

CABINET MEMBER SIGNING

Thursday, 26th January, 2023, 11.15 am

Members: Councillor Mike Hakata

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. REVIEW OF FIVE SCHOOL STREETS (PAGES 1 - 90)

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Wednesday, 18 January 2023

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Report for: Cabinet Member for Environment, Transport and the Climate
Emergency

Title: Review of five School Streets

**Report
authorised by:** Eubert Malcolm, Interim Director of Environment and
Neighbourhoods

Report Authors: Tim Walker, School Streets Programme Manager
Joe Baker, Head of Carbon Management

Ward(s) affected: Crouch End, Northumberland Park, Tottenham Hale, Woodside

Report for Key/

Non-Key Decision: Key

1 Describe the issue under consideration

1.1 To report the impact of five School Streets introduced under experimental traffic orders (ETOs) made on the following dates:

- Coleridge Primary School Street (SS21) made on 20 August 2021
- Earlham Primary School Street (SS22) made on 20 August 2021
- The Mulberry Primary School Street (SS23) made on 20 August 2021
- Harris Primary Academy Coleraine Park School Street (SS07) made on 1 April 2021, subsequently revoked with a new ETO made on 23 November 2021
- Harris Academy Tottenham School Street (SS08) made on 11 March 2022

1.2 To consider all statutory objections made in response to the ETO consultations, as well as other feedback received.

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

2 Recommendations

2.1 That the Cabinet Member for Environment, Transport and the Climate
Emergency:

- a) Notes the outcome of the trial/experimental period of the five School Streets, as detailed in the Monitoring Report (Appendix A);
- b) Considers the objections to each School Street (Appendix B) and officer's responses to the themes raised (Appendix C);
- c) Approves the making permanent of all ETOs associated with the five School Streets shown in the plans contained in Appendix A4, subject to the outcome of any statutory traffic order procedures.

3 Reasons for decisions

- 3.1 As set out in Haringey Council's School Streets Plan¹ and subsequent delegated authority decisions, the Council agreed to implement five School Streets (shown in the plans contained in Appendix A4) using experimental traffic orders (ETOs).
- 3.2 The procedures for an ETO are defined by legislation². An ETO can last for a maximum of 18 months and involves a 6-month statutory consultation that commences from the date that the order comes into effect. It runs concurrently with the commencement of the scheme. After 6 months (but before 18 months has expired), 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.
- 3.3 The use of ETOs has enabled the swift implementation of School Streets. The decision to use ETOs was taken, in part, by a need to respond to the Covid-19 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.
- 3.4 As the 6-month statutory consultation period has completed on all five School Streets, it is possible for the Council to take a decision on whether to make permanent the traffic orders associated with those School Streets.
- 3.5 The five School Streets under consideration in this report are shown in the plans contained in Appendix A4 and referred to as:
- a) Coleridge Primary School Street (SS21)
 - b) Earlham Primary School Street (SS22)
 - c) Harris Academy Coleraine Park Street (SS07)
 - d) Harris Academy Tottenham School Street (SS08)
 - e) The Mulberry Primary School Street (SS23)
- 3.6 The decision to make permanent the above five School Streets 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

4 Alternative options considered

¹ <https://www.minutes.haringey.gov.uk/ielssueDetails.aspx?IId=71809&PlanId=0&Opt=3#AI66280>

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

- 4.1 Do Nothing – i.e., let the experimental traffic orders lapse
 - 4.1.1 This option was rejected as it would mean the Council would need to remove the infrastructure associated with the five School Streets listed in paragraph 3.5.
 - 4.1.2 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.
 - 4.1.3 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 Walking and Cycling Action Plan.
- 4.2 Extend the length of the experimental period before a decision is made.
 - 4.2.1 This option was rejected because, if time runs out on the ETO, the default position is that the order lapses and is no longer enforceable. Alongside this, there is evidence from other School Streets projects that little would change or be gained within an extra 6-month time period (where possible).

5 Background Information

- 5.1 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 has 23 School Streets in Haringey. Nearly 6km of our streets have been converted to pedestrian and cycle zones at school-run times. This is helping our children to walk, cycle and wheel to school more safely – and in cleaner air - than before. This report marks the end of the experimental period for five of those School Streets.
- 5.2 The health of the borough's children is one of the Council's highest priorities. 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.
- 5.3 The 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.
- 5.4 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.
- 5.5 School Streets are a proven³ method for increasing active travel, reducing harmful air pollution and reducing road danger around schools.

³ <http://schoolstreets.org.uk/>; <https://content.tfl.gov.uk/school-streets-evaluation-report-website.pdf>

- 5.6 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 as per the policy established in the School Street Plan, and designed in partnership with each of the schools.
- 5.7 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, for example children with SEND.
- 5.8 In response to a motion⁴ passed by Full Council in March 2019, a School Streets Plan was prepared. The purpose of this plan was to enable the 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.
- 5.9 Further background information can be found in the School Streets Plan⁵ approved by Cabinet in November 2020.
- 5.10 Delegated decisions taken by the Director of Environment and Neighbourhoods on 22 February 2021⁶, Assistant Director Direct Services on 8 July 2021⁷ and the Director of Environment and Neighbourhoods on 15 February 2022⁸ approved the implementation of the five School Streets set out in paragraph 3.5.
- 5.11 Following the above decisions, School Streets were launched near the following schools:
- 26 April 2021 - Harris Academy Coleraine Park
 - 6 September 2021 – Coleridge Primary, Earlham Primary and The Mulberry Primary schools
 - 1 March 2022 – Harris Academy Tottenham
- 5.12 It is noted that the Harris Academy Coleraine Park School Street was initially launched on 26 April 2021. However, the scheme was reviewed⁹ and amended in December 2021 to extend the size of the School Street. The initial ETO was revoked and a new ETO was made that came into effect in 6 December 2021.
- 5.13 The cost of delivering the infrastructure and the community engagement around the School Streets has been on average £90,000 per School Street. Measures covered by these costs include active travel engagement with the school and community, highways signage and notifications, independent road safety audits, traffic counts, cameras and set up (average two cameras per scheme), letter

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

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

⁶ <http://minutes.harinet.haringey.gov.uk/ieDecisionDetails.aspx?ID=2553>

⁷ <https://www.minutes.haringey.gov.uk/ieDecisionDetails.aspx?id=2634&LLL=0>

⁸ <http://minutes.harinet.haringey.gov.uk/ieDecisionDetails.aspx?ID=2758>

⁹ <http://minutes.harinet.haringey.gov.uk/ieDecisionDetails.aspx?ID=2689>

drops and communications to the school and community. These costs and measures are required to enable the delivery of the experimental traffic orders and its requirements. These costs have been managed within the Capital Programme (School Streets) for the Council. The cost associated with making the experimental traffic orders permanent (which is the reason for this report) is approximately £5,000 per school; this will pay for the publishing of the required notices and any minor changes to traffic signs and infrastructure. These will be managed through the same budgets and process.

6 Evaluation of the experimental School Streets

6.1 As set out in the School Street Plan and Section 3 of this report, the objectives of School Streets are as follows:

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

6.2 The Council has undertaken a review of the data available for the five 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.

6.3 The full review is provided in the Monitoring Report (Appendix A) with the key points set out in the following sections of this report.

6.4 Objective 1: Reduce congestion and car use near schools

6.4.1 Traffic data

6.4.2 Automated traffic counts (ATCs) were undertaken 'before' and 'after' the School Streets were launched. The data in Table 1 below shows the change in traffic volume within the School Streets (summarised from Appendix A2).

6.4.3 As identified by Transport for London and other authorities, travel behaviour and traffic volumes in London were significantly impacted by Covid-19. 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 Covid-19 upon traffic levels.

| BEFORE Vs AFTER Summary of Automated Traffic Counts (ATC) within the School Street restriction | Change in traffic volume (AM) | Change in traffic volume (PM) | Change in traffic volume (AM+PM) | Change in traffic speed |
|---|--------------------------------------|--------------------------------------|---|--------------------------------|
| Coleridge Primary School | -80% | -68% | -74% | -2% |
| Earlham Primary School | -41% | -65% | -54% | 5% |

| | | | | |
|---------------------------------------|-------------|-------------|-------------|------------|
| The Mulberry Primary School | -69% | -55% | -62% | -21% |
| Harris Academy Tottenham | -88% | -89% | -88% | -8% |
| Harris Primary Academy Coleraine Park | -55% | -23% | -38% | 2% |
| Average | -67% | -60% | -63% | -5% |

- 6.4.4 Across all five School Streets, the ATC data indicates there has been an average reduction in vehicle volumes by 63%. This represents a significant re-balancing of the street space: from motor-vehicle dominated, to pedestrian and cycle dominated spaces.
- 6.4.5 This transition is evident not only by the reduced number of vehicles recorded by the ATCs as illustrated above, but also by observation by officers and anecdotally from the schools.
- 6.4.6 The School Streets are not physically closed to motor vehicles and rely upon standard traffic signs with enforcement by CCTV. Therefore, the ATCs will have counted all vehicles entering the zone during operating hours, including exempt vehicles (e.g., School Street residents or registered Blue Badge holders) as well as unauthorised vehicles that may have received a PCN.
- 6.4.7 It is noted that the total number of bicycles counted via the ATC in and around the School Streets has risen at all School Streets (average increase of 24%) except Earlham Primary where a reduction was recorded. However, this is not corroborated in the parent/carer survey which included a question on pupil's travel patterns (see section 6.7).
- 6.4.8 The table above does show a small increase in traffic speeds at Earlham School Street (in Earlham Grove) and at Harris Tottenham (in Ashley Road) albeit accounted for by far fewer vehicles. However, analysis shows that the average speed after introduction of the School Street remained below the 20mph speed limit and the changes were very modest (eg an increase from an average of 10.9mph to 11.4mph in Earlham Grove) and therefore well within the speed limit of the road.
- 6.4.9 Having taken into account all authorised and unauthorised motor vehicle movements, the traffic reduction objective has clearly been achieved with an average 63% reduction in traffic volume.

6.5 Enforcement data

- 6.5.1 The School Streets are enforced by automatic number plate recognition (ANPR) cameras which issue a penalty charge notice (PCN) to vehicles that contravene the restriction¹⁰.
- 6.5.2 The level of compliance of the traffic signs has risen rapidly since the cameras became operational. Over the experimental period, the number of PCNs sent out per month has fallen by more than a half (61%). The average number of PCNs sent out per camera has decreased from a maximum of 12.3 per day (Sept '21) to 5.6 per day (July '22).
- 6.5.3 In view of the above, 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.

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

- 6.6.1 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 Police¹¹, are not yet available for the review period. In addition, at least three years' worth of casualty data is usually required to identify trends.
- 6.6.2 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.
- 6.6.3 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.

6.7 Objective 3: Encourage active travel to school

- 6.7.1 During March-May and October-November 2022, 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.

¹⁰ 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

¹¹ <https://tfl.gov.uk/corporate/publications-and-reports/road-safety>

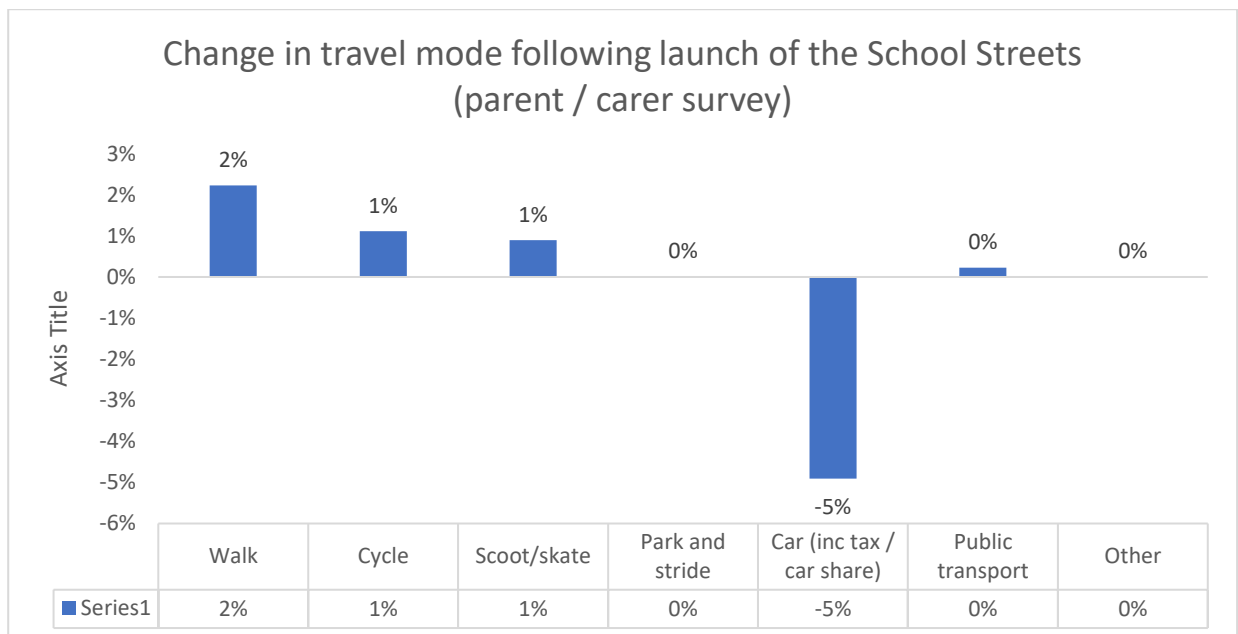


Figure 1 - Summary of parent and carer survey - travel mode before and after launch of School Street

- 6.7.2 The survey indicated that, overall, there had been a 4% increase in walking, cycling and scooting to school and a 5% decrease in car-based trips (including park and stride). This data is shown in Figure 1.
- 6.7.3 The data indicates that the objective to encourage more active travel has been met.
- 6.7.4 There is some variation in the levels of change achieved at the different School Streets, as set out in more detail in the Monitoring Report.
- 6.7.5 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. It is intended that, in future and if resources allow, the plan is to carry out 'hands-up' surveys with pupils before and after, to supplement the parent survey data.
- 6.7.6 Further data on modal shift will be collated on an annual basis through the Sustainable Travel: Active, Responsible, Safe (STARS12) accreditation scheme enabling further conclusions to be drawn on the objective's success.
- 6.7.7 It is also worth noting that changes in travel behaviour often take a while to take hold. As one of the School Streets has only been in for 7 months, this change may not have been fully realised. However, as the reduction in motor vehicles around the school gates becomes more accepted and safety demonstrated, it is hoped that more people will use active travel journeys as a matter of course.

¹² <https://stars.tfl.gov.uk/About/About>

6.8 Objective 4: Reduction in pollution

- 6.8.1 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.
- 6.8.2 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.
- 6.8.3 Of the schools under review, historic nitrogen oxide (NOx) data is only available for Coleridge Primary School.
- 6.8.4 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).

| | Jan | Feb | March | April | May | June | July | Aug | Sept | Oct | Nov | Dec |
|-------------------|-----|-----|-------|-------|-----|------|--------------|-----|------|-----|-----|-----|
| NOx Levels (2019) | 41 | 46 | 34 | 44 | 38 | 26 | Missing data | 34 | 40 | 36 | 38 | 38 |
| NOx Levels (2020) | 38 | 34 | 21 | 25 | 16 | 28 | 28 | 30 | 34 | 40 | 37 | 21 |
| NOx Levels (2021) | 32 | 33 | 31 | 33 | 32 | 28 | 28 | 22 | 41 | 30 | 28 | 29 |
| NOx Levels (2022) | 31 | 31 | | | | | | | | | | |

Table 1. shows the NOx Levels (in $\mu\text{g}/\text{m}^3$) outside Coleridge School by month.

- 6.8.5 Table 1 shows that there is an average reduction in NOx levels of 30% outside the school with a School Street.
- 6.8.6 The data collected in Haringey is comparable to a Greater London Authority (GLA) study¹³ 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.
- 6.8.7 This data indicates a significant reduction in NOx during pick up and drop off times delivered by School Streets between 2019 and 2021.
- 6.8.8 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

¹³ <https://www.london.gov.uk/press-releases/mayoral/school-streets-improve-air-quality>

Council to form a clearer view about the extent to which this objective has been achieved.

7 Consultation and engagement response

- 7.1 Residents and businesses within the five 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.
- 7.2 Full details of the consultation approach and communication methods can be found in Section 2 of the Monitoring Report (Appendix A).
- 7.3 Statutory consultation took place as follows:
- Harris Academy Coleraine Park – between 26 April 2021 and 26 October 2021, and subsequently between 5 December 2021 and 5 June 2022.
 - Coleridge Primary School, Earlham Primary School and The Mulberry Primary School (SS23) – between 6 September 2021 and 6 March 2022
 - Harris Academy Tottenham (SS08) – 27 March 2022 and 27 September 2022
- 7.4 Feedback received via the statutory consultation was generally very supportive with 60% 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 2 below and as detailed in the Monitoring Report, with some Schools Streets having higher levels of support than others.
- 7.5 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
- 7.6 Headteachers (or a delegated member of staff) were invited to respond to a survey that gave them the opportunity to provide formal feedback on the success of the schemes. The responses showed unanimous support for each of the five School Streets, with 100% saying they wanted their schools' scheme made permanent.

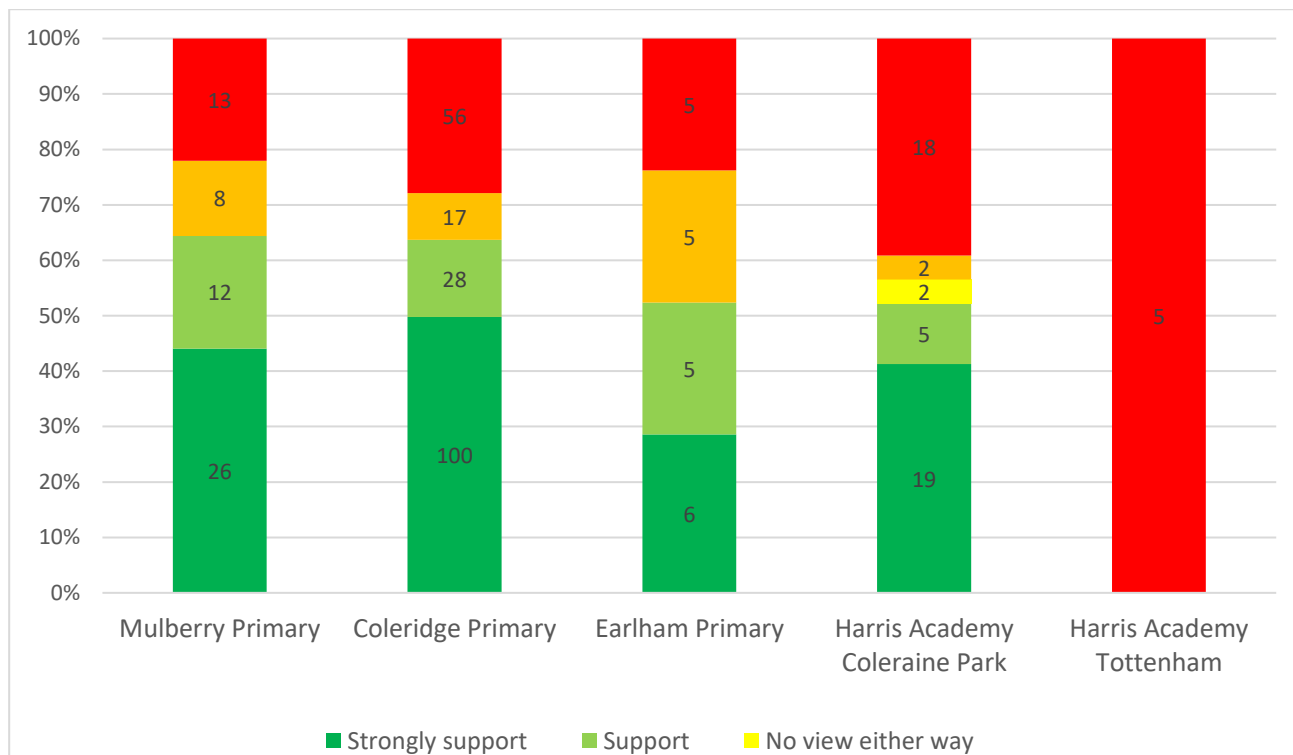


Figure 2 - Feedback to the statutory consultation

- 7.7 Feedback from the Head Teacher at Coleridge Primary was that the school was keen to extend the School Street into the cul-de-sac section of Crescent Road. At the time of writing this report, this option was being publicly consulted upon.
- 7.8 The parents and carers survey showed a slightly different picture to the statutory consultation results presented above in paragraph 7.4. 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 Harris Academy Coleraine Park (60%) and Harris Academy Tottenham (50%). It is noted that Earlham Primary and Harris Academy Coleraine Park had relatively low levels of response from parents and carers.
- 7.9 In accordance with The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations¹⁴, the Council must consider any objections that are made in writing, and which state the grounds on which they are 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).

¹⁴ <https://www.legislation.gov.uk/uksi/1996/2489/regulation/8/made>

8 Contribution to strategic outcomes

- 8.1 Haringey Council is fully committed to reducing car dependency and supporting active travel as laid out in its Borough Plan, Transport Strategy and Walking and Cycling Action Plan.
- 8.2 Making permanent the five School Streets considered in this report 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.
- 8.3 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](#).
- 8.4 School Streets also contribute to the delivery of the [Mayor of London's Vision Zero action plan](#), by reducing road danger outside of schools.

9 Statutory Officers' comments

Finance

- 9.1 This report is for the Cabinet Member for Environment, Transport and the Climate Emergency to approve the recommendations set out in para 2.1.
- 9.2 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.
- 9.3 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.
- 9.4 It is noted that, on average, each School Street has cost £90,000. 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

- 9.5 N/A

Legal

- 9.6 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").
- 9.7 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.

- 9.8 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.
- 9.9 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”).
- 9.10 Regulation 23 of the 1996 Regulations deals with making ETOs permanent.
- 9.11 A consultation will not be lawful unless it is (1) undertaken at a time when proposals are still at a formative stage; (2) sufficient reasons are given for any proposal to enable people who are interested in the same to consider the proposals and make representations; (3) adequate time has been given for such consideration and response; and (4) all representations have been conscientiously taken into account when finalising the proposals.
- 9.12 From the information within this report, it appears that the Council has complied with the 1996 regulations and the orders can be made permanent.

Equality

- 9.13 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.
- 9.14 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.
- 9.15 The School Street Action Plan was subject to an equalities impact assessment (EqIA) subsequently reviewed in March 2022¹⁵. The report (and section 3 of the EqIA) identified 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.

¹⁵ <https://www.minutes.haringey.gov.uk/ielssueDetails.aspx?IId=78374&Opt=3>

- Young people, older people, those with disabilities and pregnant women will benefit because they disproportionately suffer from poor air quality.
- Those people with disabilities will be accommodated by the School Streets scheme and their access to their areas of residence will not be negatively impacted by way of the exemption permit system, the criteria for which is set out in Appendix D.
- 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.

9.16 The recommendations contained within this report are considered to be consistent with the EqIA detailed above.

9.17 Mitigation is made through the implementation of an exemption permit system whereby certain groups can apply for an exemption to the restriction, where they meet the specified policy criteria. The groups currently provided for are set out in Appendix D. Those holding a valid exemption are allowed to drive into the School Street during operational times.

9.18 Consultation was carried out prior to the scheme being recommended to be made permanent. This has provided everyone the opportunity to comment prior to it becoming permanent.

10. 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 – Existing exemption policy

11. Local Government (Access to Information) Act 1985

N/A



School Streets Monitoring Report #2

Assessment of five experimental School Streets launched between April 2021 and March 2022
20 December 2022 (v4)

Tim Walker

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| 1 | Introduction <ul style="list-style-type: none">- Background- Objectives- Locations under review- Map- Timeline- How we launch and monitor |
| 2 | Summary <ul style="list-style-type: none">- Statutory consultation results- Headteacher feedback- Parents / carer feedback- Air quality- Traffic counts- Compliance and penalty charge notices- Exemption (permits)- Traffic signs |
| 3 | School by school analysis |
| 4 | Thanks |
| Appendix A1 | Experimental traffic order statutory consultation feedback |
| Appendix A2 | Traffic count data |
| Appendix A3 | Air quality data |
| Appendix A4 | School Street designs |

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 five experimental School Streets launched between April 2021 and March 2022
2. Provide the evidence base for recommendations to the Cabinet Member for Environment, Transport and the Climate Emergency to determine if the five experimental School Streets should be made permanent, amended or revoked

Locations

| Delivery batch | SSID | School | Launch date | Postcode | Ward | Streets (wholly or partially) impacted by SS closure | Decision to make ETO |
|----------------|------|-------------------------------|-------------|----------|---------------------|---|--|
| 1b | SS07 | Harris Academy Coleraine Park | 26/4/2020 | N17 9XT | Northumberland Park | Glendish Road, Halefield Road (extended to Wycombe Road in December 2021) | Approved 22/2/21 Approved 14/9/21 |
| 1c | SS21 | Coleridge Primary School | 6/9/2021 | N8 9QX | Crouch End | Waverley Road, Haslemere Road | Approved 8/7/21 |
| 1c | SS22 | Earlham Primary School | 6/9/2021 | N22 5HJ | Woodside | Earlham Grove | Approved 8/7/21 |
| 1c | SS23 | The Mulberry Primary School | 6/9/2021 | N17 9RB | Tottenham Hale | Parkhurst Road, Sherringham Avenue, Seymour Avenue | Approved 8/7/21 |
| 1d | SS08 | Harris Academy Tottenham | 28/3/2022 | N17 9LN | Tottenham Hale | Ashley Road | Approved 15/2/22 |

Map



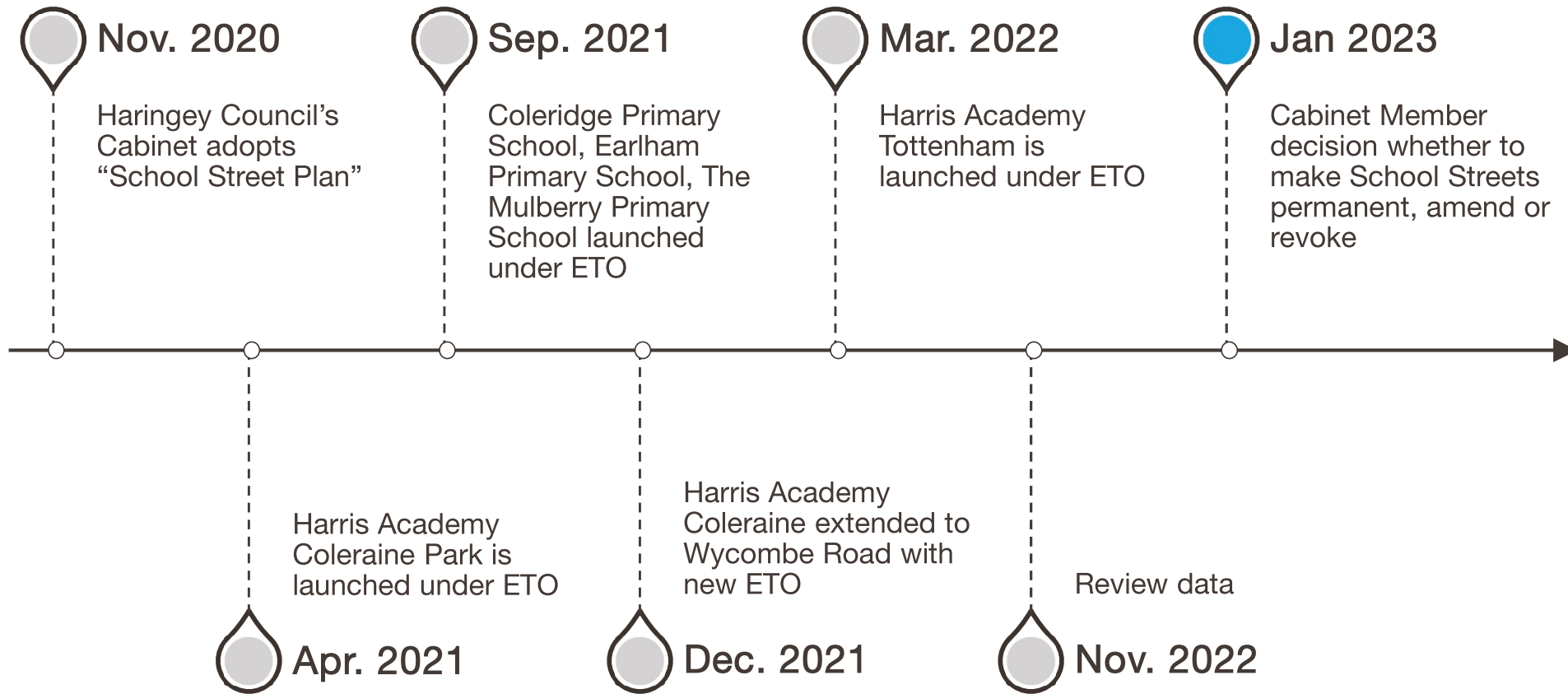
The five School Streets under review have designated ~2km of pedestrian and cycle zones

Key

- Under review
- Existing
- Planned

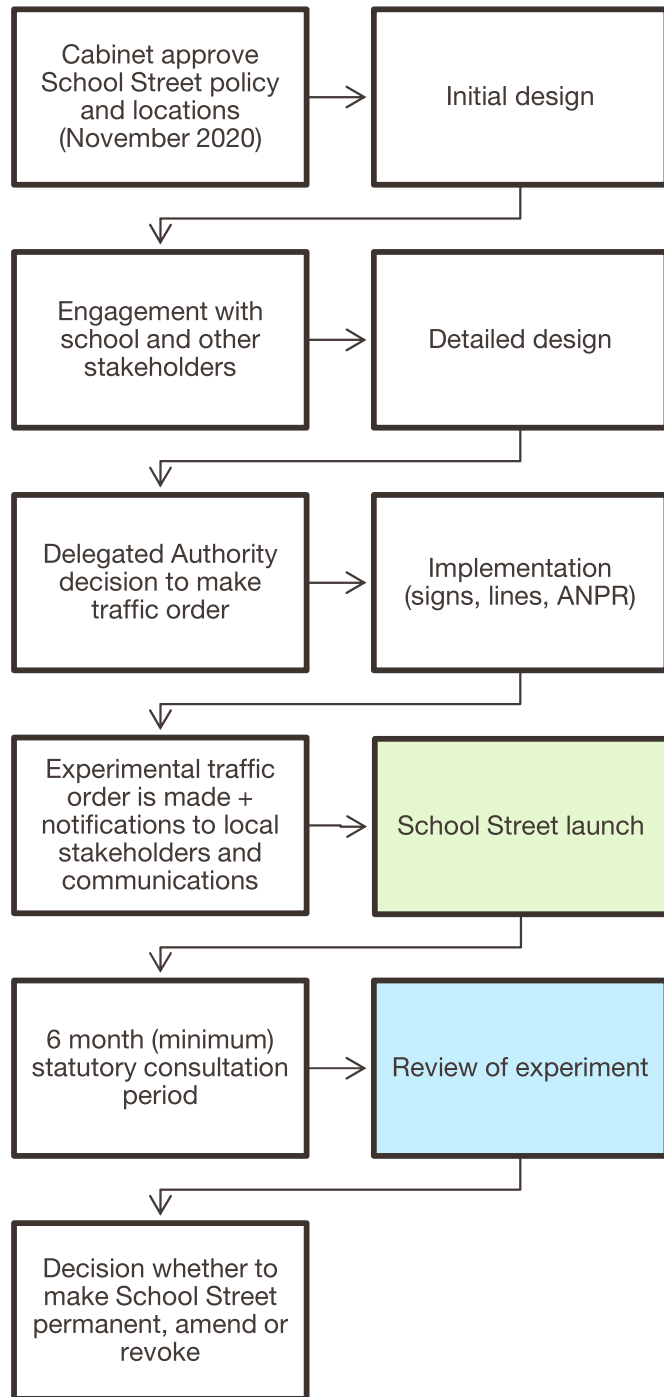
| | | | | | |
|------|--|------|---|------|---|
| SS01 | Chestnuts Primary School | SS16 | St Pauls Catholic Primary, Wood Green (Barratt Ave) | SS08 | Harris Academy Tottenham |
| SS07 | Harris Academy Coleraine Park | SS17 | Tiverton Primary School | SS02 | Bruce Grove Primary School |
| SS03 | Campsbourne Primary School | SS18 | Welbourne Primary School | SS19 | West Green Primary School |
| SS04 | Coldfall Primary School | SS21 | Coleridge Primary School | SS20 | Belmont Junior School and The Vale |
| SS06 | Earlsmead Primary School | SS09 | Highgate Junior School | SS24 | St Martin of Porres Roman Catholic Primary School |
| SS10 | Highgate Primary & Blanche Neville School for the Deaf | SS22 | Earlham Primary School | SS25 | Trinity Primary Academy |
| SS11 | Holy Trinity Primary School | SS23 | The Mulberry Primary School | SS28 | Seven Sisters Primary School |
| SS13 | Rokesly Infants and Junior Schools | | | SS30 | Lordship Lane |

Timeline



*Experimental Traffic Order

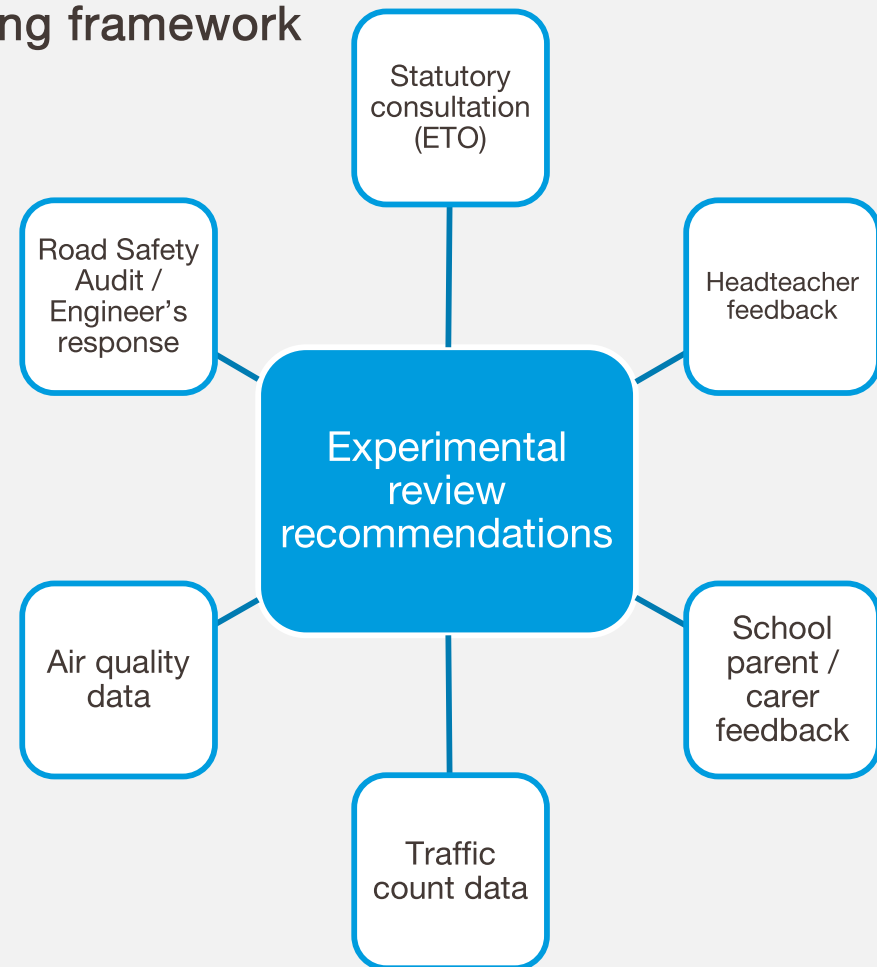
How we launch and monitor a School Street



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 at least 6 months from the order coming into effect.

