

## NOTICE OF MEETING

# CABINET MEMBER SIGNING

**Monday, 6th October, 2025, 10.30 am - Alexandra House 10 Station Road Wood Green N22 7TR (watch the live meeting [Here](#))**

**Councillor Mike Hakata - Cabinet Member for Climate Action, Environment, and Transport**

**Quorum: 1**

### **1. FILMING AT MEETINGS**

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The Chair of the meeting has the discretion to terminate or suspend filming or recording, if in his or her opinion continuation of the filming, recording or reporting would disrupt or prejudice the proceedings, infringe the rights of any individual or may lead to the breach of a legal obligation by the Council.

### **2. APOLOGIES FOR ABSENCE**

To receive any apologies for absence.

### **3. 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

#### **4. URGENT BUSINESS**

The Chair will consider the admission of any late items of Urgent Business. (Late items of Urgent Business will be considered under the agenda item where they appear).

#### **5. DEPUTATIONS / PETITIONS / QUESTIONS**

#### **6. SCHOOL STREET - SS50 COLD FALL PRIMARY (EVERINGTON ROAD ENTRANCE (PAGES 1 - 70)**

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Friday, 26 September 2025



**Report for:** Cabinet Member for Climate Action, Environment and Transport –

**Title:** School Street - SS50 Coldfall Primary (Everington Road entrance)

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

**Lead Officer:** Tim Walker, School Streets Programme Manager

**Ward(s) affected:** Fortis Green

**Report for Key/**

**Non-key decision:** Key decision

**1. Describe the issue under consideration.**

- 1.1. Approval of one new School Street to be implemented in one ward. The project has undergone two rounds of consultation: the first seeking informal feedback and the second a statutory consultation which allows any person to make objections to the proposed traffic management orders.

**2. Recommendations**

It is recommended that the Cabinet Member for Climate Action, Environment and Transport:

- 2.1. Consider all responses, including objections to the proposed permanent traffic management orders, as set out in Appendix A together with the feedback themes and responses to objections as set out in Appendix G.
- 2.2. Agree that the Council shall exercise its discretion to not cause a public inquiry to be held (see paragraph 5.34).
- 2.3. Approve that the SS50 Coldfall Primary School Street (Everington Road entrance) project (as shown in Appendix B) is implemented.
- 2.4. Authorise the Head of Highways and Parking to make all necessary traffic management orders (TMOs) and install/undertake all necessary highway infrastructure and works necessary to give effect to the School Street design set out in Appendix B of this report.

**3. Reasons for decision**

- 3.1. School Streets are a key priority for the Council, as set out within the School Street Plan<sup>1</sup>, the Walking and Cycling Action Plan<sup>2</sup> and the Corporate Delivery Plan (CDP 2024-26)<sup>3</sup>.
- 3.2. The reasons for recommendation 2.3 are:

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<sup>1</sup> <https://www.minutes.haringey.gov.uk/ie/IssueDetails.aspx?IIId=83410&PlanId=0&Opt=3#AI75755>

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

<sup>3</sup> <https://www.haringey.gov.uk/council-elections/council-policies-plans/corporate-delivery-plan>

- to improve the health of children by increasing active travel, and to reduce road danger and improve air quality near the school gate;
- the school recognises the issues created by traffic and dangerous driving around the school
- the proposal contributes towards the strategic objectives of the Council (see Section 6).

#### **4. Alternative options considered**

##### Do nothing

- 4.1. This option was rejected as not delivering the School Street would not meet the objectives set out in the Corporate Delivery Plan, the Transport Strategy, the Climate Change Action Plan, the Walking and Cycling Action Plan and the School Street Plan.

#### **5. Background information**

- 5.1. School Streets transform roads to create a better environment for children to walk, cycle and wheel (this covers those using a scooter or a wheelchair) to school, leading to improved health outcomes.
- 5.2. When a School Street is in operation, the road temporarily becomes a pedestrian and cycle zone at school drop-off and pick-up times.
- 5.3. By temporarily closing the road to motor vehicles at the start and end of the school day, School Streets help:
- Reduce traffic outside a school, which reduces emissions and makes the air around the school cleaner at peak times for children.
  - Make it safer to walk, cycle, scoot, and wheel to school. Children will benefit from increased physical activity on their journey to and from school.
  - Reduce traffic congestion and parking problems outside a school and thereby reducing road danger
- 5.4. Local residents and businesses can apply for exemptions giving them the ability to drive into the School Street if needed. Emergency service vehicles have access at all times.
- 5.5. There are over 600 School Streets in London, with 34 in Haringey operating in the vicinity of 42 education establishments which bring benefits to over 16,000 pupils. More than 12km of Haringey's streets have already 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.
- 5.6. The Council has delivered 34 School Street projects, of which 22 were implemented on a trial (experimental) basis, including adjacent SS04 in Coldfall Avenue. During those trials, thorough monitoring and evaluation processes took place. As noted in paragraph 6.22 of the [School Street Plan](#) (June 2023), the results of the 18-month (maximum) trials showed:
- Motor vehicle traffic volumes reduced by 42% on average.
  - Nitrogen oxide (NOx) levels reduced by 26% on average.

- Walking and cycling to school increased by 3.7% during the trials and trips to school by car fell by 4% on average.
- Compliance of the restriction increased over time. By the end of the trials, the number of penalty charge notices (PCNs, sent out per month) had fallen by 55% and less than six PCNs were issued per camera per day on average.
- High levels of support from parents and carers. 75% supported making them permanent on average.
- Unanimous support from headteachers. At the end of the trials and full conclusion of formal review, 100% of headteachers (or nominated member of staff) considered them a success and supported making them permanent. They reported calmer, more pleasant and safer feeling streets.

5.7. Coldfall Primary School has an existing School Street (SS04) operating near it's school gate in Coldfall Avenue. This has been in operation since April 2021 following approval<sup>4</sup> for implementation on a trial basis (under experimental traffic orders). Towards the end of the trial period, SS04 was reviewed and the traffic orders were approved<sup>5</sup> to be made permanent.

5.8. This report considers the implementation of a new School Street near it's other school gate in Everington Road, as shown in the site plan in Figure 1.



Figure 1 - Site plan

<sup>4</sup> <https://www.minutes.haringey.gov.uk/ieDecisionDetails.aspx?ID=2553>

<sup>5</sup> <https://www.minutes.haringey.gov.uk/ieIssueDetails.aspx?IIId=78374&Opt=3>

### School Street Plan

- 5.9. In June 2023, the Council approved a new School Street Plan<sup>6</sup> ('the Plan') which sets out a standard framework to deliver Haringey's School Streets programme, allowing for consistent, successful and efficient delivery of these measures.
- 5.10. The Council has introduced 34 School Streets and a further 12 are currently in design, decision-making or implementation stages. The Plan identifies the school listed in this report as feasible for a School Street, subject to the outcome of consultation and decision making.

### Objectives of a School Street

- 5.11. The key objectives of a School Street 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
- 5.12. Monitoring of recent experimental School Streets in Haringey<sup>7</sup>, as well as research carried out by other boroughs and Transport for London<sup>8</sup>, show that these objectives are consistently met.
- 5.13. The Mayor of London's Transport Strategy (MTS) included the following targets:
- *"Mode share - 88 per cent of all trips in London to be made on foot, by cycle or using public transport by 2041 (77% in 2019)"*
  - *Physical activity - all Londoners to do at least the 20 minutes of active travel they need to stay healthy each day by 2041 (currently 32%)"*
- 5.14. Haringey Council adopted these targets through the Haringey Local Implementation Plan and the [Walking and Cycling Action Plan](#) (WCAP) (2022). School Streets help to deliver these targets as they create a positive environment that encourages increased levels of walking, cycling, public transport and physical exercise.

### Location

- 5.15. This report considers a proposal for a School Street at the following location:

ID	Project / school name(s)	Ward	Streets (wholly or partially) impacted by proposed School Street
SS50	Coldfall Primary School Street, Everington Road entrance	Fortis Green	Everington Road, Barrenger Road, Steeds Road, Hill Road, Marriott Road

### Proposal

<sup>6</sup> <https://www.minutes.haringey.gov.uk/ieIssueDetails.aspx?IIId=83410&PlanId=0&Opt=3#AI75755>

<sup>7</sup> <https://www.minutes.haringey.gov.uk/ieIssueDetails.aspx?IIId=78374&Opt=3>

<sup>8</sup> <https://content.tfl.gov.uk/getting-to-know-school-streets-case-studies-2022.pdf>

5.16. The key elements incorporated within the School Street proposal are:

- A time-limited School Street (pedestrian and cycle zone) that will operate:
  - Term time only
  - Monday to Friday
  - For approximately 30 minutes before the school gates open until 15 minutes after they close, in the morning and afternoon.
- Motor vehicles (cars, vans, motorcycles etc.) are not allowed to enter the School Street unless they had been issued an exemption (details below).
- Traffic signs will be installed to inform motorists of the restriction. The signs would be closed (and covered up) when the School Street is not in operation during the three main school holidays. Updates of the new restriction and times of operation will be sent to sat-nav companies.
- Motor vehicles entering a School Street without an exemption, during operational hours, are committing a moving traffic contravention and can be identified by CCTV camera and issued a penalty charge notice (PCN).
- Vehicles can drive out of a School Street at any time. An exemption is only required to drive into a School Street during operational hours.
- School Streets remain open to people walking, cycling and wheeling.
- Emergency services will always have unhindered access.

5.17. In line with the exemption policy set out in paragraphs 6.44 to 6.59 of the School Streets Plan (summarised in Appendix C to this report), the following motorists would be eligible to apply for a motor vehicle exemption:

- Residents or businesses who have an address within the School Street (see note below) can apply for up to two exemptions for either:
  - Their vehicle; or
  - Where they are also a blue badge holder, they may nominate another vehicle for which they're not the registered keeper. This helps those people who have a Blue Badge but rely on others for car transport.
- Blue Badge (disabled) holders or those with a medical condition that require access to the street during the restricted hours.
- School buses and vehicles used in the transport of children or adults with special access requirements.
- Medical practitioners attending patients with an address within the School Street.
- School staff (to a maximum of 10% of the total number of staff at that school). In addition, any staff who are Blue Badge holders may apply for an exemption when the school has provided parking for those holders.

5.18. In addition to the above, exemptions are automatically provided for:

- Emergency services
- Statutory undertakers, if access to the School Street is necessary



- The local authority, in pursuance of its statutory powers, if access to the School Street is necessary
- Exemptions stated in the Highway Code, such as a medical emergency or with the permission or at the direction of a police officer.

5.19. As noted in paragraph 5.16, the proposed School Streets allow motor vehicles to proceed within and exit from the School Street during operational times. Thus, the associated traffic management order does not impose a prohibition upon loading or unloading within the School Street.

#### Consultation and engagement process

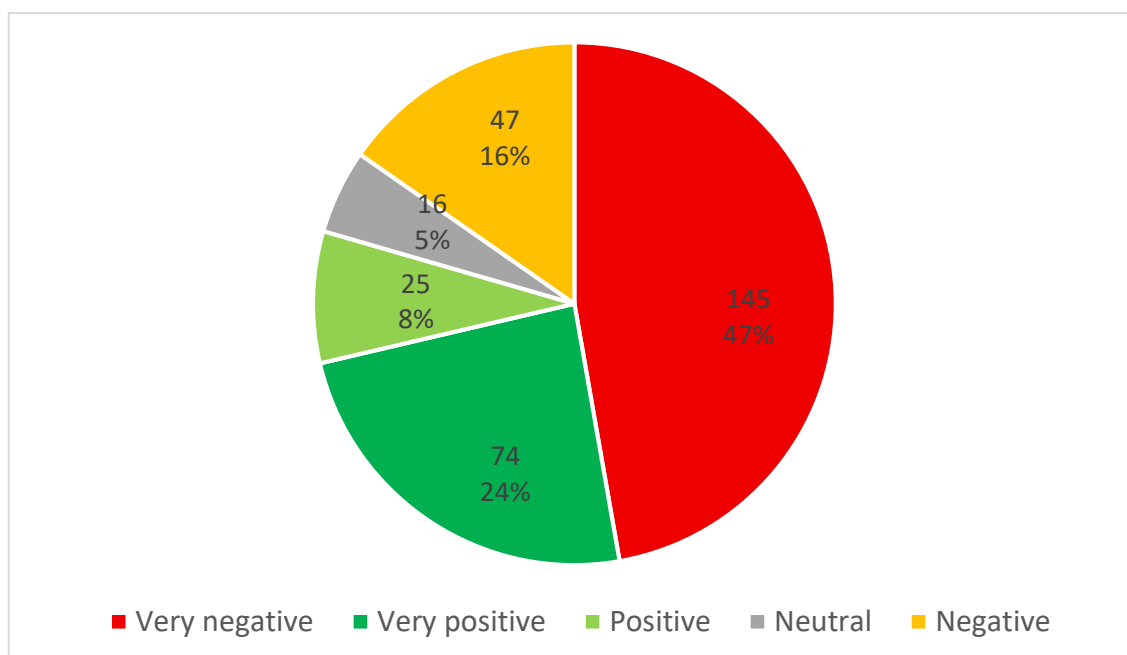
5.20. The consultation and decision-making process, to-date, is set out in detail below and summarised as:

- Engagement between school staff and Council officers leading to initial designs suitable for informal consultation.
- Stage A – informal consultation and delegated authority decision
- Stage B – statutory (traffic orders) consultation, outcome being considered as part of this decision.

#### Stage A - informal consultation and decision

5.21. During July and August 2024, informal consultation (Stage A) was carried out on the proposed School Street.

5.22. When asked their overall view on the proposed School Street, respondents provided feedback as summarised in Figure 2.



*Figure 2 - Stage A feedback carried out during July 2024*

5.23. Full details of the informal consultation are contained within the report<sup>9</sup> approved by the Director of Environment & Resident Experience in consultation with the

<sup>9</sup> <https://www.minutes.haringey.gov.uk/ieDecisionDetails.aspx?id=3169&LLL=0>

Cabinet Member for Climate Action, Environment and Transport on 20 February 2025.

- 5.24. The main outcome of that decision was to progress the project to Stage B statutory (traffic order) consultation and to include changes to the design (reduced hours of operation).

