules had changed and got a hefty £65 fine. I've been waiting months to hear and claim it back. I was looking around for parking and I can't afford this. Think it's mighty unfair to residents close by and they should be exempts</p>
		<p>I object to the way the whole of the local community wasn't leafleted and told about this scheme, and the council put up signs that weren't visible. And you will have raised thousands of pounds in fining people for traffic offences that they knew nothing about. Not transparent behaviour.</p>
		<p>I object to this scheme because it is completely unnecessary. This is a wide street that doesn't suffer from the congestion of neighbouring streets, streets which drivers would be forced down if they realise on time that they can't turn here. There is no safety issue here - the school is a primary school with kids not walking on their own, they don't need help crossing a wide street and of course if they did, they could get to the school crossing on Rokesly where there is a crossing guard. As for air congestion, that is a ridiculous point as this school literally backs on to a petrol station. It's a local school so not many parents drive there but those who do are now causing more congestion in the petrol station as they turn there to drop off or on BUSY Tottenham Lane. Saying this has anything to do with air quality is paying lip service - the children are also out in the yard three times a day for breaks and lunch plus the petrol station plus the main road. This is a huge inconvenience to people living on the street who can't have deliveries or workers arrive in what amounts to within 3 hours a day during school times. I'll leave that for them to confirm but it seems obvious to me. It is also terribly upsetting to hear how many PCNs have been doled out, all to Crouch End residents so the fact that the signage is not clear is evident right there. Also, the fact that is is a trial is not at all apparent, you'd have to be on foot and bother to scan a bar code on a poster that blends in with its neighbouring posters about the school. It has a very cloak and dagger feel to it, like the council hopes this will pass through without anyone noticing. Also it is remarkable that 6 weeks of this consultation is during a time when the school street is not even in operation. It is shameful.</p>

<b>Rokesly Junior (&amp; nursery)</b>	<b>Object</b>	<p>I strongly object to this on the grounds of inappropriate use of tax payers money and over reach of local government responsibilities. The government may advise walking or cycling to school but that is where their responsibility ends. If citizens choose not to follow that advice then, in a free society, they are entitled to do so. In order to roll this scheme out you will have wasted (or will waste) taxpayers money on: - Planning meetings to discuss and agree the scheme. - Correspondence. - Installing signage. - Installing CCTV in some locations. - Processing of exemption applications. - Ongoing enforcement of the scheme. regards Mark Perkin</p>
		<p>I support school street closures as a policy, but the traffic signage in the scheme as implemented in Elmfield Ave N8 is seriously failing to alert drivers.</p>
		<p>I support the principle of the scheme in encouraging children to walk to school and allowing them to do so in a less polluted and safer environment, however I strongly object to the way in which the scheme has been introduced by Haringey Council, especially the lack of effort in raising awareness with the local and wider community. As it's an experimental scheme and also one of numerous other school Street schemes being introduced at the same time, it doesn't just affect the parents at the school or residents of the few surrounding streets - it affects every motorist across the borough and to suddenly bring in hefty fines when no consultation or borough-wide awareness campaign has taken place is absolutely appalling, and only serves to create hostility and opposition to what should be a positive scheme that everyone could get behind. I receive emails from Haringey Parking Services as a borough permit holder about your new permit system or price increases, and it would have cost next to nothing and hugely raised awareness by sending a simple email to all borough permits holders at the very least. The advertising signs in the road and a letters to a few surrounding streets are completely inadequate. Letters or leaflets should have been sent to the whole borough. I note that the minutes of the meeting where the schemes were approved states the council expected the number of PCNs (and of course the income from them) to be high on introduction of the schemes. This combined with the lack of an awareness campaign makes one wonder whether that initial extra income from PCNs was in fact one of the council's motivations for introducing the scheme. The signage at both ends of the restriction is also inadequate, tiny advance warnings too close to the junction and so much wording on the larger signs at the entrance to the restrictions right on busy junctions that motorists have don't have enough time to read them before entering, or risk a very dangerous abortive manoeuvre to try and avoid as contravention. I would strongly support these schemes if they were introduced in a way that was fair with a decent awareness campaign, however unfortunately because of the grossly unfair way they have been introduced I feel I have to strongly object in the hope the council will improve their approach to such schemes in the future.</p>
		<p>I think traffic calming measures would be more effective and cause less disruption. The number of cars using the road is proof that the signage isn't sufficient.</p>
		<p>I totally object to these closures. It's ill thought as usual just like the hair brained Middle Lane scheme that failed. All what happens is that cars, trucks and even buses will just come and park or use Rosebery Gardens as a short cut to Middle Lane. What will happen is that drivers will come down Ferme Park Road, turn left onto Tottenham Lane/Topsfield Parade then realise they can't go down Elmfield then find the next road that is my road I live on. This happened with that failed scheme that you lot totally ignored us and that useless councillor called Ahearn just walked off in a huff and other council staff just refused to listen. This is the thin end of the wedge and more closures and LTNs will follow that have been a utter disaster. Kids and parents will have to learn to walk to school like I did when went to school. Plus if people don't like pollution in a city then move! Also all I can see is this been a money making exercise as well with cameras. WE DON'T WANT IT, IT WON'T WORK, OUR STREET WIILL BE JAMMED WITH YUMMIE MUMMIES IN 4X4'S. PS: I AM 87 YEARS OLD!</p>

<b>Rokesly Junior (&amp; nursery)</b>	<b>Object</b>	<p>If this scheme is about pollution then what about the kids' lunch time and break times where they are out for prolonged periods?? Rokesley Avenue is even more busy and congested and therefore there is lots of pollution still around the school. With regards to safety there is a lollipop man/lady during school drop off and pick up times on a zebra crossing. This is far more than most schools get. It was stated that local residents were informed about this but I live on the neighbouring road and knew nothing about this school street and neither did my neighbours.</p>
		<p>I'm both a resident and a parent and stand to benefit most, but it is frankly hopeless. The timings don't relate to when the kids use the streets (what's the point of it starting after the school opens at 8 and running to 9.45 long after they have got to school). There's still a fair amount of traffic on Elmfield Avenue so it's pretty pointless in terms of improving the pedestrian environment around the school. There is increased traffic on Rokesly Avenue - which is a danger to kids and slows the W3. There is more flyparking around the edge of the zone (eg on Hermiston and Hillfield Avenues) which again increases danger to kids walking in those areas.</p>
		<p>I'm concerned that some will not be encouraged by the scheme (to walk / cycle to school) but will instead park in Rokesly Avenue at drop-off and pick-up times. There is also a school entrance in Rokesly Ave. Parking restrictions need to be applied in Rokesly Avenue at these times to avoid congestion.</p>
		<p>In general, it is good idea. However, like most local drivers, I have been caught by this and so far have paid £130 in penalty fares. This is main because the times of the school street vary. My local school street is Campsbourne - but I got caught at Rokesely as the prohibited times were different. Make them the same!</p>
		<p>In my opinion the scheme does nothing to help improve air quality or safety for children attending school. There was a lack of information about the scheme before its implementation, and the signage is inadequate, which meant that many road users were unaware of its existence and fined. It is a money making scheme for the council, rather than offering a long term solution. It also creates displacement traffic on nearby roads that previously didn't have a problem (eg Rosebery Ave) which affects residents (including children) who live there.</p>
		<p>In principle it is difficult to object to a scheme that aims to reduce pollution and improve air quality. However this scheme, although intended to improve the quality of life of local residents, creates extra problems for those of us living in the streets directly affected by the Rokesly scheme. If local residents had been directly consulted, prior to the implementation of the scheme about the timing of the street closures, we could have highlighted a number of areas where the quality of our lives will be negatively impacted. My areas of concerns are as follows: 1. While residents can apply for an exemption for their own personal vehicle, the morning street closure takes place at the exact time that contractors working on properties in the road (be they builders, decorators, electricians or others) require access. It seems that if a contractor employed to work on my property drives into Elmfield Avenue in the hours the scheme is operating, that contractor will be liable to a PCN. 2. In the current environment many residents rely on couriers delivering items to their homes, while contractors ( see above) require deliveries of material. As residents, we have no control over the timing of such deliveries, however it seems that delivery companies will be unable to access Elmfield Avenue for a significant proportion of the standard working day. 3. Some residents, particularly the elderly and physically impaired rely on taxi firms to take them to and from essential appointments e.g. for medical reasons. I see nothing in the description of this scheme that shows that taxis and minicabs will be exempt. Clearly the scheme hopes to discourage parents of pupils at Rokesly School from dropping off or picking up their children by car, which would be a welcome development. However as Rokesly Avenue is not included in the scheme, there is nothing to prevent parents who currently drop off/pick up in Elmfield Avenue or Hermiston Avenue from slightly changing their behaviour and dropping off in Rokesly Avenue instead. Much reducing the impact of the scheme. Furthermore, through traffic which currently uses Elmfield Avenue, will also be forced to find another route, most likely adopting Rokesly avenue as well and leading to increased congestion at the junction of Rokesly Avenue with Tottenham Lane and Middle Lane.</p>