60% of those responding to the consultation support or strongly support the School Street

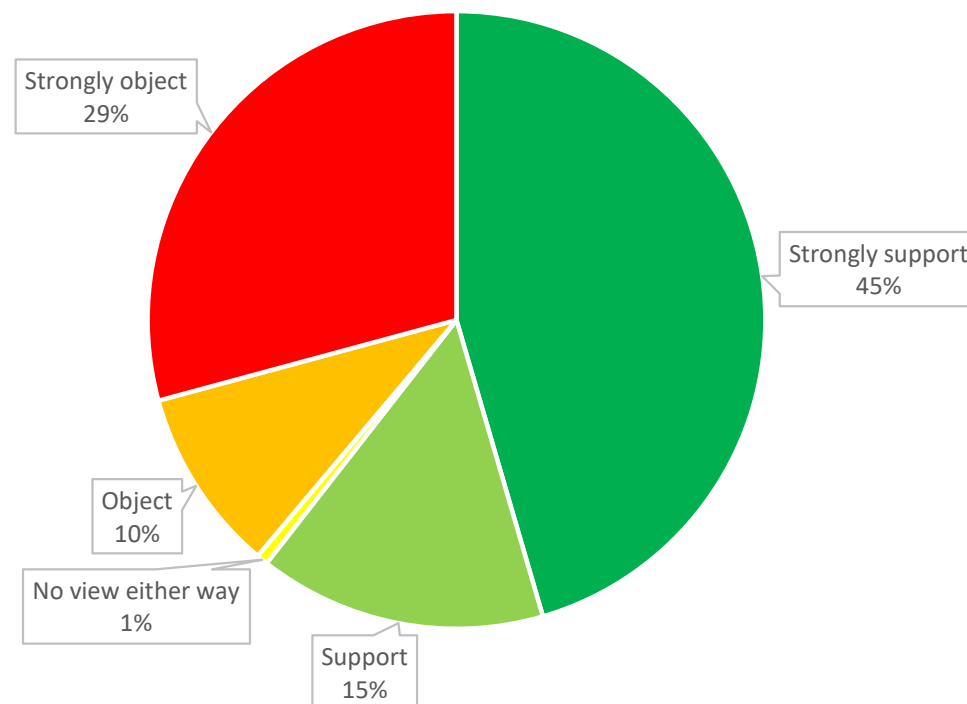
Communications methods

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) one reminder to respond
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

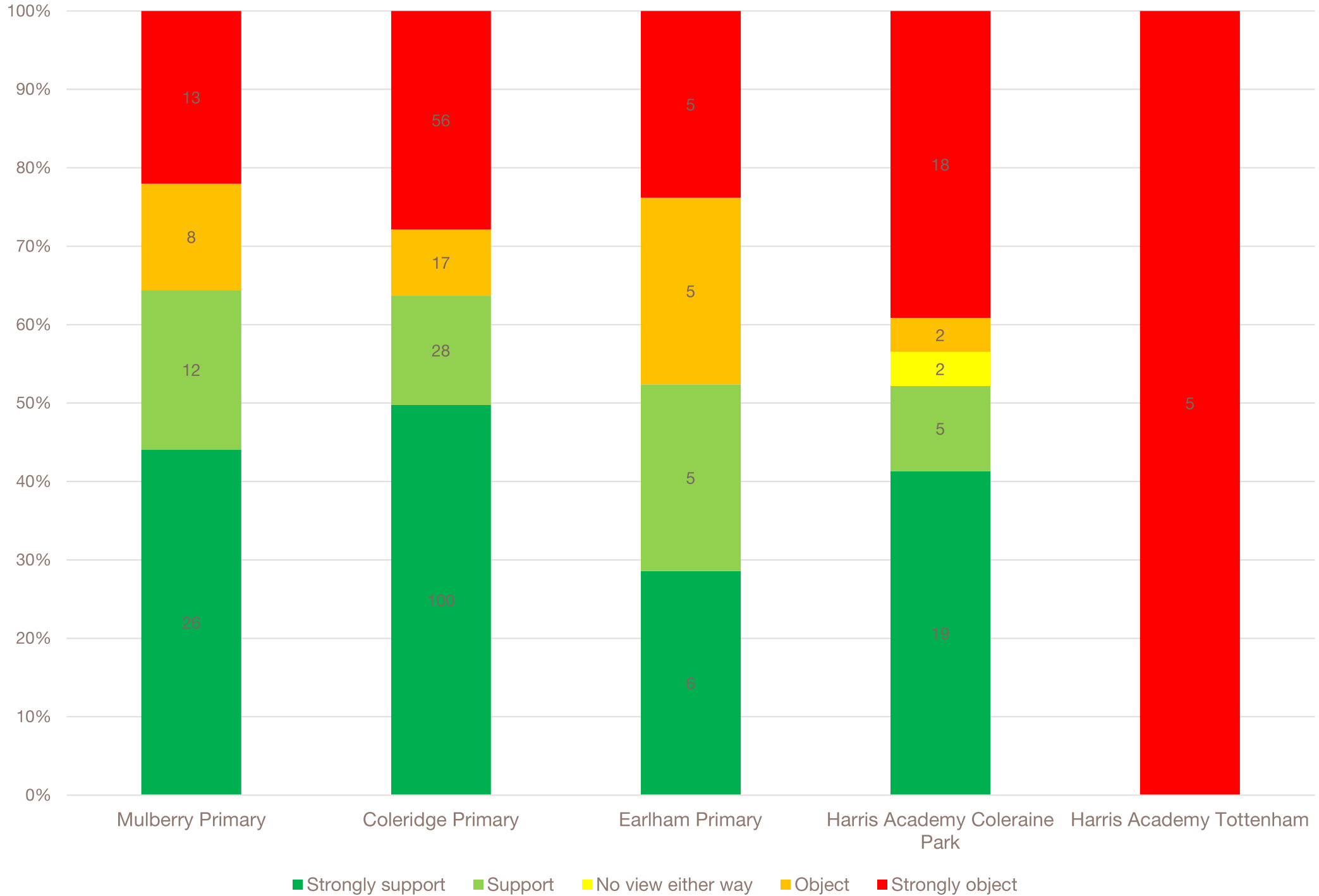
| | | |
|-------------------------------|------------|-----|
| Return of paper questionnaire | 108 | 67% |
| Online form | 224 | 33% |
| Total | 332 | |

Public feedback and statutory consultation (all 5 schools)

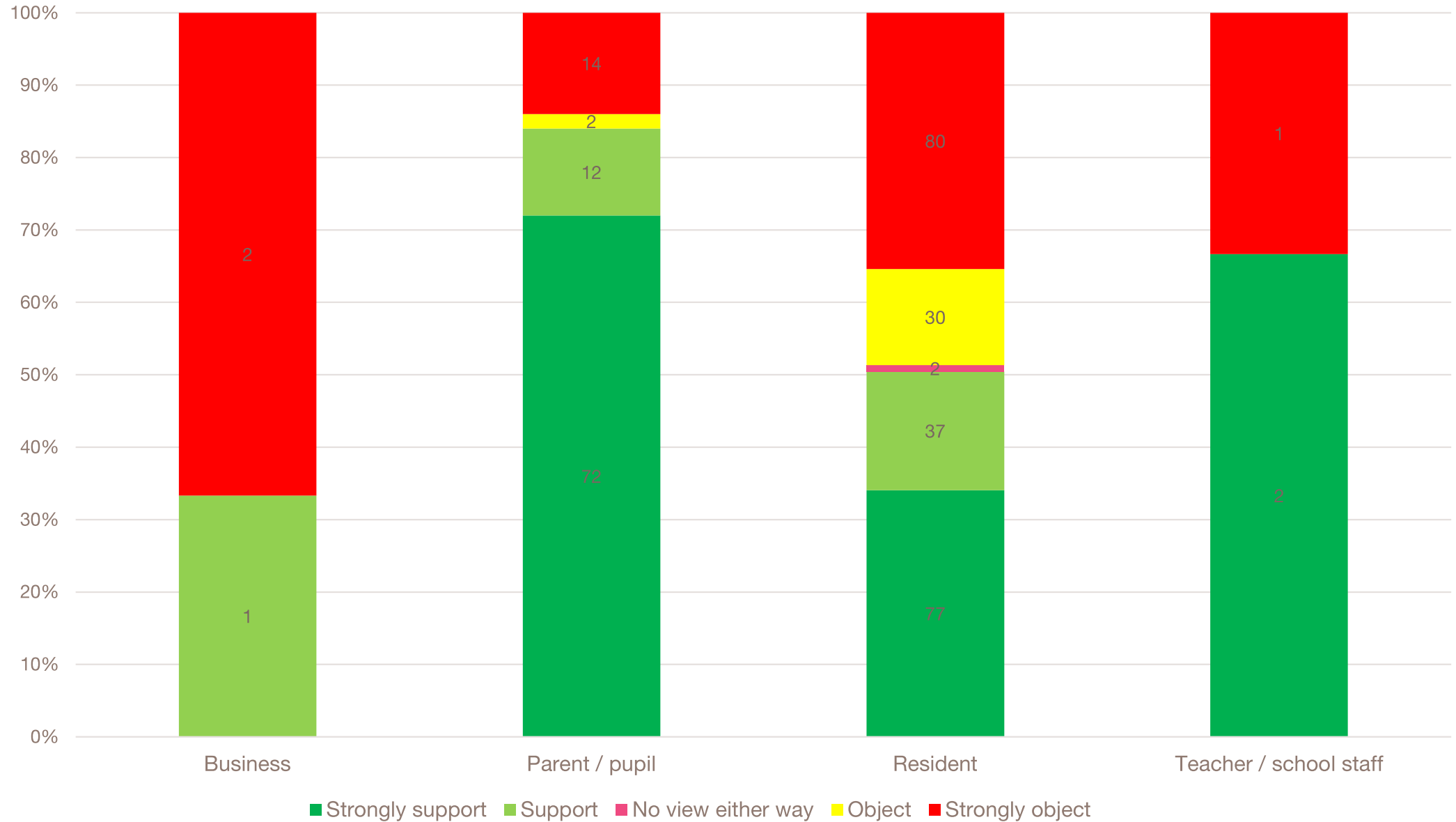
Total number of responses = 332



Statutory consultation (2/4 – by school)



Statutory consultation (3/4 – by respondent group)



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

Summary of comments made by those who support the School Street

| Comment | Count |
|---|-------|
| Stops obstructive & careless parking, improves cycling and walking environment | 90 |
| Safer for children - with less traffic congestion, speeding & pollution | 84 |
| Support in principal, but concerned about access problems and congestion in surrounding roads | 17 |
| Support, but scheme needs to include additional roads | 2 |

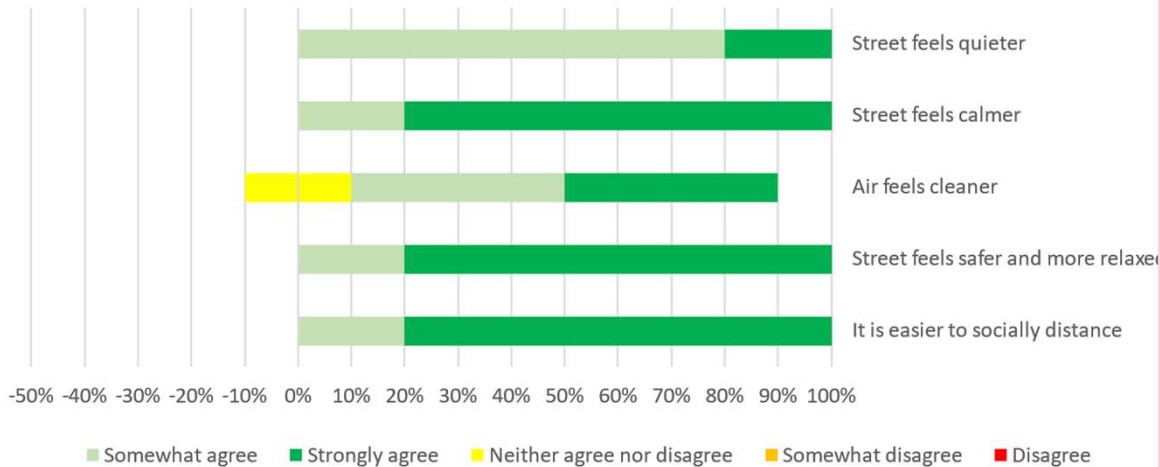
Summary of comments made by those who object to the School Street

| Comment | Count |
|--|-------|
| Displaces traffic congestion, adds to pollution on other roads. Who benefits? | 70 |
| Penalises many residents, restricts deliveries / services. Money making scheme | 27 |
| Access problems for elderly, disabled and others needing services/carers/family visits | 14 |
| Principle may be OK but I do object to lack of consideration for impact on residents | 13 |

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

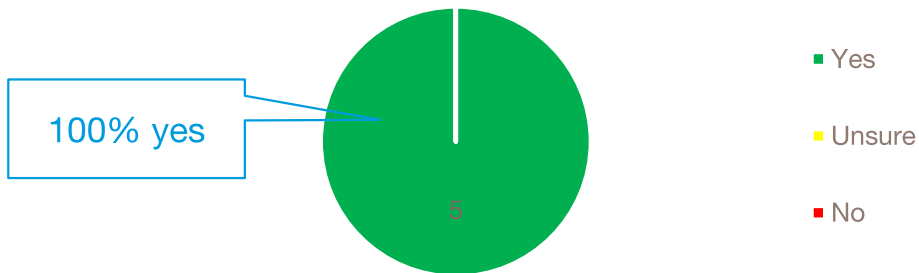
To what extent do you agree / disagree with how the street feels?



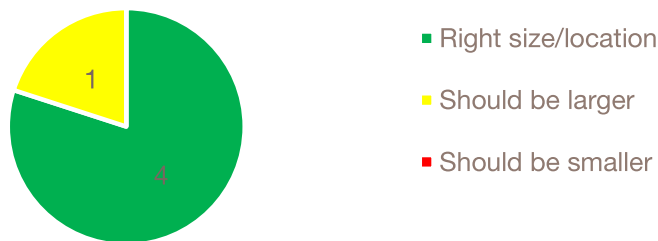
Having seen the School Streets in operation for 6 months, headteachers:

- unanimously want the School Streets made permanent
- clearly recognise calmer, quieter safer and more relaxed streets and that it became easier to socially distance
- mostly think the air feels cleaner

Would you like it to be made permanent?



Which option best describes how the design of the School Street?



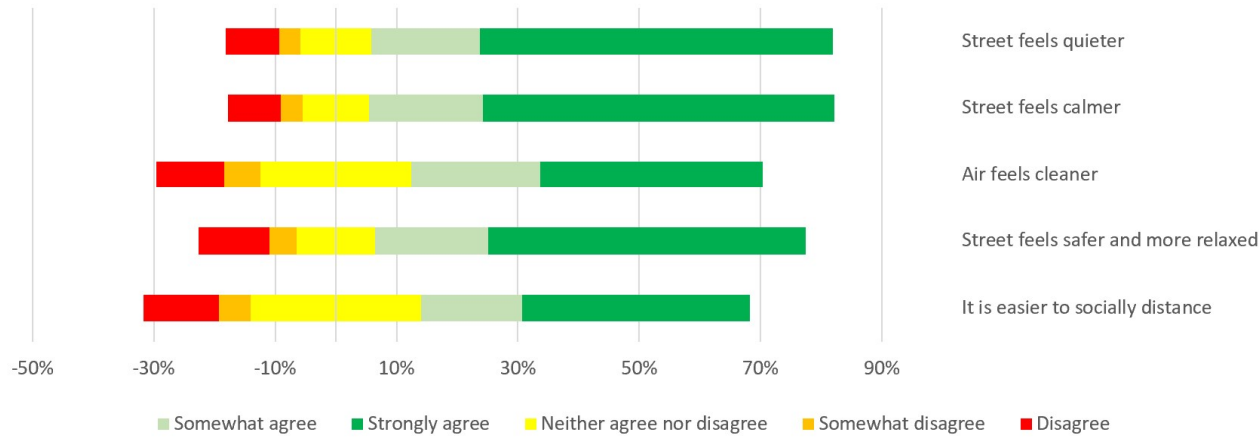
One school considers their School Street could be larger

| | School comments | Council response |
|--------------------------|---|---|
| Coleridge Primary School | The existing School Street has made a huge difference but would like it extended to the cul-de-sac section of Crescent Road (adjacent to the school's western site) | This option is currently being consulted upon |

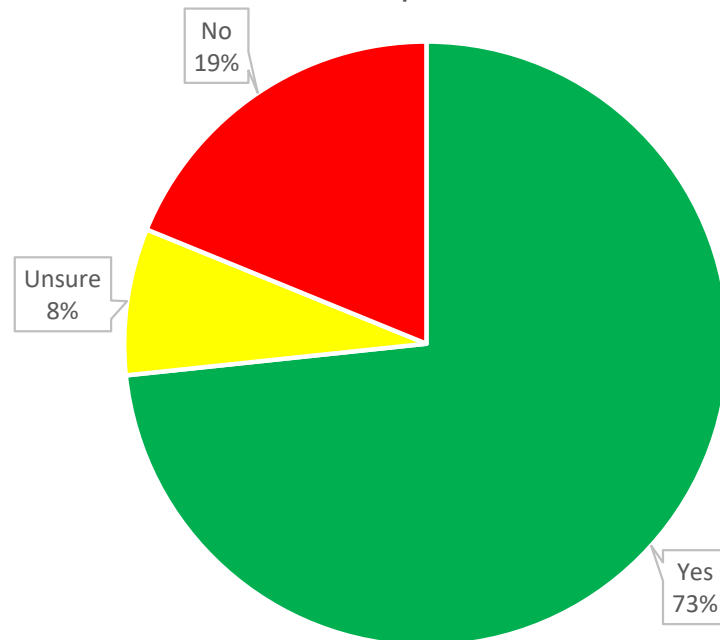
Parent/carer feedback

A survey was carried out, promoted by the school, with parents and carers of school children (447 responses from parents / carers)

To what extent do you agree / disagree with how the street feels?



Having seen the School Street in operation, would you like it made permanent?

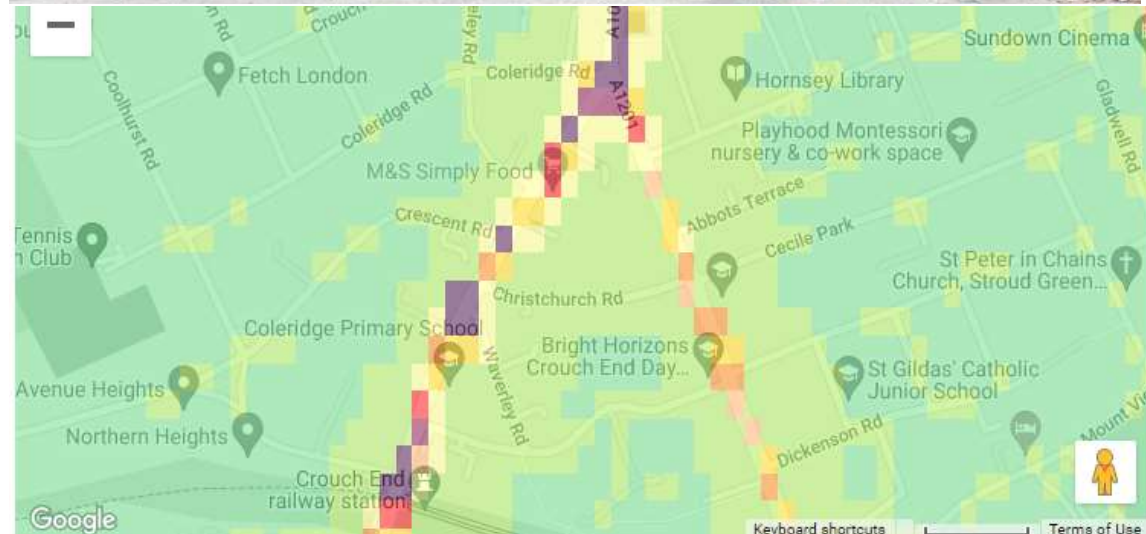


- Opinion is clear that School Streets have made it feel quieter and calmer, the air feels cleaner, the street feels safer and more relaxed and it is easier to socially distance
- Modal shift:
 - 4% increase in walking, cycling and wheeling
 - 5% decrease in car trips
- Overall, there is clear support to make them permanent (73%)
- All schools have over 75% support to make permanent except:
 - Harris Academy Coleraine 60%
 - Harris Academy Tottenham 50%

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).
- Air quality monitoring was carried out at Coleridge Primary School which showed a 30% reduction in NO_x levels once the School Street was in operation
- See Appendix A3 for further details



The data available above shows a reduction of 30% in NO_x levels before and after the introduction of the School Street in Haringey.

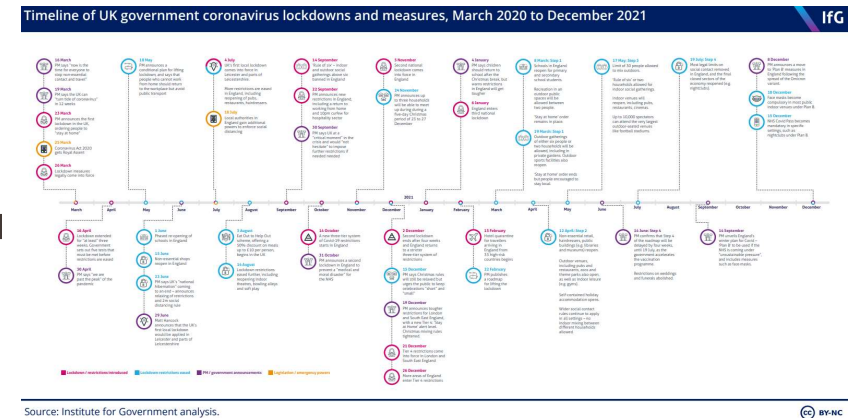
This is comparable to [GLA data](#) collected on School Streets in 2021. This study showed from a sample of 35 schools from Enfield, Brent, and Lambeth, that Nitrogen Oxide levels dropped by 23% outside the schools monitored where a School Street was implemented.

Traffic counts

Automatic Traffic Counts undertaken before and after launch of each School Street

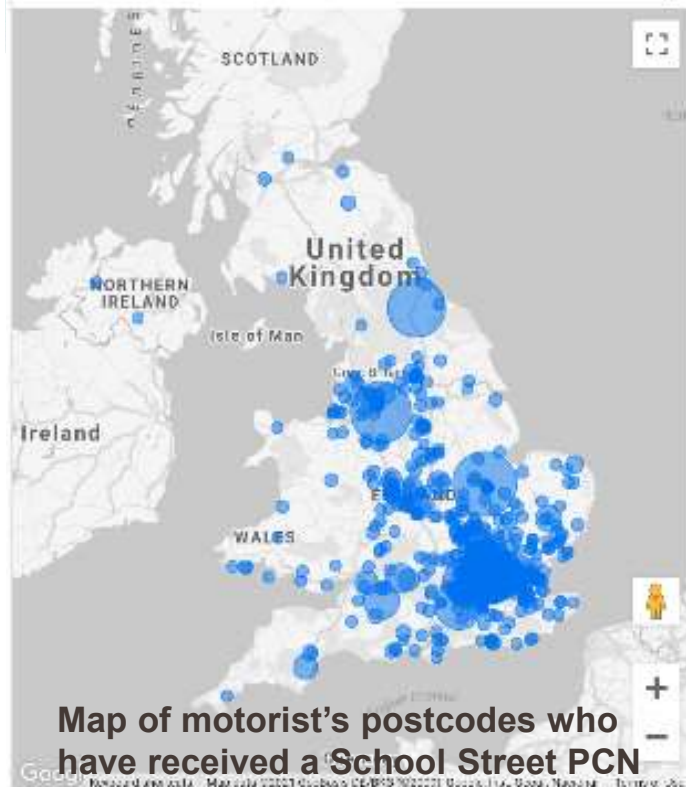
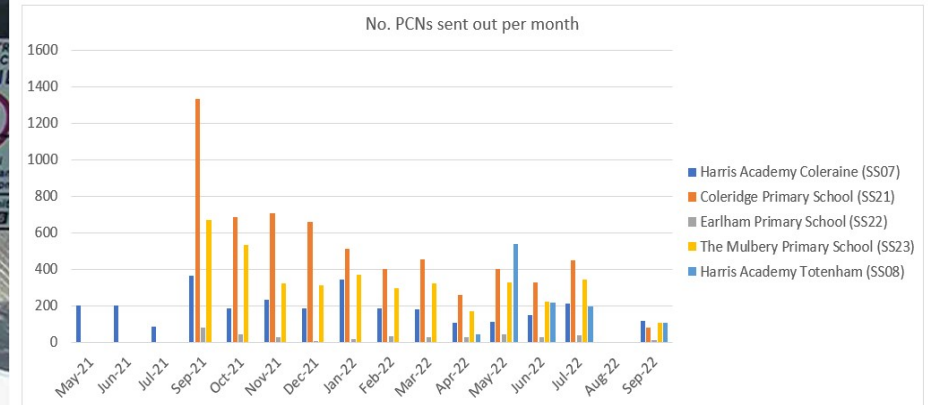
| BEFORE Vs AFTER Summary of Automated Traffic Counts (ATC) <i>within</i> the School Street restriction | Change in traffic volume (AM) | Change in traffic volume (PM) | Change in traffic volume (AM+PM) | Change in traffic speed |
|---|-------------------------------|-------------------------------|----------------------------------|-------------------------|
| Coleridge Primary School | -80% | -68% | -74% | -2% |
| Earlham Primary School | -41% | -65% | -54% | 5% |
| The Mulberry Primary School | -69% | -55% | -62% | -21% |
| Harris Academy Tottenham | -88% | -89% | -88% | -8% |
| Harris Primary Academy Coleraine Park | -55% | -23% | -38% | 2% |
| Average | -67% | -60% | -63% | -5% |

- The above shows that traffic volumes were reduced by nearly two-thirds in the AM and PM operational hours within all School Streets and traffic speeds were also reduced.
- 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 and for that reason the data is presented ‘as-is’.
- Most schools have seen a significant reduction in traffic volumes, which reflects officer and school observations.
- See Appendix A2 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 the council's traffic enforcement CCTV network which makes use of Automatic Number Plate Recognition (ANPR) technology

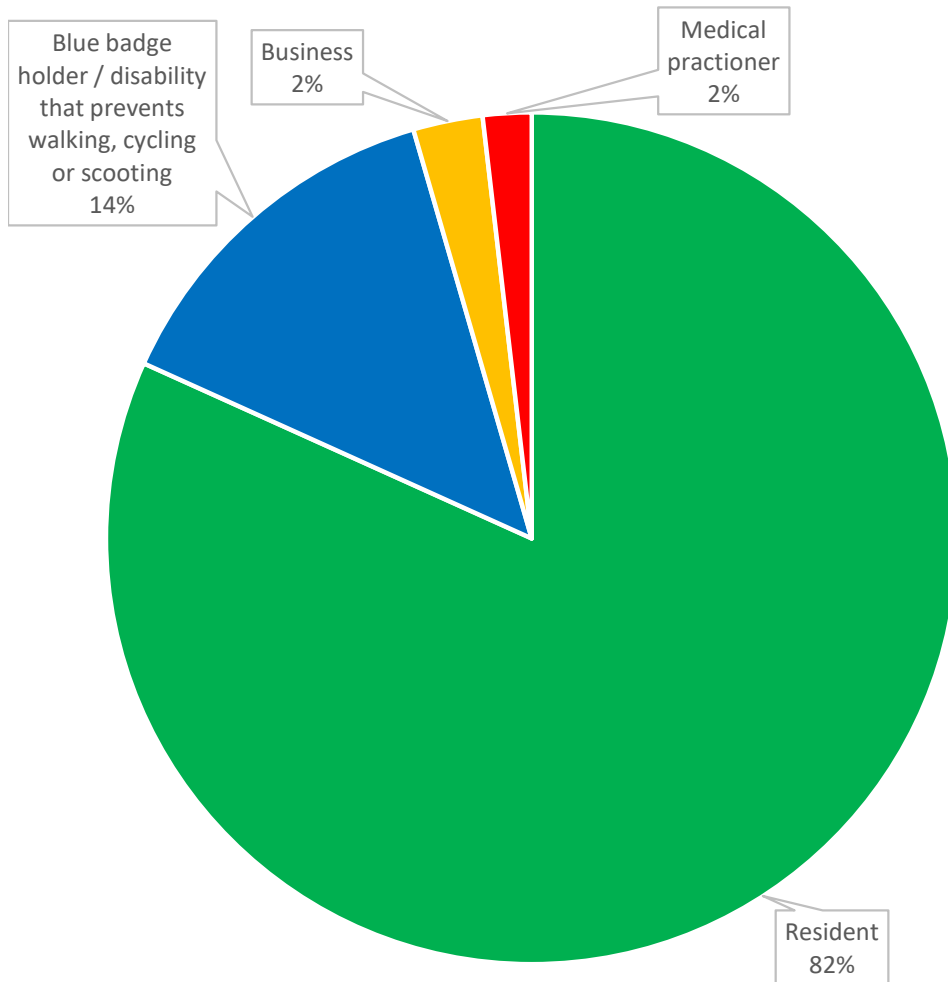


1. Compliance increases over time
 - After an initial spike in contraventions, compliance increases. Over the duration of the experiments, the trend has been to see PCNs reduce by more than one half (61% reduction)
 - All School Streets have seen similar increases in compliance during the summer term
2. Significant variation in compliance between locations
 - correlation exists between PCN numbers and road layout / traffic volume. i.e. cut-through roads (such as Waverley Road at Coleridge) have lower levels of compliance compared to a cul-de-sac (eg Earlham Grove Earlham Primary)
3. Previous analysis shows that ~70% contraventions were carried out by motorists whose vehicles are registered with the DVLA outside of Haringey (see map)

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



- 378 exemption applications approved
- 14% 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* 43% of the addresses within a School Street applied for an annual resident exemption. This broadly matches with car ownership levels in Haringey.

**Excludes Harris Academy Tottenham which has 0 addresses eligible for a resident exemption*

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 (1m² 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

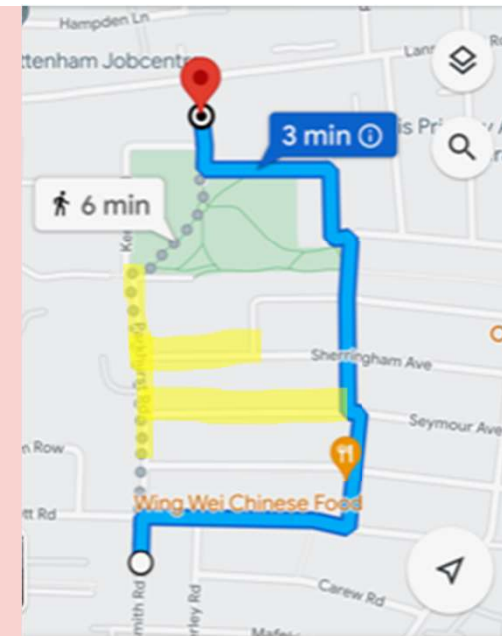


Advance warning signs are installed to alert drivers to an upcoming restriction. There is no legal requirement for these signs nor does it provide the council with any enforcement powers.



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



Parkhurst Ave is a School Street in the AM and PM. Google Maps recognises this motor vehicle restriction and plans a car journey that avoids it

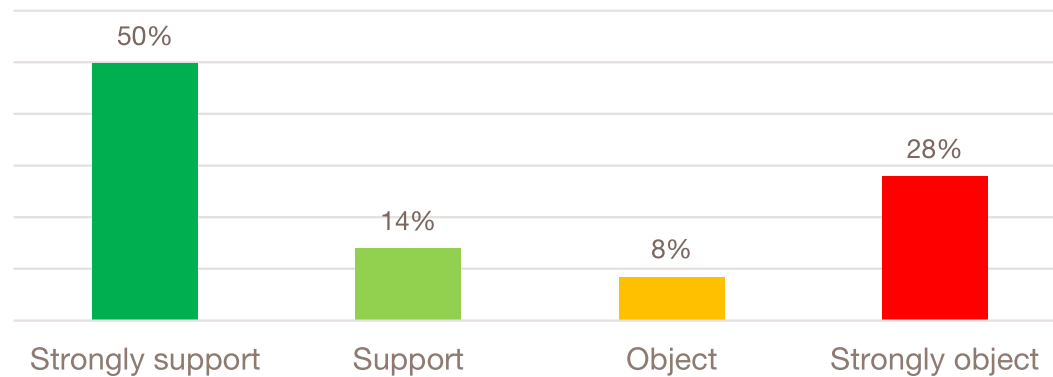
School by school analysis

SS21: Coleridge Primary School

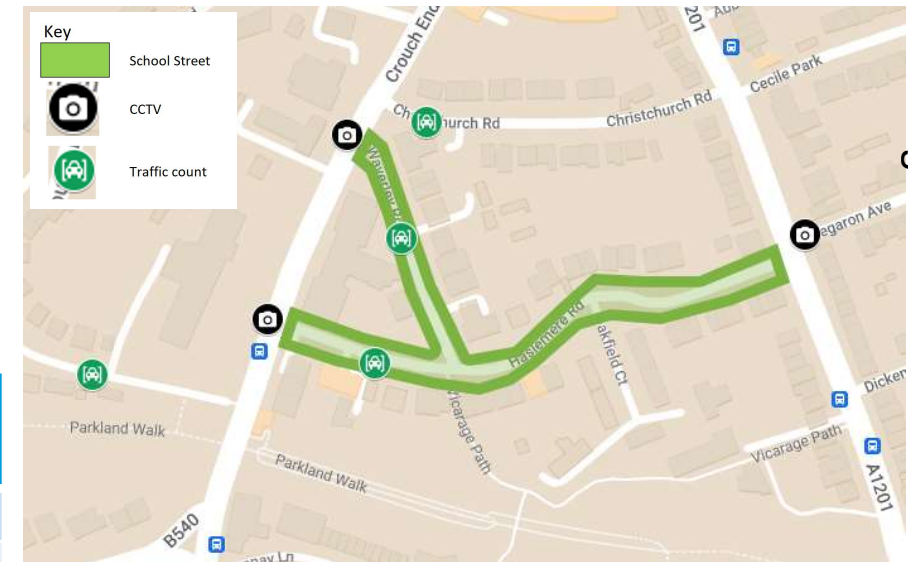
| | | |
|----------|--------------------------------------|--|
| Key info | Streets | Waverley Road, Haslemere Road |
| | Times | Term Time, Monday to Friday 8:30 - 9:30am and 2:30 - 3:30pm |
| | Length | 460m |
| | No. addresses within School Street | 307 |
| | No. exemptions (annual) | 109 |
| | Approx % addresses with an exemption | 36% |



Public feedback via statutory consultation (count = 201)



| School feedback | Parent / carers agree (count = 256) | Headteacher |
|--|-------------------------------------|----------------|
| | The street feels calmer | 84% |
| The street feels quieter | 84% | Strongly agree |
| The air feels cleaner | 62% | Somewhat agree |
| Feel safer and more relaxed in street | 79% | Strongly agree |
| It's easier to socially distance | 55% | Strongly agree |
| Having seen the experiment, make it permanent? | 82% | Yes |
| How effective is the design | n/a | Increase size |
| Walk, cycle or wheel | Up 1% | n/a |
| Using a car | Down 4% | n/a |



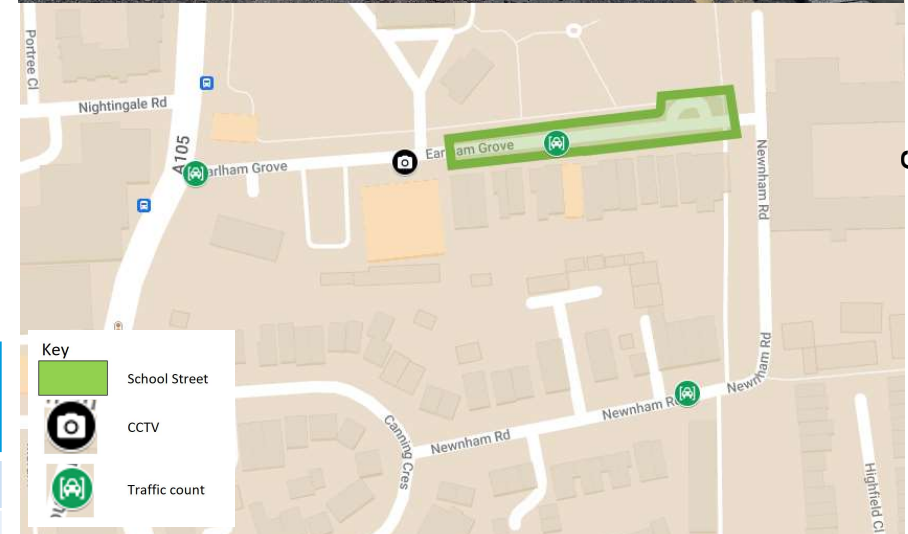
| ATC data | Motor vehicles (within) | Down 74% |
|----------|--------------------------|----------|
| | Cycles (within & around) | Up 21% |
| | Speed (within) | Down 2% |

Notes

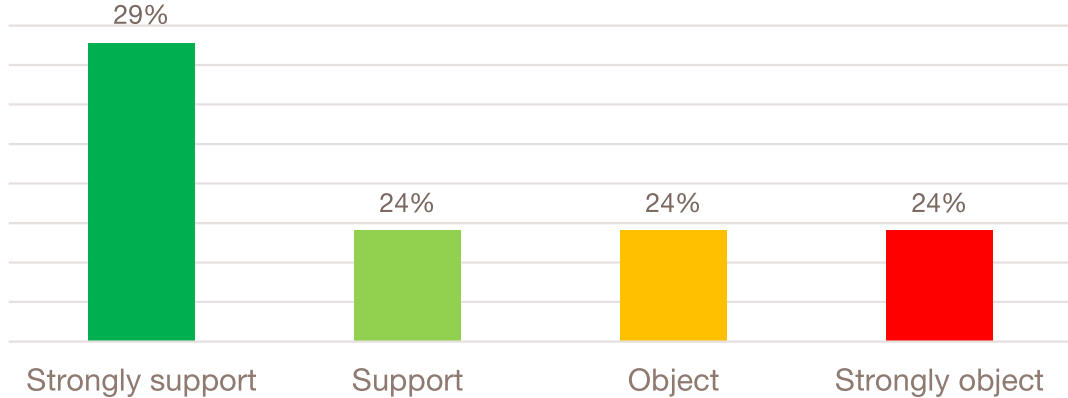
- School is split across two sites, separated by Crouch End Hill. Headteacher would like to see School Street introduced into the cul-de-sac of Crescent Road. This option is being consulted on.
- Concerns raised about possible displacement of traffic from existing School Street to Christchurch Road. A study has been commissioned to investigate cause and possible solutions.