Stage B - statutory (traffic orders) consultation

- 5.25. In accordance with The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996, referred to as LATOR, the authority must carry out certain procedures before making a traffic management order. This includes consultation of specified consultees, publishing a notice of proposal and any other steps it considers appropriate.
- 5.26. The traffic management order was published on 19 March 2025. Any person wishing to object to the proposed orders or make other representation were asked to do so by 9<sup>th</sup> April 2025.
- 5.27. Publicity was carried out as follows:
- Notice of proposals (Appendix D) in:
    - London Gazette<sup>10</sup>
    - Enfield and Haringey Independent
  - Notice of proposal affixed to lamp columns on Everington Road, Barrenger Road, Steeds Road, Hill Road, Marriott Road
  - Letters hand delivered to all properties within and surrounding the proposed School Street (letter and distribution map in Appendix E):
  - Stakeholder consultation (list of stakeholders in Appendix F)
  - Ward members informed
  - Social media
  - [School Street webpages](#) – downloads of letter and plan
- 5.28. It is noted that an administrative error in the press and street notice of 19 March led to the notice of proposal being republished<sup>11</sup> in the press on 21 May with a further 21 days (the statutory objection period) provided for any person wishing to object to the proposed order or make other representations. It is important to note that the initial error did not apply to the draft traffic management order, nor the letter drop, nor the details provided within the council's map-based traffic order system (Appyway). Late responses (after both consultation periods) were included.
- 5.29. Responses to the proposed traffic order could be made by online, email or by post. All responses to the statutory consultation are contained in Appendix A and are summarised in the following table.

	Objection	Support	No comment	Query	Grand total
Coldfall School Street (SS50)	19	4		3	26

<sup>10</sup> <https://www.thegazette.co.uk/notice/4841385>

<sup>11</sup> <https://www.thegazette.co.uk/notice/4891030>

Response made in relation to SS50 and three other School Streets being consulted upon at the same time		2	1		3
<b>Grand Total</b>	<b>19</b>	<b>6</b>	<b>1</b>	<b>3</b>	<b>29</b>

5.30. No objections were made by key stakeholders. However:

- The Head of Coldfall Primary responded that they recognised the issues created by traffic and dangerous driving around the school and raised queries about exemptions, sought clarification about the definition of the Pedestrian and Cycle Zone, considered that children should always be encouraged to walk on pavements and raised concern that the School Street may have an impact upon the attractiveness of the school to prospective parents;
- The Metropolitan Police Service responded to note that, as the proposals provided exemptions for emergency service vehicles, they had no comments to make; and
- Haringey Cycle Campaign stated that they very much supported the scheme.

5.31. Officers have considered all feedback received and grouped them into themes in Appendix G, this appendix also includes officers recommended response to the objections.

5.32. Having considered the objections carefully, the following design changes are recommended to be included when making the order (as set out in the plans in Appendix B and for the reasons given in Appendix G):

- Amend the exemption eligibility boundary so that Nos. 17 to 39 (odds) Coppetts Road are also included within the boundary for SS50.

5.33. For the avoidance of doubt and should the recommendations be approved, this School Street will be monitored (traffic counts, independent road safety audit and site observations) during the first 6 months of its launch, during which time the Council will consider if any changes are required.

5.34. It is noted that LATOR provides local authorities with the discretion of whether or not to hold a public inquiry prior to the making of a TMO. This report does not include the recommendation to hold a public inquiry on account of: the effect of the order (see paragraphs 5.19), the relatively small number of objections and that the project will contribute towards achieving a number of policy objectives and that holding a public inquiry would lead to expense and delay while being unlikely to alter the ultimate decision.

#### Memorandum of Understanding

5.35. Before any School Street is fully implemented, a Memorandum of Understanding (MoU) will be signed by the Council and the school. This is in progress for the school recommended for implementation within this report.

5.36. The MoU sets out what each party is expected to do in the arrangement. It includes tasks for the Council such as making traffic management orders, installing traffic signs and providing supporting material and tasks for the school such as educating pupils, staff and parents/carers about the scheme, compiling

a School Travel Plan and committing to TfL's 'Travel for Live' active travel programme.

#### Project costs

- 5.37. The total estimated cost of the project to deliver the School Street, is £55,000, excluding staff costs. Of which, £43,000 has been spent or committed. The estimated remaining costs, recommended by this report, are £12,000.
- 5.38. Aspects covered by the total cost include consultation and engagement costs, traffic counts, independent road safety audits, traffic signs and cameras. These costs are required to enable the delivery of the project.
- 5.39. These remaining costs will be fully met from the Council's Capital Programme (Scheme 119 – Schools Streets).

### **6. Contribution to the Corporate Delivery Plan**

- 6.1. School Streets are specifically identified within the "Responding to the Climate Emergency" theme of the Corporate Delivery Plan, under the Outcome Area "Better air quality in Haringey." This Outcome Area relates Haringey's commitment to becoming a net-zero carbon borough by 2041 and the plans to reduce carbon consumption, improve climate resilience, and improve the quality of air that we breathe. This outcome will be achieved through a number of activities that include:
  - School Streets – Deliver six school streets in 2024/25
- 6.2. Delivery of School Streets will also contribute to the "Expanding active travel" Outcome Area contained within the "Responding to the climate emergency" theme and, indirectly, to the public health programmes contained within the "Children and young people" theme.

### **7. Carbon and Climate Change**

- 7.1. School Streets contribute positively to carbon emission reduction and mitigate climate change in the following six ways:
- 7.2. Reduced vehicle emissions: vehicle emissions are reduced within School Streets during drop-off and pick-up times. When motorised traffic is restricted, there is a reduction in tailpipe emissions of carbon dioxide (CO<sub>2</sub>), nitrogen oxides (NO<sub>x</sub>), and particulate matter (PM). Fewer emissions mean a direct decrease in the carbon footprint associated with school-related travel.
- 7.3. Promoting active travel: by making the area around schools more pedestrian and cyclist-friendly, School Streets encourage active transportation modes such as walking and cycling. This not only reduces greenhouse gas emissions but also promotes a healthier lifestyle, which, in the long run, can reduce healthcare-related emissions linked to sedentary lifestyles.
- 7.4. Behaviour change: School Streets can also lead to behaviour change among parents and guardians. When motorised access to school is limited, parents may opt for alternative transportation methods, further reducing the number of vehicles on the road and associated emissions. Over time, this can lead to a shift in commuting habits with lasting environmental benefits.

- 7.5. Public awareness: implementing School Streets raises awareness about the environmental impact of transportation choices. It provides an opportunity for schools to engage students in discussions about sustainability, climate change, and the importance of reducing carbon emissions. This heightened awareness can influence future generations to make eco-conscious decisions about transport.
- 7.6. Long-term effects: while School Streets primarily target short-term reductions in emissions during school hours, their influence can extend beyond these times. Positive experiences with active transportation and reduced reliance on private vehicles can lead to long-term changes in commuting behaviour, resulting in sustained emissions reductions.
- 7.7. Synergy with Climate Change Action Plan: School Streets align with the goals set out within the Climate Change Action Plan by directly contributing to reduced carbon emissions within the community and contribute to the achievement of emissions reduction targets.

## **8. Transport policy objectives**

- 8.1. School Streets help deliver policies and targets set within the Mayor of London's Transport Strategy (MTS). These policies and targets have since been adopted by Haringey through the Haringey Local Implementation Plan and Walking and Cycling Action Plan (2022):
- The MTS uses the [Healthy Streets Approach](#) to improve air quality, reduce congestion and help make London's diverse communities greener, healthier and more attractive places to live, work, play and do business.
  - Mode share - 88 per cent of all trips in London to be made on foot, by cycle or using public transport by 2041 (77% in 2019)
  - Physical activity - all Londoners to do at least the 20 minutes of active travel they need to stay healthy each day by 2041 (currently 32%)
- 8.2. The Council has a duty under section 122 of the Road Traffic Regulation Act (RTRA) 1984 to (in summary) *"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 having regard to securing and maintaining access to premises, preserving or improving the amenities of the areas through which school street runs, national air quality, facilitating the passage of public service vehicles and safety and convenience of people using such vehicles as far as practicable."* Officers consider that the following are of particular relevance, given the objectives of the School Street:
- School Streets provide access at all times to pedestrians and cyclists. Reasonable access is maintained to vehicular traffic by way of a range of exemptions when the School Street is in operation.
  - School Streets restrict the passage of heavy commercial vehicles and so, in turn, preserve or improve the amenities of the area affected.
  - Evidence from other School Street projects<sup>12</sup> demonstrates that they improve air quality in the vicinity of schools. It is expected that this will also

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<sup>12</sup> <https://www.london.gov.uk/press-releases/mayoral/school-streets-improve-air-quality>

be the case in relation to this project. Therefore, the proposal has due regard to the national air quality strategy, prepared under section 80 of the Environment Act 1995.

- The School Street proposal does not restrict the passage of public service vehicles.
- The project aims to address the risk of road danger by reducing the volume of traffic close to school gates. Not only do School Streets dissipate traffic over a larger area (as opposed to a concentration of traffic within a smaller section of road space outside the school entrance) but they also encourage modal shift (i.e. change school-run trips from car travel to active travel) and so reduce the overall volume of traffic on the road network, in turn, reducing the risk of road danger.

## **9. Statutory Officer Comments**

### **Finance**

- 9.1. The cost of implementing the recommendation of the report will be through the Council's approved General Fund capital programme.

### **9.2. Legal**

- 9.3. The Council's power to make an order regulating or controlling vehicular and other traffic is contained within section 6 of the RTRA.
- 9.4. Before restrictions regulating or controlling vehicular and other traffic are implemented, the Council must undertake a consultation in accordance with the LATOR as is explained in paragraphs 5.25 to 5.28 of this report.
- 9.5. When a consultation has been undertaken the representations received in response to the same must be taken into account before the decisions in section 2 of this report are taken. A judgment is to be exercised as to how much weight each representation should carry and whether or not to approve the measures proposed in recommendation 2.3 in light of those representations. Details of the representations received in response to the informal consultation are summarised in Appendix A and officer's responses to those representations set out in Appendix G.
- 9.6. The Courts have held that a decision maker must consider consultation responses with 'a receptive mind' and be prepared to change course if persuaded by a response but is not under a duty to adopt the views of consultees.
- 9.7. The factors which have pointed in favour of making the restrictions on the movement of traffic in the traffic management order for the school streets shown on Appendix B are set out in paragraph 8.2 of this report.
- 9.8. The decision to approve the implementation the school street shown on Appendix B is an executive decision that can be taken by the Cabinet member for Climate Action, Environment and Transport in accordance with the Council's Constitution.

### **Equality**

- 9.9. 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.
- 9.10. The three parts of the duty apply 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.
- 9.11. Although it is not enforced in legislation as a protected characteristic, Haringey Council treats socioeconomic status as a local protected characteristic
- 9.12. The first School Street Plan (2020) was subject to an Equalities Impact Assessment (EqIA) which was [updated in 2022](#) and again as part of the [new School Street Plan \(2023\)](#). The current EqIA should be read in full (see Appendix H). Officers are satisfied that the information contained in the EqIA contained with the School Street Plan 2023 remains relevant.
- 9.13. The current EqIA identifies that:
- There is evidence that air pollution disproportionately affects children and young people. Therefore, the recommendations represent a step change to address a known inequality. Furthermore, the proportion of Haringey's children who are obese has increased to 24.4%<sup>13</sup>, the recommendations contained within this report are expected to have a positive benefit by increasing levels of active travel.
  - The primary beneficiaries of the School Street programme will be young people, with older people, those with disabilities, and pregnant women also benefitting from improved air quality.
  - Young people, older people, those with disabilities and pregnant women will benefit because they disproportionately suffer from poor air quality.
  - Those people with a disability, who hold a blue badge and require access to a property within the School Street will be eligible for an exemption for their vehicle or a nominated friend or family member. However, the council acknowledges that those reliant upon taxis may be negatively impacted as there is currently no practical method for adding taxi vehicle registration marks (VRM) to the enforcement camera allow-list for the duration of that trip. As noted in Appendix G Table 2, the council continues to monitor other borough trials that aim to link TaxiCard, ComCab and enforcement cameras which could enable a real-time exemption system.
  - It also notes that the Council will monitor the impacts over the first 6 months of operation and take steps to identify and prevent or mitigate any adverse impacts that may be identified (during later design stages of each project) for people who may depend on car travel, such as people with limited mobility, pregnant women, and people who depend on private vehicles to attend places of worship.

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<sup>13</sup> <https://trustforlondon.org.uk/data/child-obesity/>

- 9.14. The recommendations contained within this report are considered to be consistent with the EqIA.
- 9.15. It is noted that the exemptions available for School Streets are different than the exemptions available for Low Traffic Neighbourhoods (LTNs). This is because the two project types have different objectives. Exemptions to School Streets are typically more limited than exemptions for LTNs because the primary objective of School Streets is to create a safer environment for children (a particularly vulnerable protected group), while LTNs aim to reduce the overall impact of traffic in residential areas. For example, exemptions within LTNs allow vehicles to pass through a traffic filter even if the journey could be taken via another route. However, in School Streets, this is not the case and exemptions are only provided where motorists have a requirement to access premises within the School Street. It is also important to note that School Streets only operate for a very limited time period (approximately one hour in the morning and one hour in the afternoon), Monday to Friday and during term time only and only for those wanting to drive into the School Street – any vehicle can exit from a School Street at any time. This contrasts to traffic filters within LTNs which operate ‘at any time’. This difference is relevant when considering the justification and proportionality of the School Street under the Equality Act.
- 9.16. 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 paragraphs 5.17 and 5.18. Those holding a valid exemption are allowed to drive into the School Street during operational times.
- 9.17. Consultation was carried out during the initial design stage and the statutory consultation stage. This has provided everyone with the opportunity to comment prior to it being implemented.
- 9.18. It is noted in the report that groups representing those with protected characteristics were consulted and no objections were received.

### **Strategic Procurement**

- 9.19. Strategic Procurement have been consulted on the preparation of this report.
- 9.20. Strategic Procurement note that the recommendation of the report is to establish a School Street and does not involve a procurement related decision.
- 9.21. Strategic Procurement have no objection to the recommendations of the report.