Rokesly Junior (& nursery)	Object	Initially I supported the scheme but I thought that the hours would be much shorter and the borough would be more flexible with permits for tradespeople. I had work done on my house earlier this year and it was really difficult to get goods delivered and to get people to work during the week because they were worried about getting fined. Information from local residents shared on social media about the fines given out in Elmfield Ave alone during the summer are really shocking. I would totally agree with others that the signage is terrible and motorists have no way of knowing about the school street until they turn into it. It is completely unfair on drivers unfamiliar with the area and unfairly restrictive for local drivers. When I wrote to the borough in the summer to ask for additional permits I got no reply until I complained about the lack of reply and when I did get a reply, it was too late to be of any use. As many people have pointed out, Rokesly School is behind a petrol station so the school street can have no appreciable effect on air pollution. It may still be that traffic calming measures are a good idea but it must be reviewed to be fairer on local residents and less punitive on local drivers. Parents should be coming from the local area anyway - they should not need to drive their children to school and they can be encouraged and incentivised in ways that do not affect the local community so significantly. The management and introduction of the School Street project has been poor and reflects badly on the council. Along with other residents, I hope the review will be considered and well planned and communicated.
		It creates traffic bottle necks and an therefore an increase in stationary & idling cars that emit more pollution than moving traffic. I object to there being no consultation , the signage is poor and deliberately hard fir a motorist to see, if behind a double decker bus , which is often for this street.
		It hasn't stopped people from driving causing there to be more traffic within the surrounding roads and more congestion on other streets with people looking for parking.
		It is a wider street and therefore the access is easier than some of the other side streets. I got a ticket and tried to appeal. I lost. Then the signage was rejected in court as inadequate. You cannot ensure that everyone can walk to this school or take a bus. I tried taking a bus and it took 1 and 1/2 hours because it was crowded with secondary school pupils.
		It is unlikely to make a significant impact on air quality and could even make things by causing congestion/ idling engines in surrounding streets. It is confusing and difficult to adhere to for motorists. The hours/ dates are unclear and the signage inadequate. There was no consultation or publicity before introducing the scheme - I live a few minutes away but did not receive a leaflet. This has given the impression that the Council was trying to catch out motorists to raise revenue. There are limited routes connecting Middle and Tottenham Lanes, and alternate roads are narrower (Rosebury, Elder Ave, causing jams and accidents because there is insufficient room for 2 cars to pass each other.
		It was implemented without proper consultation and has no clear signage meaning that people are being penalised for missing signage and driving on it. It is causing traffic build up on other roads causing idling traffic to increase pollution in the area. As a tax paying resident I strongly object to my rights of movement being infringed upon without adequate consultation.
		It's clearly a nonsense. Doesn't reduce pollution for schools and just creates traffic in adjacent roads which make life for the children equally as dangerous.
		It's inconvenient and unnecessary.
		It's ridiculous. It just pushes traffic and pollution elsewhere and because cars aren't moving its actually creating more. It's obvious it's just a money making scheme.
		It's rubbish.

Rokesly Junior (& nursery)	Object	It's confusing. I have already got a penalty notice, as I often drive and park in Rokesly Avenue to go to the YMCA gym in Rokesly Avenue and to shop in Crouch End. I didn't understand why I had it and went back to check and saw that it becomes a school street at different times of the day, only in term times. How am I supposed to know the precise dates of the terms? If I miss it by a day I will get another penalty notice. What happens if I park legally but in an hour or so it becomes a school street, so I get a penalty notice? Or, only if I drive away? I don't know. Before it became a school street, I noticed Rokesly Avenue is chock-a-block with cars at the end of the school day, it's the parents clogging up the road and double parking.
		Lacks logic, poor signage, sneaky way to raise money for council, issuing tickets when signage not clear
		many people have been fined for entering elmfield avenue unknowingly during the school opening and closing hours, myself included. the signage is not clear to motorists who have lots of other things to look for driving in or through Crouch End. I was fined twice and only realised i wasn't supposed to drive down that road when i got the fine letters. Ridiculously unreadable signs. Drivers would have to pull in to the side of the road, get out and read the signs. So unfair to fine people for this. One person successfully appealed to the London Traffic adjudicator and won their appeal. i wrote to the people in Worthing who deal with appeals about Elmfield Avenue (why are they in Worthing? more outsourcing...How can they really know whether the signs are clear to drivers when all they see are pictures from the cameras placed high above the street?) asking if we would all be reimbursed now that someone at a higher level above the council decided to uphold an appeal that the signs were not fit for purpose and received....surprise...absolutely no reply. this school street is a money earner for the council, but do we know whether it has actually improved the walk to school for kids and parents? I have been driving down that street for years and suddenly the signs were there and i had no idea! I have always driven carefully in that street, very slowly and have watched out for children and parents....i had to pay two fines as my appeal rejected by someone looking at little photographs in Worthing!
		Money generating unnecessary scheme
		Money grabbing exercise. No practical improvement to the children's health at Rokesley School. Inadequate signage. Scrap it.
		No consultation. Does not achieve anything and is a money spinner for the council
		No one has been told about it and it is costing people lots of money for little reason. Pollution is not going to be changed by one street not being usable for a short amount of time each day. It also builds up extra traffic which equals more pollution. Get rid of it.
		No proper consultation and no communication about exemption permits. It is a very time-consuming process buying permits online. Closing access to my road at school times coupled with a morning parking ban is an infringement of civil liberties. How do we get builders and other service calls? Traffic and parking issues will be displaced to Middle Lane. Elmfield Avenue is busy road for normal traffic, deliveries etc. There has been a lack of consultation about the scheme which is yet another imposition. It does not address the source of traffic congestion or people using cars unnecessarily. It may be valid to close Hermiston Avenue but the rest of it makes no sense.
		Not needed
		On Tuesday 27 April I walked to the bus stop on Rokesly Ave adjacent to Rokesly Junior School at 08:45. I was appaled to see the traffic build up on Rokesly Ave. Cars were unable to pass; the bus was kept idling outside of Rokesly Junior School while waiting for an opportune space in traffic to overtake parked cars. I could taste the pollution and felt breathless. The area was heavily populated with parents and children walking to school, breathing in the carbon monoxide generated by the stifled traffic. Rokesly Avenue is the main entrance to Rokesly Junior School? Did anyone visit the area before making the diversion? Limiting traffic on one street will not reduce pollution. This scheme is a lazy half baked box ticking exercise. We need greener, cheaper public transport, dedicated cycle/scooter lanes. We need creative innovative solutions. Why were there no borough officials making observations? Show some interest and engage with the school and local community so we can collaborate.

Rokesly Junior (&	Object	Parents will just park by Co-op and in surrounding roads - causing more traffic congestion. Don't do it, it's fine as it is. When was the last RTA?
		<p>Passing traffic to the narrower side streets increases pollution there. The signage is appalling as has been verified by an adjudicator after you have already made over £166,000 in fines at one end of the street. Would love a refund of my £65 please. The cartoon signage wrapped around sign posts is not something that can be read by motorists, looks like an advert for a school event. A duck was brought into the surgery this afternoon wandering along Middle Lane. I suspect she had become dehydrated whilst trying to find the river but had to take a detour past the new system. Ridiculous? That's what happens.</p>
		<p>Poor signage have already had two tickets not enough warning it was coming. Difficult to get to park rd now. poorly signed..so just a greedy council move</p>
		<p>Properly implemented I support the scheme. However I cut and paste my recent appeal against a PNC which conveys my frustration with the scheme as implemented : I am writing to request that you cancel the above PCN. The PCN was incurred as a part of an experimental School Streets Scheme, which had been in operation for four weeks on the date my incident. I was unaware of the SSS prior to turning into Elmfield Avenue. I understand Haringey Council to have sought feedback during this experimental period. The first and most important piece of feedback concerns the positioning of the signposts at the entrance of Elmfield Avenue at the junction with Tottenham Lane. I was heading eastbound along Tottenham Lane and turned left into Elmfield Avenue. The positioning of the signs is such that they are parallel with the direction of travel as you proceed east along Tottenham Lane. The result is that it was impossible to see them until I had already turned into Elmfield Avenue, by which time, as the photographic evidence makes plain, it was already too late. I only became aware of the signs when I was in approximately the position shown in the photograph, by which time it would have been dangerous to stop and attempt to reverse out of Elmfield Avenue. I therefore seek the cancellation of the PNC because of the poor positioning of the signs. I have considerable sympathy with the rationale of the SSS. However, I note that on 28 May 2021 the school was in fact on holiday. As I understand it the whole purpose of the SSS is to protect children, parents and teachers, but none of them was in fact present, because it was a holiday period. Furthermore, as your records will no doubt confirm, I drive a fully electric car, and so made zero contribution to the pollution the SSS exists to reduce. The irony of this PNC is therefore that it is intended that I should be fined for driving past a sign I could not possibly see until it was too late, into a street in which there were no children, parents or teachers to be protected from fumes which my car is incapable of producing. I hope that this combination of circumstances, the assurance that I will avoid any repetition and the feedback I have provided through this mitigation (and copied to the Haringey survey) will enable you to look kindly on this request to cancel my PNC. Thank you.</p>
		<p>Restricts freedom of choice. Should be replaced with other traffic calming measures.</p>
		<p>Rokesly Avenue is also a school road and the proposal wil put more traffic onto it. Also more congestion and air pollution. Either include Rokesly Avenue, or scrap it.</p>
		<p>Rokesly Ave is already affected by speeding cars, overcrowding, this will make it more dangerous if you close off the two least-affected roads which join Rokesly Ave.</p>
		<p>Camera restrictions and otehr school street measures shoudl be applied to Rokesly Ave. Rokesly Avenue is also a school road and is extremely busy. It leads to the park and has high children footfall. Pavement parkign doesn't help and there are inadequate speed humps. Speeding continues. Elmfield Ave is a quieter road and not such a direct route to school. Closing off roads will lead to greater congestion and pollution in Rokesly Avenue. It is a school road and needs mor erobust traffic calming measures. Why doesn't it have a lollipop attendant at school times? I cannot think of a mor poorly thought-out scheme.</p>