SS22: Earlham Primary School

| | | |
|----------|--------------------------------------|--|
| Key info | Streets | Earlham Grove |
| | Times | Term Time, Monday to Friday 8:30 - 9:15am and 2:15 - 3:45pm |
| | Length | 108m |
| | No. addresses within School Street | 25 |
| | No. exemptions (annual) | 10 |
| | Approx % addresses with an exemption | 40% |



Public feedback via statutory consultation (count = 21)



School feedback

| School feedback | Parent / carers agree (count = 16) | Headteacher |
|-----------------|------------------------------------|-------------|
|-----------------|------------------------------------|-------------|

| | | |
|--|---------|----------------|
| The street feels calmer | 75% | Strongly agree |
| The street feels quieter | 81% | Strongly agree |
| The air feels cleaner | 69% | Somewhat agree |
| Feel safer and more relaxed in street | 89% | Strongly agree |
| It's easier to socially distance | 63% | Strongly agree |
| Having seen the experiment, make it permanent? | 75% | Yes |
| How effective is the design | n/a | No changes |
| Walk, cycle or wheel | Up 7% | n/a |
| Using a car | Down 7% | n/a |

| ATC data | Motor vehicles (within) | Down 54% |
|----------|--------------------------|--------------------|
| | Cycles (within & around) | Down 58% |
| | Speed (within) | Up 5% (to 11.4mph) |

Notes

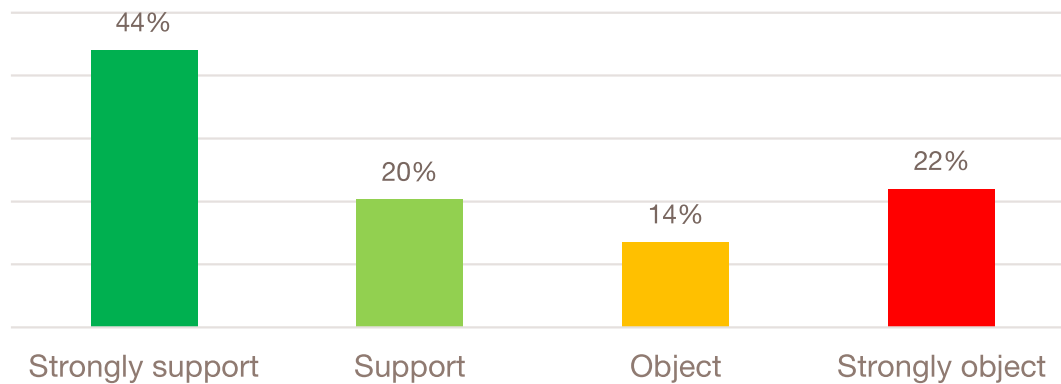
- Overall, good support for the scheme albeit relatively low levels of feedback from parents / carers
- ATC showed decrease in cycle counts, however parent/carers survey indicated more active travel to school and less reliance on cars

SS23: The Mulberry Primary School

| | | |
|----------|--------------------------------------|--|
| Key info | Streets | Parkhurst Rd, Sherringham Ave, Seymour Ave |
| | Times | Term Time, Monday to Friday 8:15 - 9:15am and 3 - 4pm |
| | Length | 486m |
| | No. addresses within School Street | 174 |
| | No. exemptions (annual) | 74 |
| | Approx % addresses with an exemption | 43% |



Public feedback via statutory consultation (count = 59)



| School feedback | Parent / carers agree (count = 51) | Headteacher |
|--|------------------------------------|----------------|
| | The street feels calmer | 75% |
| The street feels quieter | 69% | Strongly agree |
| The air feels cleaner | 69% | Somewhat agree |
| Feel safer and more relaxed in street | 71% | Strongly agree |
| It's easier to socially distance | 63% | Strongly agree |
| Having seen the experiment, make it permanent? | 80% | Yes |
| How effective is the design | n/a | No changes |
| Walk, cycle or wheel | Up 8% | n/a |
| Using a car | Down 12% | n/a |



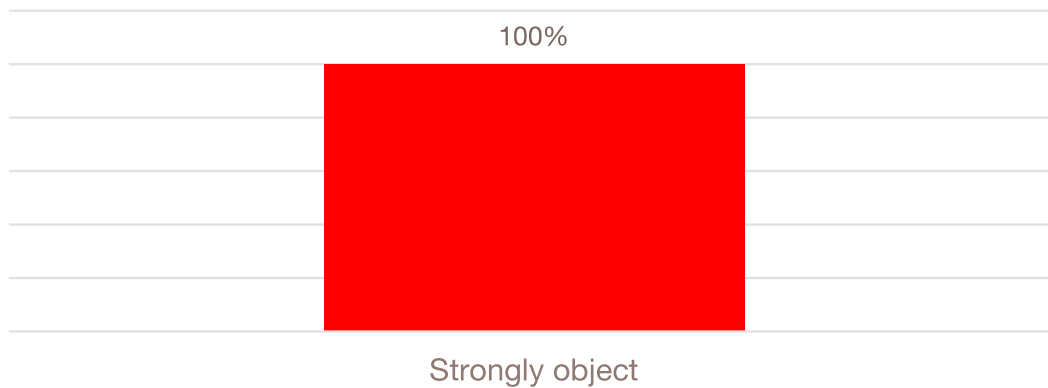
| ATC data | Change |
|--------------------------|----------|
| Motor vehicles (within) | Down 62% |
| Cycles (within & around) | Up 10% |
| Speed (within) | Down 21% |

- Notes**
- Very good levels of public support and feedback from parents and carers
 - Traffic count and parent / carers surveys show increase in active travel and reduced reliance upon car to reach school

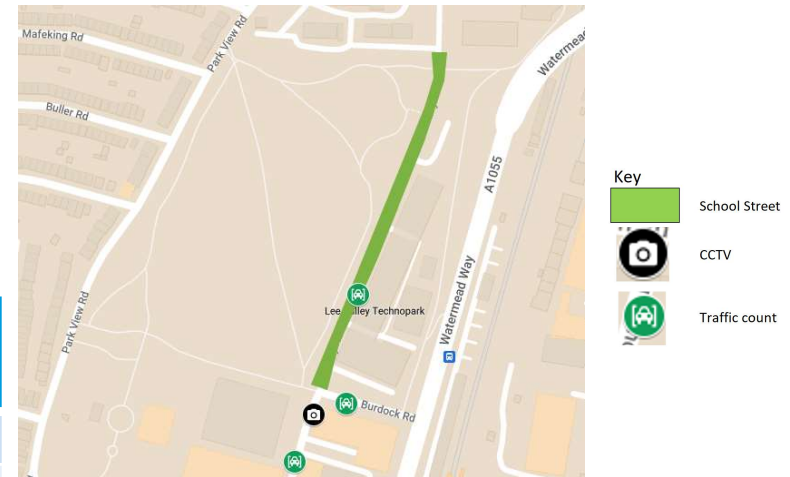
| | | |
|----------|--------------------------------------|---|
| Key info | Streets | Ashley Road |
| | Times | Term Time, Monday to Friday 8 - 9:15am and 2:30 - 4:15pm |
| | Length | 280m |
| | No. addresses within School Street | 0 |
| | No. exemptions (annual) | 0 |
| | Approx % addresses with an exemption | 0% |



Public feedback via statutory consultation (count = 5)



| School feedback | Parent / carers agree (count = 108) | Headteacher |
|--|-------------------------------------|----------------|
| The street feels calmer | 62% | Strongly agree |
| The street feels quieter | 61% | Strongly agree |
| The air feels cleaner | 44% | Strongly agree |
| Feel safer and more relaxed in street | 51% | Strongly agree |
| It's easier to socially distance | 45% | Strongly agree |
| Having seen the experiment, make it permanent? | 50% | Yes |
| How effective is the design | n/a | No changes |
| Walk, cycle or wheel | Up 9% | n/a |
| Using a car | Down 8% | n/a |



| ATC data | Motor vehicles (within) | Down 88% |
|----------|--------------------------|----------|
| | Cycles (within & around) | Up 119% |
| | Speed (within) | Down 8% |

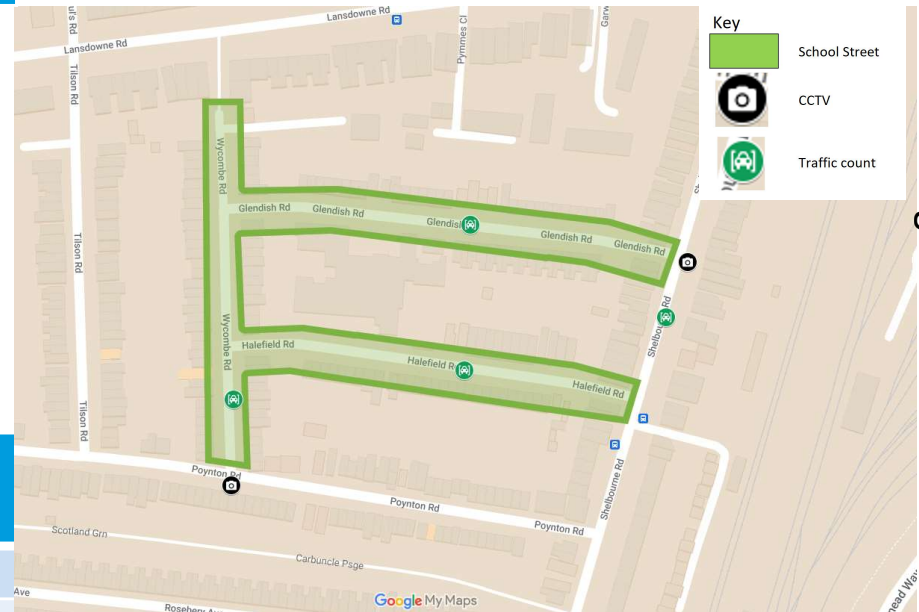
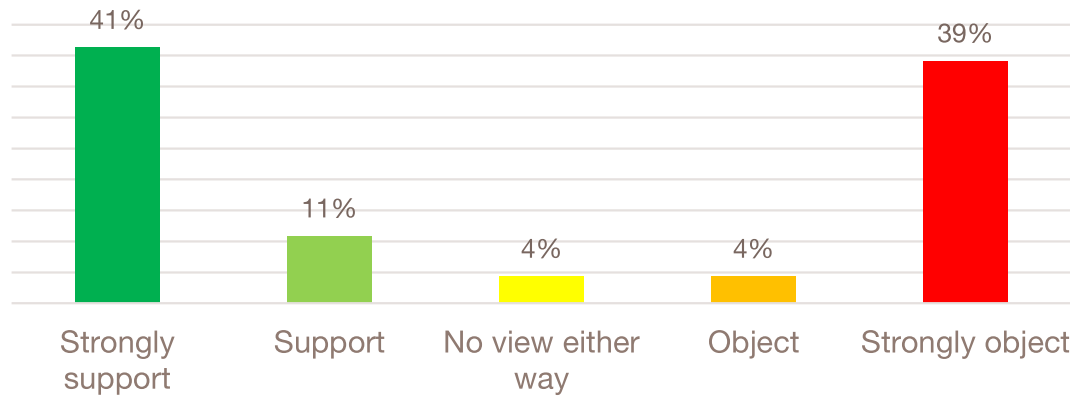
| Notes |
|---|
| <ul style="list-style-type: none"> An unusual School Street that has no residential or business addresses within it, as the school leads only to the (now closed) Ashley Road council depot. Public feedback was received from just 5, all of whom objected Parents/carers survey showed better levels of support and recognition of the benefits the scheme had brought |

SS07: Harris Academy Coleraine Park

| | | |
|----------|--------------------------------------|---|
| Key info | Streets | Glendish Road, Halefield Road, Wycombe Rd |
| | Times | Term Time, Monday to Friday 7.30 – 8.45am and 3 - 4:45pm |
| | Length | 619m |
| | No. addresses within School Street | 216 |
| | No. exemptions (annual) | 116 |
| | Approx % addresses with an exemption | 54% |



Public feedback via statutory consultation (count = 46)



| School feedback | Parent / carers agree (count = 16) | Headteacher |
|--|------------------------------------|----------------------------|
| | The street feels calmer | 63% |
| The street feels quieter | 62% | Somewhat agree |
| The air feels cleaner | 50% | Neither disagree nor agree |
| Feel safer and more relaxed in street | 56% | Somewhat agree |
| It's easier to socially distance | 44% | Neither disagree nor agree |
| Having seen the experiment, make it permanent? | 60% | Yes |
| How effective is the design | n/a | No changes |
| Walk, cycle or wheel | Up 15% | n/a |
| Using a car | Down 15% | n/a |

| ATC data | Motor vehicles (within) | Down 38% |
|----------|--------------------------|---------------------|
| | Cycles (within & around) | Up 31% |
| | Speed (within) | Up 2% (to 13.1 mph) |

| Notes | <ul style="list-style-type: none"> • Scheme was extended into Wycombe Road in Dec 2021 to reduce school drop-offs and U-turns occurring in this cul-de-sac • A more mixed level of support via the public consultation however there does appear to be overall support to make the scheme permanent |
|-------|---|
|-------|---|

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 five schools
- Rosie Rooney 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 | Traffic count data |
| Appendix A3 | Air quality data |
| Appendix A4 | School Street designs |

School Streets Analysis

- SS07 Harris Academy Coleraine Park (launched April 2021, extd Dec 21)
- SS21 Coleridge Primary School (launched Sept 2021)
- SS22 Earlham Primary School (launched Sept 2021)
- SS23 The Mulberry Primary School (launched Sept 2021)
- SS08 Harris Academy Tottenham (launched March 2022)

1. Summary
2. Themes, across these five schools
3. Themes, by school (and by support / object)

1. Summary of the 5 schools

| | In general, what do you think about the proposed school s... | | | | | | | | | |
|-------------------------------|--|------------|-----------|------------|--------------------|-----------|-----------|------------|-----------------|------------|
| | Strongly support | | Support | | No view either way | | Object | | Strongly object | |
| | Count | Row % | Count | Row % | Count | Row % | Count | Row % | Count | Row % |
| Harris Academy (Coleraine Pk) | 19 | 41% | 5 | 11% | 2 | 4% | 2 | 4% | 18 | 39% |
| Coleridge Primary | 100 | 50% | 28 | 14% | 0 | 0% | 17 | 8% | 56 | 28% |
| Mulberry Primary | 26 | 44% | 12 | 20% | 0 | 0% | 8 | 14% | 13 | 22% |
| Earlham Primary | 6 | 29% | 5 | 24% | 0 | 0% | 5 | 24% | 5 | 24% |
| Harris Academy (Ashley Rd) | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 5 | 100% |
| Total | 151 | 45% | 50 | 15% | 2 | 1% | 32 | 10% | 97 | 29% |

| | | Support / Object | | | | | |
|-------------|-------------------------------|------------------|------------|------------|------------|----------|-----------|
| | | Support | | Object | | No view | |
| School Name | | Count | Row % | Count | Row % | Count | Row % |
| | Harris Academy (Coleraine Pk) | 24 | 52% | 20 | 43% | 2 | 4% |
| | Coleridge Primary | 128 | 64% | 73 | 36% | 0 | 0% |
| | Mulberry Primary | 38 | 64% | 21 | 36% | 0 | 0% |
| | Earlham Primary | 11 | 52% | 10 | 48% | 0 | 0% |
| | Harris Academy (Ashley Rd) | 0 | 0% | 5 | 100% | 0 | 0% |
| | Total | 201 | 61% | 129 | 39% | 2 | 1% |

(Strongly support is included with support) (Strongly object is included with object)

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London N22 8HQ

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The main support for School Streets is from pupils and their parents. Residents are supportive in general, but many are concerned about access issues as well as traffic and parking congestion being displaced to other roads. Traffic displacement to other roads was not a major issue when the School streets were installed but it is now a growing concern.

2 Themes overall

| | | Count | Col % |
|------|--|-------|-------|
| Cat. | Support. Stops obstructive & careless parking, improves cycling and walking environment | 90 | 27% |
| | Support. Safer for children - with less traffic congestion, speeding & pollution. | 84 | 25% |
| | Object. Displaces traffic congestion, adds to pollution on other roads. Who benefits? | 70 | 21% |
| | Object. Penalises many residents, Restricts deliveries / services. Money-making scheme | 27 | 8% |
| | Support in principal, but am concerned about access problems and congestion in surrounding roads | 17 | 5% |
| | No comments | 15 | 5% |
| | Object. Access problems for elderly, disabled and others needing services/carers/family visits | 14 | 4% |
| | Principle may be OK but I do object to lack of consideration for impact on residents | 13 | 4% |
| | Support, but scheme needs to include additional roads | 2 | 1% |
| | Total | 332 | 100% |

3 Themes by School

| | School Name | | | | | | | | | |
|--|----------------------------------|-------------|-------------------|-------------|---------------------|-------------|--------------------|-------------|-------------------------------|-------------|
| | Harris Academy (Coleraine Pk) | | Coleridge Primary | | Mulberry Primary | | Earlham Primary | | Harris Academy (Ashley Rd) | |
| | Count | Col % | Count | Col % | Count | Col % | Count | Col % | Count | Col % |
| Support. Stops obstructive & careless parking, improves cycling and walking environment | 4 | 9% | 46 | 23% | 29 | 49% | 11 | 52% | 0 | 0% |
| Support. Safer for children - with less traffic congestion, speeding & pollution. | 14 | 30% | 64 | 32% | 6 | 10% | 0 | 0% | 0 | 0% |
| Object. Displaces traffic congestion, adds to pollution on other roads. Who benefits? | 10 | 22% | 46 | 23% | 10 | 17% | 3 | 14% | 1 | 20% |
| Object. Penalises many residents, Restricts deliveries / services. Money-making scheme | 4 | 9% | 13 | 6% | 4 | 7% | 3 | 14% | 3 | 60% |
| Support in principal, but am concerned about access problems and congestion in surrounding roads | 4 | 9% | 12 | 6% | 1 | 2% | 0 | 0% | 0 | 0% |
| No comments | 2 | 4% | 8 | 4% | 3 | 5% | 2 | 10% | 0 | 0% |
| Object. Access problems for elderly, disabled and others needing services/carers/family visits | 4 | 9% | 6 | 3% | 2 | 3% | 1 | 5% | 1 | 20% |
| Principle may be OK but I do object to lack of consideration for impact on residents | 2 | 4% | 6 | 3% | 4 | 7% | 1 | 5% | 0 | 0% |
| Support, but scheme needs to include additional roads | 2 | 4% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% |
| Total | 46 | 100% | 201 | 100% | 59 | 100% | 21 | 100% | 5 | 100% |

3a Themes by Respondent status

It is interesting to see that support is clearly split between residents, and parents/pupils in that residents tend to support a reduction in careless and obstructive parking - including parking in front of driveways. Support from parents and pupils is more focused on wider road safety benefits.

The main objections to the schemes are based on residents' concerns that traffic and parking congestion are displaced to other roads. This is not a significant concern for parents and pupils unless, they need to drive to the school because they don't live in the immediate local area

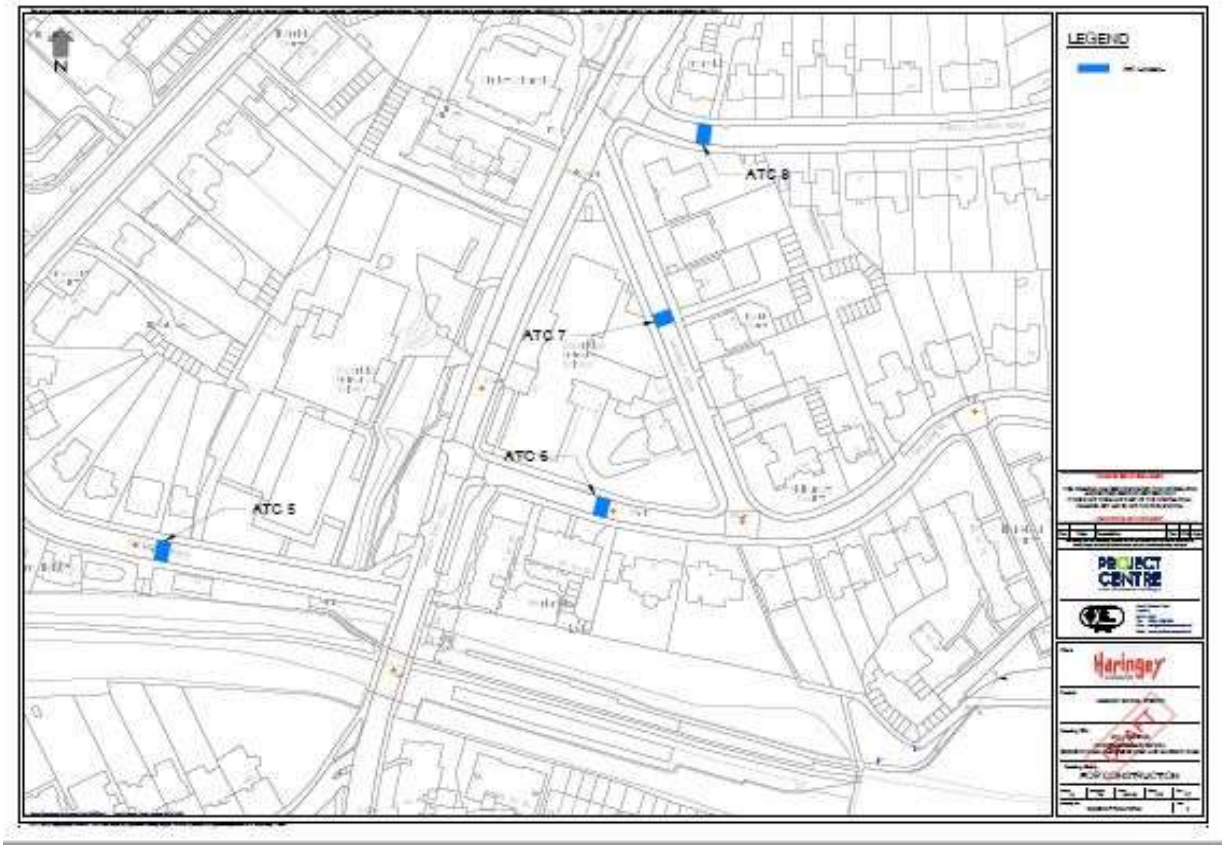
| | Responding as | | | |
|--|-------------------|-------------------|------------------------------------|-------------------------|
| | Resident Col % | Business Col % | Teacher / school staff Col % | Parent / pupil Col % |
| Support. Stops obstructive & careless parking, improves cycling and walking environment | 28% | 33% | 0% | 26% |
| Support. Safer for children - with less traffic congestion, speeding & pollution. | 15% | 0% | 33% | 50% |
| Object. Displaces traffic congestion, adds to pollution on other roads. Who benefits? | 25% | 67% | 33% | 10% |
| Object. Penalises many residents, Restricts deliveries / services. Money-making scheme | 10% | 0% | 0% | 4% |
| Support in principal, but am concerned about access problems and congestion in surrounding roads | 5% | 0% | 33% | 5% |
| No comments | 5% | 0% | 0% | 3% |
| Object. Access problems for elderly, disabled and others needing services/carers/family visits | 5% | 0% | 0% | 2% |
| Principle may be OK but I do object to lack of consideration for impact on residents | 6% | 0% | 0% | 0% |
| Support, but scheme needs to include additional roads | 1% | 0% | 0% | 0% |
| Total | 100% | 100% | 100% | 100% |

The consultations are only carried out in a very local area and therefore tend to get a higher representation amongst parents and pupils. Businesses, along with residents with mobility and related conditions which require ready access by goods and services, are less widely represented in these local consultations.

| BEFORE Vs AFTER Summary of Automated Traffic Counts (ATC) within the School Street restriction | Change in traffic volume (AM) | Change in traffic volume (PM) | Change in traffic volume (AM+PM) | Change in traffic speed |
|---|--|--|---|------------------------------------|
| Coleridge Primary School | -80% | -68% | -74% | -2% |
| Earlham Primary School | -41% | -65% | -54% | 5% |
| The Mulberry Primary School | -69% | -55% | -62% | -21% |
| Harris Academy Tottenham | -88% | -89% | -88% | -8% |
| Harris Primary Academy Coleraine Park | -55% | -23% | -38% | 2% |
| Average | -67% | -60% | -63% | -5% |

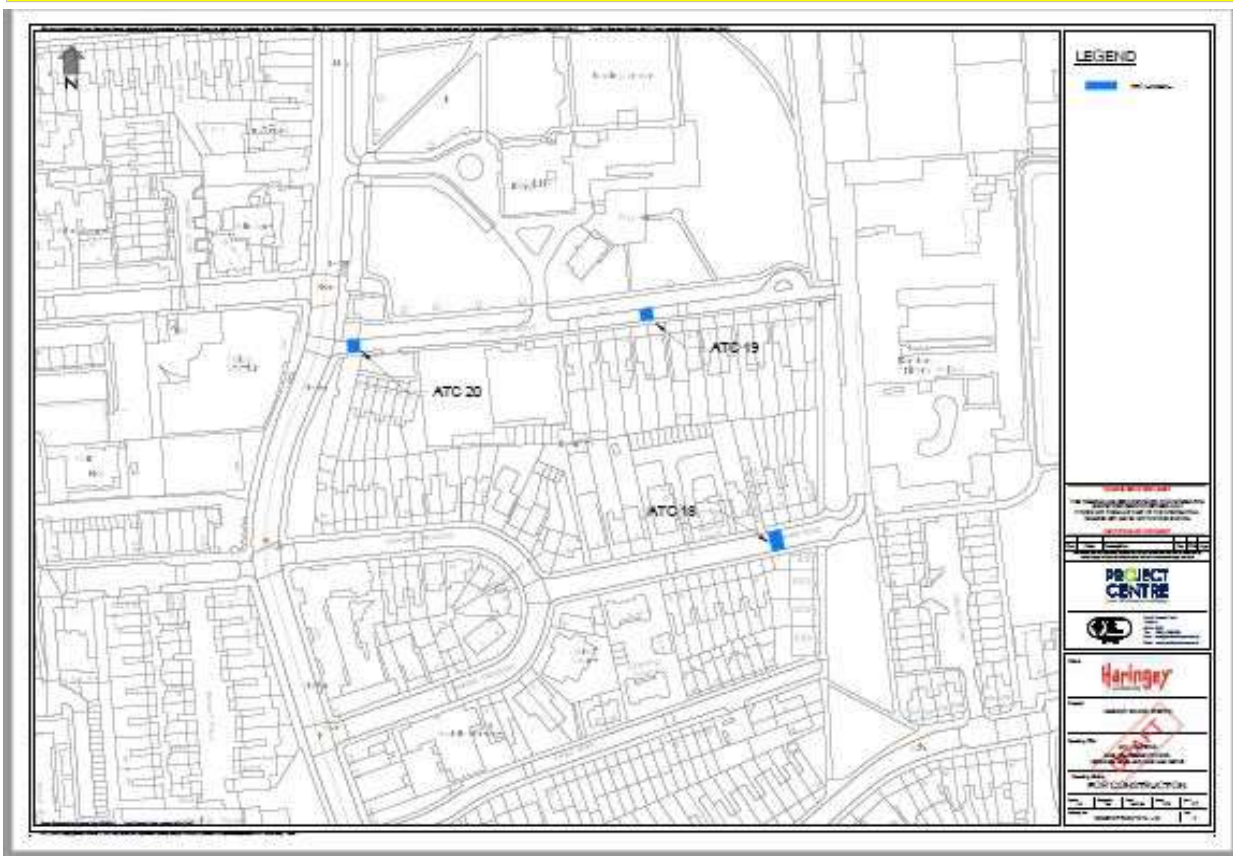
| Coleridge Primary Automatic Traffic Count Before vs After (during School Street hours) | Auto cycle count | | Traffic volume (AM) | | Traffic volume (PM) | | Traffic volume (AM+PM) | | Average traffic speed (mph) | |
|---|------------------|-------|---------------------|-------|---------------------|-------|------------------------|-------|-----------------------------|----------|
| | Before | After | Before | After | Before | After | Before | After | Before | After |
| Waverley Road (within SS) (ATC 7) | 23 | 2 | 480 | 96 | 440 | 139 | 920 | 235 | 17.9 mph | 17.5 mph |
| Percentage change | | -91% | | -80% | | -68% | | -74% | | -2% |
| Halsmere Road east of Crouch End Hill (within SS) (ATC 6) | 134 | 196 | 1137 | 515 | 1217 | 991 | 2354 | 1506 | 17.3 mph | 15.7 mph |
| Percentage change | | 46% | | -55% | | -19% | | -36% | | -9% |
| Christchurch Road (outside SS) (ATC 8) | 29 | 52 | 883 | 1368 | 1048 | 1691 | 1931 | 3059 | 19.4 mph | 15.6 mph |
| Percentage change | | 79% | | 55% | | 61% | | 58% | | -19.6% |
| Crescent Road (outside SS) (ATC 5) | 202 | 221 | 441 | 452 | 453 | 411 | 894 | 863 | 12.9 mph | 12.9 mph |
| Percentage change | | 9% | | 2% | | -9% | | -3% | | 0.0% |

School Street operational time: 8:30-9:30am & 2:30-3:30pm
 -Survey dates
 Before: Monday 22nd March 2021 to Sunday 28th March 2021
 After: Monday 25th April to Sunday 1st May 2022
 table above only reflect School Street hours, dose not include weekend traffic
 There was an increase in vehicular activities on Christchurch Road (which is outside the school street) - a separate survey and analysis is currently being carried to undartnd the traffic patterns more clearly. It is important to note that during the following time period, a vehicle was parked on the tubes on Christchurch Road: 23/03/2021, 21:00 - 26/03/2021, 05:00 & 26/04/2022, 16:00 - 27/04/2022, 11:30 however engineers are confident we can still use the data as those timeframes have been excluded from the weekday averages in the analysis work



| Earlham Primary Automatic Traffic Count Before vs After (during School Street hours) | Auto cycle count | | Traffic volume (AM) | | Traffic volume (PM) | | Traffic volume (AM+PM) | | Average traffic speed (mph) | |
|---|------------------|-------|---------------------|-------|---------------------|-------|------------------------|-------|-----------------------------|----------|
| | Before | After | Before | After | Before | After | Before | After | Before | After |
| Earlham Grove (within SS) (ATC 19) | 40 | 16 | 69 | 41 | 89 | 31 | 158 | 72 | 10.9 mph | 11.4mph |
| Percentage change | | -60% | | -41% | | -65% | | -54% | | 5% |
| Earlham Grove east of jnc with High Road (outside SS) (ATC 20) | 0 | 15 | 104 | 258 | 95 | 283 | 199 | 541 | 15.1 mph | 11.8 mph |
| Percentage change | | 100% | | 148% | | 198% | | 172% | | -28.0% |
| Newnham Road east of Canning Crescent (outside SS) (ATC 18) | 37 | 1 | 211 | 126 | 169 | 122 | 380 | 248 | 13.2 mph | 13.2 mph |
| Percentage change | | -97% | | -40% | | -28% | | -35% | | 0.0% |