### **10. Use of Appendices**

Appendix A – Responses to statutory consultation  
Appendix B – Final designs  
Appendix C – Exemption policy  
Appendix D – Proposed traffic order notice  
Appendix E – Letterdrop and distribution map  
Appendix F – Stakeholder list  
Appendix G – Feedback themes and response to objections  
Appendix H – Equalities Impact Assessment (2023)



**11. Background Papers**

- [22/2/21 - School Streets \(Batch 1b\) \(including S04, Coldfall Primary School Street, Coldfall Avenue\)](#)
- [7/3/22 – Cabinet Member Signing: School Streets \(Batch 1a and 1b\) - Review of 10 School Streets introduced under experimental traffic management order procedures \(including SS04, Coldfall Primary School Street, Coldfall Avenue\)](#)
- [2022 - Walking and Cycling Action Plan](#)
- [13/6/23 - Cabinet: School Street Plan](#)
- [Corporate Delivery Plan 2024-26](#)
- [25/2/2025 - Director of Environment and Resident Experience: School Streets - approval to progress to statutory consultation: Bounds Green School \(SS48\), Coldfall School \(SS50\), Welbourne School \(SS54\) and St Francis de Sales School \(SS15\)](#)

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## Appendix A – Responses to statutory consultation

Ref	Project	View of proposal(s)	Feedback
1	SS50	Objection	<p>Dear sir/madam</p> <p>I am writing to give my view on the closure of a whole estate for nearly 2 hours a day, denying access for friends, family, ubers, driving instructors, deliveries etc.</p> <p>I know many residents who voted against this scheme and the complete closure of ALL roads, but it appears the scheme has been authorised. I live on Barrenger Road, and if I need access to a taxi during these hours it will mean me having to walk up to Coppetts Road, it's absolutely an infringement of my rights that I cannot be collected from outside my house. Not being able to have deliveries when I choose is another infringement of my rights.</p> <p>Surely traffic on Marriott Road does not affect air pollution and children travelling to Coldfall school? If this scheme is for the benefit of air pollution and children's health then surely the traffic on Coppetts Road is more damaging (obviously decisions are revenue based).</p> <p>I think to close every surrounding road is unfair to residents, closing Everington Road and maybe the top ends of Steeds Road, Hill Road and Barrenger Road should have been considered giving some access for residents to be able to have some freedom during these hours to have guests, friends, family etc be able to visit and have access during these two hours.</p> <p>I am sure when the scheme starts you will get a lot more complaints.</p> <p>Is there somewhere that to view all comments on this proposal?</p>

Appendix A – Responses to statutory consultation

2	SS50	<p><b>Objection</b></p> <p>Dear Sir/Madam</p> <p>I want to object to the SS50 Coldfall primary school street proposal. It lacks logic and many of the reasons given to support the proposal are not factual or true.</p> <p>I have been a local resident of this area for 20 years (Home owner) and the congestion problem you are trying to solve has been caused by the following reason.</p> <p>The main entrance in Coldfall Avenue should be the only entrance to the school for the start and finish times of school. The main entrance is closer to the monitored pedestrian crossing on Coppetts Road and Colldfall Avenue already is a safe zone. The Everington Road driveway entrance should only be used for staff and vehicle access. Stop student access from the Everington Road entrance and the problem is solved.</p> <p>Thats the best trade off for your congestion concerns whilst not penalising the local neighbourhood. Close the school entrance in Everington Road and make all parents walk their children to school. Stop Parents driving their kids to the school entrance in Everington Road.</p> <p>With all respect the " tackle the climate emergency" is completely wrong and doesnt justify restricting and controlling the free movement of local residents. We already have a ULEZ zone in place London wide so a local restriction is not required. Green zones and climate emergency concerns are being stopped world wide as they have been shown to be false. Why does the council continue to push these naratives? Why are they wasting so much money on these proposals?</p> <p>The residents should never be monitored by cameras and parking permits Many penalty charge notices will be given to innocent victims who need to drive into our neighbourhood. I strongly object to have my freedom of movement being controlled by cameras and to not have free access to my home which I have worked all my life to achieve. I also resent the term Grant an Exemption or Free Exemption. The freedom of movement for residents of aprox. 400 homes should NEVER be given away.</p> <p>The council has created this problem and are now offering the restriction of free movement and camera</p>
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Appendix A – Responses to statutory consultation

			<p>monitoring as the only solution. It is totally disrespectful and lacks solid reasoning.</p> <p>Stop student access from the Everington Road entrance and the problem is solved.</p> <p>Yours sincerely,</p> <p><b>REDACTED</b> <b>REDACTED</b> Steeds Road N10</p>
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## Appendix A – Responses to statutory consultation

3	SS50	<p><b>Objection</b></p> <p>Following on from my previous response objecting to this proposal.</p> <p>Please can you confirm which is correct. In your document online it says one time, yet in the paper version distributed to residents it says a different time: file:///C:/Users/pitti/Downloads/Notice%20of%20Proposal.pdf</p> <p>"School Street Zone SS50 – Coldfall Primary School: Timed pedestrian and cycle zones in which motor vehicles, except for those issued a permit would be prohibited from entering, Mon-Fri 8:30-9.15am &amp; 2.45-3.30pm during school term times and when the appropriate signs are on display on the following roads:"</p> <p>While in the paper version received through the door it says "8:30am - 9:15am and 2:45pm - 3:45pm (current proposal)" and also does not specify Mon - Fri.</p> <p>I assume it should be as per the online version I.e. Mon-Fri 8:30-9.15am &amp; 2.45-3.30pm (45 mins in the AM and 45 mins in the PM) Not 45min AM and 1hr PM?</p> <p>Please confirm which is correct?</p> <p>Also in regards to the restriction on 2 vehicle exceptions...As i mentioned in my previous correspondence our household has 3 vehicles and as such will need exception for 3 vehicles not 2. I am a sole trader and have a work van and car, sometimes i need to use the car and sometimes I need to use the van. My business address is registered in Steeds Road as is my residential address. But i need to use different vehicles on different days depending on what I am doing. My partner is also a sole trader and has one vehicle that is used for work and personal use. So as such we have three vehicle that may need to come and go during the proposed hours and we will need exceptions for all three as they are used for our sole trader businesses and person use.</p> <p>I appose the school street program on many grounds as per my previous response and I hope you will consider not implementing it at all for the numerous reasons given. You know that the majority of residents are opposed to this.</p> <p>Yours sincerely</p> <p><b>REDACTED</b></p>
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## Appendix A – Responses to statutory consultation

4	SS50	Objection	<p>I object for several reasons. Primarily this will increase traffic on local roads and make it less safe for those walking to school from outside this zone. It's unlikely to reduce traffic so pollution will be concentrated in surrounding residential roads. For residents in the area we will likely see an increase in school commuters trying to park there reducing safety for residents of the area. Commuters will have to park on neighbouring roads and transport links to the school aren't great. Will the 243 run more regularly or a larger bus be used?</p> <p>It puts the school at risk due to reduced applications for reception places as people do commute so Coldfall Farm is further away and with lowering numbers of children the school will be less financially viable.</p> <p>Teachers who commute, especially TA's will have to arrive earlier before they are paid to if they need to drive. Being a TA might be a less appealing job. Teachers who commute from further away might choose to leave their jobs and there is a shortage of teachers in London. This will further impact the education of children if the school cannot recruit good teaching staff/</p> <p>For commuters like myself who need their car for work this will mean I arrive later to work. I am an NHS community worker in another London borough and require my car for work. I have a son with autism who refuses to walk to school and struggles to attend so this would impact on his education and his sisters as we would likely be late everyday if we had to walk as he would refuse and on days where he does not want to go could easily refuse to walk or abscond. This would also increase general family stress.</p>
5	SS50	Objection	<p>I object to the proposal because it effectively closes (for the busiest parts of the day) 5 roads on the Coldfall estate which will increase the traffic and introduce parking issues on neighbouring roads Halliwick Road, Sutton Road, Wilton Road and Greenham Road. Some of the roads included in the proposed school street area are not very near the school so closing them has no impact on the school surroundings. It is disruptive and unnecessary for a huge number of residents to have their streets closed to visitors and deliveries for significant amounts of time every weekday and will have a negative impact on all neighbouring streets.</p>

## Appendix A – Responses to statutory consultation

6	SS50	Objection	<p>I'd like to object to the new proposed School Streets plan for Coldfall school.</p> <p>Firstly, I understand the need for safety for children attending school, preventing accidents around the school, and lowering pollution. However, I don't believe this plan addresses any of these issues and could actually endanger children crossing busy roads and ends up with a much bigger build-up of traffic on Coppetts Road. This would create further pollution and disturbance for residents as parents from outside the area try to find a place to park.</p> <p><b>PERSONALLY IDENTIFIABLE DETAILS HAVE BEEN REDACTED. THE OBJECTOR MAKES THE POINT THAT THE SCHOOL STREET MAY HAVE A NEGATIVE IMPACT UPON A BUSINESS WHICH RELIES ON VISITORS COMING BY CAR, ESPECIALLY DURING POOR WEATHER.</b></p> <p>I am aware that the parents could drop their children outside the street school area but I can't see how they can do this with little ones as young as 9 months, especially during the cold or rainy weather, and the busy traffic the new area is going to bring.</p> <p>I also want to let you know that my wife and I don't own a car and we don't have any plans to have one at the moment.</p> <p>I hope you will take into consideration my concerns and I'm looking forward to hearing from you soon.</p> <p>Kind regards,</p> <p><b>REDACTED</b></p>
7	SS50	Objection	<p>I'd like to object to the new proposed School Streets plan for Coldfall school.</p> <p>Firstly, I understand the need for safety for children attending school, preventing accidents around the school, and lowering pollution. However, I don't believe t this plan addresses any of these issues and could actually endanger children crossing busy roads and ends up with a much bigger build-up of traffic on Coppetts Road. This would create further pollution and disturbance for residents as parents from outside the area try to find a place to park.</p> <p><b>PERSONALLY IDENTIFIABLE DETAILS HAVE BEEN REDACTED. THE OBJECTOR MAKES THE POINT THAT THE SCHOOL STREET MAY HAVE A NEGATIVE IMPACT UPON A BUSINESS WHICH RELIES ON VISITORS COMING BY CAR, ESPECIALLY DURING POOR WEATHER</b></p>



## Appendix A – Responses to statutory consultation

			<p>I also want to let you know that <b>REDACTED</b> and I don't own a car and we don't have any plans to have one at the moment.</p> <p>I hope you will take into consideration my concerns and I'm looking forward to hearing from you soon.</p> <p>Kind regards,</p> <p><b>REDACTED</b></p>
8	SS50	Objection	<p>It is unacceptable that my email acknowledgement of my objection does not include the actual objection I made.</p> <p>I am therefore writing this again so I can copy and paste it elsewhere.</p> <p>I want the Councillors to know that this affects disabled people without cars in all the existing areas as well as the proposed ones</p> <p>There are 140 disabled residents on this estate as per figures provided from an FOI and that does not include those who are not claiming Housing Benefits or Council tax reduction .</p> <p>How do you expect disabled residents to get to their hospital or GP appointments when mini cabs will refuse to enter the area during hours of operation. As we are all very well aware the NHS appointments cannot be shifted to suit our needs.</p> <p>The nearest bus stop is over 300 metres away (as provided by Google maps) There are always long waiting times for route 234 and no seating so for a disabled person to take public transport is out of the question.</p> <p>I suggest that as this affects all Councils, Haringey approaches London Councils for guidance together with discussions with Age UK and Disability groups.</p> <p>Another matter I'm interested in is how can a disabled badge holder who themselves doesn't own a car get a family member or friend to pick them up and take them without that car receiving a penalty charge notice. The resident may have a pool of people who they rely on based on their availability not just 2 people.</p> <p>Not all disabled people who receive PIP for care have a blue badge. Some like myself have been considered to be able to walk 50 metres on the majority of the days something I'm disputing as around half of the year I have been housebound as I've suffered sciatica and numbness down both legs. To walk to a bus stop would be horrendous but even if I did have a blue badge as I do not have a vehicle at present my family or friends all work or live out of London so regardless I have to rely on mini cabs.</p> <p>Councillors please consider the needs of the disabled.</p>

## Appendix A – Responses to statutory consultation

			<p>Whilst I appreciate many comments from parents asking to keep children safe on the street this should in no way compromise the needs of elderly and disabled residents.</p>
9	SS50	Objection	<p>It seems you are totally ignoring the majority of people who live on the estate and do not want the school streets implemented!</p> <p>I've spoken to numerous people on my road and adjacent roads and have not met one person that supports it. Yet it seems the council is willing to ride rough-shot over our views.</p> <p>I disagree with the proposal on the grounds that:</p> <ol style="list-style-type: none"> <li>1. It is not needed.</li> <li>2. It is an invasion of privacy to have our movements recorded when legally going to and from home.</li> <li>3. We have 3 vehicles in our household that are all used, yet the proposal only allows for exception for 2 vehicles. What am I supposed to do with the third vehicle that has no permit?</li> <li>4. Before a final decision is taken. Please can the council provide the studies that they relied on to claim that this "Improves air quality".</li> <li>5. Before a final decision is taken. Please can the council provide the studies that they relied on to claim that this "Reduces road danger and congestion". There has been no accidents involving pedestrians on the estate in all the time I have lived here. So please provide the information you are relying on to make this</li> </ol>

Appendix A – Responses to statutory consultation

		<p>claim.</p> <p>6. Before a final decision is taken. Please can the council provide the studies that they relied on to claim that this "Encourage active travel". "Streets are designed for people, rather than cars"!? This statement is incorrect. The pavement is designed for people and the roads are designed for cars. I pay road tax to be able to use all three vehicles in our household and you are trying to restrict this usage, and currently proposing that I will not be able to use one of my vehicles during the time restrictions, and that I should have my every move recorded by an ANPR camera when going about my lawful business. This is a civil liberties issue not to mention government overreach.</p> <p>7. The public consultation is clearly a tick box exercise as despite widespread disagreement you are still pushing ahead and have only made some small changes to the proposed timings of the restrictions.</p> <p>8. Most tradesperson's start work at 8:30am. Under the current timings it means that we would not be able to have a builder or engineer come to do works on our property during these restricted times. This is not fair and there needs to be a mechanism in place for residence to be able to add a registered vehicle to the system at no cost. As in the scenario where someone on the estate is having building works for 3 - 6 months you are heavily restricting the hours that this building work can take place and potentially driving up the cost of said works by restricting the hours of work for the tradesperson on the properties within the estate.</p> <p>9. We would not be able to make use of delivery services for hot food, or groceries during these hours. This will effect pensioners and disabled access to shopping delivery services at the hours they may require them.</p> <p>10. We cannot get post or other courier deliveries during these restricted times.</p> <p>If this goes ahead despite the will of those who live on the estate I will require at the very least an exception for all 3 vehicles in our household. And will fight this all the way if this change is not made at the very least!</p> <p>The whole proposal is ill thought, not wanted and has no basis for going ahead.</p> <p>Your sincerely</p> <p><b>REDACTED</b></p>
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## Appendix A – Responses to statutory consultation