Rokesly Junior (& nursery)	Object	<p>School Street Rokesly Infants and Junior Schools I strongly object to the school street outside Rokesly Infants and Junior Schools for the following reasons. 1. The restricted times are ridiculously long. 120mins in the morning and 75mins in the afternoon. a)There is minimal school traffic/pedestrians before 8.30am and by 9.15am it is completely quiet again so to have such long restrictions either side of this is punitive to residents. It would be much fairer and less confusing for all stakeholders if the time was 8.30-9.30am. b)Other boroughs have only 60 mins each for the morning and afternoon c)This seems like a deliberate ploy to confuse road users as it is not a uniform time either side of the school day or in line with other boroughs. d)These times impose massive restrictions on residents of Hermiston Avenue, Elmfield Avenue and Mulberry Close in terms of carrying out their daily lives. 2. Restrictions indicate 'term time only'. a)People without children do not operate their lives according to school calendars so have no idea when it is a school term or not. b)Different boroughs (and different schools)have different term times (eg Haringey and Tower Hamlets had different Easter holidays this year). So people might inadvertently enter a school street believing that it is term time. 3. Signage is problematic The placing and visibility of signage does not give drivers enough time to make safe decisions. This has been acknowledged by the London Tribunals/Environment &amp; Traffic adjudicator. I have witnessed drivers who have braked sharply and/or made 3 point turns and/or reverse onto main road to avoid entering restricted area. 4. Obstructive parking a) Parents still park on zig zag lines...they do it on Rokesly Avenue. b)There are daily occurrences of parents parking across my driveway and leaving their cars to collect their children from the school. 5. Penalties. a)the penalty for a first time offence of this School Street is mean spirited especially given the recent ruling by the London Tribunals/Environment &amp; Traffic adjudicator which said that the signage is inadequate. b)In Birmingham as new traffic measures were brought in the Council very fairly operated on a '1st time you made an infringement you received a warning letter but the 2nd time you received the penalty'. This seems like a much fairer system that is not designed to catch out drivers and raise revenue. (Rokesly Infants and Juniors School Street in 25 days raised about £166,000 in See letter. All that will happen is that parking and pollution will transfer to Rokesly Ave. I also object to a camera opposite my house as this is an invasion of privacy. It's obvious the area has not been studied prior to this proposal, as the times are not appropriate. On your sign, it is not stated that the restriction is during term times only. Of course this is just a measure by Haringey council to make more money to help compensate for its total financial incompetence. In October 2019, Haringey closed all the side roads in Crouch End increasing pollution to highest levels. Despite promising to give a report to residents, this has still not been received. An obvious solution would be to change the CPZ times to 8-10am and 2-4pm and have traffic wardens on patrol. It is the afternoons when parking congestion is a problem. You need to rethink this properly</p>
		<p>Seriously concerned at the extra traffic that will be displaced on to Rokesly Ave. Rokesly Avenue should be included in the scheme - for its full length. It is the busiest road for all who go to and from the school. Rokesly Ave has a speed limit problem, so it should be included</p>
		<p>Signage is poor and too late offering no alternatives but to turn. Scheme doesn't reduce pollution to the school but pushes congestion around the school.</p>
		<p>Signage terrible looks like a school fete sign. Useless as makes congestion on road adjacent to school causing more pollution. It's not in operation at lunch and break when kids would be out in playground. Money making scheme for council</p>
		<p>The course of action to implement these restrictions feels like a trap to extort money from drivers. Shame on you after the world's mental health has been compromised over the past year and a half to two, you're going to screw them over for driving near a school? The signs for the restrictions weren't even covered over during school holidays! How mercenary is that?!</p>

Rokesly Junior (& nursery)	Object	The health of students is of the upmost importance however this seems like a huge money making scheme. I work in Islington and there is a school street that is manned by a parking attendant at the restricted times that turns cars away from the road. Please consider harringing. I got 3 tickets dropped on my doormat that were all declined for appeal so had to pay. I am a single mother who works with vulnerable children so I get the pollution concern. I paid the tickets but this affected my summer with my children as I was £195 down on my saved money for activities. Feel this is deeply unfair as no warning & signage so poor. Just block the road with an object or person. Please.
		The scheme in principle is praiseworthy but the way Haringey have implemented is both incompetent and - in retrospect - both cynical and underhand. Having installed inadequate signage - and in some cases late - plus with some purported letters to people who live only in the 2 streets/roads affected (although some residents state they didnt receive them), Haringey went ahead and rejected many appeals, stating (erroneously and disagreed with by the Adjudicator at London Tribunals) that signs were perfectly in order and it was the responsibility of drivers to spot them. This just appears to be a licence to print money. At over 6000 PCNs issued in 55 days of the Summer school term, this amounts to at least £390,000 raised (if those affected paid £65 at the 1st hurdle rather than £130 if paid late). At least one third of that amount should have been refunded to drivers.
		The school is near a main road and a petrol station so scheme will not make much difference. Scheme not operating at break or lunchtimes when children are outside. Traffic will be forced to use neighbouring roads so increasing congestion and pollution there and school still affected. Buses can now drive much faster down Elmfield Ave so more dangerous to children. Rokesly is a junior school, vast majority of children don't walk to and from it alone. Signage and links to this survey totally inadequate.
		The signage is inadequate. Our experience relates to going south along Middle Lane (towards Crouch End): - the only sign on Middle Lane is obscured until the last minute by an overhanging tree - when you get past the tree, the sign can be totally obscured by a modestly tall white van parked just to the north of the sign - because of its late visibility, the complex information about times, and, often, the concentration needed to negotiate other traffic and a difficult left turn, it's easy for a driver to miss the sign - the signs on Elmfield face west where they are not visible (except in a flash) to drivers turning into Elmfield who are more likely to be concentrating on traffic and pedestrians than poorly placed road signs - once in Elmfield by mistake it is dangerous or impossible to U-turn or back into Middle Lane Not sure given the narrowness and crowdedness of both streets how you can solve this, but I would think you need: - larger signs on Middle Lane - larger signs on both corners of Elmfield Avenue and Middle Lane facing the traffic in Middle Lane (ie: facing south on the northern corner, and north on the southern one) not, as at present, facing west where they are not visible (except in a flash) to cars turning into Elmfield
		The signage is terrible. People unwittingly drove into the roads so no improvement on safety. There should be illuminated no entry signs during hours of operation. How are people to know when term time is? It doesn't make people stop driving it just causes a squeeze effect on the nearby roads. Not really about safety just another revenue generator.
		There is no consideration for those who rely on cars driven by others in order to attend appointments (incl medical, hospital appointments). Now you want to fine those who provide such a service. Please go after the parents who drive children to school, rather than penalising people who happen to live on the school street.

<b>Rokesly Junior (&amp; nursery)</b>	<b>Object</b>	<p>There are many primary schools in crouch end. I live between rokesly and st peters - both have school streets. If all schools have school streets driving at those times will become gridlocked. The closing of one road forces cars down another and the idea that no children will be using this other busier road to walk on is ridiculous. The rokesly road is Elmfield not the road the school is in. There was no consultation or info given to residents in advance, the signage is ridiculous, there are many days when children aren't in school inset days etc but the roads are still enforced. The charges have been implemented without any appeals allowed and the local community just see this is as a way to make money. The parents who drive their children the short distance (catchment areas are very small) to school should be targeted which wd be easy achieve, rather than the whole community. It is a known that traffic accidents near school are frequently caused by other parents in cars.</p>
		<p>There are no cycle lanes inplace. Why are the times so long? I know that people will use neighbouring streets to park, or drive through; thereby creating more obstructive parking, air pollution and vehicle confrontations because of the narrow roads. We had chaos when the Liveable Streets road cllosures were put in place.</p>
		<p>This has cost me £260. I didn't know this scheme was in place. I wasn't sent an initial parking charge on one of these penalties so received a £195 charge without the first £65 fine. I've been trying to take this up with Haringey Council but my attempts to direct this right department have been in vain. Who can I take this up with as I paid up as soon as the 2 charges came to me.</p>
		<p>This scheme has been implemented without notice, it's has earned significant revenue hundreds of thousands of pounds per month due to very very poor signage and no consultation, it's an obvious it's another steel by the council on the driver. The school on elm field ave is situated next to a garage so surely that would suggest pollution is not the councils concern. It's a primary school so no child would be walking unattended. My wife teaches in Islington where the same scheme is alive but they have a warden at the entrance of the street to protect the children and warn drivers not to enter.</p>
		<p>This scheme is adding to congestion on smaller roads such as Elder Avenue. It is positively dangerous for drivers to have to stop, look at the times which are very particular ( not units of whole hours), look at your watch and work out if you can drive down there all while driving along Middle Lane. It's a recipe for accidents. I feel very sorry for people who live on the road who can't drive during the operational hours. I think this is just a revenue raiser for which the Council had no mandate. Thoroughly undemocratic.</p>
		<p>This scheme is likely to increase pollution on the adjacent streets, including Middle Lane. According to the researchers at Imperial College London, the air pollution around my house is at level 4 meaning high air pollution which exceeds two WHO limits. Please see below the extract. The proposed scheme will divert the traffic to Middle Lane and will negatively affect the health of the residents, including children living on the street. The proposed solution does not address the air pollution problem. It is merely a band aid. And it is likely that the impact overall will be negative. Pollutant one: PM2.5 At this address, the annual average of PM2.5 is 12.12mcg/m3. The World Health Organization limit is 10mcg/m3. This study shows 19.9% of strokes were attributed to exposure (for a year or more) of PM2.5 concentrations exceeding 10mcg/m3. PM2.5 can also cause asthma, jeopardize lung functions and promote cancer. Pollutant two: PM10 The reading for PM10 at this address is 20.30mcg/m3. The W.H.O. limit is 20mcg/m3. Exposure (for a year or more) to 20mcg/m3 leads to increased risk of total, cardiovascular and diabetes mortality. Exposure to PM10 also affects lung development in children.</p>
		<p>This scheme simply pushes traffic to the next street along which also borders the school. Thus not only is the pollution/traffic numbers not reduced, it is actually increased due to cars sitting in a jam or accelerating and slowing down. There used to be an unofficial one-way system following the flow of the buses, but this is lost if all cars drive down one road. The buses are greatly impacted and so children using the W3 to access schools elsewhere in the borough are impacted and sit in pollution for longer. To reduce danger to children arriving and leaving the school, perhaps tell all parents at the school to leave their card at home.</p>