School Street operational time: 8:30 - 9:15am and 2:15 - 3.45pm-
 Survey dates
 Before: Monday 22nd March 2021 to Sunday 28th March 2021
 After: Monday 25th April to Sunday 1st May 2022
table above only reflect School Street hours, dose not include weekend traffic
 There is an increase in vehicular activities on Earlham Grove (east of High road) which could indicate some school street traffic being displaced or an increase in the number of events at GMH or those accessing the off-street car park for the Cypriot Community Centre)



| The Mulberry Primary Automatic Traffic Count Before vs After (during School Street hours) | Auto cycle count | | Traffic volume (AM) | | Traffic volume (PM) | | Traffic volume (AM+PM) | | Average traffic speed (mph) | |
|--|------------------|-------|---------------------|-------|---------------------|-------|------------------------|-------|-----------------------------|----------|
| | Before | After | Before | After | Before | After | Before | After | Before | After |
| Parkhurst Road north of Seymour Avenue (within SS) (ATC 37) Percentage change | 194 | 163 | 975 | 302 | 1099 | 491 | 2074 | 783 | 14.1 mph | 11.2mph |
| | | -16% | | -69% | | -55% | | -62% | | -21% |
| Sherringham Avenue east of Parkhurst Road (within SS) (ATC 38) Percentage change | 7 | 75 | 376 | 151 | 297 | 185 | 673 | 336 | 15.6 mph | 14.9 mph |
| | | 971% | | -60% | | -38% | | -50% | | -4.5% |
| Sherringham Avenue east of Cromer Road (outside SS) (ATC 39) Percentage change | 39 | 37 | 345 | 192 | 252 | 224 | 597 | 416 | 15.7 mph | 14.3 mph |
| | | -5% | | -44% | | -11% | | -30% | | -8.9% |
| Parkhurst Road north of Dowsett Road (outside SS) (ATC 36) Percentage change | 192 | 202 | 1012 | 530 | 1178 | 782 | 2190 | 1312 | 14.2 mph | 15.5 mph |
| | | 5% | | -48% | | -34% | | -40% | | 9.2% |
| Kemble Road north of Scotland Green (outside SS) (ATC 40) Percentage change | 40 | 44 | 771 | 320 | 899 | 477 | 1670 | 797 | 17.5 mph | 17.4 mph |
| | | 10% | | -58% | | -47% | | -52% | | -0.6% |

School Street operational time: 8:30 - 9:15am and 3:00 - 4:00pm-
Survey dates
 Before: Monday 22nd March 2021 to Sunday 28th March 2021
 After: Monday 25th April to Sunday 1st May 2022
table above only reflect School Street hours, dose not include weekend traffic



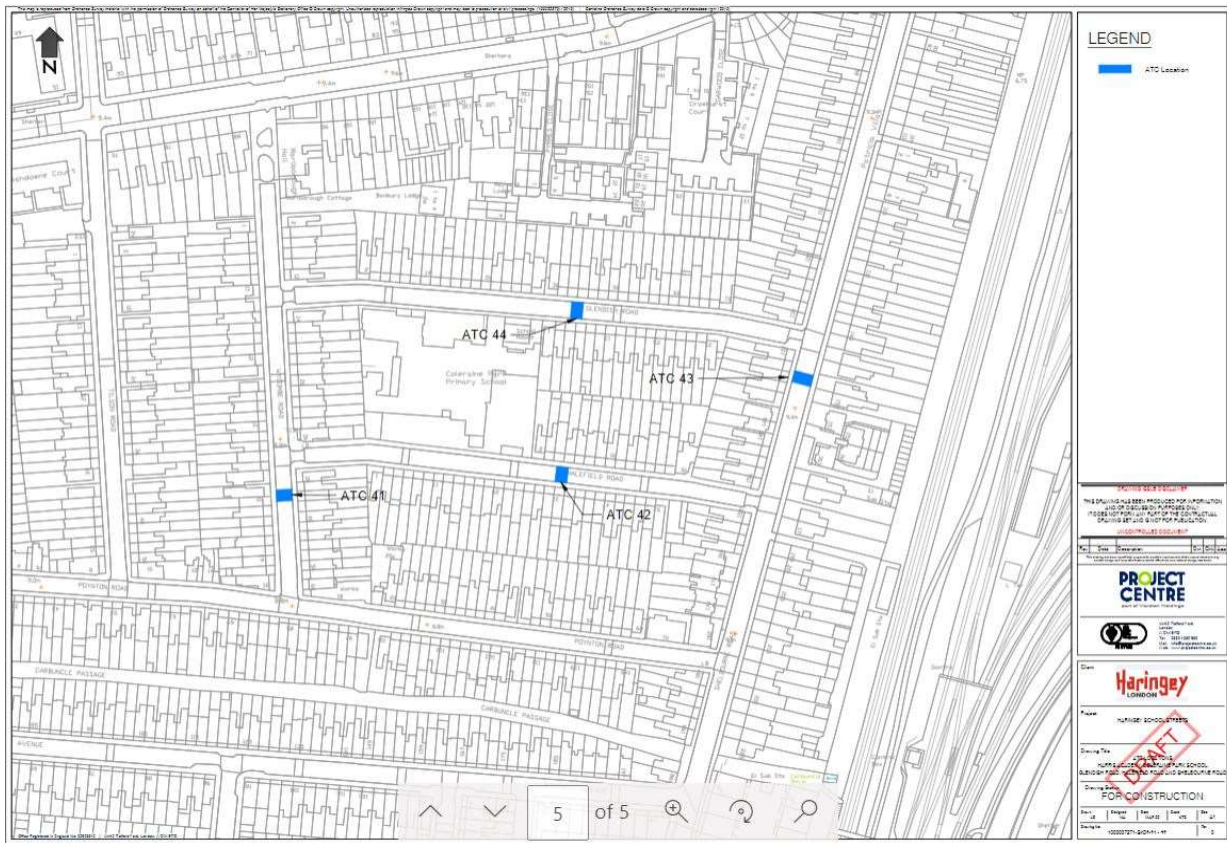
| Harris Academy Tottenham Automatic Traffic Count Before vs After (during School Street hours) | Auto cycle count | | Traffic volume (AM) | | Traffic volume (PM) | | Traffic volume (AM+PM) | | Average traffic speed (mph) | |
|--|------------------|--|---------------------|--|---------------------|--|------------------------|--|-----------------------------|--|
| | Before | After | Before | After | Before | After | Before | After | Before | After |
| Ashley Road north of Burdock Road (within SS) (ATC 1) Percentage change | 102 | 167 64% | 1369 | 171 -88% | 1317 | 146 -89% | 2686 | 317 -88% | 15.8 | 14.58 -7.7% |
| Ashley Road south of Burdock Road (outside SS) (ATC 2) Percentage change | 63 | N/A at time of report due to roadworks | 1247 | N/A at time of report due to roadworks | 1313 | N/A at time of report due to roadworks | 2560 | N/A at time of report due to roadworks | 14.3 | N/A at time of report due to roadworks |
| Burdock Road east of Ashley Road (outside SS) (ATC 3) Percentage change | 16 | 92 475% | 1452 | 348 -76% | 1846 | 456 -75% | 3298 | 804 -76% | 14.8 | 14.58 -1.5% |

School Street operational time: 8:00 - 9:15am and 2:30 - 4.15pm
 Survey dates
 Before: Friday 25th Feb 2022 to Thursday 3rd March 2022
 After: Tuesday 29th November to Monday 5th December 2022
 The above analysis has been produced using the recorded ATC data for weekdays during school street hours and does not include weekend traffic



| Harris Primary Academy Coleraine Park Automatic Traffic Count Before vs After (during School Street hours) | Auto cycle count | | Traffic volume (AM) | | Traffic volume (PM) | | Traffic volume (AM+PM) | | Average traffic speed (mph) | |
|--|------------------|-------|---------------------|-------|---------------------|-------|------------------------|-------|-----------------------------|-------|
| | Before | After | Before | After | Before | After | Before | After | Before | After |
| Wycombe Road north of Poynton Road (within SS) (ATC 41) Percentage change | 60 | 74 | 569 | 257 | 626 | 482 | 1195 | 739 | 12.8 | 13.1 |
| | | 23% | | -55% | | -23% | | -38% | | 2.3% |
| Glendish Road east of Wycombe Road one-way westbound (within SS) (ATC 44) Percentage change | 32 | 45 | 411 | 227 | 453 | 348 | 864 | 575 | 11.0 | 11.7 |
| | | 41% | | -45% | | -23% | | -33% | | 6.3% |
| Halefield Road east of Wycombe Road one-way eastbound (within SS) (ATC 42) Percentage change | 28 | 12 | 499 | 155 | 558 | 237 | 1057 | 392 | 12.0 | 12.5 |
| | | -57% | | -69% | | -58% | | -63% | | 4.1% |
| Shelbourne Road north of Halefield Road (outside of SS) (ATC 43) Percentage change | 192 | 278 | 6144 | 5552 | 5977 | 6149 | 12121 | 11701 | 20.1 | 21.1 |
| | | 45% | | -10% | | 3% | | -3% | | 4.9% |

School Street operational time: 7:30 - 8:45am and 3:00 - 4:45pm
Survey dates
 Before: Monday 22nd March 2021 to Sunday 28th March 2021
 After: Monday 25th April to Sunday 1st May 2022
The above data has been produced using the recorded hourly ATC data (07:00-9:00 & 15:00-17:00) for weekdays and does not include weekend traffic



| Total number of cycles in and around the School Streets counted via ATC | Streets within and around SS | | Change |
|---|------------------------------|-------------|------------|
| | Before | After | |
| Coleridge Primary | 388 | 471 | 21% |
| Earlham Primary | 77 | 32 | -58% |
| The Mulberry | 472 | 521 | 10% |
| Harris Tottenham | 118 | 259 | 119% |
| Harris Coleraine | 312 | 409 | 31% |
| Total | 1367 | 1692 | 24% |
| Average | | | 25% |

Notes _____

data excludes Ashley Road south of Burdock (ATC2) as no 'after' available

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Appendix A3

Due to the deployment rate of the School Streets project only one school had current and historic air quality data to compare – Coleridge School.

Due to the COVID pandemic and the associated lockdowns the 2020 air quality 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 Street was in place) as comparison to the 2021 (which is after the School Street has been implemented).

Table one shows the NOx Levels (in $\mu\text{g}/\text{m}^3$) outside Coleridge School by month.

| | Jan | Feb | March | April | May | June | July | Aug | Sept | Oct | Nov | Dec |
|-------------------|-----|-----|-------|-------|-----|------|--------------|-----|------|-----|-----|-----|
| NOx Levels (2019) | 41 | 46 | 34 | 44 | 38 | 26 | Missing data | 34 | 40 | 36 | 38 | 38 |
| NOx Levels (2020) | 38 | 34 | 21 | 25 | 16 | 28 | 28 | 30 | 34 | 40 | 37 | 21 |
| NOx Levels (2021) | 32 | 33 | 31 | 33 | 32 | 28 | 28 | 22 | 41 | 30 | 28 | 29 |
| NOx Levels (2022) | 31 | 31 | | | | | | | | | | |

This table shows the NOx levels at Coleridge Primary School by month over the last 3 years. The cells highlighted in orange show the air pollution levels while country was in various states of lockdown. This means that due to lower levels of road traffic air pollution levels are expected lower than normal. The cells that are not highlighted we have regarded as “normal traffic levels” as the country was not in lock down. The Green cells show the air pollution levels once the school street was in operation. For the purpose of comparison, we will be comparing the before (white cells) with the after (green cells).

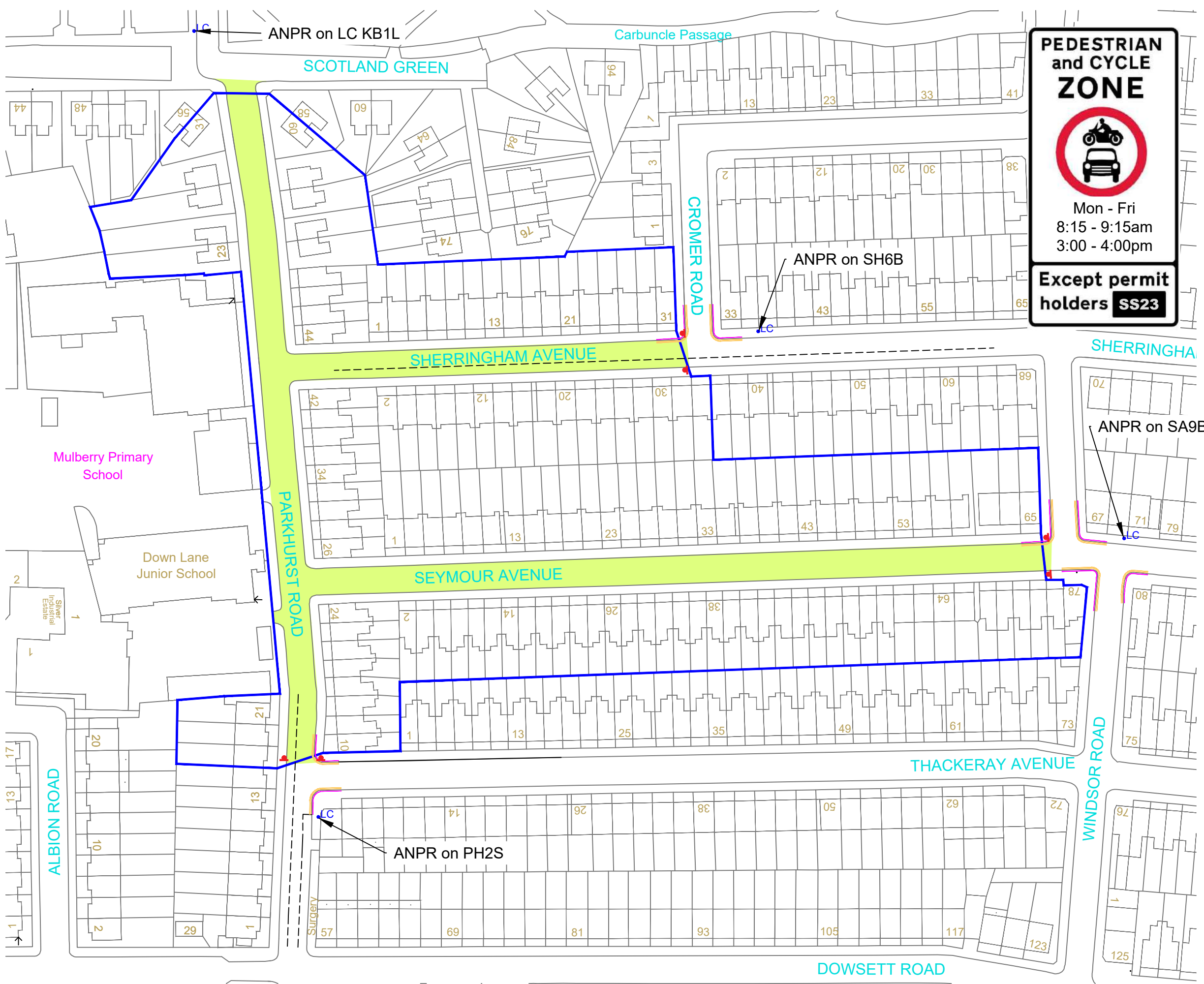
From this data when comparing the air pollution levels with a normal traffic pattern (the white cells) with the air pollution levels when the School Street was operational (green cells). There is an average of 30% reduction in NOx levels at this location once the School Street in in operation¹.

The Haringey data is backed up with similar 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.

¹ Oct 2019 compared to Oct 2021 (-20%), Nov 2019 compared to Nov 2022 (-35%), Dec 2019 compared to Dec 2021 (-31%), Jan 2020 compared to Jan 2022 (-22%), and Feb 2020 compared to Feb 2022 (-48%)

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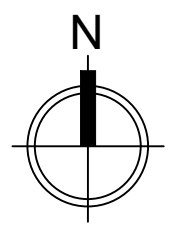
PEDESTRIAN and CYCLE ZONE

Mon - Fri
8:15 - 9:15am
3:00 - 4:00pm

Except permit holders SS23

NOTES:

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







| Rev | Description | Checked | Date |
|--|--------------------------------|----------|------|
| Project: School Street Batch 1c | | | |
| Title: Mulberry Primary School | | | |
| Path: S:\ENSR\Bcon\High\Sn\FAIR\Sustainable Transport\TPP Group\ | | | |
| Designed: AH | Drawn: AH | Checked: | |
| Scale: 1:500 @A3 | Date Drawing Created: 22.02.21 | | |
| Drg. No: RJHWP-###-ref | | Rev: - | |

ENVIRONMENT & NEIGHBOURHOODS

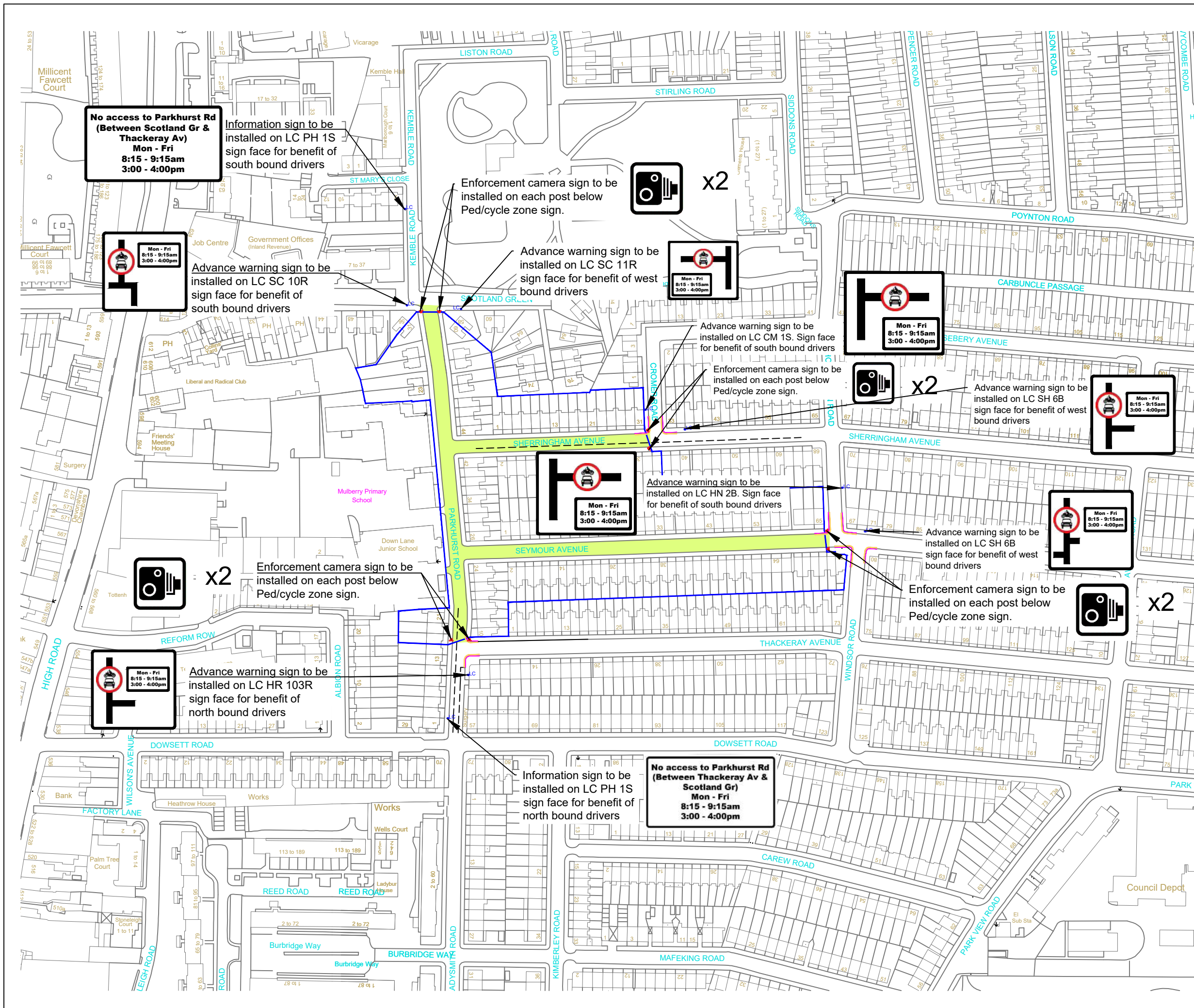
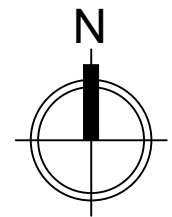
5th Floor, Alexandra House, 10 Station Road, Wood Green, London N22 7TR
Tel: 020 8489 0000 Fax: 020 8489 1251
Director Place and Sustainability: Lyn Garner

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NOTES:

-  Proposed School Street
-  Proposed cycle/ped zone sign & post
-  Properties eligible for a school street exemption permit
-  LC Proposed lamp column for CCTV installation

SS23



| Rev | Description | Checked | Date |
|---|--------------------------------|----------------|------|
| | | | |
| Project: School Street Batch 1c | | | |
| Title: Mulberry Primary School | | | |
| Path: S:\ENSR\Scn\High\Sn\FAIR\Sustainable Transport\TPP Group\ | | | |
| Designed: AH | Drawn: AH | Checked: _____ | |
| Scale: 1:500 @A3 | Date Drawing Created: 22.02.21 | | |
| Drg. No: RJHWP-###-ref | Rev: - | | |

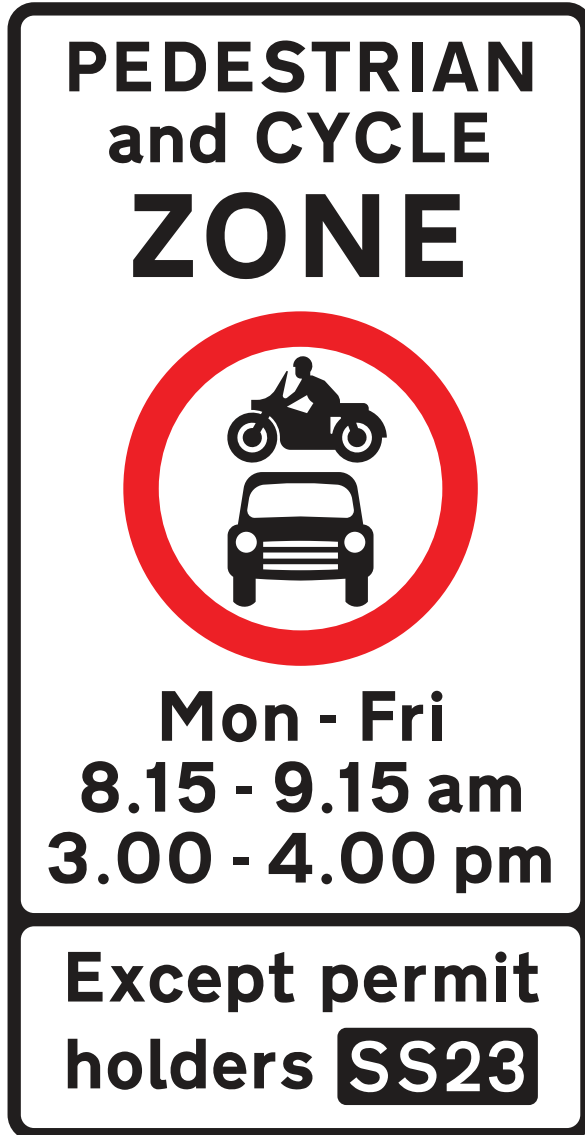
ENVIRONMENT & NEIGHBOURHOODS

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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Mulberry Primary School



Scale 1:8
 Dimensions (mm):
 Width: 620, Height: 1205
 Area: 0.74 m²
 x-Heights: 37.5, 62.5

Sign ref: Mulberry Primary School
 SS23

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: 10-05-21








Signature: _____

Approval: _____


SignPlot v3.70

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NOTES:

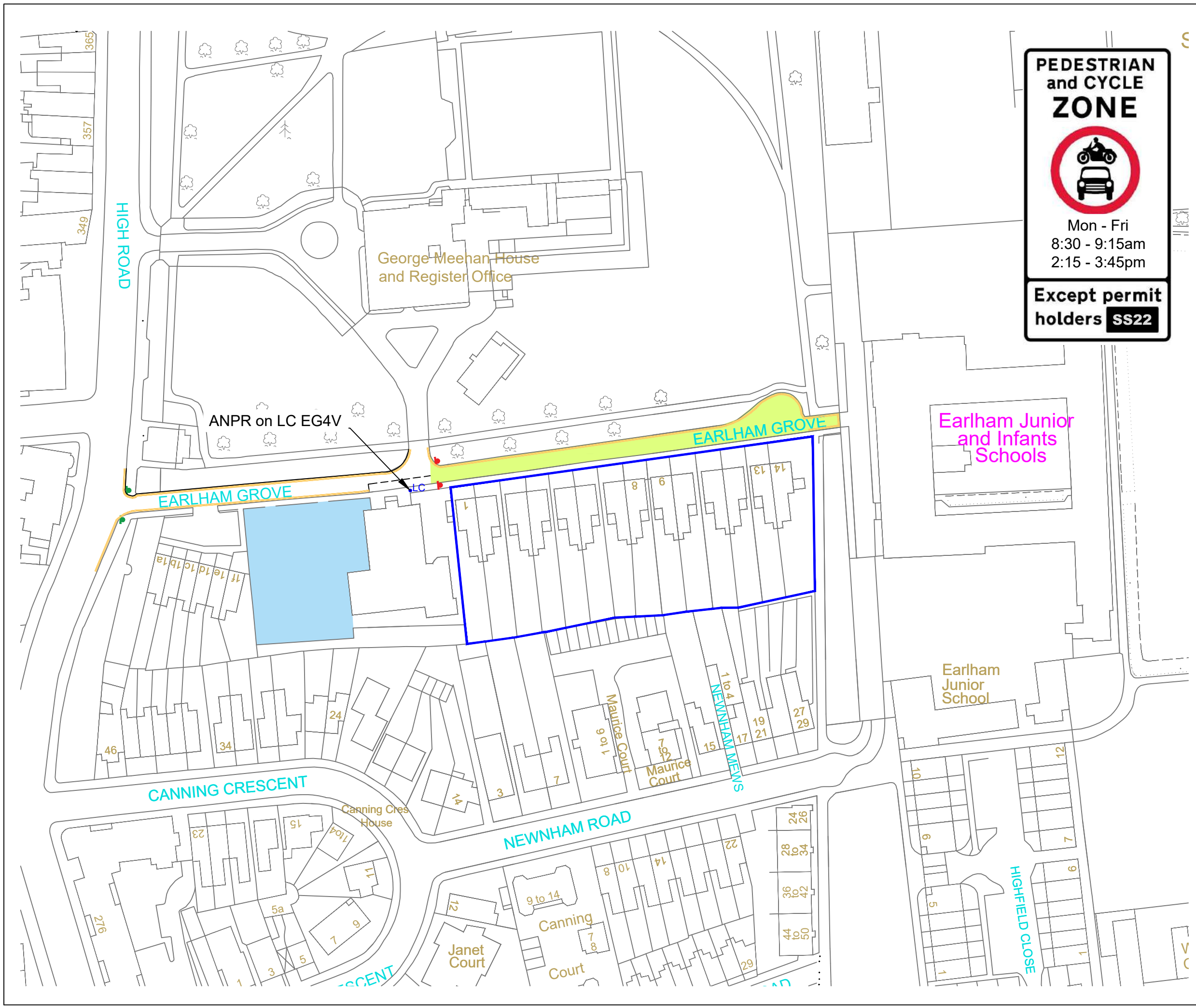
-  Proposed School Street
-  Existing car park
-  Proposed cycle/ped zone sign & post
-  Proposed advance School Street notification sign & post
-  Properties eligible for a school street exemption permit
-  Existing double yellow marking & no waiting loading restriction
-  LC Proposed lamp column for CCTV installation

PEDESTRIAN and CYCLE ZONE



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

Except permit holders SS22



| Rev | Description | Checked | Date |
|--|--------------------------------|----------|------|
| | | | |
| Project: School Street Batch 1c | | | |
| Title: Earham Primary School | | | |
| Path: S:\ENSR\Bn\High\Sn\FAIR\Sustainable Transport\TPP Group\ | | | |
| Designed: AH | Drawn: AH | Checked: | |
| Scale: 1:500 @A3 | Date Drawing Created: 31.03.21 | | |
| Drg. No: RJHWP-###-ref | | Rev: - | |

ENVIRONMENT & NEIGHBOURHOODS





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



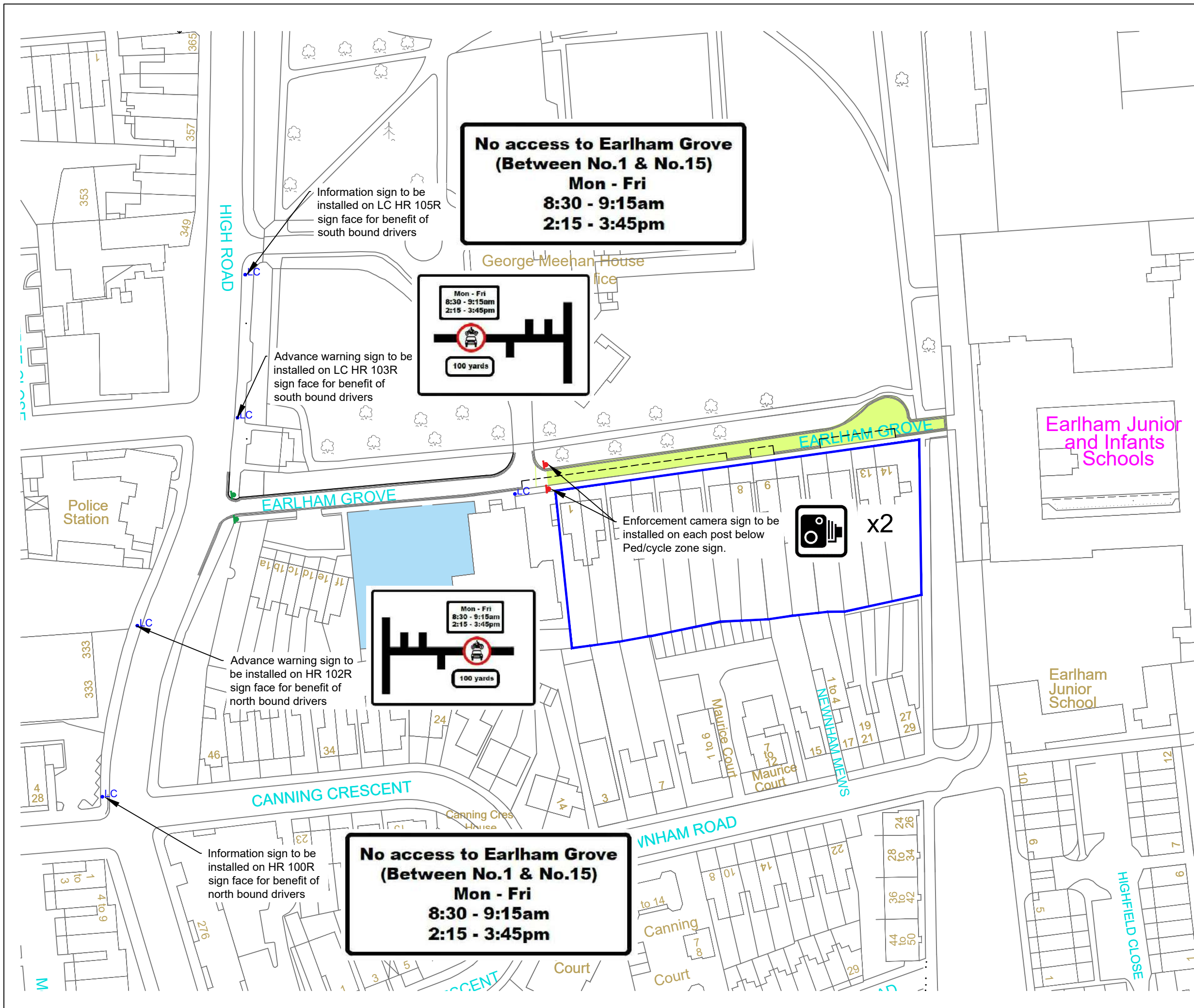
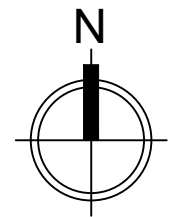
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NOTES:


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

SS22



**No access to Earham Grove
(Between No.1 & No.15)
Mon - Fri
8:30 - 9:15am
2:15 - 3:45pm**

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

100 yards

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

100 yards

**No access to Earham Grove
(Between No.1 & No.15)
Mon - Fri
8:30 - 9:15am
2:15 - 3:45pm**

Information sign to be installed on LC HR 105R sign face for benefit of south bound drivers

Advance warning sign to be installed on LC HR 103R sign face for benefit of south bound drivers

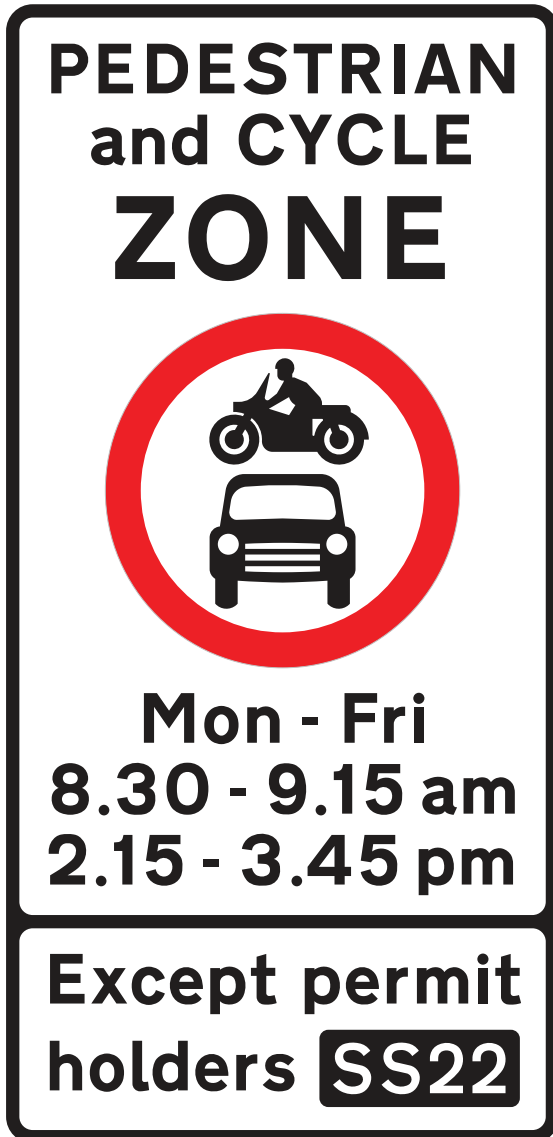
Advance warning sign to be installed on HR 102R sign face for benefit of north bound drivers

Information sign to be installed on HR 100R sign face for benefit of north bound drivers

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

| Rev | Description | Checked | Date |
|---|-------------|--------------------------------|--------|
| | | | |
| Project: School Street Batch 1c | | | |
| Title: Earham Primary School Advance Warning Signs | | | |
| Path: S:\ENSR\Scn\High\Sn\FAIP\Sustainable Transport\TPP Group\ | | | |
| Designed: AH | Drawn: AH | Checked: | |
| Scale: 1:500 @A3 | | Date Drawing Created: 31.03.21 | |
| Drg. No: RJHWP-###-ref | | | Rev: - |

Earlham Primary School



Scale 1:8
 Dimensions (mm):
 Width: 585, Height: 1205
 Area: 0.70 m²
 x-Heights: 37.5, 62.5