10	SS50	Objection	<p>Re: School Streets Proposal 2024-T44</p> <p>I'd like to object to the new proposed School Streets plan for Coldfall school.</p> <p>Firstly, I understand the need for safety for children attending school, preventing accidents around the school, and lowering pollution. However, I don't believe this plan addresses any of these issues and could actually endanger children crossing busy roads and ends up with a much bigger build-up of traffic on Coppetts Road. This would create further pollution and disturbance for residents as parents from outside the area try to find a place to park.</p> <p><b>PERSONALLY IDENTIFIABLE DETAILS HAVE BEEN REDACTED. THE OBJECTOR MAKES THE POINT THAT THE SCHOOL STREET MAY HAVE A NEGATIVE IMPACT UPON A BUSINESS WHICH RELIES ON VISITORS COMING BY CAR, ESPECIALLY DURING POOR WEATHER</b></p> <p>I also want to let you know that my wife and I don't own a car and we don't have any plans to have one at the moment.</p> <p>I hope you will take into consideration my concerns and I'm looking forward to hearing from you soon.</p> <p>Kind regards,</p>
11	SS50	Objection	<p>Safety for children that cross not on the crossings</p> <p>Parking for the disabled residents who have trouble with parking already due to school rush hours!</p> <p>Traffic means more road rage which means more trouble in the community</p>
12	SS50	Objection	<p>This is going to cause lots of problems. Deliveries, tradesmen, guests unable to arrive. There is no really issue with the school and parking at the moment and is purely about earning the council money from fines!</p> <p>You are proposing these school streets all over Muswell Hill. It will be gridlock and utter chaos. Complete overkill and madness.</p>
13	SS50	Objection	<p>This is going to create traffic on Trott Road and tetherdown. That will make my cycle commute more dangerous as I have to pass standing traffic. It will also put unreasonable restrictions for residents in the impacted area, more so that a bit of school drop off traffic.</p>

## Appendix A – Responses to statutory consultation

14	SS50	Objection	<p>This not only affects the Coldfall school street proposal but also the existing ones.</p> <p>The Councillors i feel have NO regard for disabled residents. This is not just Haringey but all Councils and its important you seek guidance from London Councils and disability groups as well as Age Uk.</p> <p>I do not drive, do not have a disabled badge as it was decided by Pip i could walk 50 metres the majority of the time although Im disputing this but I do get Pip for care. I often get sciatica down both legs so it renders me unfit to Walk 300 metres ( distance taken from google map) to nearest bus?stop.</p> <p>I often get cabs for hospital appointments or Gp appointments and as you are probably aware of how?the?NHS operates you cannot pick and chose your time slot. Appointments are normally early morning . Before this is put into place in any other areas, the council need to consider a process that allows mini cabs to enter during the times.</p> <p>Whilst I appreciate this would be difficult to set up a suggestion could be that rather than issuing the penalty notice immediately maybe there is a 48 hour delay where somehow relavent evidence can be sent.</p> <p>Alternatively as cabs have to be registered the councils have access to the license cab number portal ... not sure who runs that.</p> <p>One final note I had written to tfl to reinstate the bus stop they took away by Marriott Road which was only 100 metres away. They have said this is with Haringey to consider. This last piece of information is?for the Councillors. I asked for an Foi from Haringey regarding number of disabled residents living in the Coldfall Estate area there are 140.</p> <p>Not all disabled people have cars and rely on friends and family members to get them to appointments. Whilst you state disabled badge holders are exempt how does that actually worl if they dont have a car and have a pool of people they rely on as and when they are available!</p>
15	SS50	Objection	<p>This will cause more traffic and issues for the residents, I have to drive for part of my work and this will cause major inconvenience and delays to my job. Moving the cars over will cause even more traffic on the surrounding roads poor poor idea and judgment from the council. No thank you.</p>
16	SS50	Objection	<p>This will cause utter traffic chaos, and just push cars onto other streets. People often need to drive to schools because they work and cannot walk kids then get to their employment. It causes additional stress and daring behaviour, parents will then end up setting their kids down as they won't be able to park and then more younger children will be walking alone which actually increases the chances of accidents happening.</p>

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17	SS50	Objection	Traffic is never an issue on the Everington proposed school road. All this scheme will do is cause huge inconvenience for all residents on Barrenger, Steeds, Marriott , Hill & Everington.
18	SS50	Objection	<p>Wholly objecting to the scheme as:</p> <ul style="list-style-type: none"> <li>- There is no parking issue currently during the drop-off and pick up times; not a safety issue</li> <li>- The proposal will result to significant parking issues in the adjacent streets (immediately outside of the proposed zone)</li> <li>- Deliveries and visitors will be hindered significantly; we have help to support the family that come and leave during the proposed hours of control and they will not be able to come to our house</li> <li>- The results of the "informal" consultation done just previously showed very clearly that the majority are not in favor of the scheme. Despite that, the council is proceeding with the scheme, and the only thing that has changed is shortening the controlled hours by just a bit. This does not address the majority of the comments received.</li> </ul>
19	SS50	Objection	<p>Dear Traffic &amp; Roads Team,</p> <p>I wish to object to the proposed Orders of the following School Street Zone SS54 – Coldfall Primary School.</p> <p>I bring my children to extracurricular activities once a week after school. This school street change will not allow me to do so efficiently. I also live on Sutton Road. I don't wish to have cars parked on Sutton Road for school pickup/drop-off, as Sutton Road is already a hugely busy street because it's close to the shops.</p> <p>Instead of school street zones, I propose for those school streets to be charged for parking during those school hours for vehicles without residential/business parking permits.</p> <p>Thank you</p>
20	SS50	Support	<p>Hi,</p> <p>I am extremely pleased that the new school street above will soon be in force Can you please explain why the times of enforcement are reduced compared with SS15 on the other entrance to the school as the 3 ladder roads will increase air pollution and affect pedestrian safety Thanks</p>
21	SS50	Support	<p>I am a parent at the school. I live over a mile away and drive my son to school everyday. This would greatly complicate our daily routine.</p> <p>AND I STILL SUPPORT IT</p> <p>People are selfish maniacs and will stop their cars anywhere</p>

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<b>22</b>	<b>SS50</b>	<b>Support</b>	<p>I am a resident in the area and walk to school - there is an insane level of traffic and extremely inconsiderate and unsafe drivers in the morning - there are times when i am waiting to turn into Marriott from Coppetts which is a very busy road, and I have to wait for 10 cars to pass while I am blocking Coppetts as none of the oncoming parents traffic will let me go. I have once tried to do my school run (my children do not go to school in Coldfall) and I made the mistake of driving along Barrenger as my car was parked there and it took me 25 minutes to get to Coppetts, and I had to drive back through Marriott. It was the worst. Since Coldfall takes kids mostly within catchment this seems like inexcusable traffic from people who could walk/</p>
<b>23</b>	<b>SS50</b>	<b>Support</b>	<p>The traffic in the morning is horrendous and I fully support this proposal</p>
<b>24</b>	<b>SS50</b>	<b>Query</b>	<p>I am a resident on Coldfall Avenue. I write regarding the statutory consultation on the proposed school street above. I moved to the area after the initial consultation with my wife and young son.</p> <p>I walk my son to nursery on Creighton Avenue at school times and/or cycle to work on those days, including along Coppett's Road, which is the main road off which Everington Road is located.</p> <p>In principle I fully understand and support the desire and policy to reduce the number of cars near primary schools. I of course want children to be safe and to have as much clean air as possible.</p> <p>However, I am very concerned about this proposal as it stands, given its likely impact on Coppett's Road. Coppett's Road is already a busy and chaotic road, with lots of cars, and lots of cars stopping and starting. I am a confident city cyclist but am nervous about cycling along it at school times. I also feel very nervous walking with my 2 year old son along it given the amount of traffic.</p> <p>This seems very likely to get worse if cars are prevented from going down Everington Road if nothing is done to reduce traffic on Coppett's Road (I add as an aside that short stretches of cycle lanes are not the answer as those just cause pinch points often at the most dangerous spots). I cannot imagine that the people who drive short distances to drop their children off will all suddenly stop doing so just because of the closure of Everington Road.</p> <p>Further, the above problem is likely to impact on children and parents who actually do cycle/walk their children to school, many of whom will do so via Coppett's Road.</p>

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			<p>Has any traffic modelling been done, or any other evidence/information gathered about how this will impact on pedestrians (including children walking to school) and cyclists on Coppett's Road? If so, what has that shown? Either way, that would clearly appear to be a significant consideration.</p> <p>Kind regards,</p> <p><b>REDACTED</b></p>
25	SS50	Query	<p>I am writing as head teacher of Coldfall Primary School. Thank you for the letter regarding the proposed school street outside my school on Everington Road. I would like to raise the following points:</p> <ul style="list-style-type: none"> <li>• Many of my support staff do not start work until 8.45am and they park in Everington Road as the school car park is already full by this point. It would have a huge detriment to the efficacy of the school, the school's ability to recruit and retain staff if I did not receive enough exemptions. These staff members serve Haringey and should be able to travel freely to and from their place of work.</li> <li>• I think the phrase 'At school drop-off and pick-up times, the road temporarily becomes a Pedestrian and Cycle Zone.' is disingenuous and untrue. It presents a dangerous vision about the roads around the school at pick up and drop off. Our experience from Coldfall Avenue is that residents (and those drivers who are unaware of or ignore the school street) travel freely during school street times and children and families walking in the road are putting themselves at risk.</li> </ul>

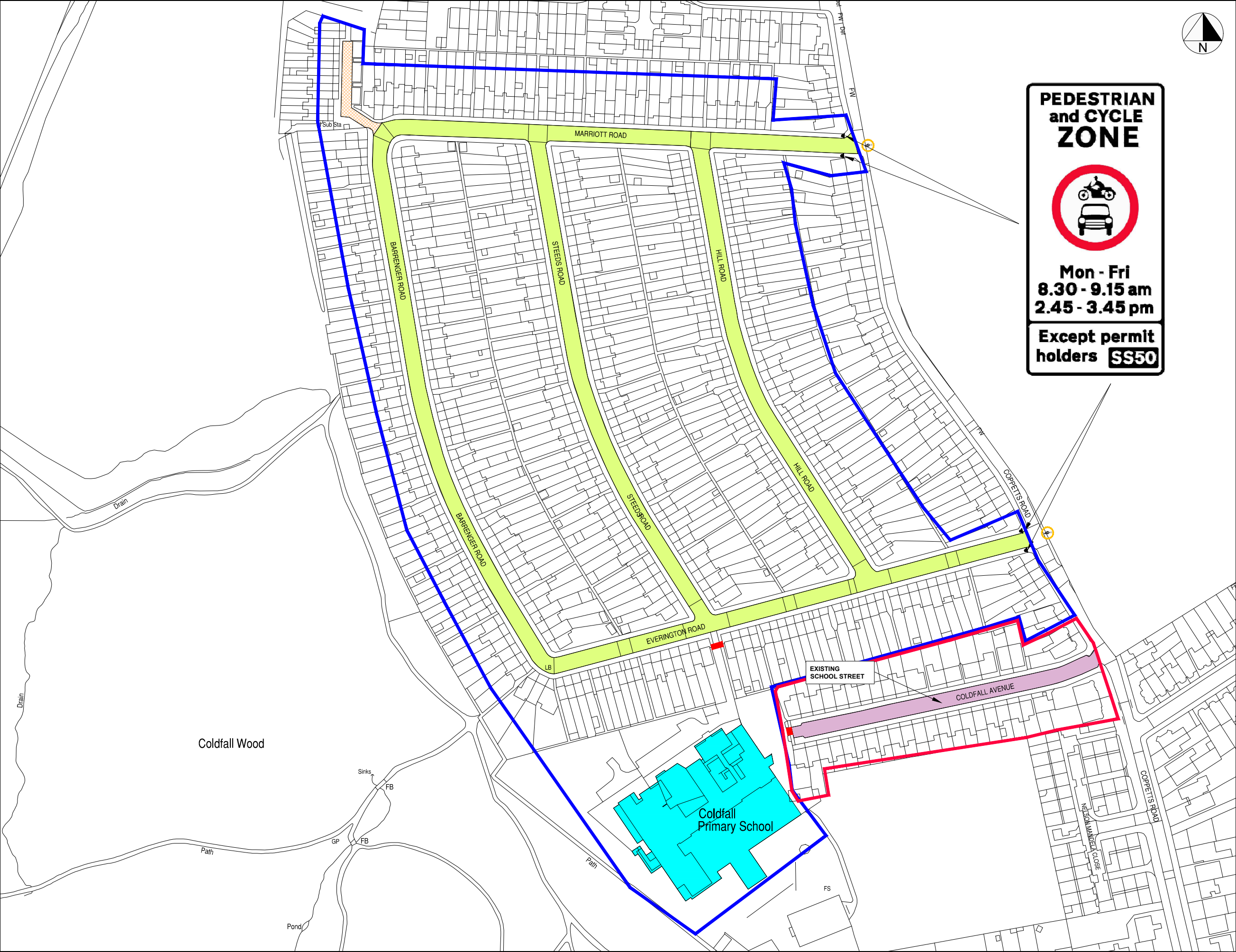


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			<ul style="list-style-type: none"> <li>• I would also consider that temporarily allowing young children to walk in roads creates an inconsistent and potentially confusing situation for young children. Shouldn't we be telling children etc to stick to the pavements at all times? Surely this is the safest space for them to walk?</li> <li>• Finally, I have to raise my concern that the school street may detrimentally affect the attractiveness of the school to prospective parents. As the financial viability of all schools in Haringey are threatened by falling roles I feel that this is pertinent and should be raised.</li> </ul> <p>I would like to state that I fully recognise the issues created by traffic and dangerous driving around the school. It was myself that drew the council's attention to the problem in the first place. I welcome your consideration and response to my concerns.</p>
26	SS50	Query	<p>Dear Haringey School Streets Team,</p> <p>I am writing to request a School Streets permit for both Coldfall Avenue and Everington Road, due to exceptional circumstances affecting my household at <b>REDACTED</b>.</p> <p>Since Coldfall Avenue was designated a School Street over a year ago, and with Everington Road set to become one in September, our options for parking near our home have become extremely limited. We previously applied for a permit for Coldfall Avenue but were denied (despite <b>REDACTED</b>), and the new restrictions will leave us with no practical or safe parking alternatives.</p> <p>Although our property technically has a driveway, we are unable to use it for two reasons:</p> <ul style="list-style-type: none"> <li>- Our front garden layout physically prevents a car from being parked on the drive.</li> <li>- A large tree on the public pavement outside our house severely restricts visibility, making any attempt to use the drive unsafe for both drivers and pedestrians, especially during busy school times.</li> </ul> <p>Reshaping our driveway is not financially possible for us. The cost of such work is prohibitive, and we have no access to grants or funding to make this feasible.</p> <p>The only alternative is to park across Coppetts Road, directly outside our house. However, this area can accommodate a maximum of four cars and, due to the way people park, often only fits two. With Everington Road also becoming a School Street, demand for these spaces will increase further.</p>