Rokesly Junior (& nursery)	Object	This will cause more congestion on Poynton, and we are already fed up with the damage caused to our vehicles already. Make Poynton Rd one-way and allow two-wheels up parking
		This will displace traffic on to adjacent roads, especially Rokesly Avenue - the main access route to the school. This wil make Rokesly Ave more dangerous for children as well as carers and local residents. Please restrict temporary closures to Hermiston Avenue only.
		This will increase congestion and pollution in Rokesly Ave which is the entrance for the junior school. Increased pollution will particularly affect these children. It wil also affect surrounding roads including Tottenham Lane and Middle Lane
		This will increase traffic and parking issues on Rokesly Avenue. Scrap this scheme, it's a waste of money
		This will shift traffic to Rokesly Avenue and will cause parking problems for residents as well as pollution. You need to include Rokesly Avenue in the scheme and install speed humps and CCTV
		Totally inadequate information given to residents and poor signage. My husband has just received a fine for driving down a road that he was totally unaware he was not allowed to drive down at certain times.
		Traffic on Elder Avenue which it the parallel road to it has increased 10 fold since and there are numerous fights every day as there is not enough room for a two way street here not to mention accidents with drivers driving away after hitting parked cars. Our family strongly objects to this.
		Traffic safety issue - motorists can't safely read signage whilst also properly driving the vehicle. Signage is dangerous in location and design. Scheme is if dangerous design
		Traffic will be displaced to surrounding roads. Don't do this as tehre was chaos when roads such as Middle Lane were all closed. Also it's a pain trying to contact the council as tehy never reply, so the last thing I want is the hassle of trying to get a permit. Counciltax is high enough.
		We had absolutely no idea this was going to happen - we are only 2- 3 streets away. The Haringey website states "Residents and businesses in the vicinity of each new school street have been sent letters explaining the scheme and seeking their opinion of the trial." We and none of our neighbours have received any letter. The wording on the signage at street level is so small it's impossible to read it. The signage which is now up at the beginning of the road is difficult to read before turning - I saw a car half way across the road which was in a potentially dangerous situation with cars behind it also queuing to turn, a lorry in the opposite direction and people coming out of the garage, the car did a U turn in the middle of the road, blocking traffic. So far my dog walker has received 6 PCNs - 1 per day arriving on her doorstep over a week causing her extreme anxiety- she has been using the road to get to my house for 7 years, excuse her for not noticing a new sign which is so badly displayed. The amount she has been charged is pretty much her months salary for dog walking. She has asked the council for a waver and has been refused. Shame on you.. It feels to us like this is simply a money making scheme for the council. How can this be a help to health when the road on the other side of the school is still open and full of the cars that used to go down Elmfield?
		What I think is that the council , its members and its staff are nothing more than thieves the way they have stolen money from hard working residents in the way this scheme has been introduced! Everyone associated with it should be ashamed regarding the way un prepared residents have been dealt with having been caught out by the scheme and it's shoddy introduction with absolutely no compassion understanding or insight.

<b>Rokesly Junior (&amp; nursery)</b>	<b>Object</b>	<p>While I think something should be done I think what is done needs to vary depending on the location. I have encountered three different school street areas and my feedback for all differs greatly. For example the one by Rokesley is next to where I live. The roads affected are busy through roads unlike the others I encountered. While the signs are visible the ones at the end I entered do not have the bright school street info that is visible at the opposite end. I knew what I had done only as I exited the road. I have also encountered the ones at Campsbourne school when I dropped my niece to school. The main road next to the school is a school street road so the small back roads behind the school are now not only congested with cars but more unsafe for children. The third school street road I have encountered is at my workplace at Tiverton primary school. The school street road is the only entrance to the school and now myself and staff need to arrive early to get in without getting a fine. If coming in late we now need to wait until the school street times have lifted. Now while a little of a hassle at my work place it is has nowhere near the impact that the one by Rokesley has on the wider community as it is a dead end road rather than a through road to the wider community.</p>
		<p>Whilst the scheme has good intentions, it has not been thought through. Consider... 1. It wont stop people driving to school - they will just overwhelm Rokesly Avenue instead; 3. Elder Avenue and Rosebury Gardens will be gridlocked; 3. The impact of lost deliveries and angry contractors delivering and arriving before 9.45am; 3) What about school holidays and bank holidays?</p>
		<p>Whole thing makes no sense! Very messy money grabbing scheme to catch people out easily it's disgusting. This is not for a good cause! It's called crafty.</p>
		<p>Would support if Hermiston Aveneu is included. It also has an entrance to the school - although not as busy as the other two. The current scheme will push more traffic onto Hermiston and therefore defeat the object of the exercise. Many children walk along Hermiston Ave to get to school</p>
		<p>You are creating congestion in other streets and therefore increasing pollution.</p>
		<p>You have chosen to place restrictions in a street which is one of tge widest in Crouch End. Forcing drivers onto nearby streets causes more holdups and congestion, creating more pollution. Rokesley Ave is not restricted and that is next to the school. The school is adjacent to a petrol station and a main busy road. Closing off a busy thoroughfare is ludicrous. The times it is cut off do not correspond to the times children are in the playground. In short this road closure makes absolutely no sense logically and has done nothing but catch out innocent local drivers who were unaware of the restrictions ( I certainly wasn't informed and have been driving down that road for 35 years.) Cynics might say it is a money making project for the council. After all, the signage is inadequate as testified by the number of tickets issued. We already pay high council tax. Haringey council should be ashamed.</p>
<b>St Paul's RC Primary</b>	<b>Support</b>	<p>Agree - but Bradley Road entrance should be used as that is the school road.</p>
		<p>Avenue Road is busy with school/nursery children during peak times. The point I am making is that the school road should be the entire road and not just at St Anne's junction to make scheme effective. It would be useful if the council did a visit to see the volume of children using Avenue Road and directions they all come from.</p>
		<p>Has made a very positive contribution in terms of road safety and pollution.</p>
		<p>I fully support the scheme as it is the inconsiderate parents / drivers who create problems fo rus to park in the afternoons. 2.45pm is not early enough. Today I saw 4 cars being illegally parked before 2.45 in order to collect their children. A longer restriction woudl be welcome especially to cover rush hour period</p>
		<p>I support it for children's safety but am unclear how it will affect parkign arrangements; as I park at teh Park Avenue end of this road. Need clarity on parking rights and restrictions</p>
		<p>I support the principle but am concerned that school traffic will be displaced on to Station Rd which is already congested with Heartlands School - and by traffic generally. You need to tackle Heartlands school traffic and the school opposite. Unfortunately, one street is not going to resolve anything</p>

<b>St Paul's RC Primary</b>	<b>Support</b>	<p>I support this scheme due to the heavy traffic on the street during school run hours (albeit the worst time is still during morning / evening rush hour when the street can have traffic backed up the entire length of the road). However, I strongly disagree with removing a parking space on the road to build out a footway by the school. I can see of no reason why this is necessary (it is not explained in the document we have been sent) and parking spaces for residents on the road are already very difficult and we regularly have to park on other roads (which with a young family makes things difficult). Please DO NOT remove a parking space from this street. Thank you.</p>
		<p>I want cleaner air for our streets and London in general. Also those waiting to collect children often sit with engines running. You need to install clearer signs stating the restrictions. I'm unsure if the current ones are temporary.</p>
		<p>It is fun to walk in the road with my child. The drivers that do pass through go rather fast for the conditions (15mph-ish) so my guess is they are unaware. The signs are not incredibly effective. A surface painted barrier might be a much more effective to get attention of drivers. I am monitoring to see if situation in nearby streets seems to get worse (eg crescent road n8) The restriction time range seems excessive, an hour is a lot of time, who would be in the street 30 minutes after the school day starts? 15 minutes, from 08:45 until 09:00 seems more appropriate to the need, and reflects the times the nearby roads are blocked anyway.</p>
		<p>may ease congestion in school roads, thus reducing particle pollution. Suggest start at 8am to make the scheme more effective</p>
		<p>Reduced pollution and encouraging walking. However, these measures will just shift the problem to the other school entrance on Bradley Rd. It should be enforced on both roads</p>
		<p>Reduced the amount of cars on road</p>
		<p>Support on condition that this operates ONLY during term time and on weekdays. There is already too much traffic on Station Road - I suspect much of it is displaced from other roads. Awful. Exemptions should be applied to delivery drivers too. Station Road also has a school and is constantly busy. Traffic displacement is a problem and pollution affects residents on the road as well as children playing in the park.</p>
		<p>The traffic on Barratt Avenue during school drop off and pick up times is terrible. Cars take all the residents parking spaces and park on yellow lines / across the corner, and often leave their engines running. I drive to take my own children to a different primary school and often can't park when I return. The school street scheme will make air quality better in the street and will also stop non-school traffic from using it as a cut through to Station Road which is an ongoing problem. I would like to know how it will be monitored - by cameras? Or barriers? I would also like to know if it is possible to get an exemption permit for a non-resident - my mum regularly picks my kids up from school and brings them home when I work.</p>
	<b>Don't know</b>	<p>It's hard to say whether the school street is having any impact on traffic on Station Road from displaced cars. The school drop off and unenforced illegal parking from Heartlands is more disruptive and dangerous but you're not going to introduce a school street on Station Road are you? Inevitably we're just left to suffer.</p>
		<p>Need very clear signage on when restrictions are in place - do they include school holidays, inset days or other times schools are closed</p>
	<b>Object</b>	<p>Grossly unfair to residents. No provision for visitors or trade deliveries / services. What about nurses and carers? This has not been properly thought through. What happens in school holidays? Such inconvenience for residents is indefensible. There has been no consultation with residents and this notification gives less than 4 weeks notice. Haringey seems to have abandoned local democracy. Why is there no provision for people without internet access or smart phones who cannot apply online. Why aren't exemption permits issued automatically to residents who already have parking permits? This is an unnecessary burden especially when the notice period is less than a month during lockdown.</p>