Sign ref: Earlham Primary School
 SS22

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

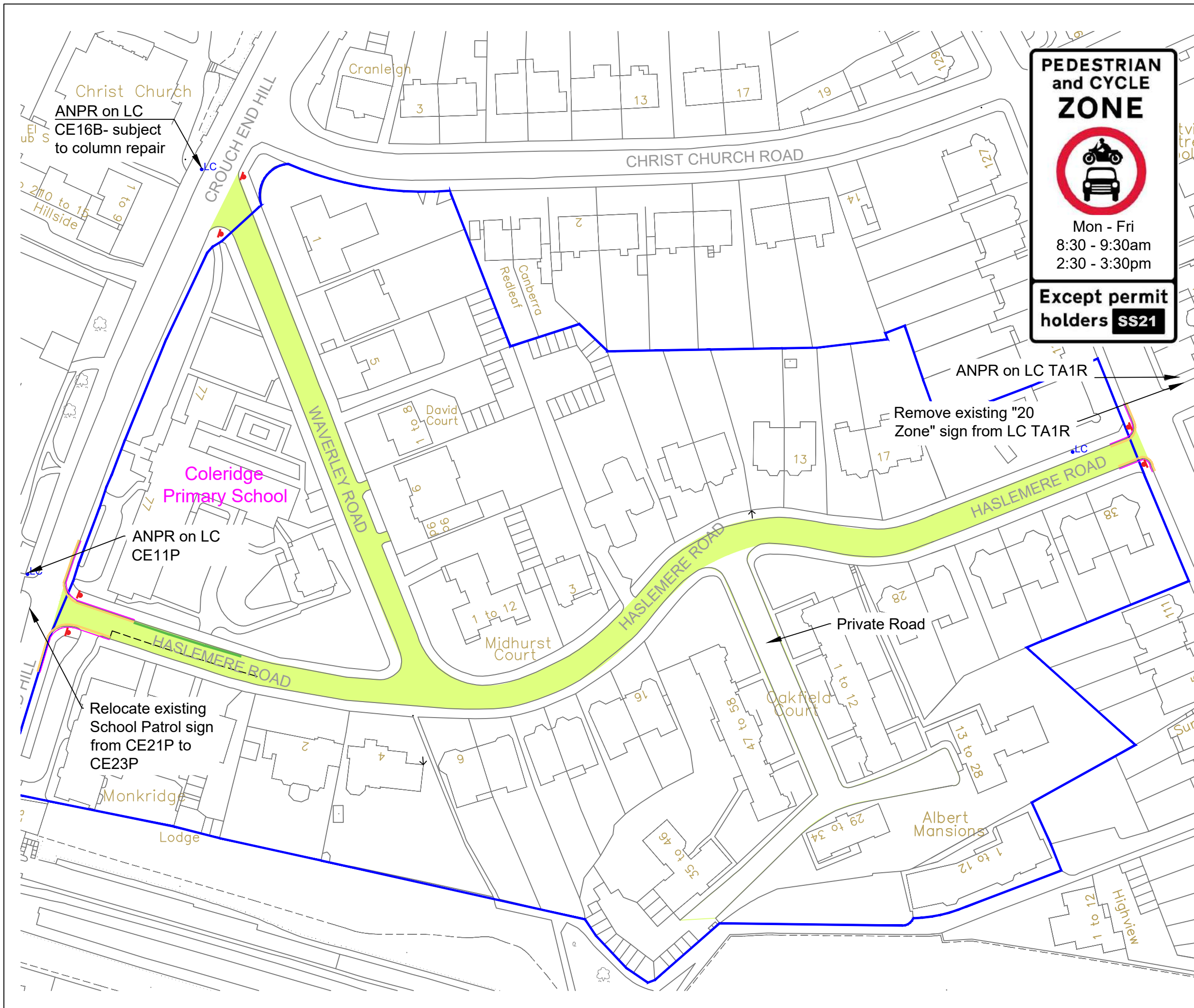
Date printed: 10-05-21

Signature: _____








Approval: _____

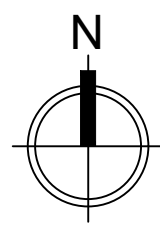
SignPlot v3.70

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NOTES:

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



| Rev | Description | Checked | Date |
|-----|-------------|---------|------|
| | | | |

Project: School Street Batch 1c

Title: Coleridge Primary School

Path: S:\ENSR\Scn\High\Sn\FAIP\Sustainable Transport\TPP Group\

| | | |
|------------------------|--------------------------------|----------|
| Designed: AH | Drawn: AH | Checked: |
| Scale: 1:500 @A3 | Date Drawing Created: 31.03.21 | |
| Drg. No: RJHWP-###-ref | Rev: - | |





ENVIRONMENT & NEIGHBOURHOODS

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Director Place and Sustainability: Lyn Garner

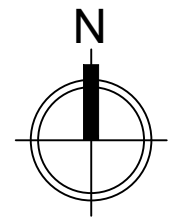


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NOTES:

-  Proposed School Street
-  Proposed cycle/ped zone sign & post
-  Properties eligible for a school street exemption permit
-  Existing lamp column

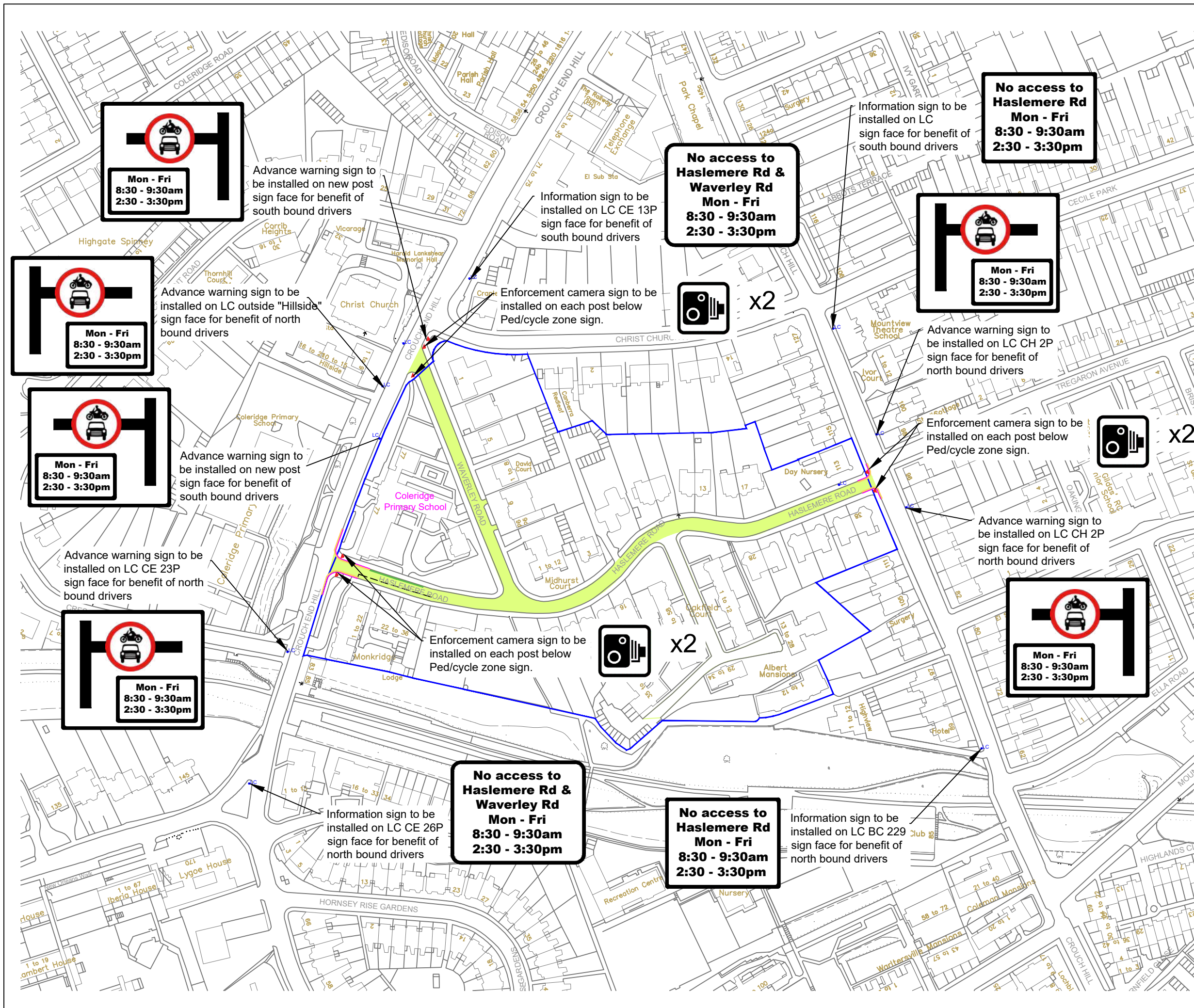
SS21



| Rev | Description | Checked | Date |
|---|--------------------------------|----------|--------|
| Project: School Street Batch 1c | | | |
| Title: Coleridge Primary School Advance Warning Signs | | | |
| Path: S:\ENSR\Scn\High\Sn\PAIP\Sustainable Transport\TPP Group\ | | | |
| Designed: AH | Drawn: AH | Checked: | |
| Scale: 1:500 @A3 | Date Drawing Created: 31.03.21 | | |
| Drg. No: RJHWP-###-ref | | | Rev: - |

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Director Place and Sustainability: Lyn Garner



No access to Haslemere Rd
Mon - Fri
8:30 - 9:30am
2:30 - 3:30pm

Advance warning sign to be installed on new post sign face for benefit of south bound drivers

No access to Haslemere Rd & Waverley Rd
Mon - Fri
8:30 - 9:30am
2:30 - 3:30pm

Information sign to be installed on LC CE 13P sign face for benefit of south bound drivers

No access to Haslemere Rd
Mon - Fri
8:30 - 9:30am
2:30 - 3:30pm

Information sign to be installed on LC sign face for benefit of south bound drivers

No access to Haslemere Rd
Mon - Fri
8:30 - 9:30am
2:30 - 3:30pm

Advance warning sign to be installed on LC CH 2P sign face for benefit of north bound drivers

No access to Haslemere Rd
Mon - Fri
8:30 - 9:30am
2:30 - 3:30pm

Advance warning sign to be installed on LC outside "Hillside" sign face for benefit of north bound drivers

No access to Haslemere Rd
Mon - Fri
8:30 - 9:30am
2:30 - 3:30pm

Advance warning sign to be installed on new post sign face for benefit of south bound drivers

Advance warning sign to be installed on LC CE 23P sign face for benefit of north bound drivers

No access to Haslemere Rd
Mon - Fri
8:30 - 9:30am
2:30 - 3:30pm

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

No access to Haslemere Rd & Waverley Rd
Mon - Fri
8:30 - 9:30am
2:30 - 3:30pm

Information sign to be installed on LC CE 26P sign face for benefit of north bound drivers

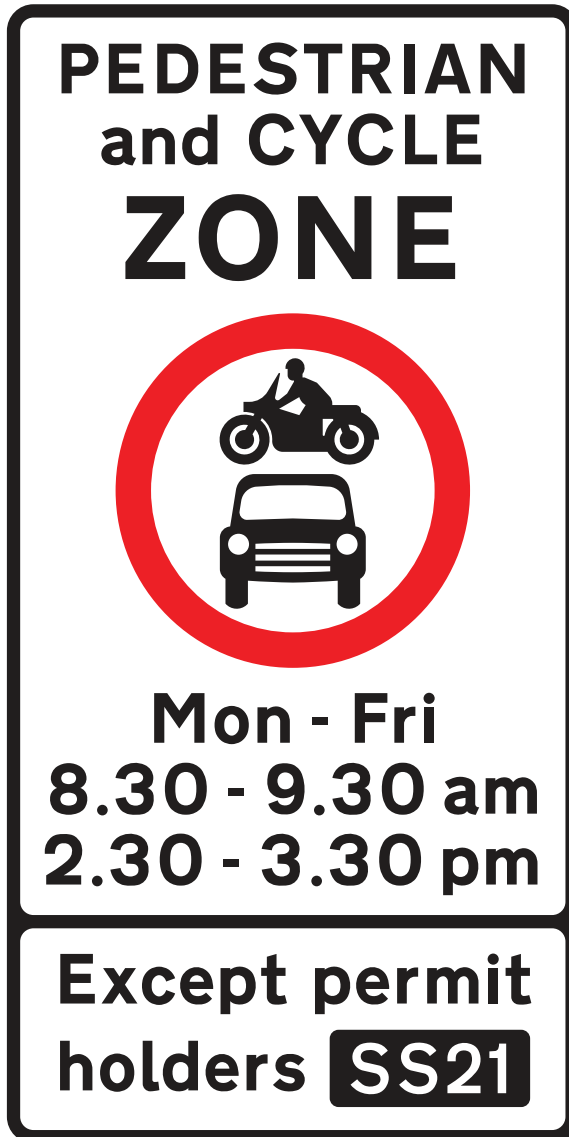
No access to Haslemere Rd
Mon - Fri
8:30 - 9:30am
2:30 - 3:30pm

Information sign to be installed on LC BC 229 sign face for benefit of north bound drivers

No access to Haslemere Rd
Mon - Fri
8:30 - 9:30am
2:30 - 3:30pm

Advance warning sign to be installed on LC CH 2P sign face for benefit of north bound drivers

Coleridge Primary School



Scale 1:8
Dimensions (mm):
Width: 605, Height: 1205
Area: 0.72 m²
x-Heights: 37.5, 62.5

Sign ref: Coleridge Primary School
SS21

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: 10-05-21


Signature: _____

Approval: _____

SignPlot v3.70

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PEDESTRIAN and CYCLE ZONE

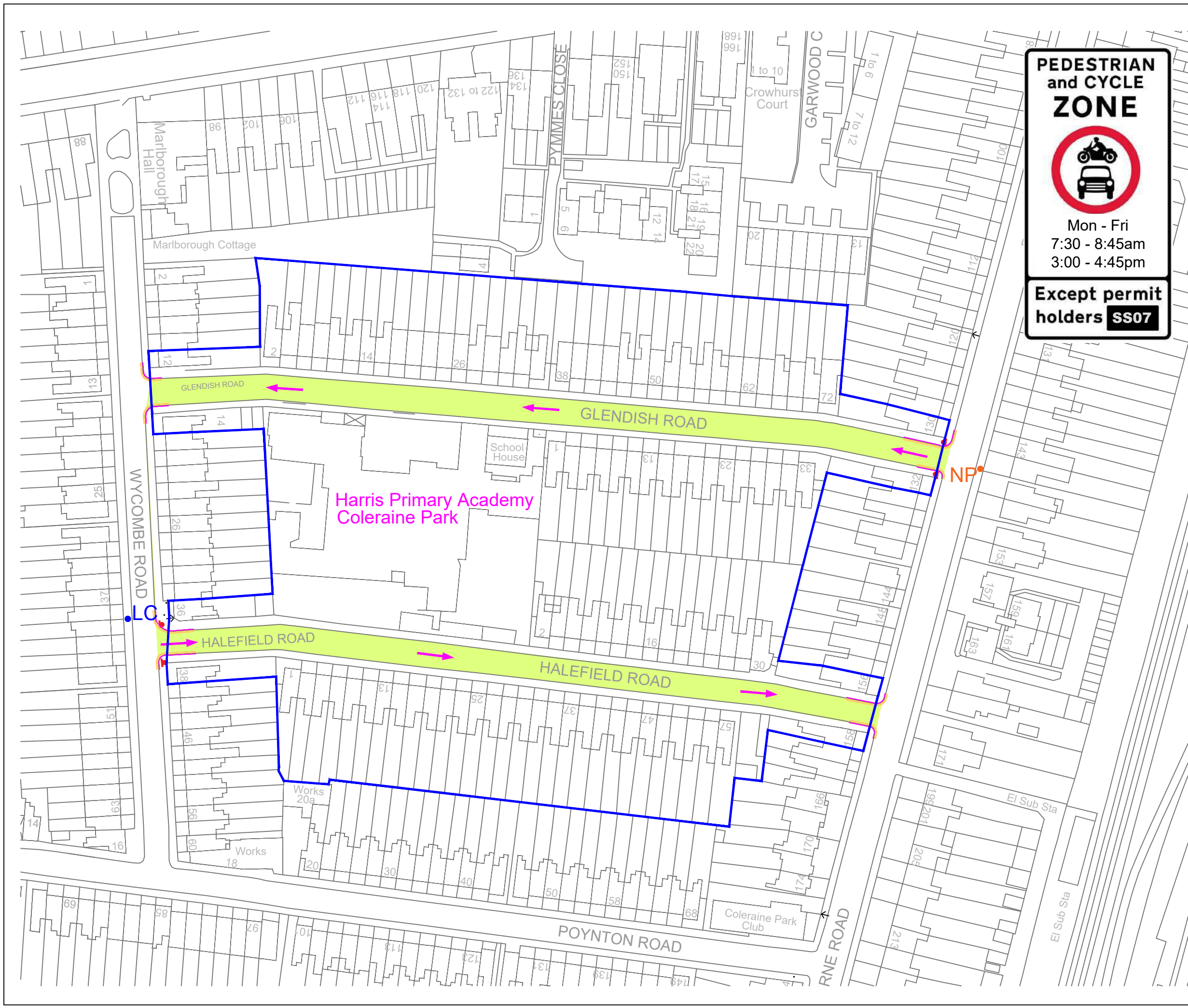
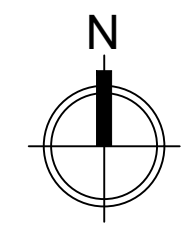


Mon - Fri
7:30 - 8:45am
3:00 - 4:45pm

Except permit holders SS07

NOTES:




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



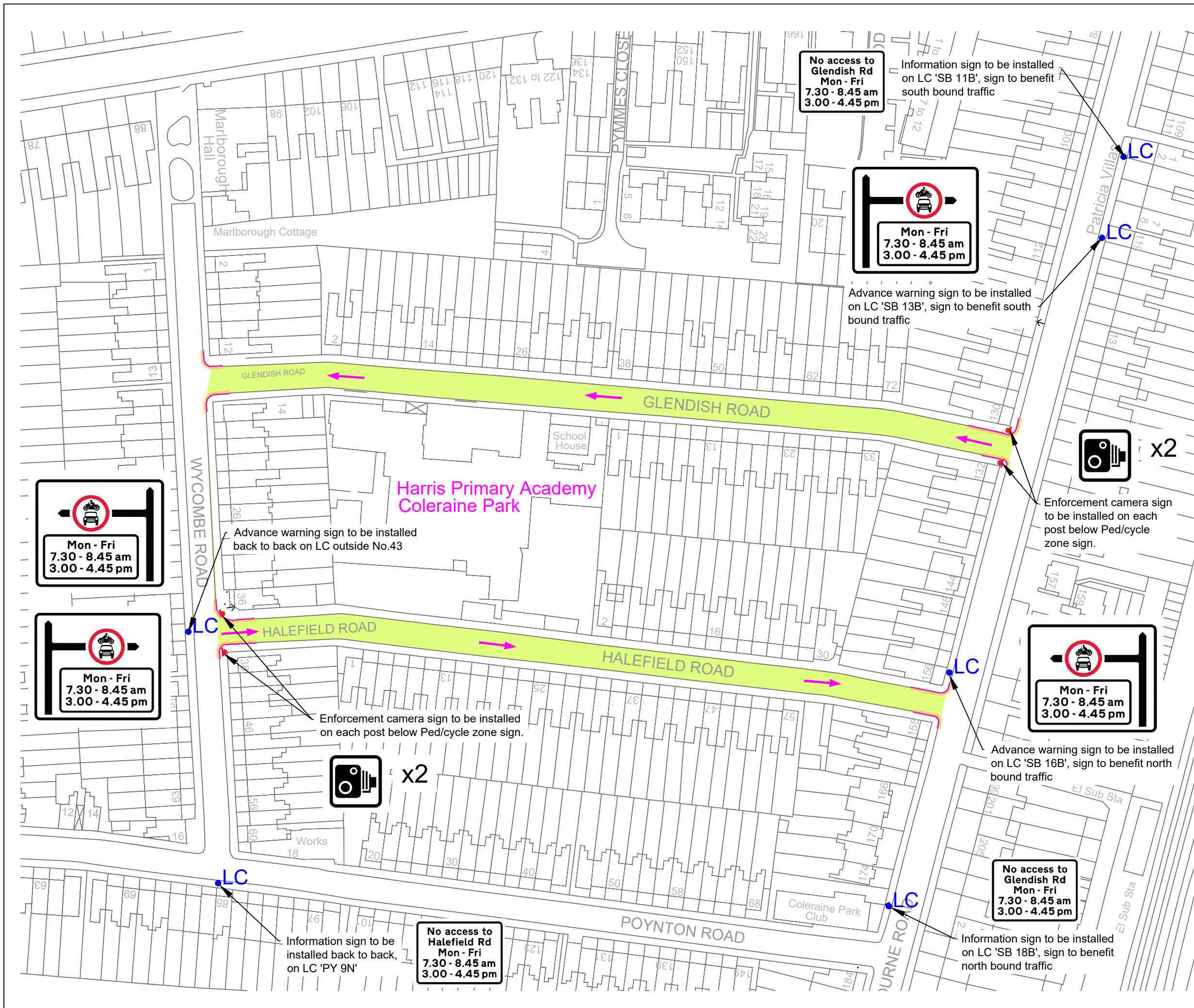
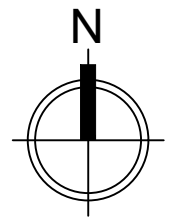
| Rev | Description | Checked | Date |
|--|-------------|--------------------------------|--------|
| | | | |
| Project: School Street Batch 1 | | | |
| Title: Harris Primary Academy Coleraine Park | | | |
| Path: S:\ENSR\Scr\High\Sn\FAIP\Sustainable Transport\TPP Group\..... | | | |
| Designed: AH |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

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NOTES:

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

SS07



| Rev | Description | Checked | Date |
|---|-------------|--------------------------------|--------|
| | | | |
| Project: School Street Batch 1 | | | |
| Title: Harris Primary Academy Coleraine Park | | | |
| Path: S:\ENSR\Scr\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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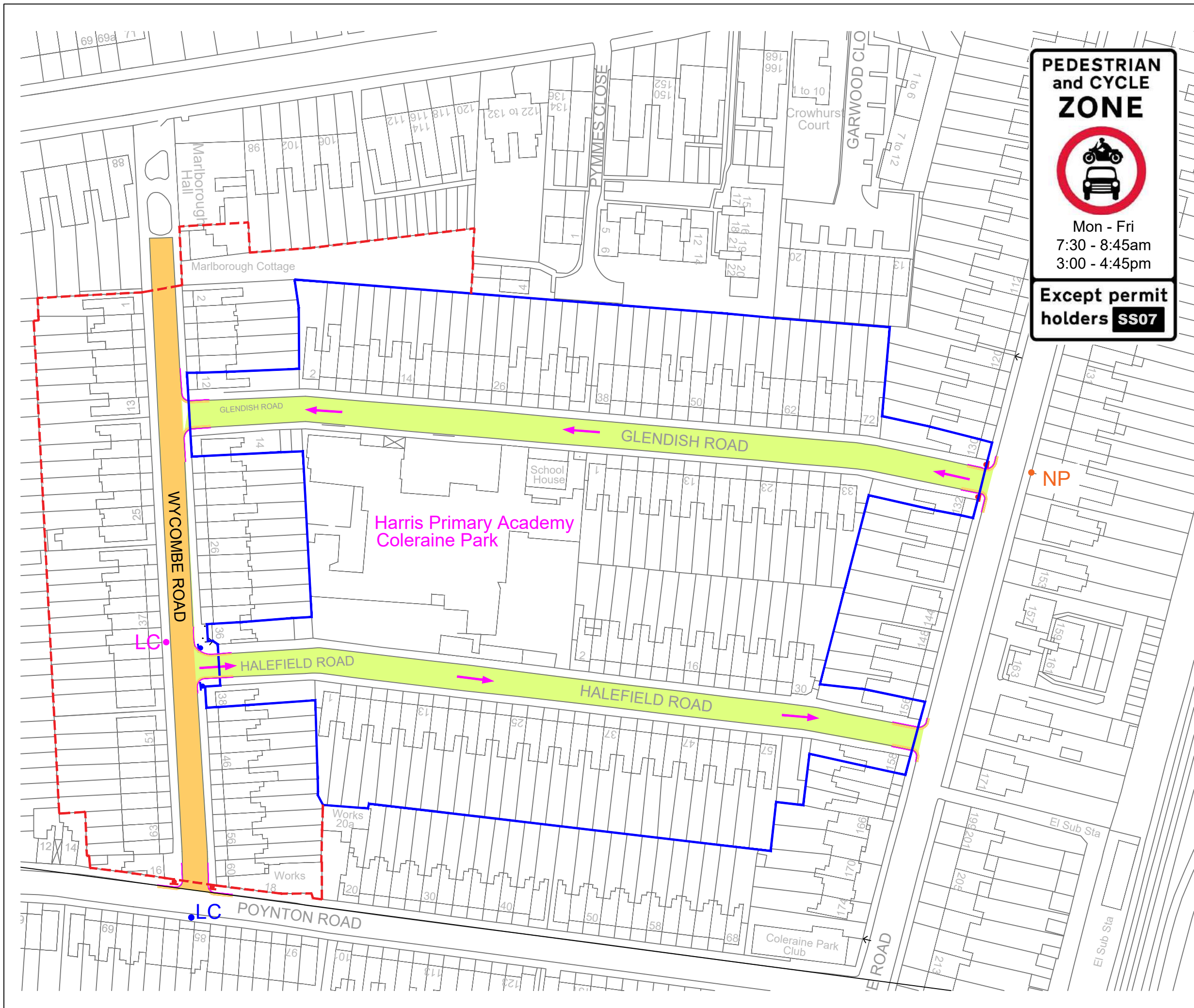
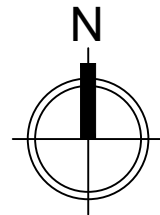
PEDESTRIAN and CYCLE ZONE



Mon - Fri
7:30 - 8:45am
3:00 - 4:45pm

Except permit holders SS07

- NOTES:**
-  Existing School Street
 -  Extended School Street proposal
 -  Existing cycle/ped zone sign & post to be removed and set aside
 -  Proposed cycle/ped zone sign & post
 -  Existing properties eligible for a school street exemption permit
 -  Additional properties eligible for school street exemption permit
 -  Existing one-way traffic flow
 -  Existing double yellow road marking
 -  Proposed no loading at any time restriction to be introduced on junction corners
 -  NP Existing CCTV to remain
 -  LC Existing CCTV to be removed and set aside
 -  LC Proposed lamp column for CCTV installation



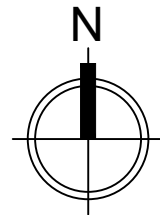
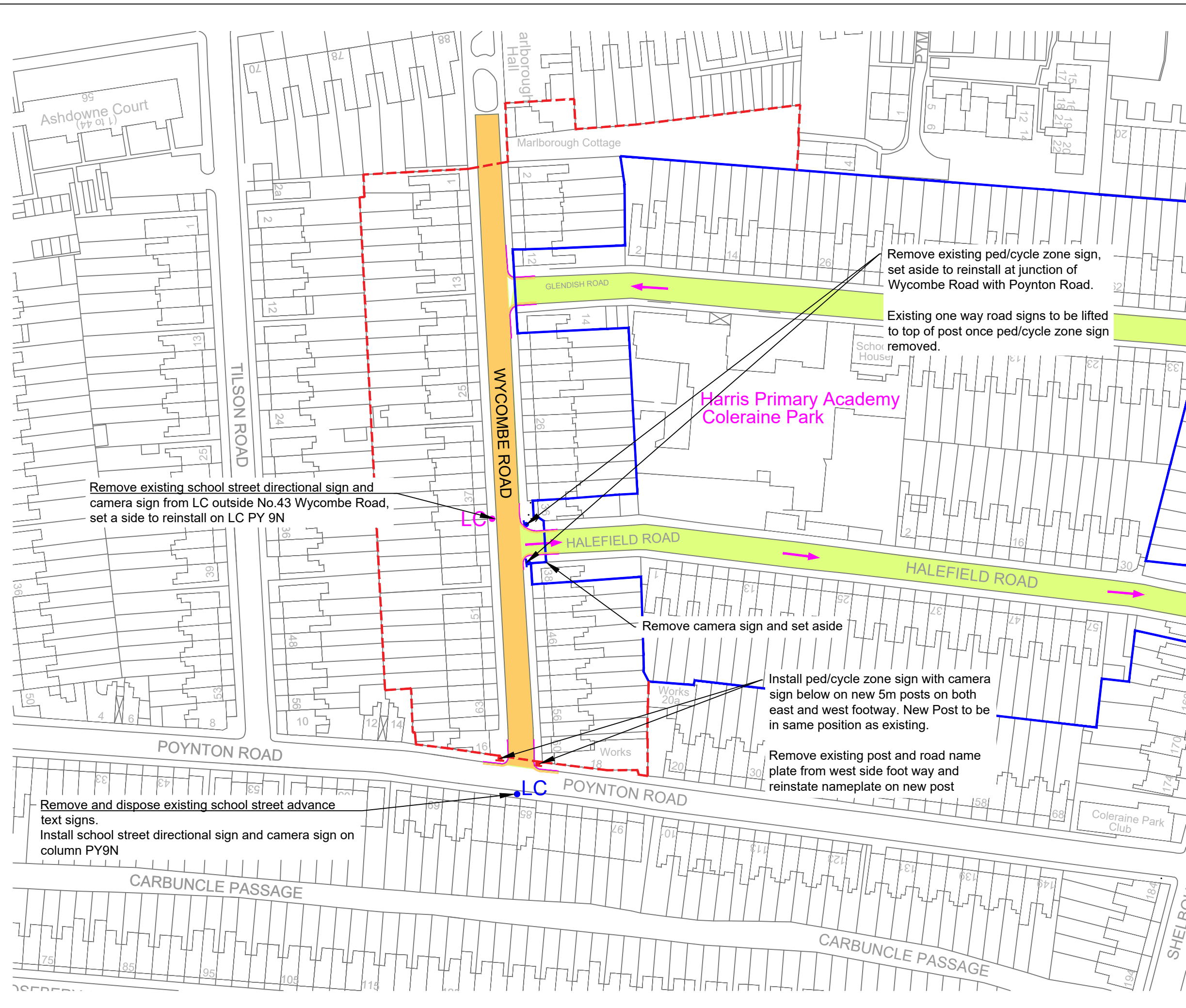
| | | | |
|---|-----------------------------|----------|------|
| Rev | Description | Checked | Date |
| A | Wycombe Road included in SS | | |
| Project: School Street Batch 1 | | | |
| Title: Harris Primary Academy Coleraine Park | | | |
| Path: S:\ENSR\Scn\High\Sn\PAIP\Sustainable Transport\TPP Group\ | | | |
| Designed: | Drawn: | Checked: | |
| AH | AH | ## | |
| Scale: | Date Drawing Created: | | |
| 1:1000 @A3 | 21.01.21 | | |
| Drg. No: | Rev: | | |
| HPACP-GA001-AH | A | | |

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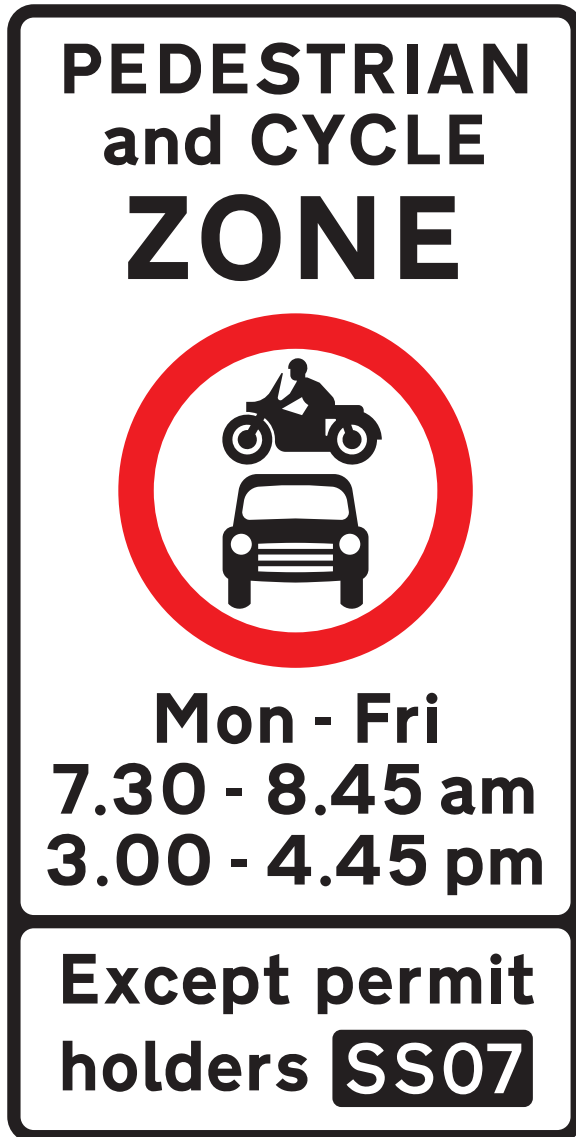
www.haringey.gov.uk

NOTES:



| | | | |
|---|-----------------------------|----------|------|
| Rev | Description | Checked | Date |
| A | Wycombe Road included in SS | | |
| Project: School Street Batch 1 | | | |
| Title: Harris Primary Academy Coleraine Park | | | |
| Path: S:\ENSR\Scn\High\Sn\FAIR\Sustainable Transport\TPP Group\ | | | |
| Designed: | Drawn: | Checked: | |
| AH | AH | ## | |
| Scale: | Date Drawing Created: | | |
| 1:1000 @A3 | 21.01.21 | | |
| Drg. No: | Rev: | | |
| HPACP-GA001-AH | A | | |

Harris Primary Academy
Qty: x4



Scale 1:8
Dimensions (mm):
Width: 610, Height: 1205
Area: 0.73 m²
x-Heights: 37.5, 62.5