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			<p>Parking on nearby roads is not a viable solution:</p> <ul style="list-style-type: none"> <li>- Greenham Road is notoriously congested, as most houses lack driveways and rely on on-street parking.</li> <li>- Wilton Road, while slightly better, is also very tight on parking due to limited driveways and high resident demand.</li> </ul> <p>I have attached a map showing our location and the surrounding roads for your reference[1]. I am also happy to provide photographs of our drive, the obstructing tree, and the limited parking options, should you require further evidence.</p> <p>Given these circumstances, I respectfully request that you consider our situation as an exceptional case and grant us a School Streets permit for both Coldfall Avenue and Everington Road. This would enable us to park near our home without causing additional congestion or safety issues elsewhere.</p> <p>Thank you for your consideration. I look forward to your response.</p> <p>Kind regards,</p> <p><b>REDACTED</b></p>
27	Response made in relation to SS50 and three other School Streets being consulted simultaneously	Support	<p>Hello,</p> <p>My children are now grown and I wish that School Streets were in existence then.</p> <p>Well done for planning to expand the current number of Streets. Less pollution and risk of injuries.</p> <p>Kind regards,</p>
28	Response made in relation to SS50 and three other School Streets being consulted simultaneously	Support	<p>We very much support the four schemes out to statutory consultation.</p>
29	Response made in relation to SS50 and three other School Streets being consulted simultaneously	No comment	<p>Having reviewed the proposals, which I see includes exemptions for emergency service vehicles, the MPS have no comments to make on any of the schemes.</p>



- KEY
- Existing one-way direction
  - Existing school gate entrance
  - Proposed sign on existing lighting column
  - Proposed ANPR camera on existing lighting column
  - Proposed School Street
  - Proposed sign on proposed post
  - Properties eligible for a School Street exemption permit
  - Properties within existing School Street exemption permit
  - Private road
  - Existing School Street

- Notes:
- Drawing is based on OS base, dimensions and street furniture positions to be checked on site by the Contractor.
  - Not all road markings are shown.
  - Signs to be mounted with anti-rotational fixings at 2.3m minimum height.
  - Posts to be 76mm or 89mm as specified on drawing.
- General Notes:
- All dimension are in metres, unless otherwise noted.
  - Do not scale off plan.
  - This drawing is to be read in conjunction with all other relevant drawings and specifications.
  - Temporary traffic works must be undertaken in accordance with Chapter 8 parts 1 & 2 of the Traffic Signs Manual, Safety at Street Works and Road Works Code of Practice 2013 and any other relevant H&S legislation.
  - All works shall be carried out in accordance with LB Haringey statutory authority and health & safety requirements and regulations.

A	change bdry	JT		08/25
<div><div>Haringey</div><div>LONDON</div><div>5th Floor, Alexandra House, 10 Station Road, Wood Green, London N22 7TR Tel: 020 8489 0000 Fax: 020 8489 1251 Director of Environment &amp; Neighbourhoods: Barry Francis</div></div>				
Project: SCHOOL STREET				
Title: SS50 COLD FALL PRIMARY SCHOOL				
Drawn: FC	Check: YK	Appr:	Date: Oct 2024	Scale at A3: NTS
Status:				
Drawing No: SS50 FEAS 001				Revision: A

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## Appendix C – School Street exemption policy

This document is intended to summarise the approved exemption policy set out in paragraphs 6.44 to 6.59 of the [School Street Plan](#) which is detailed, as standard, within the borough's traffic orders for School Streets.

1. Automatically exempt by way of the traffic order and traffic signs:
  - a. Any vehicle leaving the prescribed zone;
  - b. Any motor vehicle when used for fire brigade, ambulance or police purposes;
  - c. Any motor vehicle when used by Hatzolah north west ambulance service or any other private ambulance services with written permission of the Council.
  - d. Anything done with the permission or at the direction of a police constable in uniform;
  - e. Any motor vehicle when used in the service of a local authority in pursuance of statutory powers or duties provided that in all the circumstances it is reasonably necessary in the exercise of such powers or performance of such duties for the that motor vehicle to enter the prescribed zone;
  - f. Any Royal Mail motor vehicle being used in pursuance of statutory functions;
  - g. Any motor vehicles being used in connection with the maintenance, improvement, reconstruction, cleansing or lighting of the prescribed zone or any road accessible only therefrom, or the laying, erection, alteration or repair of any sewer thereunder or of any main, pipe or apparatus for the supply of gas, water or electricity or of any telecommunications system thereunder or thereon, or the placing, maintenance or removal of any traffic sign thereof provided that in all the circumstances it is reasonably necessary in the exercise of such powers or performance of such duties for the that motor vehicle to enter the prescribed zone
2. Subject to an online application, a virtual exemption permit may be issued to:
  - a. Any residents or businesses within the School Street (maximum 2 per property)
  - b. Any motor vehicle owned by disabled person who has been issued a valid disabled person's badge who requires access to a property within the prescribed zone;
  - c. Any motor vehicle when used by qualified medical practitioners attending to provide critical care to residents within the prescribed zone;
  - d. Any motor vehicle used in the transport of children and adults with special access needs in connection with and support of the school
  - e. School staff (to maximum of 10% of the total number of staff at that school). In addition, any staff who are blue badge holders may apply for an exemption when the school has provided parking for those holders.

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## Notice details

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> Road Traffic Acts

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[About Road Traffic Acts notices](#)

## Road Traffic Acts

### HARINGEY COUNCIL

#### **PROPOSED SCHOOL STREETS – ST FRANCIS DE SALES RC INFANT AND JUNIOR SCHOOLS, BOUNDS GREEN JUNIOR & INFANT SCHOOLS, COLD FALL PRIMARY SCHOOL & WELBOURNE PRIMARY SCHOOL**

#### **THE HARINGEY (MOVING TRAFFIC RESTRICTIONS) (HARINGEY) (AMENDMENT NO. \*\*\*) ORDER 202\***

#### **THE HARINGEY (FREE PARKING PLACES, LOADING PLACES AND WAITING, LOADING AND STOPPING RESTRICTIONS) (AMENDMENT NO.\*\*\* ) ORDER 202\***

#### **THE HARINGEY (CHARGED-FOR PARKING PLACES) (AMENDMENT NO. \*\*\*) ORDER 202\***

### **T44**

1. Notice is hereby given that the Council of the London Borough of Haringey proposes to make the above mentioned Orders under sections 6, 45, 46 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984, as amended:

2. The general effect of orders will be to introduce:-

(a) School Street SS15 – St Francis de Sales RC Infant and Junior Schools: Timed pedestrian and cycle zones in which motor vehicles, except for local buses and those issued a permit would be prohibited from entering, Mon-Fri 8.15-9.30am & 2.30-3.45pm during school term times and when the appropriate signs are on display on the following roads:

Brereton Road N17: Entire length between Orchard Place and Church Road.

Church Road N17: From its junction with High Road to the railway overbridge.

James Place N17: Entire length between Church Road and Kings Road.

Those eligible for permits include properties and residents of 1-43 James Place N17 (odd); 6-8 James Place N17 (even); Chicken & Pizza (London) Ltd, 34 Church Road N17; Army Cadet Force and Air Training Centre, James Place N17; St Francis De Sales RC School, Church Road N17; Caretakers House, St Francis De Sales RC School, Church Road N17; The Furniture Shop, 42 Church Road N17; Coys Cafe, 38 Church Road N17; Red Sea Exotic Foods Ltd, 40 Church Road N17; Flat 1-12, St Francis Lodge, 9 Church Road N17 (all); 11-49 Church Road N17 (odd); 28-62 Church Road N17 (even); 1-13 Rees House, Orchard Place N17; 707 High Road N17; Medical practitioners attending those residing in the zone, disabled badge holders who reside outside the zone but require essential access and school buses and vehicles used in the transport of children and adults with special access needs in relation to St Francis de Sales RC Primary School within the zone. All vehicles will be allowed to exit the zone whilst it is in operation.

(b) School Street Zone SS48 – Bounds Green Junior and Infant Schools: Timed pedestrian and cycle zones in which motor vehicles, except for those issued a permit would be prohibited from entering, Mon-Fri 8:30-9.30am & 3-4pm during school term times and when the appropriate signs are on display on the following roads:

Park Road N11: From its junction with A109 Bounds Green Road to the northeastern kerb line with Edith Road.

Bounds Green Road N11 (slip road outside No.117-133): For its entirety - From its junction with Park Road to the junction with Palace Road/Bounds Green Road N11 (main carriageway).#

Those eligible for permits include properties and residents of Park Road N11 (all properties); Amethyst Close N11 (all properties); No.117-133 Bounds Green Road N11 (odds); Bounds Green Junior and Infant Schools N11; Medical practitioners attending those residing in the zone, disabled badge holders who reside outside the zone but require essential access and school buses and vehicles used in the transport of children and adults with special access needs in relation to Bounds Green Junior and Infant Schools within the zone. All vehicles will be allowed to exit the zone whilst it is in operation.

(d) To replace approximately 7 metres of shared use resident permit holders/pay by phone parking with double yellow lines outside No.117/119 Bounds Green Road N11 (slip road outside No.117-133).

(e) To revoke the business permit holder only bays ousted No.133 Bounds Green Road (Springfield Park Taven pub) to accommodate to accommodate build out of the kerb-line in line with the junction.

(f) To convert existing shared use resident permit holders/pay by phone bays and resident permit holders only bays on the southeast side of Palace Road N11 from the end of the existing bays closest to Bounds Green Road junction to a point opposite No.12 with approximately 35 metres of shared use permit holders/pay by phone parking.

(g) School Street Zone SS50 – Coldfall Primary School: Timed pedestrian and cycle zones in which motor vehicles, except for those issued a permit would be prohibited from entering, Mon-Fri 8:30-9.15am & 2.45-3.30pm during school term times and when the appropriate signs are on display on the following roads:

Everington Road N10: Entire length between Coppetts Road and Barrenger Road.

Hill Road N10: Entire length between Everington Road and Marriott Road.

Steeds Road N10: Entire length between Everington Road and Marriott Road

Barrenger Road N10: Entire Length between Everington Road and Marriott Road.

Marriott Road N10: Entire length between Coppetts Road and Barrenger Road.

Those eligible for permits include properties and residents of Everington Road N10 (all properties), Hill Road N10 (all properties); Steeds Road N10 (all properties); Barrenger Road N10 (all properties); Marriott Road N10 (all properties); Coldfall Primary School N10; No.41, 43, 113, 115 Coppetts Road N10; Medical practitioners attending those residing in the zone, disabled badge holders who reside outside the zone but require essential access and school buses and vehicles used in the transport of children and adults with special access needs in relation to Coldfall Primary School within the zone. All vehicles will be allowed to exit the zone whilst it is in operation.

(h) School Street Zone SS54 – Welbourne Primary School: Timed pedestrian and cycle zone in which motor vehicles, except for those issued a permit would be prohibited from entering, Mon-Fri 8:30-9.15am & 2.30-3.45pm during school term times and when the appropriate signs are on display on the following roads:

Stainby Road N15: Entire length between Montague Road and Monument Way.

Montague Road N15: Entire length between Antill Road (both junctions) and Stainby Road.

Those eligible for permits include properties and residents of Stainby Road N15 (all properties); Montague Road N15 (all properties); Saltram Close N15 (all properties), No.107, 109, 149, 151 Antill Road N15; No.1 to 6 Chalkley House 320A, High Road N15; No.1 to 12 Mulberry House 320B, High Road N15; No.62 Monument Way N17; Welbourne Primary School N15; Medical practitioners attending those residing in the zone, disabled badge holders who reside outside the zone but require essential access and school buses and vehicles used in the transport of children and adults with special access needs in relation to Welbourne Primary School within the zone. All vehicles will be allowed to exit the zone whilst it is in operation.

3. A copy of the proposed Orders, a copy of this notice, a copy of the Council's statement of reasons for making the proposed Orders and plan(s) showing the locations and effects of the Orders can be viewed via the online consultation portal <https://consultation.appyway.com/haringey> Alternatively, an appointment can be made, by emailing [traffic.orders@haringey.gov.uk](mailto:traffic.orders@haringey.gov.uk) to inspect these documents during normal office hours at the reception desk of Alexandra House, 10 Station Road, Wood Green, N22 7TR. Appointments to inspect the documents will be available until the end of a period of 6 weeks from the date on which the Orders are made or the Council decides not to make the Orders.

4. Any person wishing to object to the proposed Orders or make other representation should send grounds for their objection via the online portal <https://consultation.appyway.com/haringey> or alternatively email [traffic.orders@haringey.gov.uk](mailto:traffic.orders@haringey.gov.uk) or write to Parking Team, Alexandra House, 4th floor, 10 Station Road, Wood Green, N22 7TR quoting reference 2024-T44, by 9th April 2025.

Dated: 19th March 2025

Ann Cunningham, Head of Highways & Parking



## Notice details

**Type:**

Transport

> Road Traffic Acts

**Publication date:**

21 May 2025, 13:10

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[About Road Traffic Acts notices](#)

## Road Traffic Acts

### London Borough of Haringey

#### PROPOSED SCHOOL STREET – COLD FALL PRIMARY SCHOOL

#### THE HARINGEY (MOVING TRAFFIC RESTRICTIONS) (HARINGEY) (AMENDMENT NO.\*) ORDER 202\*

#### T44

Further to a notice published on 19th March 2025, notice is hereby given that Council of the London Borough of Haringey proposes to make the above mentioned Order under sections 6 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984, as amended:

The general effect of order will be to introduce:-

(a) School Street Zone SS50 – Coldfall Primary School: Timed pedestrian and cycle zones in which motor vehicles, except for those issued a permit would be prohibited from entering, Mon-Fri 8:30-9.15am & 2.45-3.45pm during school term times and when the appropriate signs are on display on the following roads:

Everington Road N10 Entire length between Coppetts Road and Barrenger Road.