<p><b>St Paul's RC Primary</b></p>	<p><b>Object</b></p>	<p>I would like to thank you for the letter and as a direct resident of that school, parent to a 5 years old daughter and person who have successfully applied for exemption permit I would like to inform you that in my view the scheme is full of nonsense. While I support schools and children fourheartly you scheme actually causes more destructions than what it was before where all parents were able to drop off their children to school. Please, note my sensible reasoning below. Highgate School is positioned next to a very busy road called North Hill and A1 red route. Your recent restrictions created more chaos than good. Desperate parents are trying to park on main road of North Hill that is not only dangerous but also destructive to other motorists. Fumes from their cars are polluting on the main roads as parents have not given up dropping off their kids to school by car. It is very well to say to parents to walk, to cycle or use public transport when actually we don't have facility in this country for such grand ideas. For simple reasons: London is a very old city and their new cycle paths crated are simple very dangerous. Public transport like buses is very unreliable and don't meet demand of public. I personally bought a bike and I am scared to cycle around my neighborhood as it's dangerous for me and my daughter. Secondly, England is a country of rain and windy weather - I would not put my child at heathl risk to travel in such harsh conditions. It is simple not sustainable. Therdly, you enforced on us to walk more, in theory it is a great idea, indeed, but practically children have their own moods and their parents need to get quickly to work so your idea is designed for not working parents who have time in the world to care for their children. I believe that there is enough poverty in this particularly area and we as community should make life of our children and parents as easy as possible, not to make their daily journey as hell. I would like to reiterate that walking people, not only children and their parents, on the bend of A1 (Archway Road) going towards North Hill haven't got zebra crossing nor pedestrian lighting allowing them crossing the road safely. Motorists on A1 drive like a lunatic as they are frustrated to stay in constant traffic which is always there. I suggest you should improve that issue rather than crate a new issue of poor working-class parents trying to <del>improve</del> <del>impple</del> their parental resonsibilities with work. Please kind revert as it was before</p>
		<p>Many parents drop off children on their way to work - likewise at pick up times. Stopping parking on Barratt Avenue will cause problems elsewhere. I notice you do nothing about teh many cars using Barratt Avenue as a rat run.</p>
		<p>St Paul's school has seen a drop in applications and this scheme will make more parents take their child out of the school. Additionally many of our parishioners of St Paul's church who attend daily mass are finding parking places hard to find. Mass starts at 9:30 and the school playground which is used for parking at weekends is unavailable doing the school day. Finally the signs put up at the end of the road are not visible until you actually turn into the road. It has just turned into a nightmare. Who actually benefits from these restrictions? Has there ever been an accident on the road during school run hours?</p>
		<p>Station Road is really busy anyway at these times. Quite unnecessary scheme.</p>
		<p>Traffic being forced back on to the already busy Station Road. There is the Heartlands secondary school on this road and Alexandra school round the corner. The pavements are already congested and Station Road jam packed with cars and buses making it difficult for residents to get around at these times of the day. It also forces parents and children to walk on the edge of pavements closer to the displaced cars.</p>
<p><b>Tiverton Primary</b></p>	<p><b>Support</b></p>	<p>Children can walk to the school safely.</p>
		<p>Children desrve safer streets. Well done Haringey</p>
		<p>Good for the local community, safer, less pollution, ensures more walking, fitter adults and pupils, no idling outside the school, cleaner air.</p>
		<p>I like the scheme as it makes it safer for children outside schools and reduces air pollution outside the school. It also stops people driving/parking where they shouldn't e.g. diagonal yellow lines. However, as school staff I wish I were exempt from the rule as now myself and other staff have to arrived at school earlier than we would usually as the road is our only access to our car park and it causes additional anxiety for staff if they get stuck in traffic.</p>
		<p>I support the scheme as it keeps children safer at school times from the parents driving and parking outside the gates.</p>

<b>Tiverton Primary</b>	<b>Support</b>	I support the scheme to a certain extent. I believe it is good to avoid causing congestion on the street during school hours when children and parents are walking to and from school. This makes the road more safe.
		I support this scheme because it keeps the children safe from parents' cars pulling outside the gates.
		It encourages a healthier lifestyle.
		It is the wish of the council
		Keeping children safe and improving the air quality around the school.
		Makes the roads safer for the children at key times of the day
		Prefer that cars are blocked off
		Safe , greener streets for the local school community
		Safer for the pupils and less traffic on Pulford road during school drop off and pick up.
		We need to improve the area
	Why not close the street all the way down to Moreton Rd? I'm concerned there will be a lot of idling engines on Ossian and Tewkesbury at the drop off and pick up periods.	
	<b>Don't know</b>	I like the idea behind trying to reduce excess cars around children when they are entering school, however, the way this scheme has affected me as a member of teaching staff has been very negative.
	<b>Object</b>	I am disgusted that as a resident I have received little information on how this school street affects us as residents that live right next to the school. I have received and am currently appealing a ticket for driving into my street to park my car, when I was NOT advised that as a resident I do not have an automatic exemption to these "rules" and my family members are unable to get to my door. My mother that is unwell has to limp down the street to get a taxi?? Unacceptable! I have also checked that with the exemptions in place only 2 cars are allowed per household?! again this is unacceptable for a large household and external family members. As a resident I strongly object this School Street unless reasonable exemptions are put in place.
	I do not think the hours/timings are convenient for members of staff who are trying to get to work I also think it is hugely unfair that a penalty is issued if a member of staff is running late to work as they could be late due to an emergency There is unnecessary stress	
	I drive to work, when there is traffic I get stressed about being late and getting fined.	
	I feel the hours are too long and for people who have working hours starting from 8.30 its not fair to have to arrive early everyday. Plus if there is really bad traffic and we arrive after the time as a staff member i will get a ticket. so i feel all staff members should all be given a permit so we can feel reassured about arriving to work without stressing about getting a ticket none of us can afford to pay which is adding to an already stressful job and will help our mental health. Also the hours should be from 8.35-9.30 and then from 3pm to 4pm.	
	Inadequate notice, no provision for road closures due to works or emergency elsewhere. Increase in pollution in the area including the school streets.	
	It is very stressful in the morning to make it before the times given.	
	My reason for objecting is because I feel very anxious most mornings if I'll be making it into work before 8.15. I drop off my child to nursery and feel very rushed when dropping her off. Due to the new implemented camera I've even had to ask my child's nursery if I could drop her off from another entrance. This has caused me a lot of stress and anxiety especially to the start of my day.	
	The school is on a no through road and has not made any difference. There have never been any problems in terms of the road being polluted, as mainly our families live locally which means they walk or take public transport.	
<b>Welbourne Primary</b>	<b>Support</b>	Both streets which have entrances to this school can become clogged with cars. There are certain parents who are unwilling to turn off their engines when waiting and during Covid-19 measures with queuing at the school gates, this has been more problematic
		Cars drive very fast down the road. Although the scheme is in place parents still drive down although the scheme is put in place
		cars moving around near the school create pollution and also a danger to schoolkids. The school st. also promotes less car use.
		Danger of cars dropping kids off

<b>Welbourne Primary</b>	<b>Support</b>	<p>Fast moving school run traffic poses a threat to the safety of children at the start and end of the school day. Given the small catchment area, driving to school is unnecessary and normalises car use for short local journeys that can be achieved with active travel or public transport.</p>
		<p>Health and Safety for children travelling to school. To decrease the use of cars ,specially with the engines still on parked up, giving more air pollution.</p>
		<p>I strongly support the idea of a School Street to make it safer for kids to walk/ bike/ scoot to school but I think another street that serves the school should be a school street too (Stainby Road).</p>
		<p>I support the scheme because it is so nice to see the kids running around without worrying about cars.</p>
		<p>I'm in support of anything that keeps pollution levels down</p>
		<p>It is unacceptable to have parents carers using cars and heavily pollute the area when schools are within walking distance. Statistically, a really small minority of parents/carers do need a vehicle because of mobility issues. Most of the time, car usage is not justified. I wholly support the school street scheme</p>
		<p>Need to extend much more road on both entrances of school. Currently only now one side but it's very small part. Parents drivers still no bother and parking and endanger children's anyway.</p>
		<p>People are driving right up to the school Gateshead keep their car engines on. We had an occasion with my daughter riding bikes to school we go locked in between 3 cars that was a stressful experience. People park on double yellow line all the time too. This is all bad for pupils health.</p>
		<p>Safer walk to school for everyone, cars are not trying to park on pavement etc Support for children and safety</p>
		<p>The scheme has been really successful for us! Especially as, due to the pandemic parents have had to wait outside for entering the premises, the absence of cars has really improved our quality of life. We live further away than many families, and we've not been negatively impacted in any way by not being able to drive into the school.</p>
		<p>This is a narrow street with no turning space. Cars leave engines running and it's dangerous for children. I would recommend extending the scheme to all of High Cross Rd</p>
		<p>Traffic volume on Monument Rd is more than enough already - so is pollution which affects the children. That said, this is a good idea in terms of thinking healthy, so I encourage the scheme. Develop a mind-catching slogan to encourage local residents to think healthy!</p>
		<p>We go past there during the hours of operation and feel a lot safer with fewer cars in the area.</p>
		<p>We need to reclaim the streets for pedestrians - esp young children</p>
	<b>Object</b>	<p>the school street scheme is unworkable and causes difficulty in collecting child on time. I have a round trip of 4-5 hours to collect my child from school and having to park so far away adds 20-30 min to my journey. Life in London has become unworkable. I already have to take time off work on the days I collect my child. It seems Haringey are doing everything to ensure I will not be able to return to living in the borough I was born.</p>

## Appendix C - Objection themes and the Council's response

All comments (Appendix B) received via the statutory consultation have been considered by officers. This table summarises the main themes of objection and the Council's response to those objections.