Sign ref: Harris Primary Academy

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: _____

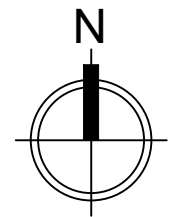
Approval: _____

SignPlot v3.70

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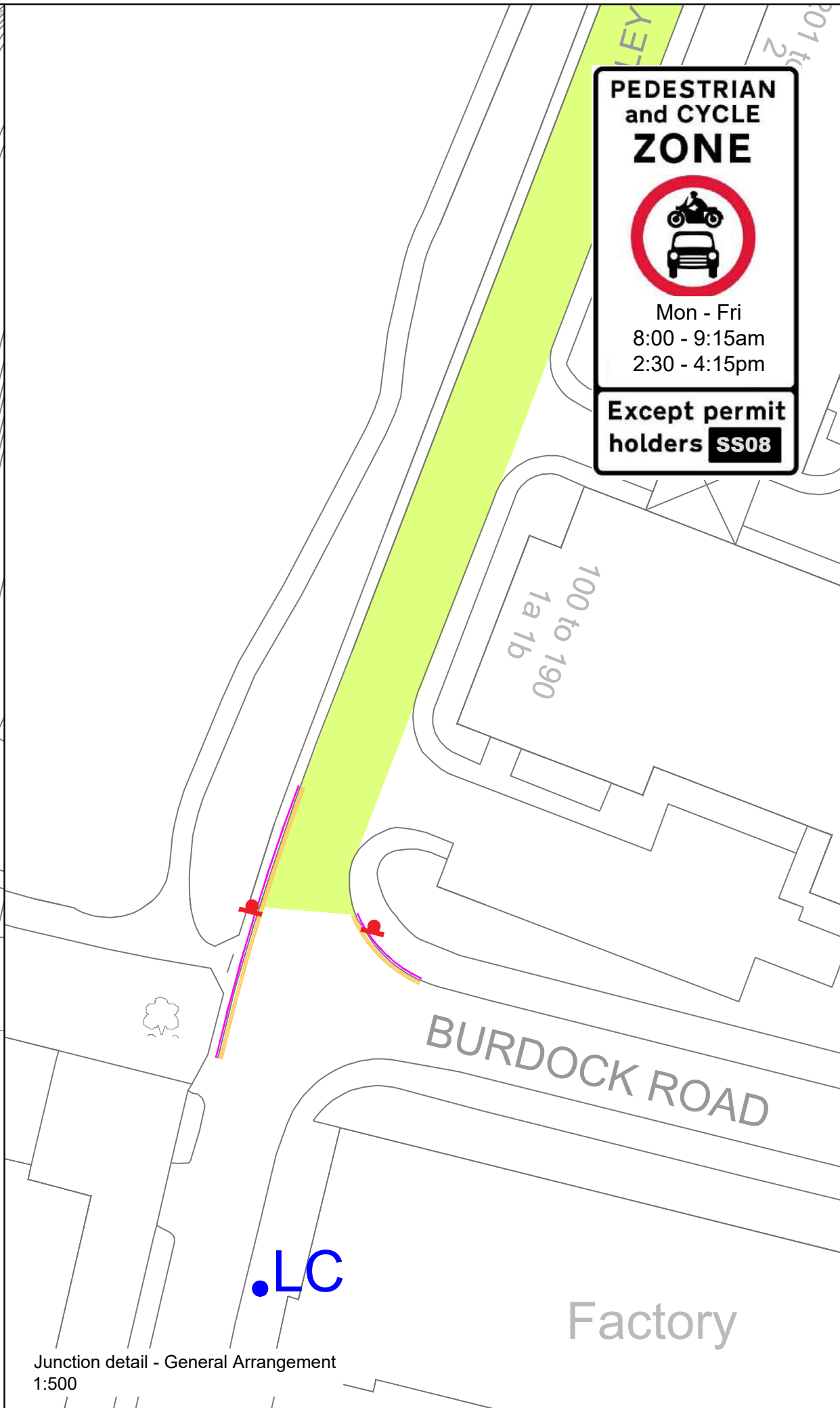
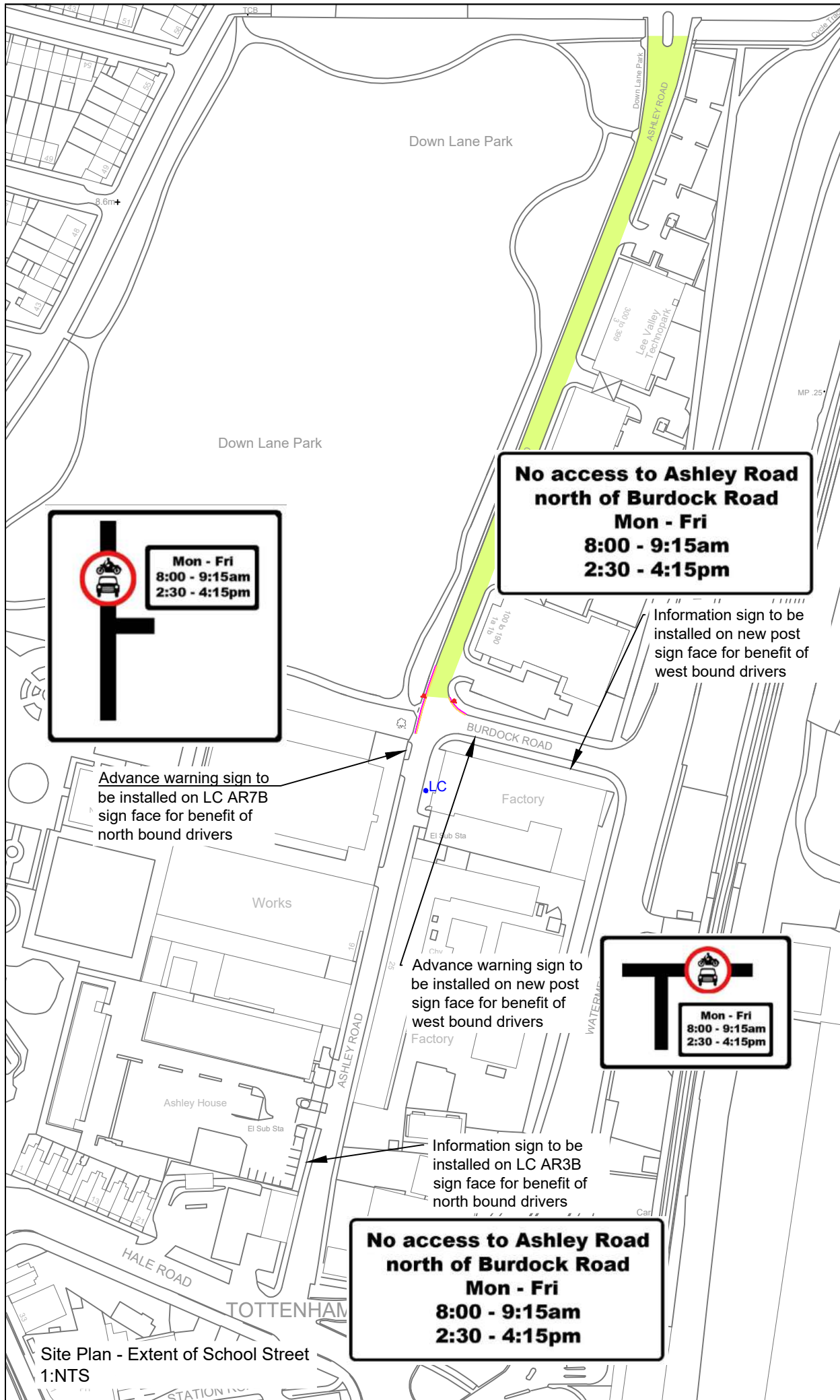
NOTES:

-  Proposed School Street
-  Proposed cycle/ped zone sign & post
-  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: Harris Academy Primary Tottenham | | | |
| Path: S:\ENSR\Scr\High\Sn\FAIP\Sustainable Transport\TPP Group\..... | | | |
| Designed: AH | Drawn: AH | Checked: ## | |
| Scale: 1:2000 & 1:500 @A3 | | Date Drawing Created: 21.01.21 | |
| Drg. No: RJHWP-###-ref | | | Rev: - |

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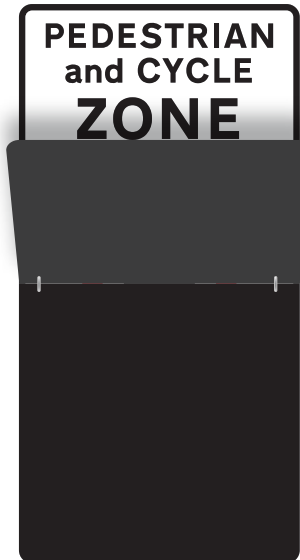
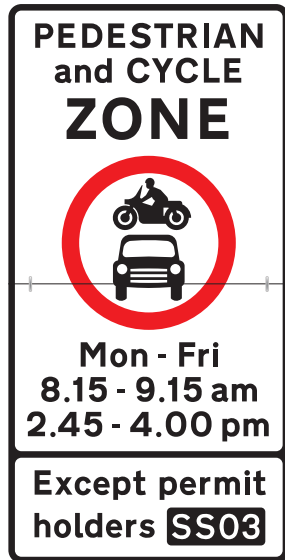



Junction detail - General Arrangement
1:500

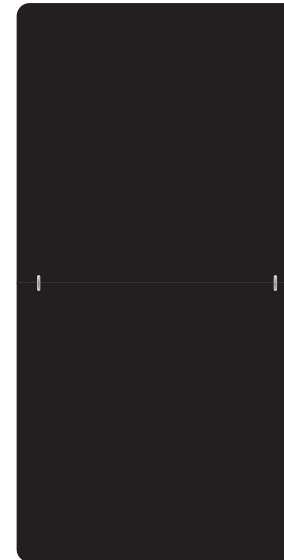
Site Plan - Extent of School Street
1:NTS

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

| School Name | Support / Object | Reasons for views |
|------------------|------------------|---|
| Mulberry Primary | Support | because very little space for parking |
| | | Before the scheme was put in place the road outside our school was incredibly dangerous at school opening & closing times - as it is a primary school, there are many young children and their even younger siblings. It's a huge school so not enough room on the pavements - children & adults would spill out into the road and cars would drive through almost pushing people out of the way. It was an accident waiting to happen. It got worse when the pandemic guidelines led to parents having to wait outside the gates all together, but was awful even before that. Also, many parents would drive to drop off their children and would be reverse parking all over the place, towards the edge of pavements where toddlers they couldn't see would be standing. When parked they would nearly all keep their engines idling while they waited for the gates to open - with the exhaust fumes blowing literally into the faces of the small children walking past into school. All of this has now stopped thanks to the scheme so I fully support it. |
| | | Cars and traffic are speeding the roads at school times and if the road is not changed to school street a child will get knocked down. |
| | | Cars were clogging up Parkhurst Road at dropping off and picking up times, making it unsafe for children to cross |
| | | for children and parents to have healthier, safer route into school |
| | | Great initiative for environment, health and safety of all - well done! |
| | | Haringey Council has to keep these school streets and show some balls, this borough is so obsessed with cars and each street is stuffed with traffic and parked cars. Tell me why in a part of the borough where loads of people are apparently living below the poverty line there is constant SUVs and range rovers. Even small cars aren't cheap to run. If I wanted to pitch a tent or put a shed in a car parking spot I wouldn't be allowed to but car owners have a sense of entitlement with parking their giant lump of metal on the street and putting the lives of children, vulnerable people and animals at risk. We also want decent cycle lanes around Tottenham Hale and the High Road. Haringey are so far behind and all of your green initiatives are just green washing, this is the least you can do and stop kissing the arses of car owners who can't be bothered getting off their arses and over to the multiple tube and train stations or bus stops we have within a stones throw of every home. Remember, actual vulnerable people can rarely afford cars because they are too often overlooked for jobs etc. and even if they do have cars, they are paying the price of lazy, entitled people driving everywhere by being stuck in traffic with them. |
| | | I am in favour of safer and less polluted streets |
| | | I do think the road the street is on has been much safer and more pleasant for the children. However, as a resident whose kids go to another school, sometimes we need to use our car and have now been penalised twice by accidentally driving home along the road after school drop off. I strongly believe the cut off should be 9am when all the children should be at school. Other schools in the area have a 9am cut off, Coleraine Harris Academy for example. My husband and I have been caught out twice at 9.13 am and 9.10 am when we are on our way home, the school kids have gone in. I do feel this has been very unfair. I contested my fine and didn't receive a letter and the fine was tripled and I had to pay over £200. This should not happen, but I could not get in touch with the company who fined me as it was outsourced by the council. I felt very angry about this. So in all, yes the school streets is working, but it should only be until 9am. |
| | | I strongly support this scheme. too many cars park in my street, I dont have space to park my own car. |
| | | I support the scheme as given the chance people who drive their children to school they would park in the school playground to get them there. They park on the pavements - it is not a safe place at school time. |
| | | I think it's a good idea to keep roads safe and clean around the time children are going to school |
| | | Increased safety for children, too many cars let running awful for environment and childrens lungs |
| | | Is less traffic |
| | | It's time to get rid of cars that are plaguing the borough ,we are in a climate emergency |
| | | I've found this successful at Harris Academy Colerain Park although there is still heavy traffic in surrounding streets and traffic buildup whilst drivers are doing u-turns etc. We will be having building work on our house - how will this affect our builders/plumbers etc etc??? |
| | | Less litter, less idle cars, less passing cars during school runs, significant better air. Less aggressive parents and car owners. Less verbal violence. Less damage to house fences . Less damage to resident cars A much calmer environment. (And more people with a smile on their face....) Please keep it on. |
| | | make life less stressful. We won't have to drive round and round to find a parking space in our street. |
| | | Modern. Clever (europe is way ahead of london in this regard). opportunity to improve the cosmetic appearance of the street. better for the environment. better for pedestrians & cyclists. will encourage cycle uptake. |
| | | Only should be those picking up children with mobility issues or children going to school elsewhere. Otherwise should encourage children walking to school. Excellent idea. |
| | | parents park cars everywhere even on pavement creating a risk for the children by not showing care on health and safety making difficult for people like me trying to come home from work or even leaving house to doctors. |
| | | reducing traffic is a good thing especially traffic from outside the area. Hate rat running cars speeding down our road. |
| | | Safety of children. Safety of planet. |
| | | Several benefits and safer for children. Setting good example. |
| | | support making area around school safer and less congested |
| | | Support the scheme as it is definitely needed. The amount of cars every morning during term time is ridiculous and dangerous, not just for children. poorly parked vehicles and inconsiderate. |
| | | The council is supposedly introducing full time parking controls on Seymour Avenue after a process of consultation that started in 2020. We're now in the Spring on 2022 and we are still waiting. Attempts to get meaningful information from Haringey council in terms of a solid timeline have failed despite multiple residents reaching out to the Highways and Parking team multiple times, including myself. The current situation on the road remains busy with lots of parking by non-residents, even by those who live nearby but prefer to park on our road. This school street initiative has made a difference, at least either side of the day, by reducing traffic. I have noticed, as you would predict, parents parking on the edge of the school street zone to avoid a charge during operation times, some of which does get close to the school. The council should keep the controls and look to extend them slightly further to ensure it meets its goal of keeping the area clear of cars during a time when kids are making their way to and from school. The council should also make good its promise to introduce the Tottenham Hale CPZ to fulltime, which will make a difference also. |
| | | The road has already improved in one week of schools being back. Parkhurst Road was previously full of massive cars with their engines idling while the children were being dropped off at school and constant streams of traffic. Now I can cycle down the road or even walk on the road if there are loads of people on the pavements and am seeing more children from that school either cycling or scooting to school with their parents. |
| | | This is badly needed - the amount of cars dropping children off, speeding idling engines etc. This will encourage families to walk. |
| | | Too many cars around school pick up and drop off, i hope this will be permanent as it will reduce traffic |
| | | Too many people drive to schools generally to deliver children |
| | | we have found it much better with the school street scheme in place as their is less traffic and is much safer for the children , I am all for having the the scheme as a permanent fixture |
| | | We support it, because Parkhurst Road is dangerous and polluted at drop off and pick up times. Parents keep parking on the double yellows and zigzags, and they also keep idling their engines. We would like to see a small extension of the scheme, however, at Scotland Green. Instead of starting the scheme at the top of Parkhurst Road, start it at the bottom of Kemble Road and take Scotland Green away to park. Otherwise parents will just cause mayhem there in the first few weeks. |
| | | when this comes into operation would I need a permit for my school bus to attend my day centre? |
| | | While it is a good idea, the signage is very poor such that it is designed to raise revenue in PCN charges. The current signage is not clear for the unsuspecting driver as it is on the pavement. The information should be painted on the road as the driver approaches the restriction. I appreciate that this raises the cost, but fair warning must be given to drivers so that they can reverse or turn away. |
| | | I strongly support this scheme, although wish the Council was doing a lot more, much faster and much more radically. Society will only tackle the climate emergency when each and every one of us is inconvenienced personally. More of this, please. HOWEVER, I had my exemption for the school street approved on 7 Jan 2022 (Ref: HC-X). I have since been issued THREE PCNs in error by Haringey Council in error. (X, Y and Z.) These were issued for 'Failing to comply with a restriction on vehicles entering a pedestrian zone' (contravention code 53), however in each case, my exemption was already active and so I had every right to drive my electric vehicle along the school street. If the Council is going to bring people with it when implementing these schemes, it HAS to ensure its systems are up to scratch. It is 2022 and Haringey Council has not managed to ensure that its School Street exemptions database can talk to its PCN issuing database, and so PCNs are being issued in error. Not once, not twice, but THREE TIMES now. This has got to stop. Every time one of these PCNs is issued, I am charged an admin fee by the finance company from whom I lease this electric vehicle. So Haringey Council's mistakes are costing me personally financially, over and above the PCN amounts (which of course I won't pay because they've been issued by mistake). I have challenged all three PCNs using the PCN portal on the website, but that is not the point. The point is, they should never have been issued in the first place. Please can you explain why this has been allowed to happen and what steps are being taken to ensure it doesn't happen again? |
| | Object | As a resident without children I find it hard to know when it's operational and when not - in school holidays too? It's really frustrating that there is no way around the timings for our visitors - we have builders and contractors plus family that need to visit us and we are restricted by these times. If the whole road was permitted then the school visitors couldn't park here anyway so they would not be able to stay. Your guidance suggests we ask our visitors or deliveries to park elsewhere and but since all other roads are permitted and there are no local "pay by phone" bays it's not possible to do that. |
| | | Because children still go outdoor to play and there are still plenty of vehicles driving at that point. It is going to be difficult for residents to find parking or visitors. Also what about delivery drivers? |
| | | Exemption for sherringham ave. people already make it difficult to park outside along the ave. Non residents already cause parking issues, 44-66 should be exempt. |

| School Name | Support / Object | Reasons for views |
|-------------------|------------------|--|
| Mulberry Primary | Object | <p>Firstly, the system for applying for school street exemptions is broken. Despite applying and having a permit accepted, I was still fined for entering at this time. Secondly and most importantly, this scheme ignored all the residents complaints of parking and driving in the area. The main complaint is that residents cannot park in the area because Haringey decided to make Seymour and Sherringham avenue the only event day streets in the area. This means everyone uses these streets as free parking - royal mail workers from the nearby depot, trade vans and people wanting to use Bruce grove (i.e. non residents) are regularly seen filling up the otherwise half empty street, making it impossible for residents to park on their own street. This is significant as the main source of traffic to the school street are parents, teachers and other people entering the area to use this free parking for pickups and shopping. Instead of addressing this issue which would significantly reduce traffic and benefit residents, the school street was introduced. All the effort to set up a school street could have instead/also been used to change the area to resident only from event day. Therefore, the plans for the school street should be scrapped as it further restricts residents with the poor application system and doesn't address the main issues. Alternatively, the street should additionally be fitted with full time parking restrictions, which would better reduce traffic compared to the school street.</p> <p>I can understand that this scheme is ideal as safety and healthy for the pupils. However, it does not work for Parkhurst Road, N17, as the drivers do not have many routes to go through, so all packed and congested at road Windsor and Havelock Road. Since scheme started, there is actually more pollution as cars, vans all diverted onto one road and been very dangerous as more car accidents cannot avoid other cars in such narrow road; more dangerous as pupils walk down the road and car drivers are avoiding other cars in narrow road, and being irritated with lack of space and congestion - so more stressed out drivers. I strongly believe PARKHURST ROAD, N17 - SCHOOL STREET SHOULD BE ABOLISHED- unless you want more car accidents.</p> <p>I have a court injunction against someone who lives locally it is near enough with the school zone. Based on personal safety I cannot run away from them, this wont help me.</p> <p>I need my children to drive me to appointments and groceries shopping, so I will be stuck here at home when they cannot drive here to collect me. It is just another excuse for Haringey Council to make money on drivers- nothing to do with pollution control, that is absolutely rubbish. Will never vote for Labour council in Haringey -coming up with stupid schemes to make money. If Council were so concerned about residents opinions then why pretend to ask citizens for views when you are going ahead with it any way on 6th September 2021 without citizens' views. Haringey council have many negative reviews- this is another example of why this is the case. STRONGLY OBJECT!!!</p> <p>I support this scheme in principle. I support the encouragement of cycling and walking. As a resident on the very edge of the proposed pedestrian and cycling zone at 10 Parkhurst Road I am however concerned that drivers will simply park outside of my home and that congestion, noise and pollution will increase immediately outside of my house - that the problem of people driving for the school run will simply be moved to the edge of the zone and exacerbated. The corner of Parkhurst Road and Thackeray Avenue is a quiet junction with very little through traffic and so it may risk becoming an unofficial drop off area, congested with cars. I am also concerned that wardens or other school personnel will be positioned right outside my home with associated noise and privacy concerns. What assurance can I be given that the school street zone will not adversely affect my privacy and enjoyment of my property? What efforts will the school take to ensure that parents/guardians do not simply park on the double yellow lines at each edge of the school street zone which have been highlighted in the map but will doubtless be ignored. Other measures must be considered to reduce car dependence (walking buses etc). I would also ask the school to speak directly to parents who use a car for the school run, asking them to consider alternatives.</p> <p>Parents are still able to drop off and pick up children at a secondary entrance/exit to The Mulberry Primary School located at the corner of Reform Row and Albion Road as the road closure does not cover this entrance/exit point. As a result several cars and a minibus regularly park and wait around this corner making it more difficult for traffic to pass and for residents with permits to park.</p> <p>Parents lean on garden walls whilst waiting for the school to open at 8.55 All the neighbours find the parents leaning on their garden walls Parents lean on the cars parked on the road Parents and children do not line up on the side of the school It is difficult for people to walk on the junction of Albion Road and Reform Row where vehicles are illegally parked on yellow lines. Cars still travel into the area Children are unattended and run into the road The covid restrictions have been lifted why is the school playground not open for children's safety</p> <p>stop nonsense, stop attacking the resident - biggest SCUM BAG- we do not need change to our locality</p> <p>The council have money for this project but not other issues like dumping rubbish in seymour av at junction of havelock rd. this has been an ongoing problem for a number of years and the council have done nothing about this.</p> <p>There is an assembly hall as part of the school which has an egress point on Reform Row at the junction with Albion Road. Every morning and afternoon this is used by students to access the school so that those with vehicles can avoid being fined if they were to otherwise use the main entrance on Parkhurst Road. This reduces the number of parking spaces available to local residents and more importantly creates a safety hazard on the junction of Albion Road and Reform Row where vehicles are illegally parked on yellow lines. Each morning and afternoon a minibus is parked in this area blocking the access to the flats at Silver Court. Until this issue is addressed by the school I have to strongly object to the scheme.</p> <p>There is usually too much traffic during those hours in the area, this is going to cause more traffic</p> <p>This does not appear to be necessary for the safety of children, being in care accidents or from pollution as this area is already in the ULEZ zone and I have not heard about any accidents in this area. It appears to be done to raise council revenues by eventually imposing fines on motorists. This is deceitful I and my wife would walk to the school if needed but may also use the road so as to drive to other locations why should this be prevented. How will exemption permits be allocated, for free to start with but then with a fee that will continuously rise in price. If people want exercise they will make that decision for themselves why you are pushing people into this because you know better this is arrogance typical of modern government.</p> <p>This scheme will only cause congestion in the surrounding road; parents collecting children from school on surrounding roads</p> <p>this system is useless why spend more on cameras to was 2/3 streets? Its already hard to run a profitable business, this will increase difficulty. Aside from that, how will anyone really benefit from this? will reducing traffic along these roads really reduce co2 levels? or will it increase journey times and add even more pollution. This has been observed in places like finsbury park so why implement it in tottenham?</p> <p>We do not have an issue with traffic on Seymour Avenue at the moment! I also have never once seen schoolchildren down at this end of Seymour Avenue. All this scheme will do is make it difficult to have tradespeople and deliveries - I'm about to have some major building work done and it's going to be highly inconvenient for my builders. Absolutely stupid proposal - it will also likely increase traffic on Hollington Road/Windsor Road - which is where we actually do get lots of non-residents driving through quickly!!</p> <p>Will cause build up on traffic in thackeray ave</p> <p>Will like the street be the same as we are now to avoid giving us parking charges</p> |
| Coleridge Primary | Support | <p>- I recognise that I am speaking from the perspective of a parent who both lives very close to the school, has only one child to organise and is able bodied, so we have always walked anyway and will continue to do so. And I accept this is a privilege/ biased angle. - However, with an effort of objectivity, this is such a positive example to the children, both for promoting physical exercise and environmental care. It is also social and less stressful walking down the street. - As a resident, it is not an inconvenience. We can always drive before or after the school drop off times and I am planning not to apply for an exemption/ permit. - As a London dweller and world citizen, any reduction of traffic (=pollution), for any amount of time is a gain for us all. Hopefully it can help nudge people (parents & their children) towards lasting healthier habits.</p> <p>- improves safety for all those children and grown ups walking to and from the school and all other pedestrians using the street at a really busy time - much calmer / less stressful - temporarily reduces emissions (although more still needs to be done in this area) - encourages people to walk/bus to school rather than drive.</p> <p>Already the air is much cleaner. It's much safer from a road safety perspective (which is a leading cause of childhood mortality).</p> <p>Anything that reduces the pollution around the school is welcomed</p> <p>As a parent with a child at the school I am concerned about the level of pollution so close to the school. The playgrounds are close to the roads. There are a large number of parents who drive to school and the roads are very busy. I don't feel confident allowing my child to walk to school alone as the roads are extremely busy at school time.</p> <p>As a resident and parent - There is a massive traffic problem in Crouch end, in particular directly outside of the school Coleridge. Buses, cars, lorry's and more all sit in lines of traffic outside of the school causing a massive pollution problem, which ultimately is having a terrible impact on these young children's lives. The school street scheme is just the tip of the iceberg of what needs to be done to keep our children safe in the area. Without the school st scheme there are cars speeding, and quickly turning corners, endangering the lives of very young children who are often hurrying to get to school. Much more needs to be done about the traffic problems in N8 (especially crouch end hill and surrounding areas), but this is a positive start.</p> <p>As a resident and parent I am concerned about air quality and a safe passage to school. Since the trial Haslemere Road feels much safer and calmer. Prior to the scheme I have seen near misses with cars and parents with kids crossing the road. I have witnessed aggression and arguments over parking and congestion at drop off times. The trial has got rid of most of this and I strongly encourage you to make school streets permanent</p> <p>Because I am old and disable d</p> <p>Because the pollution from cars around that area is terrible</p> <p>Because we moved to a new home after our son started primary school, we have a somewhat longer journey to school and bike each day. We had multiple instances previously where other parents parking cars or pulling out near the school gates did so obliviously to the fact that there were very likely to be adults and children on bikes on the road nearby. Our safety as cyclists has been improved by the school street trial and we hope that it is made permanent.</p> <p>Before the school streets intervention it felt dangerous to cross Hazelmere road from Crouch End Hill with children. Cars would turn right into the road from Crouch End Hill and parents would park on the junction. The road was used by a combination of rat runners and parents dropping their children and this caused a lot of tension. Without the through traffic at drop off and collection the road experience is much more pleasant and feels less dangerous and polluted.</p> <p>Cars drive very fast down the road. Although the scheme is in place parents still drive down although the scheme is put in place</p> <p>Cautiously support. I do support reducing use of cars to ferry kids a short distance to school but not sure that simply closing two roads will help this. I can imagine adjacent roads will fill up and/or parents will arrive to park before the restricted times begin. What has been learnt and can be implemented from previous schemes of this type?</p> <p>Cleaner air and safety for our children</p> <p>Cleaner air in and around the school is incredibly important for all our children's health.</p> <p>Cleaner air, less pollution. Healthier lifestyle with exercise in travel from home and school. Use existin public transport for those living further away</p> <p>congestion at pick up and drop off times on the street is horrific and dangerous for children</p> |

| School Name | Support / Object | Reasons for views |
|-------------------|------------------|--|
| Coleridge Primary | Support | Dropping off our daughter is such a pleasure with the quiet roads. And it makes it much less likely that we drive down to the nursery on Hornsey Rise beforehand as the whole journey is so much easier. |
| | | Far too many parents still driving kids short distances to school- causes pollution & danger around the school as well as adding to congestion in Crouch End. They need to be encouraged to move to active transport / public transport to benefit all residents/ pupils. School streets help as they make parking close to the school trickier so people consider using other methods |
| | | Fine with this in principle, as long as there is no disruption to resident access and that these restrictions apply to the 10s of parents cars that occupy the Haslemere and Waverley Roads during school drop off and pick up times. This causes chaos, congestion, and parents block drives for residents. Pls also note the significant new planning application to build new flats at the back of Highgate Lodge, 9 Waverley Road, N8 9QS. See your ref HG/2021/1757. This proposed development to extend the social housing in this block will mean at least 12-18months of construction traffic all day long, 6 days per week, high polluting HGV, trucks and machinery operating throughout your trial. No doubt if approved, this will result in extra congestion, pollution directly opposite the school. You should also publish some pollution metrics for the street. Current, desired, and actual, throughout the trial. There are pavements on the roads and the main road itself with busses trucks etc passing along one of the three sides of the school, so it can't really be a pedestrian safety issue. So if it is pollution, you should prove the issue with evidence, and more importantly prove the trial has worked with pollution metrics that have reduced. Especially given the astronomical financial penalty you are due to impose on drivers this year due to ULEZ extension. |
| | | For decades residents have tried to achieve traffic calming in the road. we are continually subjected to inappropriate use including HGVs. |
| | | For too many years drivers have been passing through these streets with disregard for walking pupils and parents, whereas driving parents would idle vehicles and park on yellows and zigzags. For Coleridge, please include Christchurch Rd and n fact Crouch End Hill as well. |
| | | From an environmental perspective, I fully support the scheme, and as a resident I will appreciate a quieter road during these times. Haslemere Road is used a 'rat run', and limiting this for two hours a day will be very welcome. I am very concerned about tradespeople and deliveries, however. Haslemere Road already has a CPZ from 10.00-12.00. We now have traffic restrictions in the road for 50% of the working day. I am concerned that deliveries / collections may be missed, as it will just be too much of a bother to enter the street at all, and tradespeople will be so limited that they simply will not be able to carry out their work. A tradesperson who arrives at eg 14.00 may not be able to determine how long a job will take, and find themselves 'stuck' in the School Street until 15:30, which does not seem fair. With regard to deliveries, time of deliveries frequently always out of the control of the customer. I hope that for the major companies, route planning software is sophisticated enough to accommodate these restrictions. I remain concerned that drivers 'running late' or 'running early' may just find it too inconvenient to re-route to avoid the restriction and may simply delay deliveries until another day (which will have the undesirable result of increasing numbers of journeys). |
| | | Good to have less traffic around this school. But PLEASE put everyone speed bumps on crescent Rd. EVERYONE SPEEDS! |
| | | Has clearly reduced traffic at pickup and dropoff times, making for a safer, less-polluted environment. |
| | | Has made cycling to school much safer. My children can cycle safely. |
| | | Has reduced the traffic congestion, dangerous parking and general chaos which was present twice a day at drop off and pick up. |
| | | Hello, I would very much support this school to be considered for a school street, it is very clearly the cause of a lot of almost accidents most mornings as the parents park on the zig zag / double yellow or residents drives. I would consider at the very least a Parking offence camera would solve this. BUT for the safety of the local children it would be great to make this a school street. |
| | | Hi, I support the scheme 100%. However, I am a local resident and don't believe I received any communication about the new scheme being introduced to Haslemere Road in Sep 2021. Also, the signage is awful - its not easy to see and read until you've driven into the road. Actually, I would go as far to say that its abysmal. I was recently caught on camera and issued with a fine. I don't believe this is fair. |
| | | Hi, in principle I support the scheme but in the last week I have realized a problem. I have been diagnosed with pneumonia and have needed to attend the Whittington Hospital on six occasions. Neighbours and friends (with cars) and taxi firms have all been part of getting me there and back. With luck these journeys have taken place outside the restricted periods but for example this morning it doesn't. Which means I need to walk to be picked up outside the restricted zone in my rather feeble state. I also have blood cancer. Do you have a solution for such situations? I look forward to hearing from you. |
| | | I agree with the scheme wholeheartedly as families must be encouraged to walk to school and children must be able to cross safely. HOWEVER, parents are parking on Christchurch Road instead (as they were before) and all the through-traffic is also being funnelled down our road. It is GRID LOCK for almost the whole hour in the morning and afternoon with many dangerous manoeuvres. Christchurch Road must be added to the list of streets otherwise the whole point of the scheme is null and void. The streets are no less polluted and it is no more safe for children to cross and walk to school |
| | | I am happy that the two streets on either side of the East part of Coleridge have become a school street scheme as they were always very busy at drop off/pick up time and became quite dangerous to cross as well as unpleasant for the air. However, I live on Crescent Road, not far from the corner on to Crouch End Hill, and while traffic outside our house was always bad, it has become even worse since the school street scheme was introduced. Our road is already used as a short cut to drive up onto Hornsey Lane or into Highgate, as well as a car park for people popping into Crouch End. There are regular traffic problems with queues of cars backing out onto Crouch End Hill. In the mornings/afternoons we have the people who use it as a short cut, we have the parents parking (often on the double yellow lines outside our block) to drop off/pick up their children from the Starshine Nursery, and now we have Coleridge parents parking there to drop off/collect their children. I am a Coleridge parent and I walk my children to school, and it is dangerous crossing our road with the amount of traffic as well as with the speed which cars often drive down it. The noise levels are high and the dark dust which accumulates in our flat when the windows are open just show that there is too much traffic on Crescent Road. I would strongly suggest Crescent Road becomes part of the school street scheme as well, particularly as it is the one road which goes around the entire West block of the school. Why only protect the East block and those roads? The West side is larger, has more children, and lots of residents suffering from the increase in traffic. |
| | | I am not a parent but I think it's awful to have so many cars picking up and dropping children off at school times. Why can't they walk! Also not good for the children to be exposed to so many car fumes. |
| | | I often walk more than one child to/from school, and I am very happy that at least some of the streets are school streets. I feel safer and think it's healthier and overall a much more pleasant experience for the children. |
| | | I strongly support the Coleridge Primary School school street scheme. As a local resident and parent of children who are walked to Coleridge School each day, the improved safety on Haslemere Road and Waverley Road has been remarkable. However, I would be in strong support of Christchurch Road being included in the scheme. I am sure that this was a consideration in the scheme design and I expect that it wasn't included to allow people to continue cutting between Crouch Hill and Crouch End Hill. Christchurch Road is effectively a single lane road due to it being narrow and having cars constantly parked either side. This leads to 1) lines of cars going in opposite directions vying for priority and not yielding 2) cars driving on the footpath due to the lack of space 3) accidents - I have seen two car crashes in the last two months and I only take my children to school twice a week, and twice cars very nearly hitting pedestrians on the footpath 4) cars queuing on Crouch Hill to get onto Christchurch Road making the junction with Cecile Park even more dangerous than it already is 5) vehicles reversing onto Crouch Hill to make space for oncoming cars on Christchurch Road. I would propose to include Christchurch Road in the Coleridge Primary school street scheme, or at the very least make it one way (this would be beneficial outside of school times also). |
| | | I strongly support the scheme because it feels safer, less stressful and chaotic. The quality of air is better. It has made a hugely positive impact on our morning school runs! Love and support the scheme! |
| | | I strongly support the scheme because it has greatly reduced traffic in the school dropoff area around Coleridge Primary School. This has improved safety for cycling to school with my young child. |
| | | I support it as I have notice how the pollution is affecting year after year my kids respiratory system. Logically the pollution will be reduced thanks to this street scheme |
| | | I support it because the air quality around Coleridge School where my kids go is really bad. The testing we have raised money to do and have had done professionally shows that in the front facing classrooms it's over the legal limit. On rainy days the congestion on those small back roads is so bad the cars sometimes mount the pavement which is really unsafe for pedestrians. |
| | | I support it firstly due to pollution and the environment. Secondly because my child is able to cross the road safely without fear of being hit by streams of passing vehicles including lorries and vans |
| | | I support the initiative however believe there needs to be much more signage when entering such areas both electronic and on the road. Also within the current messaging it says during 'term time'; this is wholly insufficient for any one who is not a parent. It also names the roads on small signs but I don't know the names of all the roads in the area so unsure which roads are covered when I see signs. More needs to be done to show this is not just a way to increase revenues from fines and instead deliver the stated intentions. |
| | | I support the objective of reducing traffic around schools but the execution has been terrible and unfair to many caught out. Also it now gives me anxiety around any other schools I may not be aware of, which I may inadvertently drive down while shuttling kids after school to activities that are further afield. |
| | | I support the scheme because there is no need for parents to drive their children to school. Coleridge is a very popular school hence the catchment area will not be large. Walking is good exercise wise and does not pollute like cars which also can be dangerous |
| | | I support the scheme, but as a resident on Christchurch Rd, parallel to the closed Haslemere rd, we're experiencing major problems. This road would greatly benefit from having one way traffic. Traffic is completely jammed every day, the lack of flow is not helping the pollution issues. |
| | | I think it's a great idea to try and reduce the amount of traffic around the school. We are located on a busy main road, so any reduction in traffic is only beneficial to the children's health and wellbeing. |
| | | I think its a really great idea, I do not drive but I think its worthwhile implementing |
| | | I think the concept of the school streets initiative is good however the implementation is very poor and discriminates against people passing through the area or for guests of local residents coming to visit. Unless you know where all the local schools are the signage is confusing, complicated and difficult to spot. |
| | | I think this is a great idea and I fully support it. I don't have children attending the school, but I am a resident on Waverley Road which gets extremely busy with vehicles at certain hours. This initiative would improve the area for everyone involved. |
| | | I took my kids to Coleridge for 13 years running the gauntlet of speeding cars, badly parked cars, dangerous manoeuvring and other poor driving habits. No other parents pr kids should face this danger on their way to and from school. |
| | | I'm broadly in support of this scheme and anything which reduces car traffic in the area however I have noticed since this school street was introduced an increase in cars in our road which is adjacent to the junior side of Coleridge Primary school. In short, traffic may well be reduced on Waverley and Haslemere Roads during drop-off and pick-up times but it has increased markedly in our street indicating that parents just choose to drive and park here instead. |
| | | Improve air quality by reducing car traffic on selected roads |
| | | Improved air quality |