Hill Road N10 Entire length between Everington Road and Marriott Road.

Steeds Road N10 Entire length between Everington Road and Marriott Road.

Barrenger Road N10 Entire Length between Everington Road and Marriott Road.

Marriott Road N10 Entire length between Coppetts Road and Barrenger Road.

Those eligible for permits include properties and residents of Everington Road N10 (all properties), Hill Road N10 (all properties); Steeds Road N10 (all properties); Barrenger Road N10 (all properties); Marriott Road N10 (all properties); Coldfall Primary School N10; No.41, 43, 113, 115 Coppetts Road N10; Medical practitioners attending those residing in the zone, disabled badge holders who reside outside the zone but require essential access and school buses and vehicles used in the transport of children and adults with special access needs in relation to Coldfall Primary School within the zone. All vehicles will be allowed to exit the zone whilst it is in operation.

*Note: The above school street was formally advertised on 19th March 2025, however the purpose of this notice is to correct an error in the original notice and clarify the proposed operational times for the school street of Monday-Friday 8:30-9:15am & 2:45-3:45pm during school term times.*

A copy of the proposed Order, a copy of this notice, a copy of the Council's statement of reasons for making the proposed Order and plan(s) showing the locations and effects of the Order can be viewed via the online consultation portal <https://consultation.appyway.com/haringey>. Alternatively, an appointment can be made, by emailing [traffic.orders@haringey.gov.uk](mailto:traffic.orders@haringey.gov.uk) to inspect these documents during normal office hours at the reception desk of Alexandra House, 10 Station Road, Wood Green, N22 7TR. Appointments to inspect the documents will be available until the end of a period of 6 weeks from the date on which the Order are made or the Council decides not to make the Order.

Any person wishing to object to the proposed Orders or make other representation should send grounds for their objection via the online portal <https://consultation.appyway.com/haringey> or alternatively email [traffic.orders@haringey.gov.uk](mailto:traffic.orders@haringey.gov.uk) or write to Parking Team, Alexandra House, 4th floor, 10 Station Road, Wood Green, N22 7TR quoting reference 2024-T44, by 11th June 2025.

Dated: 21st May 2025

*Ann Cunningham*

Head of Highways & Parking

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## Statutory consultation

### SS50 Coldfall Primary School Street (Everington Road entrance)

Dear resident, business or stakeholder,

We are writing to provide you with information about a School Street that has been approved in this area, subject to the outcome of this statutory consultation.

#### Background to this project

In July 2024, we carried out an informal consultation on the initial design of a School Street and sought feedback on that design from residents, businesses, the school community and other stakeholders.

Feedback received during the consultation has led to changes in our proposals:

- the proposed hours of operation of the School Street are changed (reduced):
  - o from: 8-9:30am and 2:30-4pm (original proposal)
  - o to: 8:30-9:15am and 2:45-3:45pm (current proposal)

Following the consultation and taking account of the above changes, a decision was taken to implement the School Street subject to the outcome of statutory (traffic orders) consultation. You can read the report and the reasons for that decision online here<sup>1</sup> <https://shorturl.at/JAvCO>

#### School Streets

School Streets transform roads so that pedestrians and cyclists are prioritised at school start & finish times.

They reduce improve air quality, reduce road danger and tackle congestion near the school gates, making it easier and safer to walk, cycle and wheel to school.

School Streets are part of our overall plan to improve the health of our children and tackle the climate emergency.

The council's School Street Plan and Corporate Delivery Plan identify the importance of creating a cleaner, greener, climate resistant Haringey by increasing active travel and improving air quality.

#### What is a School Street and how do they help?

At school drop-off and pick-up times, the road temporarily becomes a Pedestrian and Cycle Zone. Fewer motor vehicles near the school gates:

- Improves air quality. Less exposure to vehicle pollution helps protect the lungs of children when they are most likely to be in the street.
- Reduces road danger and congestion. Fewer cars, means children are less at risk of being killed or injured in a collision on their way to and from school.
- Encourages active travel. Streets designed for people, rather than cars, create a more welcoming environment which encourages walking, cycling and wheeling. Increased physical activity improves children's physical and mental health, as well as academic performance.

Residents and businesses can apply for exemptions providing them the ability to drive into the School Street, if needed. Emergency service vehicles have access at all times.

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<sup>1</sup> <https://www.minutes.haringey.gov.uk/ieDecisionDetails.aspx?id=3169&LLL=0>

## How do they work?

The streets around a school temporarily become a Pedestrian and Cycle Zone at set times in the morning and afternoon, usually for 1 to 1.5 hours at the start and end of the school day, Monday to Friday and during term time only. The times proposed for this School Street are shown on the enclosed plan.

Motor vehicles are not permitted to enter the zone during these times unless they have been granted an exemption. Residents and businesses immediately affected can apply for a free exemption, giving them the ability to drive into the School Street if needed. Emergency service vehicles have access at all times.

Exemptions are applied 'virtually' and enforced by camera. This means those motorists with an exemption, including emergency services, have unhindered access to the road network. Motor vehicles that enter without a valid exemption may be issued a Penalty Charge Notice.

## Who is eligible for a free School Street exemption?

If the School Street is given final approval later this year, the following motorists will be eligible to apply for a free exemption:

- Residents or businesses who have an address within the School Street (see note below) can apply for up to two exemptions for either:
  - Their vehicle; *or*
  - Where they are also a blue badge holder, they may nominate another vehicle for which they're not the registered keeper. This helps those people who have a Blue Badge but rely on others for car transport.
- Blue Badge holders who require access to the School Street
- Pupils with a disability that prevents them walking, cycling or wheeling to school
- Medical practitioners visiting someone who lives within the School Street
- School vehicles (eg vehicles used for school transport, trips and some staff)

*Note:* properties within the boundary of the School Street would be eligible for a resident or business School Street exemption. Those properties are outlined in blue on the enclosed plan.

Motor vehicles without an exemption (including visitors, tradespeople or delivery drivers) are not permitted to drive into the School Street during operational times. However, no exemption is required to drive out of a School Street, eg. vehicles that were already parked when the School Street came into operation.

## Statutory (traffic order) consultation

In accordance with national regulations, the council must consult upon proposed traffic orders prior to implementation.

A copy of the proposed plan is enclosed with this letter. The proposed Orders and associated documents can be viewed at <https://consultation.appyway.com/haringey>. Alternatively, an appointment can be made, by emailing [traffic.orders@haringey.gov.uk](mailto:traffic.orders@haringey.gov.uk) to inspect these documents during normal office hours.

Any person wishing to object to the proposed Orders or make other representation should send grounds for their objection via the online portal <https://consultation.appyway.com/haringey> or alternatively email [traffic.orders@haringey.gov.uk](mailto:traffic.orders@haringey.gov.uk) or write to Parking Team, Alexandra House, 4<sup>th</sup> floor, 10 Station Road, Wood Green, N22 7TR quoting reference **2024-T44**, by 9 April 2025.

## What happens next?

Once the consultation has closed, a report will be considered by the council's Cabinet. This decision is expected summer 2025. If the School Street is approved, we expect to implement the School Street at the beginning of September 2025.

Before any School Street launches, we will write to all eligible properties explaining how to apply for an exemption.

**More information**

For more information on our School Street programme, please visit [www.haringey.gov.uk/school-streets](http://www.haringey.gov.uk/school-streets)

Yours faithfully,

Haringey School Streets Team

**Alternative formats and translations**

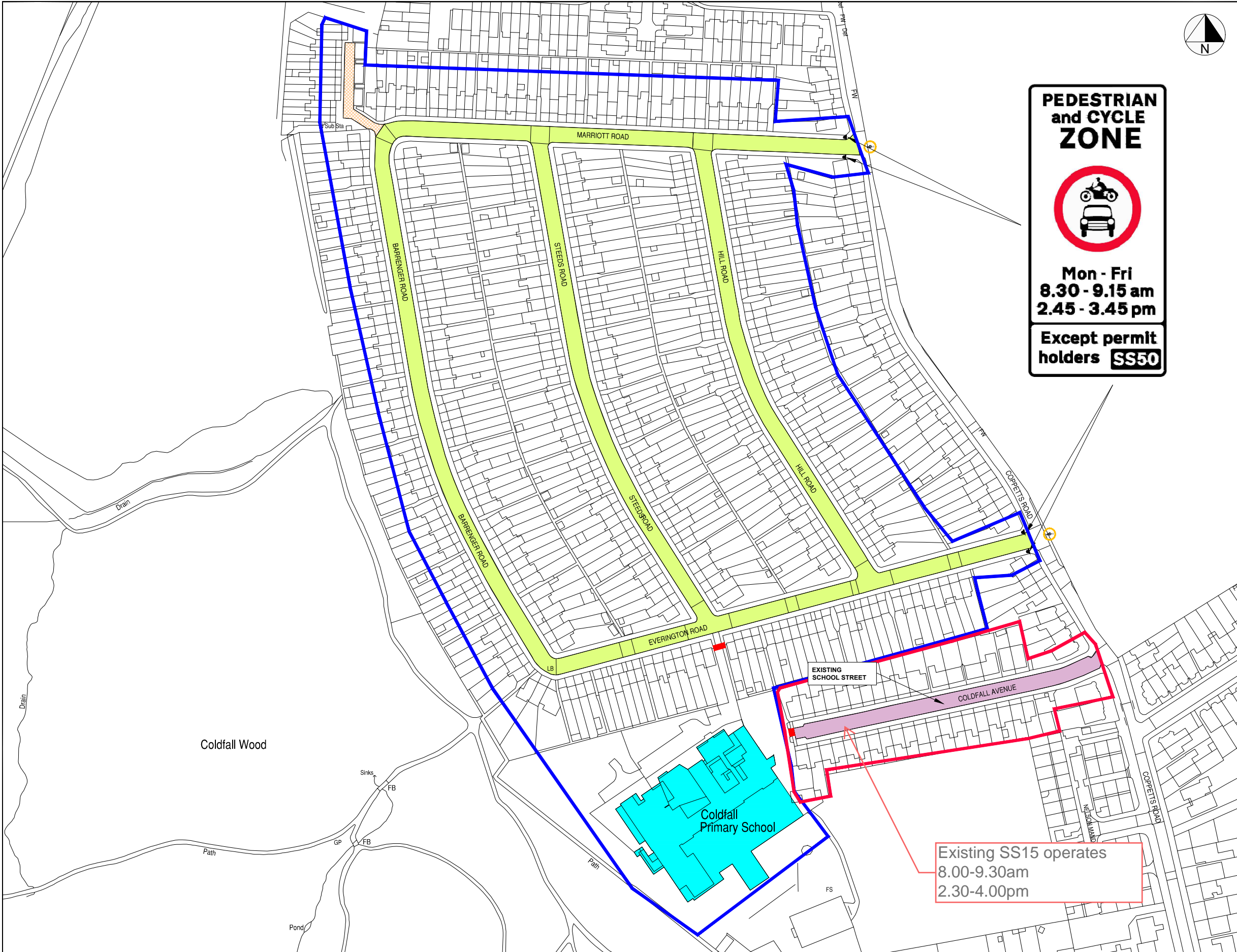
If you would like the document translated or in an alternative format (including audio) please contact us with your name, address and title of the document you need assistance with:

Email: [schoolstreets@haringey.gov.uk](mailto:schoolstreets@haringey.gov.uk)

Write to: Freepost Plus RTKX-AJJC-ULRY, Frontline Consultation, London Borough of Haringey, River Park House, 225 High Road, London N22 8HQ

French	Cette lettre demande votre avis sur une proposition visant à réduire la circulation à proximité d'une école afin d'améliorer la santé et la sécurité de nos enfants. Si vous souhaitez que cette lettre soit traduite ou si vous avez besoin d'aide pour répondre à l'enquête, veuillez nous contacter en utilisant l'adresse e-mail ci-dessus ou écrivez-nous en utilisant l'adresse Freepost ci-dessus (aucun timbre requis).
Greek	Αυτή η επιστολή ζητά τη γνώμη σας σχετικά με μια πρόταση μείωσης της κυκλοφορίας κοντά σε σχολείο για τη βελτίωση της υγείας και της ασφάλειας των παιδιών μας. Εάν θέλετε να μεταφραστεί αυτή η επιστολή ή χρειάζεστε βοήθεια για τη συμπλήρωση της έρευνας, επικοινωνήστε μαζί μας χρησιμοποιώντας την παραπάνω διεύθυνση email ή γράψτε μας χρησιμοποιώντας την παραπάνω διεύθυνση Freepost (δεν απαιτείται σφραγίδα).
Italian	Con questa lettera chiediamo la vostra opinione su una proposta volta a ridurre il traffico nei pressi di una scuola per migliorare la salute e la sicurezza dei nostri bambini. Se desideri tradurre questa lettera o hai bisogno di assistenza per completare il sondaggio, contattaci utilizzando l'indirizzo e-mail sopra indicato oppure scrivici all'indirizzo Freepost sopra indicato (non è richiesto alcun francobollo).
Spanish	Esta carta explica que se ha aprobado una propuesta para reducir el tráfico cerca de una escuela, con el fin de mejorar la salud y la seguridad de nuestros niños, sujeta a una consulta reglamentaria, a la que pueden oponerse. Si desean traducir esta carta, contáctenos a la dirección de correo electrónico indicada anteriormente o escríbanos (sin franqueo) a la dirección de franqueo pagado indicada anteriormente.
Turkish	Bu mektup, çocuklarımızın sağlığını ve güvenliğini iyileştirmek için bir okul yakınındaki trafiği azaltma önerisi hakkında görüşünüzü soruyor. Bu mektubun tercüme edilmesini istiyorsanız veya anketi tamamlamada yardıma ihtiyacınız varsa, lütfen yukarıdaki e-posta adresini kullanarak bizimle iletişime geçin veya yukarıdaki Freepost adresini kullanarak bize yazın (pul gerekmez).