Grounds of representation	Council's response
<p>Object. Displaces traffic congestion, adds to pollution on other roads. Who benefits?</p>	<p>In 2018, a landmark study of the impact of London's air pollution found children growing up in the capital and exposed to air pollution showed significantly smaller lung volume, with a loss of approximately five per cent in lung capacity. Research shows that those exposed to the worst air pollution are more likely to be deprived Londoners and from black, Asian and minority ethnic communities.</p> <p>According to Public Health England, London has higher rates of hospital admissions for asthma in under 19-year-olds compared to other regions in England.</p> <p>We also know that motor vehicles are the single biggest cause of London's air pollution.</p> <p>By restricting motor vehicles outside the school gate, the scheme most benefits vulnerable children who are particularly at risk from air pollution.</p> <p>Evaluation reports from earlier schemes (in the borough?), and early data in this study indicate that motorised traffic not only decreases on the school street where the scheme has been implemented, but also on surrounding streets. This suggests a change in behaviour with people swapping mode of transport to active travel or public transport. In turn this reduces, not displaces congestion.</p> <p>School Streets are not the only tool to address poor air quality but is one of a range of measures that Haringey is implementing.</p>
<p>Object. Problems for residents &amp; drivers - incl deliveries &amp; services. Poor design and planning</p>	<p>The Council operates a free exemption system that allows certain groups of motorists to drive into a School Street during restricted hours. School Streets are limited to approximately 1.5hrs in the AM and PM, Monday to Friday, so in practice are only operational for a small proportion of the day. Furthermore, School Streets only operate during term time</p> <p>Any vehicle may drive out of a School Street during restricted hours, without the need for an exemption. Exemptions are available for residents and so are not unduly impacted.</p> <p>It is acknowledged that visitors and deliveries are not exempt during the restricted hours.</p> <p>The lack of exemptions for visitors and deliveries is crucial in achieving the objective of reducing congestion and reducing road danger outside the school gate.</p> <p>We recommend that visitors either walk or cycle their journey, park their car in a nearby street and walk the short distance to the school, or arrive outside of the hours of the School Street.</p>

Appendix C - Objection themes and the Council's response

	<p>Home deliveries should avoid driving into the School Street during operational times. Our School Streets are generally small and therefore, during operational times, delivery companies need to adapt: reduce, retime, reroute or remode.</p> <p>School Streets are designed to be compact, often affecting one or a small number of streets for limited distances. This means that delivery drivers that do arrive during the hours of operation should be able to park nearby and walk to their final destination.</p> <p>It is noted that the number of parcels delivered in London is expected to double by 2030 and areas immediately outside the school gate should be protected from this.</p> <p><b>Design</b> The design approach of Haringey's School Streets is consistent with other London boroughs. By mid-2021 there were over 300 School Streets in the capital.</p> <p>Each school is carefully assessed to respond to the local situation, but a consistent design approach is applied which means that School Streets:</p> <ul style="list-style-type: none"> <li>• limit access to pedestrians and cyclists only in the street(s) outside the school gates i.e. no motor vehicles</li> <li>• only operate for a limited time each day which aligns with the times that the school gates open and close</li> <li>• operate in a logical section of street or streets (known as a zone) that removes or reduces the need for vehicle U-turns at the closure point, i.e. School Streets should generally start at a junction where vehicles can safely choose another route, if they find the street closed</li> </ul> <p>The size of our School Streets (i.e. the number of roads included) is guided by the location of the school gates in relation to the surrounding road network. In some cases, a short length of road will work effectively (e.g. a cul-de-sac or one-way street) but, in other locations, a more extensive network of streets will be required to have a similar effect.</p> <p>Larger zones may (in some circumstances) make driving to school even less appealing (and can minimize concern about potential displacement) but a larger zone will also result in more exemption permits being issued. More exemption permits per zone will increase the frequency that school children and cars are on the road at the same time and therefore larger zones will reduce the road safety benefits that might be achieved through a smaller zone.</p>
<p>Don't object in principle but do</p>	<p>Residents are accommodated through the <a href="#">online exemption system</a>.</p>

**Appendix C - Objection themes and the Council's response**

<p>object to lack of consideration for impact on residents</p>	<p>We acknowledge that having to apply annually for an exemption does add a new level of bureaucracy to resident's busy lives.</p> <p>However, it is important to consider that a robust system – with appropriate enforcement – is necessary for the scheme to be effective.</p> <p>A system of self-regulation would not be effective, ie if we were permitted to put up signs that said 'no school run traffic, residents only' those signs would not be effective and potentially increase road danger to children.</p>
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## EQUALITY IMPACT ASSESSMENT

The **Equality Act 2010** places a '**General Duty**' on all public bodies to have '**due regard**' to the need to:

- Eliminating discrimination, harassment and victimisation and any other conduct prohibited under the Act;
- Advancing equality of opportunity between those with a 'relevant protected characteristic' and those without one;
- Fostering good relations between those with a 'relevant protected characteristic' and those without one.

In addition the Council complies with the Marriage (same sex couples) Act 2013.

### Stage 1 – Screening

Please complete the equalities screening form. If screening identifies that your proposal is likely to impact on protect characteristics, please proceed to stage 2 and complete a full Equality Impact Assessment (EqIA).

### Stage 2 – Full Equality Impact Assessment

An EqIA provides evidence for meeting the Council's commitment to equality and the responsibilities under the Public Sector Equality Duty.

**When an EqIA has been undertaken, it should be submitted as an attachment/appendix to the final decision making report. This is so the decision maker (e.g. Cabinet, Committee, senior leader) can use the EqIA to help inform their final decision. The EqIA once submitted will become a public document, published alongside the minutes and record of the decision.**

Please read the Council's Equality Impact Assessment Guidance before beginning the EqIA process.

1. Responsibility for the Equality Impact Assessment	
<b>Name of proposal</b>	School Streets (Batch 1a and 1b) - review of 10 School Streets introduced under experimental traffic management order procedures
<b>Service area</b>	Carbon Management / Highways
<b>Officer completing assessment</b>	Joe Baker / Tim Walker
<b>Equalities/ HR Advisor</b>	Joe Wills
<b>Cabinet meeting date (if applicable)</b>	Feb 2022
<b>Director/Assistant Director</b>	TBC

### 2. Summary of the proposal

*Please outline in no more than 3 paragraphs*

- *The proposal which is being assessed*
- *The key stakeholders who may be affected by the policy or proposal*
- *The decision-making route being taken*

The proposed decision is to approve and make permanent 10 School Streets that have been installed under an Experimental Traffic Order since November 2020. School Streets create a safe walking and cycling zone on the road(s) outside of a school at times of pick up and drop off.

These 10 School Streets have been informed from feedback from key stakeholders including pupils, teachers, parents/carers, residents and businesses. To reach this determination the Council has also monitored traffic levels, air quality, and impacts on the wider road network.

Those who are most likely to benefit from a School Street are those who want or need physical activity in a safe space, and those who can benefit from a calmer route to the school at the start of the day. Children and those with health conditions which make them more vulnerable to health impacts from poor air quality will also benefit.

Those who are likely to be negatively impacted by proposed School Streets are those who need or want vehicular access to these roads during the times of operation.

**3. What data will you use to inform your assessment of the impact of the proposal on protected groups of service users and/or staff?**

*Identify the main sources of evidence, both quantitative and qualitative, that supports your analysis. Please include any gaps and how you will address these*

*This could include, for example, data on the Council's workforce, equalities profile of service users, recent surveys, research, results of relevant consultations, Haringey Borough Profile, Haringey Joint Strategic Needs Assessment and any other sources of relevant information, local, regional or national. For restructures, please complete the restructure EqIA which is available on the HR pages.*

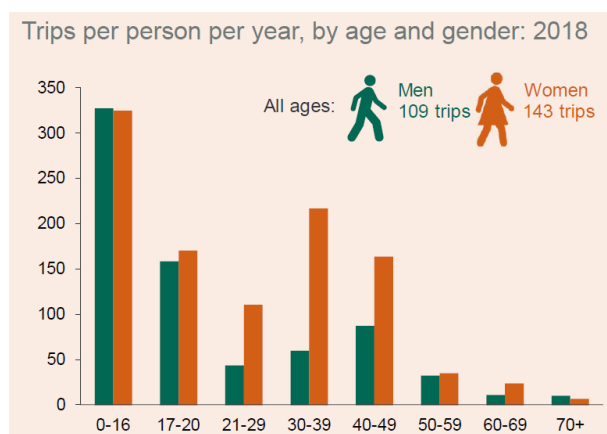
<b>Protected group</b>	<b>Service users</b>	<b>Staff</b>
Sex	Data on the sex of affected individuals come from census data, Haringey borough profile data and Haringey schools data.  Data has also been used from the annual transport survey by the UK government and a study undertaken by the Scottish government.	N/A

Gender Reassignment	Data on the gender assignment of affected individuals comes from Haringey Borough profile data.	N/A
Age	Data on the age of affected individuals comes from Haringey borough profile data. Additional data comes from the UN and the UK transport survey.	N/A
Disability	Data on disabilities of affected individuals comes from Haringey borough profile data.	N/A
Race & Ethnicity	Data on the race and ethnicity of affected individuals comes from Haringey borough profile data. Additional data comes from the Guardian.	N/A
Sexual Orientation	Data on the sexual orientation of affected individuals comes from Haringey borough profile data.	N/A
Religion or Belief (or No Belief)	Data on the religion or belief of affected individuals comes from Haringey borough profile data.	N/A
Pregnancy & Maternity	Haringey borough data has been utilised.	N/A
Marriage and Civil Partnership	Haringey borough data has been utilised.	N/A

**Outline the key findings of your data analysis. Which groups are disproportionately affected by the proposal? How does this compare with the impact on wider service users and/or the borough's demographic profile? Have any inequalities been identified?**

### **Sex**

Data from [Scotland](#) and the [UK Transport Survey](#) finds that women were more likely to escort children to school than men. We can assume that this is also true in Haringey.