| School Name | Support / Object | Reasons for views |
|-------------------|------------------|--|
| Coleridge Primary | Support | In theory I support the proposed school street scheme, HOWEVER, it appears that Haringey Council have not thought this through properly. Coleridge Primary School is on two sites, i.e it's buildings and classrooms and entrances are on both sides of Crouch End Hill. If you implement a school street scheme on the east side only, for Haslemere Road and Waverley Road, it is inevitable that the school drop-off and pick-up traffic will simply shift ENTIRELY to the west side and into Crescent Road. You have maps and should obviously be aware that the end of Crescent Road where the school is, is a dead-end; a quiet leafy dead-end street. There is already FAR too much school traffic in Crescent Road - too many parents cars zooming up the road, with no where to park and no where to turn around at the dead end, they block residents driveways, etc and are also very often a danger to those children walking to/from school. I and my neighbours are very concerned that blocking Haslemere and Waverley Roads will have a severely detrimental impact on Crescent Road and the streets leading up to Crescent Road. If you implement a school street in Waverley/ Haslemere, you also need to implement a school street in Crescent Road...and allow teachers (as well as residents) to register their car license plates to drive into the street (in order to park in the staff car park). A number of other vehicles servicing the school should also be given free access (eg the vans delivering school lunches etc). Please consider my comments seriously. A quiet dead-end road should not be bombarded with more traffic. Surely that does not support Haringey's idea of reducing pollution and traffic and facilitating safer walking and cycling! |
| | | In theory I support the scheme. The problem is you haven't really taken into account the impact on adjacent roads that are now taking the additional weight of traffic including parents picking up children from the school and their vehicles. The parents are parking on pavements, across drives and actually on people's private property and driveways blocking pavements and damaging residents vehicles. If you were to address these other issues then yes, I support the scheme. If not then you are just creating other safety issues and problems and I think you should re-assess the scheme. |
| | | It has a real positive impact with fewer cars and less pollution |
| | | It has been so nice walking to school without having to worry about cars. |
| | | It has been very well revived by the whole class. Made such a difference to the air quality abc noise congestion . Thank you very much for the scheme ! |
| | | It has profoundly changed the morning commute and should be extended to Crescent Road in my opinion. |
| | | It helps keeps our children safe and it improves the air quality around the school as well, which is an added benefit to local residents. Coleridge is supportive of families walking in to school (or cycling/scootering). The school Street supports this policy. |
| | | 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. |
| | | It is great makes it much safer to go to school in the morning |
| | | It is so much safer for the kids, as many kids walk to school and pavements are busy. With no cars around that is no longer a safety issue. Kids like it too!! |
| | | It keeps the street air cleaner, and stops aggressive drivers endangering the children. |
| | | It makes a big difference for us, as I walk my daughter to and from school every day. We feel much safer in doing so and have noticed a significant reduction in exhaust fumes in the area. |
| | | It makes it easier for us residents to drive in and out. Its an incentive for parents to walk their children to school instead of driving. |
| | | It makes me feel happier to be able to walk my child to school with less harmful traffic pollution around, and fewer moving vehicles, particularly those driven by those on the school run who can be stressed or in a mad rush and dangerous |
| | | it makes the walking to school experience much better-environmental and safety benefits go without saying but area is unpleasantly congested without the scheme |
| | | It was not safe for kids before. It was very dangerous. |
| | | It would keep cars away from the school and therefore keep children safe at busy times of day. Also it would improve air quality in those moments. |
| | | It's made a huge visible impact straight away. It's quieter and I feel it's safer taking the children to school. |
| | | It's so much more pleasant walking to school without all the cars and traffic especially as my daughter is asthmatic. Please keep it up as it's already making a big difference to our kids quality of life. Thanks! |
| | | It's a wonderful scheme and our family fully appreciate and support. We feel safe especially when we cross the road. |
| | | It's great to walk to school without too many cars around. The kids can cycle and cross roads without too much worries. |
| | | It's made a significant difference to the traffic around the school, making it feel a lot safer when crossing the roads |
| | | Less traffic around school |
| | | Less traffic on the roads in the scheme make for safer and cleaner air streets for school kids. From my perspective scheme should be expanded to Christchurch Rd and Crescent Rd |
| | | Long overdue. |
| | | Massively reduces car traffic which should make lower pollution exposure for the children. |
| | | Much better environment for the children and the everyone - more relaxing and causes no inconvenience whatsoever. A great development. |
| | | Much more quite and safe for children |
| | | Much safer for kids going to and from school and better in terms it air pollution eventually. |
| | | N8 is dominated by vehicles. Anything that can help to reduce impact o. Children and encourage walking to school is to be encouraged |
| | | Not going far enough - crescent road should be part of the scheme |
| | | OK, so overall I support School Streets but I have yet to hear of any solutions to the problems I expand on below. Residents who live in a school street area have a problem if; they receive community health and/or social care input. Often this is provided by a range of individuals (that may change daily) and given the nature of community work, they will be using cars. Are we really expecting health and social care needs to be timetabled around the school street timetable? As I have previously reported I personally have had serious health issues and have been reliant on friends and neighbours (who live outside the school street area) for transport to the Whittington Hospital, Royal Free Hospital and UCH. There is a problem if the timing of hospital appointments require me to be collected during school street hours. This did happen once during this recent illness and (with pneumonia on a cold day) I had to walk to outside the school street area to be collected. It has also meant (on one occasion) delaying being brought back home until after the school street hours have ended for the day. I do hope someone in the council is working on a practical solution to these very real issues. I look forward to hearing from you. |
| | | Reducing the traffic flow around school during the trial has made our walk in safer and its good to think that fewer fumes are blowing around near to the children. Hopefully this has encouraged more pupils to walk to work. The only negative is some parking has been displaced into Hillside, the block of flats next door to Coleridge West which increases cars cutting across the flow of children walking to and from school. Also the same is happening in Christ Church. I also think that improved pedestrian crossing over Christchurch road for those waking up Crouch End Hill is needed, it can be a tricky one to cross and there is increase traffic now that Haslemere road is closed for school street. |
| | | residents of christchurch rd support the scheme. our road is congested and very busy at school/other times. Please include christchurch road. |
| | | Road is much safer to walk now. |
| | | Road was very busy with cars did not feel safe crossing with two small children. Air quality also an issue as so many parents sit and idle their cars. Much happier as both resident and parent. Concerned re knock on effect on Christchurch road |
| | | Safe and healthy for the school drop off and pick up periods. Encourages walking and cycling to school |
| | | safer for the children healthier for the children (lower air pollution) |
| | | School streets being implemented here has reduced the traffic outside multiple school sites and is clearly both better for the air quality the children breathe on the school run and where they go to school. It also safer and a calmer way to start the day. We have a duty of care to our children to reduce their exposure to air pollution as best we can as soon as possible. This should be extended to the other side of the school, Crescent road as well. |
| | | Street is full of cars during pickup and drop off times. Emissions are bad, cars left idling. No one should need to drive unless they have a child with mobility issues. Fully support the scheme. |
| | | Street is much quieter and safer. I always felt concerned about the volume of cars and traffic at drop off and pick up and I feel this is a really sensible and helpful initiative. |
| | | Strongly support this, but I'm very surprised you're not including the far end of Crescent Road (the dead end, nearest Parkland Walk). This is a heavily trafficked road at drop-off and pickup times. Some drivers go very quickly down the road and I've seen crossing children have close calls. While parking, drivers have also gone up on the kerb which endangers pedestrians. Furthermore, the two handicapped spots are often utilized by drivers without permits, or drivers who drop their children and drive off. I also have multiple pictures of vehicles being left unattended at the dead end of the road while illegally parked. It's only a matter of time before a child (or other pedestrian) is hit and hurt, or worse, killed. Please send a few wardens over and I'm sure you'll get a bonanza from all the tickets you're bound to hand out. Especially on a rainy day because the traffic trying to turn around at the dead end of Crescent Road to get their kids an inch closer to Coleridge is unbelievable. |
| | | Support the scheme but it also puts additional weight of traffic on Christchurch Rd which is being overlooked. |
| | | Taking the kids to school has felt so much safer, and I feel a lot less anxious about people driving big cars (or driving them too fast / recklessly) when there are vulnerable children about. The walk to and from school is more peaceful and less stressful and sets everyone up for a great day. Please make this scheme permanent! |
| | | The reduction in traffic coming off Crouch End Hill into Waverley & Haslemere Roads has made walking on CEH safer during school drop off and pick up. This is a major difference for parents & children during the school street hours as both through traffic and school run traffic has been aggressive on these streets prior to the scheme. Air quality has improved marginally for Coleridge children, especially on the east side of CEH. |
| | | The road feels much cleaner, quieter and safer. |
| | | The roads get heavily congested at pick up and drop off, high levels of air pollution which is a worry given the volume of children in close proximity. Additionally the number of vehicles on those roads make it dangerous for families looking to cross when walking to school. |
| | | The scheme has been excellent and offers a healthier and safer environment for children and residents alike. |
| | | The street felt really dangerous with lots of traffic, cars pulling up on the curb, kids nearly getting hit crossing the road. It's so much safer now - please don't change it. The signs could be a little clearer for the cars though |
| | | The street is much safer for the large number of children that attend the School, not to mention the positive effect on the air quality at these busy times of day. |
| | | The streets and school commute is so much safer. The sidewalks around the school get very full during pick up and drop off. There have been many close calls with kids being too close to cars. Quieter streets have made the Kids so much safer. We love it! |

| School Name | Support / Object | Reasons for views |
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| Coleridge Primary | Support | <p>There are too many parents in huge Range Rovers driving carelessly and fast around school drop-off and pick-up times, and many park on our private road without permission which has been frustrating in the past. Having these excess and non-permitted cars parked on Oakfield Court has meant that delivery vans or emergency vehicles have not been able to access our road etc so we strongly support the scheme as it reduces traffic.</p> <p>These sorts of schemes always attract objections from selfish individuals. Councils should be more confident in delivering interventions like this for the benefit of all. Driver moral shift, reduce air pollution, reduce obesity. Done let some minority undermine it!</p> <p>This has made the morning school much more pleasant and safe. Previously, there was constant traffic backed up around the school in the morning, often requiring parents with small children (often with prams of a smaller one) to weave between cars. Cars also regularly turned into the school street despite children crossing. While there is still the occasional car, I and my family feel much safer on the walk to school and they don't have to breathe in the exhaust of the mess of traffic each morning.</p> <p>This is a fantastic scheme as we've been long concerned about air quality around the school</p> <p>Traffic has much improved at drop off and pick up, it's a lot more pleasant. However, the signage is not fit for purpose, many people are still being caught out and face high fines. Blue badge holders should be automatically exempt. I can see it is not possible to close the road in a time-limited way but some very clear road surface markings might help. Sat nav systems should be updated with the information.</p> <p>Traffic outside this school is terrible at school starting and finishing times, made worse by the pavement parking bays. This makes crossing the road when dropping kids off dangerous and unpredictable, with cars trying to pick their way past each other from all directions. Unfortunately the behaviour of some parents at the school worsens this, with parking outside marked bays on the pavement, on double yellow lines, across dropped kerbs and even on the yellow zig-zig lines outside the school entrance. The catchment area of the school is less than 15 minutes walk so few parents should be unreasonably impacted by this, and the school street will greatly improve the safety for children at the school.</p> <p>Until we have more electric than fuel cars we must work to reduce the volume of traffic. Pollution levels around our schools are ridiculous</p> <p>Walking to school is immeasurably safer, not only from the fewer cars moving on the road, but with less parking around the school, there is much more visibility for crossing the road. There is less road rage, less speeding traffic (as the road is a cut through) and it's changed the whole atmosphere of walking to school. It's friendly and relaxed and fun. It's quieter and cleaner. This much safer environment provides the perfect opportunity for the children to practice new modes of transport to school, like scooters and bikes, all of which will hopefully set them up for a future of alternative, car free travel.</p> <p>We have lived on Haslemere Road for 20 years. Parking during school hours had become impossible. The level of traffic on our street is greatly improved by the scheme.</p> <p>We live directly opposite Coleridge Primary School. We had constant and persistent problem with people blocking our gates by parking right in front of them at the pick up time. The cars parked outside of our gates were unattended so that I could not ask drivers to move. It was dangerous to the school children and others on foot who were walking around the street as so many cars were entering & leaving Haslemere Road in a very short time period, causing heavy congestion. It is bliss to see the quiet road with cleaner air and better safety for school children.</p> <p>We need a lot less cars on the street. For the vast majority of pupils a lift to school is not needed.</p> <p>We see traffic and access problems every morning. The problem is not restricted to the designated remediation area however.</p> <p>We strongly support this initiative. It is much safer and calmer walking to school now without all of the car congestion and of course there is a big benefit to the levels of pollution. Before the council initiated school streets there were so many cars at pick up and drop off times and it was hard to cross the road safely with my children. In addition so many people would idle in their cars at drop off and pick up time, which is particularly infuriating as I worry about the quality of the air the children are breathing as we walk to school.</p> <p>we support all schemes that will limit cars while making pedestrians safer and reducing pollution</p> <p>We walk to school every day, not having cars everywhere at that time is AMAZING. I liked the idea when I heard about the scheme but seeing it in action now makes the entire area feel so different. I'm not worried about kids around the street, it's calmer, there is space, people are more relaxed... Beyond the (super important) pollution aspect, I feel this is improving an entire social element around the school. Please make this happen everywhere.</p> <p>Works well. More pleasant walking to and from school. Although of course, traffic a little heavier on Crouch End Hill as expected.</p> <p>You need to put cameras as cars are not seeing the signs and are still using the road. Without cameras or much bigger signs it just wont work</p> |
| | | <p>SUPPORT: The safety is much improved as we walk to school each day. The risk of traffic accidents have been hugely reduced, a great relief for all parents. I appreciate the cleaner air and lack of engine pollution outside the school gates at pick up and drop off. Its completely stopped the road rage/ anti-social honking of horns when cars travelling in different directions get stuck, due to drivers either refusing/ unable to give way to another oncoming vehicle. I have lived in the neighbouring roads for 18 years (Briston Grove and Ella Road) and walked my three children to Coleridge primary every day. I fully supported the scheme coming into effect and still do. OBJECT TO: However, the signposting of the School Zone is too easy to miss due to human error: there needs to be a Belisha beacon/ some form of flashing light to inform motorists when the Zone is active. Its too easy to drive in there on the prohibited hours en-route to Hornsey Lane, which is a core driving route accessed via Haslemere, and I feel it needs to be flagged more clearly - particularly in the dull morning light and cold evening light/ poor weather conditions in winter. In addition, the notification system by which you are informed you have received a PCN needs to be modernised. Sending paper letters after the event is 20th Century, wasteful and does not enable easy co-operation. I have missed several letters due to the post not arriving over Covid/ Christmas and was ultimately unable to deal with the PCNs in the way I would have been able if I were emailed / texted immediately. I have incurred 3 parking tickets, 2 as the result of my ex-husband driving the car and once missing the signage entirely, the second time making an error in reading the timing of the signage and driving into the zone at pickup thinking it was only applicable to morning drop off. He no longer lives in the Borough but is only nearby in Whitehall park and is still very much involved in school pickups, and it was a terribly costly mistake which ultimately hurt noone but has cost us at a time when money is tight. I also drove in the Zone on the assumption that if School HOLIDAYS are exempted, that would apply to Inset Days when school is shut. I have written to the Council about the 3 tickets which are numbered: xxxxx, xxxxx and xxx Vehicle xxxxxx but received standard letters of rejection which make no reference to particularities of the points that were directly relevant and raised above. I am aware that I am utterly disorganised and should have dealt with them, but I am struggling to cope with the responsibilities of being a single parent, am on anti-depressants and ADHD medication, and so sorting out these kind of paper based administrative issues have just caused me stress and procrastination. Along with the sense of unhelpfulness and unfairness that the letter I wrote was rejected without any reference to the facts that I am a longterm local resident and a parent at the school, fully in support of the scheme, but juggling with its ineffectualities in the both signposting and paperwork communication via Royal Mail, and I am would ask that you consider cancelling the tickets as an act of understanding and goodwill.</p> |
| | | 2 |
| | Object | <p>As the scheme stands, a lot of traffic is going to be diverted to Christchurch Road, making our road impossibly busy. We need similar limits on traffic down our road if any scheme is to be workable. It's not a question of "if". It will definitely happen.</p> <p>Barriers must be erected if you wish to do this. It is a considerable effect from getting from Crouch Hill to Crouch End Hill. Please provide details for number of fines issues to date. I suspect many would have been unaware of the restrictions.</p> <p>Christchurch Road is a narrow road with cars parked on either side. When parents /carers pick up their children Christchurch Road is jammed with cars, lorries, vans and motorbikes using this road to access Crouch End Hill Road or Crouch Hill Road. Because it's a two way street vehicles are parked illegally and people lose their temper attempting to progress down the road. Some people abandon their cars to abuse other drivers. Many parked cars have been damaged and there's a risk of a serious injury or death to pedestrians at this time. Residents in this street have opposed this scheme from the outset and have offered alternatives which would reduce the problem. To date all correspondence with the Council has been ignored</p> <p>Has blocked an essential road between crouch hill and crouch end hill, the nearest alternative road christchurch can't support two-way traffic and often becomes blocked, if there is bin lorry in the road the road is impassible for 15 or more minutes. The implementation has been underhand judging by the number of fines. Whoever is responsible should be held accountable for the failure to properly notify drivers because if the job had been done properly and the signage adequate then there would have been no fines. I don't believe anyone has willfully ignored the restrictions, they just haven't been aware.</p> <p>Has created traffic nightmare in our road, cars mounting curbs, parking on corner, blocked driveways, damage to vehicles</p> <p>I am 75 years old i need to take uber to hospital appointments as i have a disability I cannot walk to car. Car comes as close as possible to my door. i cannot choose times of hospital appointments.</p> <p>I am in favour of Coleridge having School Streets. I have a child at Coleridge primary school and agree with its aims to reduce car travel and pollution and make the streets safer. However, I strongly disagree with Christchurch Road not being included with Waverley and Haslemere as a designated school street. This has caused a small narrow street with only room for single file driving to become even more of a 'cut through' than it was previously and made the street dangerous for drivers, pedestrians, children and residents. At school drop off and pick up time the street has frequently become gridlocked. I have video evidence of cars mounting the pavement and driving up the pavement to try and avoid the gridlock which is obviously extremely dangerous. In addition parents trying to drop of their children have got stuck in their cars on the road and just been getting out on the road - also very dangerous. There has been road rage, shouting, horns blaring. Residents, have been unable to get out of their driveways due to the road being blocked. Pollution has been terrible as cars have been stopped in gridlock on the road with their engines on. It does not make any sense at all to close off two roads in what is essentially a triangle with two main roads either side (Crouch Hill and Crouch End Hill) leaving the smallest road open. This issue needs to be urgently addressed before someone gets injured by dangerous driving.</p> <p>I cannot see why this is necessary it seems like yet another money making scheme for the Haringey council.</p> <p>I do not believe what you said about the increase in traffic. Since the lock downs there has been less traffic. To reduce it further parents should be banned from dropping and collecting their children from school especially as they live locally they should walk which is healthy.</p> <p>I don't feel its effective at all. cars can still come in and out before 2:30 and after 3:30, plus the school is suited on the main road anyways, what is the whole purpose of it? plus even for the people owning an electric vehicle cant even park next to the school, why??</p> <p>I drive to work and now am not able to drop my kids off on my way. It has caused such a nightmare for our family. I also think it gives a false sense of security to kids that roads sometimes don't have cars on them and they can just "run" on the road near school. Parents have the responsibility to teach their kids how to cross roads and walk on pavements - blocking a road with no cars during school time doesn't help- it only confuses them.</p> |

| School Name | Support / Object | Reasons for views |
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| Coleridge Primary | Object | I have used Haslemere Road for 17 years as it is a direct route from where I live to the schools that my children attended in Hampstead and Highgate. The problem with this scheme is that reasonable adjustments were not made in as much as residents in the surrounding area received no information in the form of a letter for instance. Therefore, I was totally unaware of its existence until I received a penalty charge notice for driving down Haslemere Road at 8:38am on 15/09/21. I have now gone over on foot to look for signs which I can now see but are not obvious and indeed have very small print at ground level. When you are turning from main roads into Haslemere it would not be possible to read any of the information on these small boards or be alerted that you are turning into a pedestrianised street, there simply is not the time and it would be dangerous-one would have to stop and attempt to reverse into oncoming traffic. I am in fact a blue badge holder and can see in my photo of the board that I could apply for an exemption to allow me to drive through this area during controlled hours, yet more form filling etc. I paid the penalty charge, though I should contest it, as this process is not made simple either. Why can I pay the penalty charge online but not contest it online? I would have to write a letter and send it recorded delivery. I have debilitating arthritis so writing and indeed typing and walking etc are painful and difficult. In short, this School Streets scheme creates difficulties for many more people than those attending the school and it seems a very opportunistic way of Haringey generating more money through penalty charges, shameful. I shall write further to our local MP regarding these issues. |
| | | I live on Christchurch Road which is parallel road to where the scheme has been introduced. During the restricted hours our road is now the only through road and cut through between two main roads. Since the introduction of the school the traffic, noise and incidents have become quite extreme. Christchurch road is not wide enough to absorb this redirected traffic. The road now gets blocked daily, I cannot drive down the road in these hours to reach my house. There have been multiple incidents of cars being damaged almost daily and mopeds have started riding on the pavements to get past. It is unacceptable that the street school scheme has been introduced without addressing the impact it is having on the surrounding streets that are not able to absorb the traffic. What was once a nice quiet residential street in Crouch end has become a congested through-road. Either the scheme should be cancelled or it should be extended to include Christchurch road. There is also a request to make Christchurch a no-through road, which may help. |
| | | I need to drive my own children to school in highgate every morning and the roads are congested enough without yet another route being blocked and traffic diverted everywhere. This will make my own children late for school!! |
| | | I object to the scheme as it seems a money grabbing scheme which pushes the congestion to the main roads along with pollution. Schemes like this are not agreeable and are put in place for money incentives. The congestion and air pollution is becoming far greater with these schemes being places across London. |
| | | I object to the scheme because the signage is appalling gmt unclear. I would be for the scheme if there were anything obvious like beacons that flashed during non-entry times. |
| | | I object to the scheme due to being a former resident local to the area. We have had to move out of the area due to an expanding family. Despite this we have chosen to maintain our children at Coleridge School and another local school and our links in the area. There are no direct public transport routes from our home to Coleridge School and we would need to take either three buses or a combination of the tube and bus (es). The scheme has added to the general congestion around the school, particularly during school run times and I suspect reduced the air quality further. However, my main reason for objecting is that the limited availability of parking during school run times is further reduced by the scheme. |
| | | I seen NO GREAT ADVANTAGE THE SIGNS ARE NOT CLEAR ENOUGH - I have heard several drivers and guests to our estate as recently as last week complaining that they had been fined for entering the road without having noticed the signs. ORIGINALLY RESTRICTED TO TO SCHOOL DAYS 185 day a year. with temporary boards, later WITHOUT NOTICE changed to PERMANENT BOARDS 24/7 and 365 days a year THIS HAS DOUBLED THE RESTRICTION WITH INTENTION TO BE PERMANT - WHY????? A cynical person would rightly think this a a punitive restriction where the main purpose is to FINE drivers regardless. PLEASE EXPLAIN! |
| | | I understand the intention but I object to the proposal in its current form. This proposal will increase the pressure on Christchurch road, where I live, and other surrounding streets. Christchurch road is already overcrowded and quite narrow. The are regular instances of car getting scratched when two cars try to pass at the same time and this proposal will result in a notable increase in the traffic and parking on Christchurch. The proposal also means that any residents of Christchurch will not be able to drive down Haslemere or Waverley during the restricted time, which is very limiting. |
| | | If traffic cannot go down Haslemere Road, it simply goes down the next road instead (Christchurch Road). There is no evidence on the ground that there is less traffic overall - the local area is just as congested as before the measure was implemented, and the adjacent roads are even more polluted. The Council needs to improve public transport and cycling measures- particularly safety- to get people to stop driving altogether. In addition, it is impossible for most people to know that there is a School Street in operation. The Council deliberately limits the publicity (we live four streets away and were not told) and visitors do not have any chance of knowing and are thus very likely to be fined. How are they expected to know when the dates of termtime are? Yes, we support fewer cars and cleaner air, but this is not working. |
| | | It does not bring any advantages and is a considerable inconvenience to local residents. It has been very poorly implemented. Signage is not fit for purpose. |
| | | It does not help pollution people just drive other ways that are longer causing longer journeys blocking roads with cars this is a moneymaking scheme we have enough to observe in road signs without more to concentrate on when it should be road safety |
| | | It has created bottle neck traffic in the surrounding streets and made pick up and drop off of my two children significantly more time consuming and stressful |
| | | It is discriminatory to me as a single parent and nhs keyworker who had to relocate from the immediate vicinity due to leaving a domestically violent relationship. It is making it very difficult to know I have got my child to school safely as well as taking as little time as possible away from my work. I feel on these grounds I should be able to apply for an exemption |
| | | It is main route for me to go to work. Although cycle riding in general is a good thing, I think it is dangerous. I now drive up the main road instead of cutting across at Haslemere. There are small children on bicycles, very wobbly on the main road. It is dangerous. Also the traffic is held up so these children are inhaling fumes while they cycle to school |
| | | It makes it very hard for working parents who need to do a drop and then drive to work. Not everyone has the luxury of working from home or a 9am start. |
| | | It will result in meaningful safety benefits but Haslemere is a very important access route linking crouch hill and crouch end hill |
| | | It's very stressful having to remember and it causes great congestion in the surrounding streets. |
| | | its not necessary. 1) Very few parents bring children to school with cars. There are a 900 pupils at the school and I'm lucky to see 2 or 3 cars at pick up and drop off time. 2) There is also an impact on air quality for surrounding streets - they are likely to see increased traffic flow and therefore an increase in noise and air pollution due to displacement. 3) The length of time proposed is too long. 1 hour in the morning and afternoon is too long. there is only ever any activity around the school 5m before and after opening times (I've been there early and late and its practically deserted). A half hour time slot in the morning and afternoon should be ample. |
| | | Makes little difference to the school given the main entrance is on a different road. No congestion or danger immediately obvious on Haslemere or Waverley roads during school drop off times that needs resolving. Poorly signposted and suspect used as a mechanism to raise money from unsuspecting motorists. |
| | | Makes street parking/access nearly impossible on a school day during restricted hours. |
| | | My husband has received a penalty notice after driving down Haslemere road at 9.20am, which is apparently when it is now a designated pedestrian zone. The signage is clearly inadequate and motorists have not been informed of this change. This has been introduced in a cackhanded way. What would make infinitely more sense, if the council had introduced this properly, would be to make all Haringey residents aware of the introduction of School streets. As someone who does not have children myself, nor do I live on a School street, how was I expected to be aware of this? Furthermore, what Haringey Council would do if it acted more responsibly is take a leaf out of Dart Charge's book and instead of issuing motorists with an immediate fine, would be to recognise that anyone doing so was unaware of the charge and send a warning letter. If the driver contravenes the rule a subsequent time, then fine away. I have no objection to the principle of introducing School streets but the way this has been introduced is appalling. |
| | | No prior consultation of residents. We understand traffic analysis was undertaken during nationwide lockdown orders. The road is no longer safe during peak hours as a resident or pedestrian. Parents drop off / collect their children parked up on curbs on Christchurch causing additional congregation. |
| | | Nobody can object in principle to a School Street Scheme. The devil is in the implementation which has been heavy handed and bureaucratic. I make the following points: -It is very inconvenient for deliveries, urgent needs or any other circumstance when a non-resident needs access. We have to put up with that its part and parcel of the way the scheme operates. However we suggest the scheme only operates during term time. -The fines are swingeing and unfair. I was not notified of any transgression and suddenly found myself landed with a number of £195 fines without any opportunity to pay the lower fine. No attempt to contact me had been made; all mail is regularly forwarded. Redress was impossible. We are residents not civic criminals |
| | | Not so much the scheme but how poorly the signage to advise drivers not to enter the road has been installed both on this road and Waverley Road. The approach signage is too small and poorly located - in particular on Crouch Hill where the sign advising that the road has closures is on the opposite side of the road from Haslemere Road, barely 15m from the mouth of the road and would be almost impossible to see if heading north towards Crouch End. This sign is so badly located that it will be obscured easily by trees, vans and(especially) buses heading up Crouch Hill. There is also poor approach signage on Crouch End Hill to prevent turning into Haslemere and Waverly Roads, especially again on the left hand sign of the road heading south where the warning sign is already largely obscured by trees. Turning left into Haslemere Road from Crouch End Hill, the restriction signs are all but invisible to a car driver as they are fully perpendicular to the main road and cannot be seen on approach. Simply turning them 30 degrees would make them fully visible to approaching drivers. You also have created potentially major hazards at the entrance to Haslemere and Waverly Roads - drivers only seeing the restriction sign as they begin to turn into these roads will be forced to make a three point turn or reverse back into a busy 'A' road which is both dangerous and disruptive. In none of the local school roads is there any lead-in portion of the road that would allow drivers safely to stop and make a correction having entered these roads and realising they have made an error - again your approach warning signs and those at the mouth of the road are so badly located that many drivers will have no idea of the restriction until already executing a turn. I assume that you will have deemed it an offence already if the driver attempts to reverse having albeit briefly breached the threshold of the road. While your intentions for eliminated pollution and discouraging driving may be laudable, your approach smacks of setting up 'honey traps' to punish drivers unaware of local restrictions. Because signage is so poorly located it really appears externally that you at least as interested in punishing drivers to raise money as you are in promoting healthier and safer streets. Please make it much, much, much clearer that these street restrictions exist or I will pursue this further with the Department for Transport and the Information Commissioner. I am already preparing to report all of this as poor signage on the DfT website. |

| School Name | Support / Object | Reasons for views |
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| Coleridge Primary | Object | Perhaps the funding for this the project would be used instead on ensuring that Haringey Council addresses its own existing road safety failings impacting local residents and school pupils. It took 9 months for the flashing amber crossing lights on Crouch Hill to be repaired and at the other end of Haslemere Road, on Crouch End Hill I note that one of crossing lights failed two months ago and has yet to be fixed. Both these crossings are used by a large number of Coleridge pupils each day, and also local residents. I assume that it will only be after a pedestrian is killed or injured that Haringey will take action to properly maintain these crossings (and indeed others), ensuring that amber flashing beacons are working, and road users are therefore aware of the presence of these crossings. |
| | | Residents need to go out for medical appointments Simply shutting Haslemere/Waverley will hardly change the journey to school but will simply divert traffic into the next street. Its already terrible during the morning and evening. |
| | | Since parents of the school children cannot stop in front of the school, they park their cars within the private premise of Hillside, N8 8DN, blocking our private road. We had a word a couple of times but they ignore, tell us go away by hand gesture, some got aggressive, as if they think they are ok to park even in our car park. Absolutely disgusts me and wonder how they actually bring up their children. We also tried to report it to the school staff however they don't seem to care. |
| | | Since the introduction of the scheme parents have started to drive in and park their cars in the property. They are doing one of two things: 1. Parking in the morning and then walking their children into the school 2. Parking and waiting in their car until pickup time, then walk to the school, collect their children and then return to the parked car and drive away. |
| | | staff work at school breakfast club - arrive at 7.45 am and leave at 9am when children are dropped to their classes. drive away at 9am to other school jobs etc. staff arrive at 2.30 to set up for after school clubs. |
| | | steerts will be crowded with walkers which will increase spread of virus and noise. Disabled residents need taxis to come and collect them, this will be prevented. I am a disabled resident |
| | | The current signage and method of limiting traffic is inadequate and more akin to a cash-grabbing scheme. For example the signage at Coleridge Primary School to enter Waverley/Haslemere road from Crouch End Hill road is not visible by drivers as they're parallel to the road and right at the edge. In addition there's an excessive amount of signage and a cycle lane increasing the risk for accidents. A much better solution would have been to temporarily close off the roads during drop-off and pick-up times using a physical obstacle, ie. barrier, bollards. |
| | | The data on residential street traffic in 10 years is rubbish. I dont believe it will be enforced for teachers. I doubt exempt permits will really be issued. |
| | | The environmental impact on surrounding streets outweighs any benefit (which there is no evidence of) of the school street. It causes hours of congestion on Christchurch road every day, in the morning and afternoon. This causes environmental pollution, which filters through windows and into gardens, as well as noise pollution - hours of the day are interrupted by beeping, road rage incidents etc. This is immensely disruptive particularly considering many people now work from home at least some of the time. |
| | | The noise that would accompany this including angry voices of drivers disturbing our peace and quiet and children and parent on their way to and from the primary school. |
| | | The push traffic heavily onto other roads, and give unfair fines to those who do not see the signs. |
| | | The scheme funnels traffic onto Christchurch Rd which is already very busy and congested narrow street utilised by parents for parking/drop off of children by car & walking to school. Residents of christchurch were not included. |
| | | The scheme pushes traffic onto other roads that are not big enough for two way traffic, resulting in lots of jams and the chance of accidents. This has been especially so as the main road Crouch Hill has been closed for emergency water works. in general the variety of roads under these controls with different times for each are hard to keep track of as signage is small and hard to take in. |
| | | The scheme should be including Christchurch Road. Our road is already a very busy cut through. Making the adjacent roads a school street only will make our road even more unbearable and dangerous for our children but also the multiple children that walk via our road to school. I am terrified of seeing what the outcome will be come this September. |
| | | The scheme will place untold pressure on neighbouring roads including most importantly Christchurch Road which already acts as a rat run, high traffic and highly polluting road to the many residents on the road which include the elderly and also very young children. I myself have two young children and will not allow the scheme and commit to blocking entry to the road entirely by creating blockades. |
| | | The signage is inadequate. Our experience relates to going north on Crouch Hill (towards Crouch End): - the only sign on Crouch Hill on the opposite side of the road from the junction with Haslemere Road - 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 Haslemere Road face east where they are not visible (except in a flash) to drivers turning into Haslemere who are more likely to be concentrating on traffic and pedestrians than poorly placed road signs - once in Haslemere Road by mistake it is dangerous or impossible to U-turn or back into Crouch Hill I think you need: - larger signs on Crouch Hill and on both sides of the road - larger signs on both corners of Haslemere Road and Crouch Hill facing the traffic in Crouch Hill (ie: facing south on the northern corner, and north on the southern one) not, as at present, facing east where they are not visible (except in a flash) to cars turning into Haslemere |
| | | There has been no consultation on this with local residents, just short notice of its implementation. I note from the reminder leaflet that a purpose is to encourage parents to walk their children to school, however all the negative impacts are placed upon residents - There is no information on how we are supposed to receive deliveries, including Royal Mail. Are you not able to encourage parents in other ways? I am also concerned about how difficult you are making it for residents to apply for this permit - Even asking for a copy bank statement to be uploaded - Do you seriously believe that such sensitive information, containing personal data should be shared in such a way. Please can you provide details of how you intend to hold this information that I have uploaded secure, in line with legal requirements. |
| | | There is no personal inconvenience to me but I object 1. It claims to solve a non-existent problem 2. It is primarily a revenue generating scheme, hence the virtually non-existent sign-posting 3. It increases congestion on roads nearby 4. The scheme was introduced without proper consultation or consideration 5. It is anti-environmental |
| | | This has been an absolute nightmare since it started. Residential parking is being taken up by school vehicles from parents and trying to arrange all day deliveries for heavy items and food deliveries is virtually impossible to get them at times outside the parking restrictions. Some elderly neighbours are unable to have visitors by cat due to restrictions. The noise is also appalling from both kids and parents who stand and block the pavements. |
| | | This just moves the pollution to other parts of Crouch End Hill. Taxi's now stop in the middle of the road idling, watched two delivery vans do this too which blocks the road creating more pollution as if causes traffic jams |
| | | This scheme has been put in place without consultation or information to the residents. I have been driving on this road for over 30 years only to be issued with a ticket recently. I was not informed and the signage is almost invisible. I also do not see why a street should be closed because of a school. This teaches children that they have priority before cars and it will induce them being much less careful in traffic. In my day and age we had traffic education rather than streets closed for us. It is very bad practice and it is, in my eyes, only another way to punish drivers. Drivers who are already punished enough by the most stupid traffic regulation throughout London. |
| | | This scheme has only contributed to increase the traffic on Crouch end Hill road, which is the road which was already full of traffic, the road where most of the classrooms open to. The back roads which have been closed to traffic (Haslemere Rd and Waverley road) have never been a problem and helped to distribute the cars circulation at school drop off and pick up. This scheme is not solving any traffic problem for the school or improve the quality of the air. ultimately it won't stop parents that need to drive to school from doing so. my advise would be to limit the traffic on Crouch Hill Road. |