- KEY
- Existing one-way direction
  - Existing school gate entrance
  - Proposed sign on existing lighting column
  - Proposed ANPR camera on existing lighting column
  - Proposed School Street
  - Proposed sign on proposed post
  - Properties eligible for a School Street exemption permit
  - Properties within existing School Street exemption permit
  - Private road
  - Existing School Street

- Notes:
- Drawing is based on OS base, dimensions and street furniture positions to be checked on site by the Contractor. Not all road markings are shown.
  - Signs to be mounted with anti-rotational fixings at 2.3m minimum height.
  - Posts to be 76mm or 89mm as specified on drawing.
- General Notes:
- All dimension are in metres, unless otherwise noted.
  - Do not scale off plan.
  - This drawing is to be read in conjunction with all other relevant drawings and specifications.
  - Temporary traffic works must be undertaken in accordance with Chapter 8 parts 1 & 2 of the Traffic Signs Manual, Safety at Street Works and Road Works Code of Practice 2013 and any other relevant H&S legislation.
  - All works shall be carried out in accordance with LB Haringey statutory authority and health & safety requirements and regulations.

DRAFT

Haringey  
LONDON

5th Floor, Alexandra House, 10 Station Road, Wood Green, London N22 7TR  
Tel: 020 8489 0000 Fax: 020 8489 1251  
Director of Environment & Neighbourhoods: Barry Francis

Project: SCHOOL STREET

Title: SS50 COLD FALL PRIMARY SCHOOL

Drawn: Check: Appr: Date: Scale at A3:  
FC YK Oct 2024 NTS

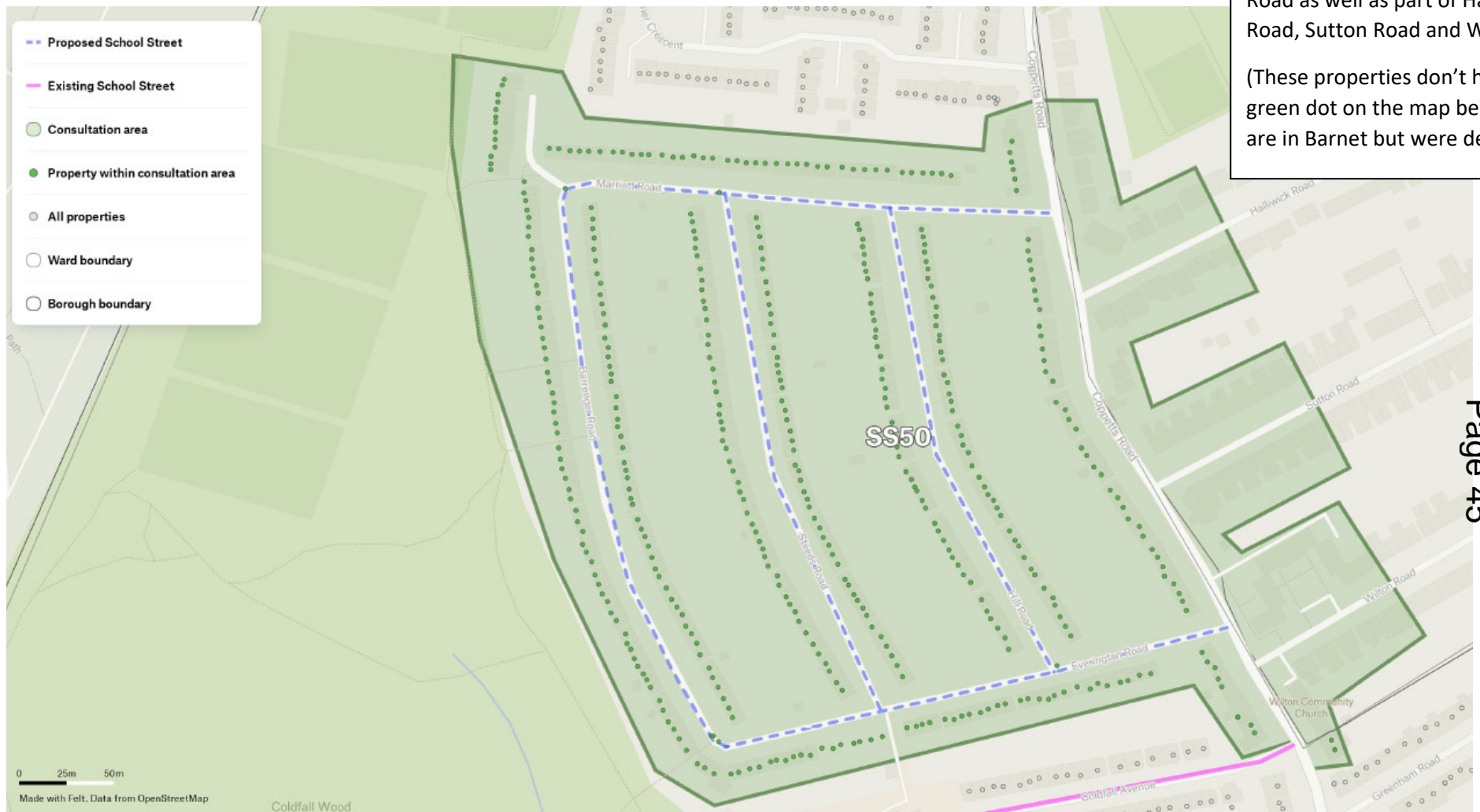
Status:

Drawing No: Revision:

## School Street statutory consultation areas 2023/24 Projects

NOTE:

**All** properties within the green area were delivered to. This includes properties on **both sides** of Church Road as well as part of Halliwell Road, Sutton Road and Wilton Road. (These properties don't have a green dot on the map because they are in Barnet but were delivered to by the green van.)



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Stakeholder email status (Multiple Items)

Characteristic	Group name
Age	All Schools affected by the proposals
Disability	Disability Action Haringey Haringey Autism Haringey Learning Disabilities Partnership Haringey Wheelchair User Group JDA - deaf and hard of hearing Markfield Together for Inclusion Mind Haringey
Gender reassignment	Wise Thoughts
Haringey Council	Highways Network Management Transport Planning Waste Services / Veolia Schools & Learning Service
Other groups	All people all places Carers First Haringey Haringey Cycling Campaign Haringey Living Streets The Community Hub
Pregnancy/maternity	Gingerbread Haringey Haringey Families
Religion / belief	Any religious premises within the School Street have been informed and consulted through the public consultation
Sexual orientation	Haringey LGBT Forum Wise Thoughts
Statutory bodies	Arriva Buses Freight Transport Association London Ambulance Service London Travel Watch Metropolitan Police Road Haulage Association Transport for London

Comments sought

From

20/03/2025

To

09/04/2025

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## Appendix G – Feedback themes and response to objections

Table 1: All feedback themes grouped by project and by respondents' type of feedback

(note that respondents may raise more than one feedback theme, therefore the total in this table will be greater than the number of individual responses)

Project	Feedback type	Individual responses	Feedback theme								
			Great idea / deliver it ASAP	There isn't a problem here / proposal is unnecessary	Displaces traffic / congestion / pollution to other streets	Access and exemption issues	Proposal is a money-making scheme	Proposed School Street is too large	Alternative suggestion	Economic impact	Other
SS50 (Coldfall)	Objection	19		5	8	9		2	2	4	3
	Query	3			1	1			1		1
	Support	4	4								
Response made in relation to SS50 and three other School Streets being consulted simultaneously	No comment	1									1
	Support	2	2								
Grand total		29	6	5	9	10	0	2	3	4	5

## Appendix G – Feedback themes and response to objections

Table 2: Objection themes and response to objections

Objection theme	Summary of the theme	Count of comments	Response to the objection
There isn't a problem here / proposal is unnecessary	Respondents argue that traffic is not an issue on the proposed streets, and the scheme will cause unnecessary inconvenience for residents. They believe the proposal is not needed and does not address any real problems	5	<p>Concerns have regularly been raised about road danger near this entrance to the school. Site visits by officers have observed the problems first hand and the school recognise the issues created by traffic and dangerous driving around the school.</p> <p>Previous attempts to improve compliance (through the introduction of footway build-outs and changes to no-stopping zig-zags) are not considered to have resolved the issues.</p> <p>The entrance to the school is on Everington Road opposite the junction with Steeds Road. It is acknowledged that not all roads within the proposed area are negatively effected by school traffic, a smaller School Street was not considered feasible without creating U-turn points at the entry points to the Zone which would lead to increased road danger and/or accusations of entrapment (see also response to "Proposed School Street is too large" below).</p> <p>In view of this the council considers that the proposal should continue as proposed.</p>
Displaces traffic / congestion / pollution to other streets	Objections that highlight concerns that the School Street proposals will displace traffic, congestion, and pollution to surrounding streets. Residents worry that this will lead to increased traffic on neighbouring roads, making them busier and less safe.	8	<p>The council takes the view that children deserve protection from the negative impacts of motor vehicles, notably road danger and associated air pollution which is particularly harmful to developing lungs.</p> <p>The council also recognises the importance of encouraging active travel to school for reasons of child health (80 per cent of people who are obese at age 4 or 5 remain obese for the rest of their lives<sup>1</sup>) and academic development (concentration levels of children who cycle or walk to school are eight per cent higher after four hours than for children who are getting a lift by car<sup>1</sup>).</p> <p>When taking into account the above, the council recognises the benefits that School Streets can bring as demonstrated at other locations in Haringey<sup>2</sup>, regionally<sup>3</sup>, nationally<sup>4</sup> and internationally<sup>5</sup> in terms of providing a cleaner, safer and more pleasant space for walking and cycling outside the school gate. School Streets form one part of the council's overall Streets for People programme.</p>

<sup>1</sup> <https://www.rosipa.com/policy/road-safety/active-travel-hub/school-communities/walking,-wheeling-and-cycling-to-school-informatio>

<sup>2</sup> <https://www.minutes.haringey.gov.uk/ielIssueDetails.aspx?Id=83410&PlanId=0&Opt=3#AI75755>

<sup>3</sup> <https://www.london.gov.uk/press-releases/mayoral/mayor-hails-success-of-schools-streets-programme>

<sup>4</sup> <https://www.ciht.org.uk/spotlight-walk-to-school/>

<sup>5</sup> [https://urban-mobility-observatory.transport.ec.europa.eu/resources/case-studies/school-streets-safe-and-sustainable-school-trips\\_en](https://urban-mobility-observatory.transport.ec.europa.eu/resources/case-studies/school-streets-safe-and-sustainable-school-trips_en)

## Appendix G – Feedback themes and response to objections

Objection theme	Summary of the theme	Count of comments	Response to the objection
			<p>The design approach of Haringey's School Streets is consistent with other London boroughs. There are now over 600 School Streets in the capital.</p> <p>Each school is carefully assessed to respond to the local situation, but a consistent design approach is applied which means that School Streets:</p> <ul style="list-style-type: none"> <li>• limit access to pedestrians and cyclists only in the street(s) outside the school gates i.e. no motor vehicles</li> <li>• only operate for a limited time each day which aligns with the times that the school gates open and close</li> <li>• operate in a logical section of street or streets (known as a zone) that removes or reduces the need for vehicle U-turns at the closure point, i.e. School Streets should generally start at a junction where vehicles can safely choose another route, if they find the street closed</li> </ul> <p>The size of our School Streets (i.e. the number of roads included) is guided by the location of the school gates in relation to the surrounding road network. In some cases, a short length of road will work effectively (e.g. a cul-de-sac or one-way street) but, in other locations, a more extensive network of streets will be required to have a similar effect. Whilst the road network varies between different School Streets, the objectives remain the same (ie encourage walking and cycling, active travel and improved air quality) and are limited to unclassified roads.</p> <p>Larger zones may (in some circumstances) make driving to school even less appealing (and can minimize concern about potential displacement) but a larger zone will also result in more exemption permits being issued. More exemption permits per zone will increase the frequency that school children and cars are on the road at the same time and therefore larger zones will reduce the road safety benefits that might be achieved through a smaller zone.</p> <p>It is also noted that School Streets create changes in travel behaviour. Studies have shown reductions in car use by pupils going to/from school and corresponding increases in walking and cycling.</p> <p>The council recognise that there is the potential for Coppetts Road to see some displacement and, as such, will carefully monitor any change. Should it be necessary, changes to parking layouts in Coppetts Road may be recommended.</p> <p>In view of this the council considers that the proposal should continue as proposed.</p>
Access and exemption issues	Objections that express concerns about access and exemption	9	The Council operates a free exemption system that allows certain groups of motorists to drive into a School Street during restricted hours (see exemption policy in Appendix C).

## Appendix G – Feedback themes and response to objections

Objection theme	Summary of the theme	Count of comments	Response to the objection
	<p>issues. Residents worry about the inconvenience for visitors, deliveries, and tradespeople (who would not be eligible for an exemption), as well as difficulties for those who rely on cars for work or personal reasons, including comments that the exemption limits are too restrictive. Disabled and elderly residents are concerned about how the proposals will affect their ability to access healthcare appointments and other essential services.</p>		<p>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 (~195 term days per year or 54% of the year).</p> <p>The exemption policy allows two permits per household for residents and businesses. This limit is designed to provide flexibility for the majority of residents (Census data 2021 shows only 1.5% of households have access to three or more cars or vans) whilst also reducing the risk of road danger within the School Street.</p> <p>Any vehicle may drive out of a School Street during restricted hours, without the need for an exemption.</p> <p>People living in the School Street with a disability are exempted in the same way as other residents. Organised disability transport e.g. needs for SEND and DALO transport is also exempted from the restriction.</p> <p>It is acknowledged that visitors and deliveries are not exempt during the restricted hours. The lack of exemptions for visitors and deliveries is crucial in achieving the objective of reducing congestion and reducing road danger outside the school gate.</p> <p>Disabled residents without personal vehicles may rely upon taxis or friends/family for transport. The exemption system provides flexibility for residents to nominate another vehicle for an exemption (such as a friend or family member's car). This could include a taxi that is regularly used (and where the vehicle registration mark is known to the applicant) however it is acknowledges that this isn't always practicable as VRM will not always be known far enough in advance to make an application. Where a PCN is issued, drivers always have the option of appealing that PCN and the council will always consider any mitigating factors. Haringey continues to closely monitor trials by other authorities that could improve this system and are aware of a trial by another borough which looks to link the Taxicard/ComCab database to the CCTV camera system, thus allowing Taxicard holders who'd booked via ComCab to be driven through the filter.</p> <p>Where exemptions are not available, 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. School Streets are relatively small and therefore, during operational times, delivery companies need to adapt: reduce, retime, reroute or remode.</p>