The graph above, from the UK Transport Survey, demonstrates that women between 21-49, who are the group most likely to have primary school aged children, make more

trips on average than men. When taken with the data showing that women are more likely to accompany children on the school run, this suggests that women are making more of the school run trips in Haringey than men.

Therefore, women will be more effected by this proposal than men, as they may have to change the way they get to school.

Air quality exposure is [worse](#) inside of a vehicle than outside of it, so all groups, including those with protected characteristics, will benefit from increased active travel by lower exposure to poor air quality. They will also benefit from the other positives of active travel, such as the associated health benefits.

Implementing the school streets plan will therefore benefit these groups by improving air quality at the schools with the worst air quality and improving road safety at schools with the worst road safety issues.

### **Gender Reassignment**

Air quality exposure is [worse](#) inside of a vehicle than outside of it, so all groups, including those with protected characteristics, will benefit from increased active travel by lower exposure to poor air quality. They will also benefit from the other positives of active travel, such as the associated health benefits.

Implementing the school streets plan will therefore benefit these groups by improving air quality at the schools with the worst air quality and improving road safety at schools with the worst road safety issues.

There is no data to suggest that school streets will disproportionately affect anybody who is undergoing or has undergone gender reassignment.

### **Age**

These proposals will affect people with primary school aged children or children of this age group in their care, residents and businesses near the schools, teachers, the children who attend the schools and vehicle owners who use the road(s) for any other purpose.

Air quality exposure is [worse](#) inside of a vehicle than outside of it, so all groups, including those with protected characteristics, will benefit from increased active travel by lower exposure to poor air quality. They will also benefit from the other positives of active travel, such as the associated health benefits.

[Data](#) on air quality shows that it is particularly harmful for children and elderly people.

Children under the age of 10 have the [highest percentage](#) of pedestrian fatalities. The peak time for pedestrian injuries from vehicles is during the morning rush hour, which includes the school run. Therefore, young children will benefit most from the road safety improvements.

Implementing the school streets plan will therefore benefit these groups by improving air quality at the schools with the worst air quality and improving road safety at schools with the worst road safety issues.

### **Disability**

Air quality exposure is [worse](#) inside of a vehicle than outside of it, so all groups, including those with protected characteristics, will benefit from increased active travel by lower exposure to poor air quality. They will also benefit from the other positives of active travel, such as the associated health benefits.

Implementing the school streets plan will therefore benefit these groups by improving air quality at the schools with the worst air quality and improving road safety at schools with the worst road safety issues.

School Streets have the potential to affect a disabled resident's access to their road or property. It would also affect any disabled person who needs vehicles access to the road for other reasons, such as disabled pupils being driven to the school. The plan includes recommendations for those with blue badges to be exempt from the school street restrictions to mitigate this. Vehicles transporting SEN students to the school will also be exempt from the restrictions.

### **Race & Ethnicity**

Data shows that BAME individuals are [more likely](#) to be exposed to poor air quality in London than those not from BAME groups. We also know that poor air quality is more common in the east of Haringey, whilst the proportion of BAME residents is also higher in the east of Haringey. Therefore, we can surmise that BAME communities are presently more exposed to poor air quality in Haringey than non-BAME groups.

Air quality exposure is [worse](#) inside of a vehicle than outside of it, so all groups, including those with protected characteristics, will benefit from increased active travel by lower exposure to poor air quality. They will also benefit from the other positives of active travel, such as the associated health benefits.

Implementing the school streets plan will therefore benefit these groups by improving air quality at the schools with the worst air quality and improving road safety at schools with the worst road safety issues.

### **Sexual Orientation**

Air quality exposure is [worse](#) inside of a vehicle than outside of it, so all groups, including those with protected characteristics, will benefit from increased active travel by lower exposure to poor air quality. They will also benefit from the other positives of active travel, such as the associated health benefits.

Implementing the school streets plan will therefore benefit these groups by improving air quality at the schools with the worst air quality and improving road safety at schools with the worst road safety issues.

There is no data showing that school streets will disproportionately affect people as a result of their sexual orientation.

### **Religion & Belief (or No Belief)**

Air quality exposure is [worse](#) inside of a vehicle than outside of it, so all groups, including those with protected characteristics, will benefit from increased active travel by



lower exposure to poor air quality. They will also benefit from the other positives of active travel, such as the associated health benefits.

Implementing the school streets plan will therefore benefit these groups by improving air quality at the schools with the worst air quality and improving road safety at schools with the worst road safety issues.

There is no data showing that school streets will disproportionately affect people as a result of their sexual orientation.

### **Pregnancy & Maternity**

Air quality exposure is [worse](#) inside of a vehicle than outside of it, so all groups, including those with protected characteristics, will benefit from increased active travel by lower exposure to poor air quality. They will also benefit from the other positives of active travel, such as the associated health benefits.

Implementing the school streets plan will therefore benefit these groups by improving air quality at the schools with the worst air quality and improving road safety at schools with the worst road safety issues.

No data shows that school streets will disproportionately target those who are pregnant. However, more mothers are likely to be taking children to and from schools. Alongside this, as explained in section 5, the effects of school streets on those who are pregnant has been taken into consideration during the development of the School Streets Plan.

### **Marriage and Civil Partnership**

Air quality exposure is [worse](#) inside of a vehicle than outside of it, so all groups, including those with protected characteristics, will benefit from increased active travel by lower exposure to poor air quality. They will also benefit from the other positives of active travel, such as the associated health benefits.

Implementing the school streets plan will therefore benefit these groups by improving air quality at the schools with the worst air quality and improving road safety at schools with the worst road safety issues.

There is no data to suggest that those in a civil partnership will be affected in a different way than those in a marriage by the school streets proposals.

#### **4. a) How will consultation and/or engagement inform your assessment of the impact of the proposal on protected groups of residents, service users and/or staff?**

*Please outline which groups you may target and how you will have targeted them*

**Further information on consultation is contained within accompanying EqlA guidance**

Consultation has primarily been targeted at statutory bodies, residents living near the schools, parents and carers who transport the children to school and the school itself.

Those with protected characteristics, specifically blue badge holders, will be targeted with communications about how to get an exemption from the restrictions. Consultations with all stakeholders will include individuals with protected characteristics.

Each school street has had its own engagement and consultation process whereby all people affected by a scheme have input into its delivery.

This process is described in more depth in the Cabinet Report and in the School Streets Plan (10<sup>th</sup> Nov 2020 Cabinet).

**4. b) Outline the key findings of your consultation / engagement activities once completed, particularly in terms of how this relates to groups that share the protected characteristics**

*Explain how will the consultation's findings will shape and inform your proposal and the decision making process, and any modifications made?*

Feedback from Haringey's first school street scheme at Lordship Lane Primary has informed decisions in the School Streets Plan. This feedback has been used to better understand how a scheme can impact on individuals with protected characteristics and these lessons have been embedded into the Council's approach moving forward.

For example, the school streets plan recommends ANPR camera enforcement in the vast majority of school streets, which allows all residents within the zone to leave the zone during the times of operation. This is in response to feedback from residents, school staff and officers about the bollard system at Lordship Lane. ANPR cameras are a way to ensure those with protected characteristics who live within a zone are not negatively impacted by the school street scheme.

Analysis of exemption data shows that approximately 15% of exemptions have been issued to motorists with a Blue Badge or have a disability that prevents the parents, carer or pupil from walking, cycling or wheeling to school. This indicates that the exemption system is working for those who most need it.

**5. What is the likely impact of the proposal on groups of service users and/or staff that share the protected characteristics?**

*Please explain the likely differential impact on each of the 9 equality strands, whether positive or negative. Where it is anticipated there will be no impact from the proposal, please outline the evidence that supports this conclusion.*

Further information on assessing impact on different groups is contained within accompanying EqIA guidance

**1. Sex**

By increasing active travel and improving road safety at schools it is anticipated that women, who are currently underrepresented among cyclists, will feel more confident and increase uptake of these modes.

Improving air quality and road safety around schools will have a positive net benefit for women in Haringey as national data shows that women are more likely to escort children to school than men.

Positive	Positive	Negative		Neutral impact		Unknown Impact	
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**2. Gender reassignment**

Implementing school streets is not expected to have any specific impact for those who have undergone or who are undergoing gender reassignment.

If any inequity in delivery is identified, steps will be taken to rectify this.

Positive		Negative		Neutral impact	Neutral	Unknown Impact	
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**3. Age**

It is anticipated that delivering school streets will benefit young people who will increase levels of active travel, be safer from cars and benefit from improved air quality. It is also anticipated that this group will benefit from the roads outside of their school being quieter, improving their confidence to walk and cycle

By improving the public realm, there is likely to be more social interaction which would lower the levels of social isolation that predominantly older people feel.