| School Name | Support / Object | Reasons for views |
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| Coleridge Primary | Object | This scheme has very limited benefits for the following reasons: The school street restriction will not make any difference cycling to school as cyclists to Coleridge will still need to have cycled up or down Crouch Hill which is a dangerous main road full of buses cars and lorries and obviously not suitable for primary school children. The school street restriction will not affect the choice of walking to school as the mere presence of cars using the school street will never have deterred people from using the pavements on that residential road. The school street restriction will if at all make the most minimal difference in terms of reducing pollution. The school street intersects two A roads one of which actually intersects the school itself. Traffic levels are not affected by the school street scheme as the traffic is simply displaced 300 yards away to the adjacent unrestricted road, causing significant environmental impact there as the council is well aware. It is fanciful to suggest that there is any improvement. Anybody living on adjacent roads to which the traffic is displaced can attest to the obvious harm being wrought. There has been no serious attempt to monitor the alleged benefit of the school street in order to carry out any reasonable cost benefit assessment. The council alleges that no pre-scheme pollution level monitoring was carried out due to covid 19, yet this was being planned in 2019 and the pandemic began in March 2020. This explanation is unconvincing. Moreover the only assessment of any change in mode of travel to Coleridge has been the show of hands of children aged between 4-11 at two random school assemblies held years apart. This is inadequate and frankly a dereliction of duty, suggesting that the decision to implement the school street has been an ideological one based on the simplistic notion that restricting traffic is good. The impact on the real world environment is conveniently ignored. Weighed against the lack of any tangible benefits is the negative environmental impact on surrounding roads. Simply restricting traffic in one cut-through road inevitably diverts that traffic to the next convenient cut-through in this case only seconds away by car. Thus inevitably Christchurch Road, which the council has in open correspondence admitted is already full to capacity, has borne the brunt of the scheme and has during the restricted hours become almost permanently traffic clogged and more polluted. Cars and bikes frequently take to the pavement and put pedestrians, including the many parents and children who have always walked along it to Coleridge, at risk. The school street scheme is a theoretical and ideological dogma, however it is disengaged from and patently ignores the realities of modern life in London. Restriction of traffic in one road does nothing good and has a totally negative impact on the surrounding close environment. You will not materially change pollution or under 11s cycling by restricting traffic in one short road. Nor will parents who always drove to school no longer drive. They simply park and/or drop their children 10p yards away. The concern is that the council having spent £80,000 on this are hardly going to unspent this money nor admit it has achieved nothing and caused a lot of collateral damage. |
| | | This travel restriction is creating more congestion and parked cars on the surrounding roads at these times. I see this on my commute to and from work. At these times the surrounding roads are fuller creating a scenario where there are more idling cars sat in traffic causing issues for residents in other areas. I think more could be done to create cleaner air around our schools but fining motorists is not always the answer, as it just moves the problem to another street or area rather than solving it. |
| | | This will make christchurch rd a rat run in the am and pm which it already is. Cars get scratched along here all the time as its too narrow at points. |
| | | Too much traffic Cars being damaged by passing vehicles. Residents cannot park their car at busy times i.e. school pick up |
| | | Traffic on crescent road will increase. You will then want to add crescent rd to the scheme. Traffic will increase on crouch hill. Parents will drop kids off dangerously. |
| | | transfers problems to their streets like christchurch road. Traffic is already appallingly heavy. It will now be dangerous. |
| | | Very poorly executed with no clear warnings to residents. The signs are not prominent and there should have been better communication to residents and stronger signage in order to execute this. |
| | | Would support if christchurch rd was included. Closing Waverly and Hazelmere rd will drive even more traffic through christchurch rd. Every day damage is caused to resident's cars by parents driving through and fighting to find parking spaces. |
| | | You're cutting off a vital road between the 2 forks of major roads pushing all traffic to Crouch End Hill resulting in slow moving traffic and more pollution. Secondly it creates backlogs on our residential roads. The signage is hardly noticeable and people will get fines unknowing of doing anything wrong. |
| | | I object to the fact that Christchurch Road was not included in the School Street scheme. On Christchurch Road, we residents are dealing with intolerable levels of congestion, road rage, damage to parked cars, danger to pedestrians. I am part of the residents' group organised by David Robinson. Christchurch Road, even more so than Haslemere or Waverley Roads, is used as a cut through, with high volumes of fast moving traffic during rush hour. It is becoming unbearable and dangerous. Please see the link to video footage in X's letter to Ann Cunningham. Your reference is WK/X. I urgently appeal to Haringey to reconsider the scope of the School Street plan and include Christchurch Road. |
| | | I heard about this from a neighbour who heard about it from someone else. I have had no notification officially. I have tried 3 times to submit application for exemption. I have lived in this street since 1967. I have my annual residents permit for my car X which I have owned since 2007. I have submitted a picture of my V5C registration document and also my council tax form with my address clearly shown. Twice I have had an email saying I have not met the criteria or have not submitted right evidence. What is going on? I am in late 70s and feeling very stressed. |
| | | Christchurch Road has been omitted from this scheme. We are narrow road compared to Haslemere with massively increased traffic at school times, cars damaged, vehicles regularly driving on our pavements. Letter follows letter with no change. In Hackney, Waltham Forest, Islington and elsewhere a cut through road from East to West like Christchurch would have been closed. Try driving through Hackney on any side road - they are all restricted. Our counselor listens but Haringey make no changes and have not met with us despite requests. Because of the increased traffic, damage to vehicles, pavement driving and inaction we will be forced against our wishes to seek a judicial review. Please work with us and assist - NAME AND ADDRESS REMOVED |
| | | Considering how close to the school we actually live, it affects us as we now have much more traffic on our small road as the others near the school are closed during school opening and closing times, so there are many more people parking on our road (crescent road) at these peak times. There is so much more traffic making it more intense as this road is generally very busy and there are rows on this road daily anyway due to car build ups and vehicles who can not get past. I'm also not sure if there is less pollution on both sides of the school, as there is still more traffic on the main road that separates the two halves of the school. I do not feel that the no drive through times on the road are written clearly enough (they are in fact really hard to work out while driving as the times are so specific to understand) so making a mistake to drive down the road is TOO easy to make. This results in being victimised by yet another kind of ticket payment from Haringey, which I feel is used to make money in yet another scheme. We even got a ticket in this scheme, which I am really gutted about as at the time it was so new and we didn't know any better as reading the sign was (as I said before) too hard while driving on our usual path to get our son to another school on time. But if we, the residents who live near by get a ticket, how do others know any better as they will obviously do it too. To sum up, my points are: This scheme by Haringey council is yet another way to make more money from people who make mistakes, as it is not easy to read specific times while driving if new to these roads. It affects local residents in a bad way due to excessive vehicle build up on other roads as it redirects traffic and parked cars there. It makes no sense when most schools (generally) have busy roads surrounding them and the metal railing is enough to keep the children safe. The main road now on Crouch End Hill is busier than ever before, my 9 year old has to negotiate that every day! I do not feel there is any less pollution, but in fact more. Thank you NAME REMOVED |
| Earlham Primary | Support | Efficient access to the school for the staff. Fewer cars at beginning/end of school day is a good thing for safety and the environment. There are too many car drop offs. I have seen an increase in the number of families arriving by foot, on scooters and cycling since the scheme started Less cars blocked the narrow roads around the school entrance I support the school street as it will increase safety and reduce congestion, discouraging non-residents from parking on private driveways I support, because it makes the road safer for children. Its a very narrow road and the more we keep cars away from schools the better! Provide a safer environment for pupils and families to travel actively to school, encourage more families to leave car at home/park further from the school, reduce congestion near the school and inconvenience for those living on the school street. Improve localised air quality by removing number of cars idling at the school. some children live within few minutes walk but travel by car. I support this as it reduces chance of accident. The road is very narrow and it is difficult to turn around. Hopefully the traffic wont move into newham road at school times This is a brilliant initiative and one I hope will be extended to newham rd and around the borough. Good luck! Haringey as a council needs to do much more to encourage walking and cycling, especially around green lanes. This scheme will help reduce traffic and blocked driveways on this narrow street. We are please that residents are eligible to get exemption permits. |
| | Object | Although the scheme will reduce the traffic flow on the street, it will restrict social interaction for the residence living on the road, family/friends visitors will not be able to enter the road. What if we have work people (house repairs) or delivery drivers that need access during that time which they will be restricted too. I would suggest during the time the roads are monitored more (traffic enforcement officers) to stop school drop off parents/guardians parking in restricted place such as double yellow line and residence driveways. My parents are elderly and yes I can apply for the exemption but I can not always be the one to drive them around due to work commitments, sometimes they have to depend on other family members / taxi which again they will not be able to pickup / drop off during the restricted times and its not always for social purposes it could well be doctors / hospital appointments. Please reconsider this decision and think of residence first. Thank you disruption to visitors, deliveries and tradesperson who have urgent business at addresses in the zone. Deliveries will be lost or cancelled - trades people will be harmed and fined. I strongly believe that the scheme will increase already heavy volume of traffic on newham rd during school pick up/drop off times. Helping residents on earlham grove will make life of resident on newham more difficult. As a resident paying for a parking permit I already struggle to enter or park after work because of parents taking up the space waiting in their cars for children and having to drive around to find a parking space. I think theyre a great idea but I live in newham rd which gets packed with school traffic for Earlham School (the gates are in my road!) - this will only make the situation worse for Newham Road. Main Advantage: Parents are not clogging up the streets with their cars during school drop off and pick up times. Main drawbacks: 1. Added burden on residents of adjusting delivery times and of informing everyone who is planning to visit. 2. The scheme has not been publicised enough and therefore it is difficult for most delivery drivers to understand why they can't drop off items during the restricted times. 3. The street is narrow and therefore drivers have to focus on the road ahead. As a result, most visitors (who come unannounced) fail to read the signs warning that there is no access between 8.30-9.15 am and 2.15-3.45 pm. And some have had to pay penalty charge. 4. The afternoon slot is rather long. no parking spaces |

| School Name | Support / Object | Reasons for views |
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| Earlham Primary | Object | This is not a well thought out plan. I have parking permit which should be taken into account. The permit itself is expensive and only for 2hours Mon-Fri and having further restrictions and making it difficult to apply for the school street exemption within on a month isn't helping any residents. The tenancy agreement is under my parents name and they do not drive. I can't provide proper evidence in such short notice. I'm also yet to apply for a blue badge because I only bought the car on 3rd August 2021 before we got the letter for the School Street. All the car details is in my name, insurance, breakdown cover and receipt but they're not evidence. |
| | | we have deliveries and medical practitioners that come on different days. The street is already quiet outside of this. School kids and parents on the park path and the parents drive without further inconveniencing deliveries and medical teams |
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| | | |
| Harris Academy Coleraie Park | Support | Although my street see more traffic and parking due to the scheme I strongly support it as children have a right to be able to walk to school without all those fumes, idling cars and tension caused by road rage. I think the scheme should be further extended to include Poynton, tilson and spencer roads as these are small narrow residential roads and travelling by car needs to be disincentivised further. It's a local school and children should be able to travel without use of car. |
| | | Before school street high levels of traffic in all the surrounding streets brought regular chaos and danger for all children attending the school, and other residents trying to go about their day. Late parents would drive at high speed into Glendish Rd, there would be regular beeping stress caused by blocked traffic on all surrounding streets. The addition of Wycombe Rd at a later date was absolutely essential, as the one way in, one way out, created a dead end of anger and frustration. The scene's were terrible. Now on the school streets there is calm and a safe space for families to get their kids to school. Less car fumes and less stress. Children can walk, scoot, ride with improved safety. It's great. |
| | | For the safety of pupils, teachers and staff |
| | | I am all for school streets but I really wish that the perimeter should be widened even more. This would disincentivise people who COULD walk to school yet STILL drive because they would still end up having to walk from their parked car (which may end up the distance they could've walked in the first place!) Tilson road, Poynton road, and Shelbourne Road are rammed in the mornings, so I wish this would be expanded. |
| | | I have lived experience of schools with and without school streets. The difference is remarkable. It is so much safer walking my children into school when there is less traffic and less pollution. It is unfortunate that the scheme isn't enforced on neighbouring roads. |
| | | I support but the schme just pushes the problem onto Poynton Road. |
| | | I support the scheme as it provides more safety for the kids when there is less cars moving around in the roads surrounding the school and encouraging more walking/cycling |
| | | I support this because Shelbourne Rd has too much traffic along with 40 ton trucks driving down it, awful. Anything that reduces rat running and speeding is good. |
| | | I think this is a good scheme but there are still too many parents that drive their children to school. The school streets themselves are great even if the occasional car still drives down them at key times. The signs on the majority of posts around Coleraie have been removed so we need those back. Unfortunately the school street(s) scheme also means that traffic on surrounding roads is more congested. Poyton Rd is especially bad. But seriously, there are a lot of parents who don't need to be driving. They need to be targeted. |
| | | It gives the kids and parents a safer, healthier and more pleasant environment in which to walk to the school, it makes the street a nicer place for the general residents, it just makes a lot of sense! Strongly support the scheme |
| | | It's a busy over polluted area it would be great to give the children a safer environment as long as it doesn't mean the traffic is routed elsewhere causing other issues locally |
| | | It's wonderful the children can walk safely near the school with less direct pollution. We would like it extended to other surrounding roads where people now pull up for drop offs and it causes more issues there - Tilson, Spencer etc. Ideally we would like a LTN in North Tottenham, less traffics in Lansdowne and Shelbourne roads. The traffic there is dangerous, cars drive fast and we've had instances where cars don't stop at the Lansdowne zebra crossing near the school and it's been scary near misses with the children. |
| | | Our residential streets suffer from the amount of non-residential traffic passing through, and this scheme is one of many that can bring benefits to all of the community. Air quality, pollution, lack of exercise, road safety are all issues that have a big impact on all residential communities and this scheme will help towards improvements across all these issues. |
| | | Reduces congestion and contributes to making it safer to walk with children |
| | | School Streets making big progress in making our streets safer for children- would like to see them rolled out through the borough. |
| | | Since the traffic and car access has been limited the noise and general living standards have improved. Also our mental health has improved. We love living by the school , but we do not enjoy the noise of cars and our car park being occupied by parents. At time also they used to get hungry to residents trying to park or access the road. Please do not open the road to normal traffic again during school time.thank you |
| | | Sort out pro rail services. They park their vans on Shelbourne rd and now they are parking on Glendish and Halfield rd. This is unacceptable!!!! |
| | | Support the scheme as it makes the air for my child cleaner and the road clearer and safer. |
| | | The traffic around these streets and neighbouring streets is really bad, especially at rush hour and school times. I am very happy to see that Haringey are finally starting to tackle these issues in this area. It will certainly help the air quality on Glendish Road and Halefield Road which is good for school-goers and residents. However, I do think it will start to push parking problems and traffic to the streets which border the school, considering that they don't have Controlled Parking Zones or traffic filters. Havelock Road and Shelbourne Road in particular already become gridlocked at the best of times, so I can see that this may become worse. Children and parents need to be encouraged to walk to school to help ease this. Haringey should bring in a wider scheme that affects the neighbouring streets if this one is successful. I know these schemes can get a lot of backlash because it can inconvenience drivers by a few minutes, but I really hope Haringey continues to promote resident's and children's health, and the local environment, over driver's schedules. |
| Traffic and speeding in the area is getting out of hand, cars from the nearby A roads consistently speed in the roads surrounding the school, making for a unsafe environment for pedestrians, cyclists and especially children. Anyone who is investing time this would see plenty of areas of improvement | | |
| Traffic fumed are toxic to our children and to the rest of the population, children also need the exercise provided by walking/scooting/cycling to school. Traffic needs to be vastly reduced to help children and parents safely walk/scoot/cycle to school | | |
| We need to reduce traffic in the neighbourhood | | |
| Would be great if the scheme was expanded to more streets in the area. | | |
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| | | |
| No view | | |
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| Object | A scheme designed to make things difficult for, and fine people who need to use the streets. I have been fined for once having to use Gledish Road to access my mother's house in Halefield Road... as I'm sure you are aware the one-way system in operation in that area means that it is virtually the only way to access the road... other streets being so crowded you can only get one vehicle moving in one direction - no room for vehicles to pass each other, best access is from Sherbourne Road. Before this scheme was in place there was certainly more traffic at school opening times.... these were the vehicles being ones driven by the parents of the children themselves, not residents or family living in the area. If you are so concerned about air quality around the school, ban old diesel vehicles from accessing the streets at the certified times, not the majority of motorists now driving low-emission or electric vehicles. | |
| | All roads and streets are full of traffic and it's impossible to deal with the area wide increased pollution. Some parents drop off the kids and go back to work | |
| | Firstly there is no need for the scheme. I have lived here several years and never perceived an issue with traffic on my street; being one way it was slightly busier in the morning but that was it - cars would drive straight through and drop children off. Children could still cross the road supervised - its a small one way road so not very dangerous. I objected to the introduction of the pilot and scheme a couple of years ago but it was introduced anyway. The restrictions cover an absurd amount of time in the morning and afternoon - 1 hour 15 in the morning and 1 hour 45 in the afternoon (are there really peak flows of children for this whole time?). It has impacted my quality of life on a daily basis - getting deliveries of any kind or taxis anywhere (taking my cat to the vet now invariably involves a walk to the next street to pick up a ride) is challenging or having friends visit. | |
| | I live here. I have been given a number of parking fines for parking outside my home. These parking fines are penalising the residents that live here. not that I don't understand why its being done but, if you know and can see that these are people that live here we should clearly be exempt. firstly, I have applied for a permit but it has been rejected which cam today on the 22 06 21. however I applied before the restricted came in place. so there is going to be a flood of charges that is going to come to me. This is not right. If you are addressing the parking fines to the people who live here you should be able to cancel them. we should have a right to park outside out homes. not only with the football restrictions but but the this scene that is making residents poorer. | |
| | I object due to the fact I am unwell my children do not leave with me but will be getting parking tickets . I still do not have space in front of my house and their so do not see the point . | |
| | I was notified of this extension via an A4 sheet informing me that I would no longer be able to drive down my road which I have lived on for 26 years without the permission of a Parking permit exemption on Friday 19/11/2021. The school is not even on my road. It is insulting to think that you can impose this extension in less than 28 days. To add insult to injury, I followed instructions and applied for an exemption certificate because I am a resident and received an email today on 22/11/2021 informing me that I do not qualify. Even this has not been done properly. Why are people who reside in Tottenham being fined and penalised for driving cars while over the wealthier side of the Borough, people have no parking restrictions or street cameras and come and go as they please. I dare you to try and impose a street safe parking system in the same manner on the west side of the borough. This is so insulting. The section of the road that I live on is a cul de sac - you cannot even drive through to Lansdowne Road. All the street safe system is doing is making people park on the additional side roads outside the Street safe zone. They cause even more danger to children because parents struggle to park and cause road congestion. A small child is actually in more not less danger, because cars are squeezing into less available space. I agree with the walk to school campaign and encourage others to do so. Fining people for driving is yet another moneymaking scam - it does not promote child safety. I would like to see the Haringey and London Mayors and all the MPs give up their cars and start walking and using public transport instead. Lead by example and stop trying to find ways to fine those that can least afford to pay. | |
| In an effort to reduce air pollution on a single street, you have managed to increase it on all adjacent streets. How does this make sense? The children still have to walk past those streets and inhale intensified exhaust fumes. I find it hard to believe the point of this system was to reduce pollution. It's clearly to generate income and spy on Tottenham residents, but the backlash of simply stating this would significant. In the future, please employ urban planners with an IQ above single digits. | | |

| School Name | Support / Object | Reasons for views |
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| Harris Academy Coleraine Park | Object | In such a tight ratrun of streets in this area, the school street scheme appears to have simply pushed the number of cars (and the associated danger) to the boundaries of the scheme, just the accumulated distance of one street away. I live directly opposite the entrance to Wycombe Road and the amount of traffic and bad-tempered, aggressive drivers seems to be the same as originally found outside the school. I have seen several near-misses between vehicles and young pedestrians in the last few months. People are continuing to park on the double-yellow lines on the corner, making it even more dangerous. I do not think the scheme is working in the way the council had hoped and recommend it ends. |
| | | It causes great inconvenience and it a nuisance. I have had missed grocery deliveries because of this restriction and had to go without fresh food because Tesco could not redeliver the same day. I do not have school aged children nor a vehicle so I really don't care for this School Street business. No doubt as Borough it is liked because it generates income from the fines which as a resident I get NO benefit |
| | | It's already difficult to drive and park locally. The last thing we need is this nonsense. It is yet another excuse to make money from drivers. |
| | | Please don't let cars enter this street and fine them. because the amount of money to pay is too much. |
| | | Please understand, I agree that the vast majority of parents can walk the children to school. I agree the level of school run traffic is mostly unnecessary. My children are all grown up and I have never driven them to primary school. But let me ask, when did the council invite residents at the design stage of this schemes? I do hope Haringey did not just consult with the more affluent areas because they make the most noise and are not likely to be tribal voters. Equality for all, voicing of opinions and the right to be heard is not just for the academy's staff, the children and the Council. Equality and democracy is enshrined in law for all concerned not the select few. As your letter alluded to, The Council worked closely with each school to agree a design. Let me repeat "with each school", not the residents who pay the council tax to keep the Council staff employed and not the residents who are the ones with the power of the vote. The residents, many of whom are restricted further by the Council and many of it's elected members were not consulted at any stage of the design prior to the trial. The announcement of a trial is not a consultation. HM Government Code of Practice on Consultation has seven consultation criteria and you have already failed on the first four. Criterion 1 - When to consult: Formal consultation should take place at a stage when there is scope to influence the policy outcome. • This clearly did not happen... again! It is 9pm, Sunday 28 March 2021 and the scheme is not even displayed on the Haringey Council website. I was hoping to download the your letter which I have attached (extra page 2) but alas, it was missing! Criterion 2 - Duration of consultation exercises: Consultations should normally last for at least 12 weeks with consideration given to longer timescales where feasible and sensible. • The Scheme comes into effect 19 April which is less than 4 weeks. A trial is NOT a consultation. It is a precursor to a full implementation regardless of consultation. Criterion 3 - Clarity of scope and impact: Consultation documents should be clear about the consultation process, what is being proposed, the scope to influence and the expected costs and benefits of the proposals. • Your letter sets out the scheme, how I will be affected, how to comment but no cost benefits to the residents who will be affected by the scheme. We do not even know the costs of these schemes. Criterion 6 - Responsiveness of consultation exercises: Consultation responses should be analysed carefully and clear feedback should be provided to participants following the consultation. • Did not happen with the zebra crossing scheme, so why should I trust the Council now? Having my ward Councillor respond to me is not sufficient. The scheme is being administered by Council executive officers who responsible for respond to and taking consultation comments and correspondence seriously. |
| | | Poynton will be the only road for parking, and it already has a high accident rate because of HGVs and dustcarts having to access. With the restrictions you already have in place now, it is resulting in a lot of traffic with nowhere to park. |
| | | The scheme is simply pushing existing traffic into the surrounding narrow roads. It is not reducing it, it's making it denser and harder to deal with outside of the zone. Roads and pavements are frequently blocked with drivers becoming angry and aggressive. |
| | | The scheme seems to have done nothing to reduce school pick-up traffic, just displace it into the immediate roads nearby – resulting in only the impression of improvement in Glendish Road and Halefield Road only. I can see the sense of the scheme in other areas where roads and locations are further apart, but the neighbourhood in this area is too tightly packed for it to make a difference. The effect is merely cosmetic. Cars causing traffic issues in the immediate roads nearby create logjams and drivers are frequently shouting at each other, making for angrier and unsafe movements in general. |
| | | There has been no consultation and only 3 weeks notice of the scheme being imposed. I have council planning permission for an extension on my property which will take 3-4 months' to complete starting mid April. Council hours for building works are 8am-6pm on weekdays and this scheme stops them working to these hours (am I really expected to ask them to arrive before 7.30am and then sit in their vehicles?). It also makes it extremely challenging to manage my project with booking in various tradesmen (electricians, plumbers and delivery men etc) as the exclusion times are so great (3 hours every day!). What problem are you trying to fix here exactly? My road is never that busy even at school times - most vehicles avoid driving down the road anyway knowing it is a short and narrow one way street; they drop their children nearby the end of the street or walk them in. The road is only ever slightly busier for about 10-20 minutes of the day and never an issue. There is also no safety issue as it is a quiet and slow street. This rule penalises residents to absolutely no purpose. I am furious that residents' have not been consulted and this is suddenly being imposed for 6 months at least at huge inconvenience for day to day living of those residing on the street. How exactly is the scheme to be 'closely monitored' for 6 months - is a council officer to be present on the relevant streets for 3 hours every weekday during term times? An absolute waste of time and money. I will be writing to my local councillor about this. If there had been consultation and the decision was supported by reasoned analysis I might be more supportive, but I sense a very quick decision was taken once funding was provided so the council could 'tick a box' it is improving safety. It is not. |
| | | This is an awful scheme, all it has done is move the parents dropping their kids to the adjacent roads Shelbourne Road, Poynton Road, and the beginning of Wycombe Road. This has caused huge traffic jams multiple times, especially on Shelbourne Road as it gets very busy in the morning due to it leading to Tottenham Hale & Tottenham High Road. Therefore, there is an increase in pollution, which if the wind blows in the direction of the school then the pupils will inhale it, not to mention all the pupils who walk to school passing this traffic on Shelbourne Road so thank you very much for that. It is an almost impossible task to find a parking spot at these school times due to parents dropping off their kids in their SUVs which has also directly led to many dangerous parking situations as they wait in their cars on double yellow lines due to all parking spaces being occupied. But I am sure the council has made a considerable amount of money from people who are not aware of the signage/changes to the road so this scheme is likely to stay. I hope you enjoy your tickbox exercise and increase in funding from the council instead of addressing the actual problems this area faces around crime making it unsafe for people to walk and poor public transportation/cycle lane systems. |
| | | This scheme causes chaos in our street at the junction of Poynton Road and Wycombe Road as Poynton road is where everyone parks when dropping off kids people are parking on double yellow lines at the junction so that people cannot get around the corner Our car has even been damaged because of this Just moves the issues to other roads |
| | | This will not encourage people to walk or cycle to school because most parents are rushing to go to work after dropping off their children at the school. There are no parkign spaces at the junction of Lansdowne Road with Wycombe Road, so paeople are already parking on pavements for the nursery and the school after you installed cameras. |
| | | To whom it may concern, I am writing to present my feedback in relation to the so-called "School Street". I would like to start by stating that these implementations that Haringey has put in place has absolutely nothing to do with tackling climate emergency, escalating levels of pollution or childhood obesity. This agenda is actually to extort and squeeze money out of motorists, residents and businesses of Haringey, as well as attempting to keep people from traveling out of the borough and confined to this specific area. In order to pursue the above agenda, motions are put in place to enable these extortions to be executed. As stated in your letter, Harris Academy Coleraine Park School Street (SS07) was launched in Glendish Road and Halefield Road in April 2021 as a trial under an experimental traffic order (ETO). It was amended and extended to Wycombe Road in December 2021. I hereby ask through my feedback that this so-called "School Street" neither be permanent or amended but rather removed. The reasons for this is that this so-called "School Street" does not create a pleasant environment and has become a nuisance as residents have to put up with vehicles being improperly parked and blocking narrow and quiet roads nearby while mothers, fathers and carers rush to pick up their sons and daughters from school. I believe this is part of the agenda for Haringey council and that you are awaiting such response in order to propose more permits for nearby roads as a solution. Therefore, I stress that this is not the solution to this issue and residents would not be happy with such trials or proposals either. In addition to this, the trials have made the area more of a hazard to residents, young boys and girls, as well as elderly people in the surrounding areas. This is due to the way vehicles are parked, motorbikes and cyclists weaving in and out of traffic, whilst motor, fathers and carers rush back and forth to collect their sons and daughters. What was once straight forward and would take 10 to 15 minutes, has now turn into daily chaos for 30 to 40 minutes under the so-called commitment to tackling climate change, pollution and childhood obesity. In actual fact this has made it worse. Not to mention extorting money from motorists and residents through fines, even though they pay their taxes to drive their vehicle on the roads. What is the point of road tax if we are restricted on where to drive? This in itself makes no sense. There are many ways this could have been implemented without the agenda to penalise the public, such as placing a steel gate which can be opened and closed at certain times allowing vehicles to go through when they are allowed and restrict them at other times. (Similar to that of Church Road N17). In this way no man or woman is being extorted and the boys and girls from the school are able to move around safely. Another reason as to why I request for the so-called "School Street" to be removed is because the residents of the surrounding areas did not consent nor agree to this being a "School Street". I do not know how this name came about as we, the residents have not consented to such a name, as well as this "experimental period". Therefore, why should residents have to go through such trying times to which they did not give written nor verbal consent? How can such plans be executed without consent? This relates to the Companies Act 2006 section 44 section 2 a&b as well as section 3 a&b it states the following: A document is validly executed by a company if it is signed on behalf of the company— (a) by two authorised signatories, or (b) by a director of the company in the presence of a witness who attests the signature. (3) The following are "authorised signatories" for the purposes of subsection (2)— (a) every director of the company, and (b) in the case of a private company with a secretary or a public company, the secretary (or any joint secretary) of the company. May I stress that a company is NOT an authorised person. Therefore, this could fall into the fraud Act 2006 section 4 (2) As a resident and speaking on behalf of other residents I do not recall receiving such documents signed by the above as in the Companies Act 2006, nor do I recall residents or businesses giving consent for such "experimental period" under the experimental traffic order (ETO) to take place. Therefore, these implementations that have been put in place have been executed unlawfully and the extortion of monies being taken falls under fraud. This is my feedback and I request that this so-called "School Street" that the residents and businesses have not consented to, be removed at its earliest convenience as Haringey has not acted in accordance of the Law, therefore is liable to be put under the penalty of perjury. Many residents are aware of this, therefore it would be in the best interest of those companies who participated in this implementation to remove the s |
| Harris Academy Tottenham | Object | I have to drive to school because I care for my mum who is very ill and lives in Barking. It is very stressful looking for alternative parking. If parked at tottenham hale I then have to walk my child through all the fumes of the heavy traffic and through the bus garage it makes absolutely no sense what so ever to have this school road in place. I have been coming to this school since it first opened when my now 19 year olds were the very first year to attend the school and there has never been an accident with a child/parent anyone! It is really really unfair to have this in place and the sooner it is abolished the better! I now have to walk through more car/bus fumes with my 9 year old daughter and I feel very very uncomfortable with that. |
| | | These schemes are detrimental to those living in the area. It was particularly painful while whole swathes of streets were closed due to road works, the. This on top |
| | | This causes negative affects for my depression and anxiety. Now I have to walk down this road it causes extreme stress and my daughter is affected the fumes my daughter has to now inhale because of this it has way more cons than pros. |
| | | This is a very difficult road to manage already with all the building works going on. The majority of people who access the road live on the road and it makes it highly inconvenient to have to leave home earlier than usual and also wait around after you have collected kids from school because you can't access the road. As residents have not been allowed to purchase permits this feels like an additional bullying tactic that isn't fair by the council and eco friendly pushers. Because of the 4 15 cut off period often days people are sitting in cars hovering around the road side waiting until they can leave or enter to get on with their days. To be honest this was never a highly populated road like st Anne's or even west green road. So there was no need to add additional measures to restrict residents. |
| | | This is an absolutely awful idea for people who genuinely have to drive. Parking on park view road now is even mor hazardous for kids, constant worry about getting a parking ticket, getting late to school and work, one of the worst ideas ever! |

| School Name | Support / Object | Reasons for views |
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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 |
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| <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 London-wide, indicate that motorised traffic not only decreases on the school street where the scheme has been implemented, but also on surrounding streets. They have also been shown to have an effect on traffic reduction outside of the operating period of the school street. 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. Penalises many residents, restricts deliveries / services and access problems for elderly, disabled and others needing services/carers/family visits</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> |

Appendix C - Objection themes and the Council's response

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| | <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> <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. This also ensure we have a simple and practicable exemption system.</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>Design</p> <p>The design approach of Haringey's School Streets is consistent with other London boroughs. By late-2022 there were over 500 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"> • limit access to pedestrians and cyclists only in the street(s) outside the school gates i.e. no motor vehicles • only operate for a limited time each day which aligns with the times that the school gates open and close • 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 <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> |
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Appendix C - Objection themes and the Council's response

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| <p>Object. Money making scheme</p> | <p>The main objective of the scheme is to bring health benefits to school age children, by encouraging increased levels of walking, cycling and wheeling to school and a reduction in road danger and pollution near the school gate.</p> <p>The moving traffic restriction that is associated with the School Street has been decriminalised (ie not enforced by the police) and therefore enforcement rests with the Council, as traffic authority. Penalty Charge Notice levels are not set by Haringey Council but are set at a London-wide level by London Council TEC.</p> <p>Our vision is for 100% compliance of the restriction as this would bring the greatest benefits to children.</p> <p>Income derived from PCNs associated with School Streets is used to offset the running costs of the scheme and in accordance with national legislation.</p> |
| <p>Object. Principle may be OK but I do object to lack of consideration for impact on residents</p> | <p>Residents are accommodated through the online exemption system.</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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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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