Positive	Positive	Negative		Neutral impact		Unknown Impact	
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**4. Disability**

It is anticipated that those with a disability will benefit from the improved air quality that school streets bring, the more accessible and public realm focussed improvements associated with school streets and from there being fewer cars on the road.

There may be negative impacts associated with restricting vehicle access to certain roads at certain times, however, this can be mitigated by allowing those with disabilities to apply for an exemption – allowing them to maintain access even during the times of restriction.

Positive	Positive	Negative	Negative	Neutral impact		Unknown Impact	
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**5. Race and ethnicity**

BAME communities in Haringey are more likely to live in areas with poor air quality. Therefore, implementing the school streets plan will have a positive impact on BAME communities by improving air quality.

Positive	Positive	Negative		Neutral impact		Unknown Impact	
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**6. Sexual orientation**

It is anticipated that implementing the School Streets Plan will have a neutral impact on those whose sexual orientation is a protected characteristic. School streets will not impact or affect this group in a different way to any other group and the needs of the LGBT community will be reflected in the plan and implementation of school streets.

Positive		Negative		Neutral impact	Neutral	Unknown Impact	
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**7. Religion or belief (or no belief)**

It is anticipated that the School Streets Plan will have a neutral impact based on religion or belief, as there is no evidence that implementing school streets will disproportionately impact anyone because of their religion or belief.

Ensuring suitable levels of access to places of worship will be necessary during the implementation phase of specific school streets.

Positive		Negative		Neutral impact	Neutral	Unknown Impact	
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**8. Pregnancy and maternity**

Implementing school streets will have a positive impact on pregnant people. This is because poor air quality is more harmful to pregnant people.

There are also negative impacts associated with school streets for pregnant people. This is because pregnant people are less able to benefit from active travel, may have mobility issues and those living in school streets zones may need visits from health care professionals. The Council will endeavour to ensure any school street scheme does not result in disproportionately negative impacts for this group and implement appropriate mitigating measures

School streets are a proportionate measure to achieve a legitimate aim and the benefits associated with improved air quality will outweigh any negative impacts.

Positive	Positive	Negative	Negative	Neutral impact		Unknown Impact	
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**9. Marriage and Civil Partnership**

School Streets will have a neutral impact on marriage and civil partnership. People in a marriage or in a civil partnership will be impacted the same by this policy.

Positive		Negative		Neutral impact	Neutral	Unknown Impact	
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### 10. Groups that cross two or more equality strands e.g. young black women

Women are more likely than men to escort children to school. Therefore, improving air quality by schools is likely to have a positive impact on BAME women in Haringey. BAME pregnant women and BAME young women will therefore stand to benefit from the improvements to air quality and road safety.

Religious people with disabilities who need to access a place of worship in the school street zone during the times of operation could be disadvantaged by the schemes. However, the policy on exemptions allows for enough leeway to grant exemptions in these cases. Furthermore, most zones will not have a place of worship within them. In the zone(s) that do, this issue should be identified before beginning consultation and should be mitigated to ensure that a scheme does not negatively impact this group. Religious organisations within or near the zone will be engaged and have opportunities to request exemptions for these individuals before a scheme is implemented.

We know that certain transport inequalities exist in Haringey. In summary, school streets to promote active travel and improve air quality have potential to reduce inequalities that affect protected groups including children and young people and BAME communities. However, some groups may not be able to benefit from engaging in active travel, including people with mobility-related disabilities, some older people, and pregnant people. These groups may be negatively impacted by reduction in private car use. The School Streets Plan does not promote a complete ban on vehicle access to the zones due to the inequalities that exist and makes sure these groups are considered in developing fair policies.

#### Outline the overall impact of the policy for the Public Sector Equality Duty:

- Could the proposal result in any direct/indirect discrimination for any group that shares the relevant protected characteristics?
- Will the proposal help to advance equality of opportunity between groups who share a relevant protected characteristic and those who do not?  
This includes:
  - a) Remove or minimise disadvantage suffered by persons protected under the Equality Act
  - b) Take steps to meet the needs of persons protected under the Equality Act that are different from the needs of other groups
  - c) Encourage persons protected under the Equality Act to participate in public life or in any other activity in which participation by such persons is disproportionately low
- Will the proposal help to foster good relations between groups who share a relevant protected characteristic and those who do not?

- No. There will be no discrimination as a result of implementing school streets. Each scheme will be unique and any issues that are identified will be rectified on a case by case basis.

- Most of the protected groups are experiencing the negative impacts of poor air quality at a disproportionate rate and therefore school streets will be a net positive.
- Those belonging to a protected group, such as disabled residents, will be accommodated by the school streets scheme and their access to their areas of residence will not be negatively impacted.
- Any negative impacts to protected groups are a proportionate means to achieve a legitimate outcome.

### 6. a) What changes if any do you plan to make to your proposal as a result of the Equality Impact Assessment?

Further information on responding to identified impacts is contained within accompanying EqIA guidance

Outcome	Y/N
<b>No major change to the proposal:</b> the EqIA demonstrates the proposal is robust and there is no potential for discrimination or adverse impact. All opportunities to promote equality have been taken. <u>If you have found any inequalities or negative impacts that you are unable to mitigate, please provide a compelling reason below why you are unable to mitigate them.</u>	Yes
<b>Adjust the proposal:</b> the EqIA identifies potential problems or missed opportunities. Adjust the proposal to remove barriers or better promote equality. Clearly <u>set out below</u> the key adjustments you plan to make to the policy. If there are any adverse impacts you cannot mitigate, please provide a compelling reason below	No
<b>Stop and remove the proposal:</b> the proposal shows actual or potential avoidable adverse impacts on different protected characteristics. The decision maker must not make this decision.	No

### 6 b) Summarise the specific actions you plan to take to remove or mitigate any actual or potential negative impact and to further the aims of the Equality Duty

Impact and which relevant protected characteristics are impacted?	Action	Lead officer	Timescale
Disabled residents may need vehicle access to their residence during the times of operation of a school street	Allow blue badge holders to apply for an exemption, to maintain access.  Support disabled individuals in the zone to apply for blue badges if they do not already have one.	Parking and Operations	Ongoing
Pregnant people may struggle with mobility,	Make sure the exemption system has systems functionality so that it can	Parking and Operations	Ongoing



<p>may need access for healthcare professionals, and may be unable to benefit from active travel improvements.</p>	<p>be adaptable to the needs and concerns of everyone needing access to the zone.</p> <p>Ensure each scheme is implemented in a way that is most appropriate for the needs of those affected.</p>	<p>And Active Travel Team</p>	
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**Please outline any areas you have identified where negative impacts will happen as a result of the proposal but it is not possible to mitigate them. Please provide a complete and honest justification on why it is not possible to mitigate them.**

All groups, including those with protected characteristics, will have their access to the roads at each school limited for certain periods. However, those who have mobility concerns will maintain access subject to an exemption certificate that can be applied for. Any PCN's unfairly issued (through the entering of a School Street) can be challenged.

Therefore, the other groups with protected characteristics who will have their access restricted will not be negatively impacted in a disproportionate or discriminatory way. These groups will have to walk slightly further to the school gates, along with all other groups, except those who require vehicle access for mobility reasons. All groups also stand to benefit from the improvements of air quality and road safety, which often disproportionately effects people with protected characteristics.

Therefore, the Council believes that this is a proportionate measure to achieve a legitimate aim.

**6 c) Summarise the measures you intend to put in place to monitor the equalities impact of the proposal as it is implemented:**

- **Concerns raised by the schools.** This includes monitoring the impact on any protected groups such as accompanied transport systems for vulnerable students or those with mobility needs. The Council will engage with the school at a minimum annually to offer feedback on the School Street.
- **Number of Blue Badge Users applying for exemptions.** This will ensure that communications to road users within / using the School Street are aware of exemptions that they can apply for.
- **Concerns raised by residents.** To ensure that all communications highlights that those with mobility concerns are aware of exemptions.
- **Air Quality Levels.** The Council will continue to monitor air quality levels outside the schools to ensure that the benefits of the School Streets are measured.

## 7. Authorisation

EqIA approved by <span style="background-color: yellow; border: 1px dotted black; padding: 2px;">.....</span> (Assistant Director/ Director)	Date .....
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**8. Publication**  
*Please ensure the completed EqIA is published in accordance with the Council's policy.*

Please contact the Policy & Strategy Team for any feedback on the EqIA process.

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### **Extract from School Streets policy report to Cabinet, November 2020**

7.5.6 Motor vehicles belonging to the following groups and situations are permitted to drive in a School Street, without first obtaining an exemption permit:

- Emergency services
- Statutory Undertakers
- Local Authority in pursuance of statutory powers, including refuse collection
- Exemptions stated in the Highway Code, such as a medical emergency or with the permission or at the direction of a police officer.

7.5.7 Motor vehicles belonging to the following groups and situations will be eligible for an exemption permit to enable them to drive within the School Street during the hours of operation, should they require one:

- Residents or business based within the affected area, with proof of their vehicle being registered to their address. There should be no more than 2 permits granted per household. These residents will be able to leave or enter the street to enable access to their property, but will be encouraged to reduce vehicle movement as much as possible during the School Street hours. If there are more than 2 cars registered a property, then it will be for the household to resolve which cars are registered.
- Blue Badge holders who require access to the street.
- School buses and vehicles used in the transport of children and adults with special access needs. This may include staff who fulfill this criteria and will cover private vehicles, taxis and minicabs declared for such use. It will be the responsibility of the school to collect this information for the affected students and staff, with consent, and send the council details of the number plate of the vehicle required for this service. These will be manually added to the system for the school by the parking and operations team. The school may also request a temporary permit to enable access for, say, a parent in a later stage of pregnancy or a child with a temporary injury affecting mobility.
- Medical practitioners attending those residing in the street.

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