## Appendix G – Feedback themes and response to objections

Objection theme	Summary of the theme	Count of comments	Response to the objection
			<p>School Streets are designed to be compact, usually operating in a small number of streets. 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 ensures the council 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 officers consider that areas immediately outside the school gate should be protected from this impact.</p> <p>In view of this the council considers that the proposal should continue as proposed with one amendment for the following reasons:</p> <p>Whilst not stated as an objection, feedback was provided that Nos. 17 to 39 (odds) Coppetts Road (situated between the proposed SS50 in Everington Road and the existing SS04 in Coppetts Avenue) were not eligible for an exemption in either School Street. With no on-street parking outside these properties and limited off-street parking this is considered an omission in the original proposal and, should the School Street be approved for implementation, it is recommended that those properties are made eligible for an exemption to SS50 School Street as shown in Appendix B. It is noted that, as the SS04 order was not being amended, it is not possible to incorporate any of the properties into SS04 at this time.</p>
Proposed School Street is too large	Concern that some streets included in the proposed school street area are not very near the school	2	<p>The starting point for any School Street is the street nearest the school gate. In line with the design section of the School Street Plan<sup>6</sup> (paras 6.38 to 6.43), they should operate in a “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”. This reduces the risk of dangerous U-turns and/or accusations of entrapment.</p> <p>The council acknowledges this proposal covers a large area but other options were not considered feasible without creating U-turn/entrapment points.</p> <p>In view of this the council considers that the proposal should continue as proposed.</p>
Alternative suggestion	Objection makes alternative suggestions to the School Street proposals.	2	<p>Alternative suggestions included closing the Everington Road entrance to school pupils, relying upon ULEZ (to control pollution) and introducing parking charges (to manage congestion outside the school).</p>

<sup>6</sup> <https://www.minutes.haringey.gov.uk/ielIssueDetails.aspx?Ild=83410&PlanId=0&Opt=3#AI75755>

## Appendix G – Feedback themes and response to objections

Objection theme	Summary of the theme	Count of comments	Response to the objection
			<p>Whilst these suggestions have been considered they are not within the scope of the project and/or are unlikely to achieve the objectives of the School Street Plan (ie reduce pollution and road danger and encourage modal shift).</p> <p>In view of this the council considers that the proposal should continue as proposed.</p>
Economic impact	Objections express concern about the economic impact of the School Street proposals. They worry that restrictions will either (a) hinder customers access (to a home-based business providing services for vulnerable road users) and (b) impact upon the financial viability of the school as it may reduce the appeal of the school to prospective parents	4	<p>In respect of (a) each exemption request is considered on a case-by-case basis against the standard exemption policy and the associated traffic order. In this particular case flexibility will be shown if applications for exemptions are made.</p> <p>In respect of (b) the council notes the feedback however, on balance, places greater weight against the health and safety of children over the convenience of driving, in line with its vision to create Streets for People. As such the council considers that the School Street proposal should continue as proposed. The council intends to monitor the School Street and will continue to engage in dialogue with the school about the risks and benefits of the scheme.</p>
Other	This includes comments made that the council ignored the results of the first stage consultation, is wasting money on the scheme, that innocent victims will receive PCNs, that the results and questions whether public transport will be improved and comments about impact on school support staff	3	<p>The council fully considered the consultation feedback received during the first stage by way of a report approved<sup>7</sup> in February 2025. This included changes (a reduction) of the hours of operation proposed for this School Street which would lessen the impact upon the local community without reducing the benefits of the School Street.</p> <p>This scheme is fully funded from Transport for London LIP funding.</p> <p>If approved, the school street will have traffic signs installed in accordance with National regulations which motorists are expected to understand and comply with. Where a motorist considers that there are additional factors that should be considered, there is a robust PCN appeals process.</p> <p>There are no known changes planned for public transport (buses) within this area as a consequence of this proposal. As noted earlier, if approved and implemented monitoring will take place and mitigation measures may be considered should buses be negatively impacted</p> <p>All comments have been considered they are not within the scope of the project and/or are unlikely to achieve the objectives of the School Street Plan (ie reduce pollution and road danger and encourage modal shift).</p> <p>In view of this the council considers that the proposal should continue as proposed.</p>

<sup>7</sup> <https://www.minutes.haringey.gov.uk/ieDecisionDetails.aspx?id=3169&LLL=0>





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## EQUALITY IMPACT ASSESSMENT

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

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

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

### Stage 1 – Screening

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

### Stage 2 – Full Equality Impact Assessment

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

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

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

1. Responsibility for the Equality Impact Assessment	
<b>Name of proposal</b>	School Street Plan (2023)
<b>Service area</b>	Carbon Management, Placemaking and Housing
<b>Officer completing assessment</b>	Joe Baker / Tim Walker
<b>Equalities/ HR Advisor</b>	Joe Wills
<b>Cabinet meeting date (if applicable)</b>	13 June 2023
<b>Director/Assistant Director</b>	David Joyce / Rob Krzyszowski

### 2. Summary of the proposal

*Please outline in no more than 3 paragraphs*

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

The proposed decision is to approve the new School Street Plan (2023) that is being presented to Cabinet in June 2023.

This new plan refreshes the previous [School Street Plan \(2020\)](#) and sets out the programme for delivery of School Streets between 2023 and 2026. The 2020 Plan was subject to an EqlA which was [updated in 2022](#).

The new Plan:

- Notes the 23 School Streets projects that have been delivered to-date
- Identifies 38 more School Street projects (covering 58 educational establishments) that are considered feasible.
- Notes that delivery of these School Streets is subject to design, consultation and further decision making on the details
- Uses the same design techniques as previously agreed
- Introduces “Healthy School Zones” which are new measures around educational establishments that cannot (for technical reasons) have a School Street.

The key stakeholders are pupils, teachers, parents/carers, residents and businesses.

School Streets will restrict some motorists vehicular access to some road(s) during school drop-off and pick-up times. Those who are most likely to be impacted by proposed School Streets are those who need vehicular access to these roads during the times of operation. Those who are most likely to benefit from a School Street are those who want or need physical activity in a safe space, and those who can benefit from a calmer route to the school at the start of the day. Children and those with health conditions which make them more vulnerable to health impacts from poor air quality will also benefit. Those who are likely to be negatively impacted by proposed School Streets are those who need or want vehicular access to these roads during the times of operation.

For measures to reduce the impact of poor air quality in and around an educational building these may include measures such as Living Walls (selected plants growing along boundary fences) and mechanical plant (to filter internal air quality). Alongside improving existing equipment on site (such as boilers) to emit fewer pollutants. Those who are most likely to benefit from Healthy School Zones are those who use the schools and its grounds. There are expected to be no groups negatively impacted.

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

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

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

Protected group	Service users	Staff
Sex	<ul style="list-style-type: none"> <li>Census 2021</li> <li>Haringey borough profile data</li> <li>Haringey school data.</li> <li>Annual transport survey by the UK government</li> <li>Scottish Government report</li> </ul>	N/A
Gender Reassignment	<ul style="list-style-type: none"> <li>Haringey Borough profile data</li> </ul>	N/A
Age	<ul style="list-style-type: none"> <li>Haringey borough profile data</li> <li>Additional data comes from the UN and the UK transport survey</li> </ul>	N/A
Disability	<ul style="list-style-type: none"> <li>Haringey borough profile data</li> </ul>	N/A
Race & Ethnicity	<ul style="list-style-type: none"> <li>Haringey borough profile data</li> <li>Mayor of London</li> </ul>	N/A
Sexual Orientation	<ul style="list-style-type: none"> <li>Haringey borough profile data</li> </ul>	N/A
Religion or Belief (or No Belief)	<ul style="list-style-type: none"> <li>Haringey borough profile data</li> </ul>	N/A
Pregnancy & Maternity	<ul style="list-style-type: none"> <li>Haringey borough profile data</li> </ul>	N/A
Marriage and Civil Partnership	<ul style="list-style-type: none"> <li>Haringey borough profile data</li> </ul>	N/A

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

### **Sex**

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

Trips per person per year, by age and gender: 2018



The graph above, from the UK Transport Survey, demonstrates that women between 21-49, who are the group most likely to have primary school aged children, make more trips on average than men. When taken with the data showing that women are more likely to accompany children on the school run, this suggests that women are making more of the school run trips in Haringey than men.

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

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

Implementing the School Street Plan will therefore benefit these groups by improving air quality at the schools with the worst air quality and improving road safety at schools with the worst road safety issues.

Implementing a Healthy School Zone will benefit these groups by improving air quality in and around the schools and reducing exposure levels.

### **Gender Reassignment**

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

Implementing the School Street Plan will therefore benefit these groups by improving air quality at the schools with the worst air quality and improving road safety at schools with the worst road safety issues.

There is no data to suggest that School Streets or Healthy School Zones will disproportionately affect anybody who is undergoing or has undergone gender reassignment.

### **Age**

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

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

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

Children under the age of 12 have the [highest percentage](#) of pedestrian fatalities. The peak time for pedestrian injuries from vehicles is during the morning rush hour, which includes the school run. Therefore, young children will benefit most from the road safety improvements.

Implementing the School Street Plan and Healthy School Zones will therefore benefit these groups by improving air quality at the schools with the worst air quality, improving road safety, and reducing exposure levels to pollutants.

### **Disability**

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

Implementing the School Street Plan will therefore benefit these groups by improving air quality at the schools with the worst air quality and improving road safety at schools with the worst road safety issues.

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

Implementing a Healthy School Zone will benefit these groups by improving air quality in and around the schools and reducing exposure levels.

### **Race & Ethnicity**

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

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

Implementing the School Street Plan will therefore benefit these groups by improving air quality at the schools with the worst air quality and improving road safety at schools with the worst road safety issues.

Implementing a Healthy School Zone will benefit these groups by improving air quality in and around the schools and reducing exposure levels.

### **Sexual Orientation**

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

Implementing the School Street Plan will therefore benefit these groups by improving air quality at the schools with the worst air quality and improving road safety at schools with the worst road safety issues.

There is no data showing that School Streets or Healthy School Zones will disproportionately affect people as a result of their sexual orientation.

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

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

Implementing the School Street Plan will therefore benefit these groups by improving air quality at the schools with the worst air quality and improving road safety at schools with the worst road safety issues.

There is no data showing that School Streets or Healthy School Zones will disproportionately affect people as a result of their sexual orientation.

### **Pregnancy & Maternity**

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



Implementing the School Street Plan will therefore benefit these groups by improving air quality at the schools with the worst air quality and improving road safety at schools with the worst road safety issues.

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

### **Marriage and Civil Partnership**

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

Implementing the School Street Plan will therefore benefit these groups by improving air quality at the schools with the worst air quality and improving road safety at schools with the worst road safety issues.

There is no data to suggest that those in a marriage or civil partnership will be disproportionately affected by the School Streets or Healthy School Zones proposals.

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

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

Further information on consultation is contained within accompanying EqlA guidance

During the trial of the School Streets launched to date, each project has been subject to statutory and informal consultation with key stakeholders: schools, residents living near the schools, parents and carers who transport the children to school and the school itself.

Each future School Street and Healthy School Zone will have its own engagement and consultation process whereby all people affected by a scheme have input into its delivery.

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

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

Feedback from Haringey's first School Street Plan has informed the new School Street Plan. This feedback has been used to better understand how a scheme can impact on individuals with protected characteristics and these lessons have been embedded into the Council's approach moving forward.

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

Analysis of exemption data shows that approximately 14% of exemptions have been issued to motorists with a Blue Badge or have a disability that prevents the parents, carer or pupil from walking, cycling or wheeling to school. This indicates that the exemption system is working for those who most need it.

The final measures recommended by the Healthy School Zone will be discussed and confirmed with the school. Any identified local needs of the school's community will be addressed through this process.

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

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

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

### 1. Sex

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

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

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

Implementing School Streets and Healthy School Zones is not expected to have any specific impact for those who have undergone or who are undergoing gender reassignment.

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

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

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

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

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

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

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

Exemptions for Blue Badge holders are provided where access is required. “Access” means those who require access to premises within the street. Exemptions are not provided for those blue badge holders motorists who wish to pass through a School Street as a convenience when the journey could be taken via another route. This exemption is also available for school staff with a blue badge who need to drive into the School Street.

Exemptions for School Streets are also provided for vehicles that are used to transport children or adults who have disability access requirements. The restrictions apply to taxi and private hire vehicles and we advise residents to arrange taxi trips outside of the restricted times. Whenever specific taxi or private hire vehicles are used on a regular basis by a Blue Badge holder we will consider the exemption on case by case basis.

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

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

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

It is anticipated that implementing the School Street Plan will have a neutral impact on those whose sexual orientation is a protected characteristic. School Streets and Healthy School Zones will not impact or affect this group in a different way to any other group.

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

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

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

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

Implementing School Streets and Healthy School Zones will have a positive impact on pregnant people. This is because poor air quality is more harmful to pregnant people.

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

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

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

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

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

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

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

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

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

- Could the proposal result in any direct/indirect discrimination for any group that shares the relevant protected characteristics?
- Will the proposal help to advance equality of opportunity between groups who share a relevant protected characteristic and those who do not?

This includes:

- a) Remove or minimise disadvantage suffered by persons protected under the Equality Act
- b) Take steps to meet the needs of persons protected under the Equality Act that are different from the needs of other groups
- c) Encourage persons protected under the Equality Act to participate in public life or in any other activity in which participation by such persons is disproportionately low

- Will the proposal help to foster good relations between groups who share a relevant protected characteristic and those who do not?

- No. There will be no direct discrimination as a result of implementing School Streets and Healthy School Zones. Each scheme will be unique and any issues that are identified will be assessed on a case-by-case basis.
- Most of the protected groups are experiencing the negative impacts of poor air quality at a disproportionate rate and therefore School Streets will provide an overall positive.
- Those belonging to a protected group, such as disabled residents, will be accommodated by the School Streets scheme and their access to their residence will not be negatively impacted.
- In all instances, where a Penalty Charge Notice (PCN) is issued to a vehicle that contravenes the traffic restriction, there is a [formal appeals process](#) in place. This allows motorists to challenge the PCN if they believe an exemption applied or that there are mitigating circumstances that need to be considered.

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

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

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

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

Impact and which relevant protected characteristics are impacted?	Action	Lead officer	Timescale

Disabled residents may need vehicle access to a property during the times of operation of a School Street	Continue to issue exemptions to blue badge holders who require access into a School Street  Support disabled individuals in the School Street to apply for blue badges if they do not already have one.	Highways and Parking	Ongoing
Pregnant or elderly people may have increased reliance upon visits from healthcare professionals	Continue to issue exemptions for medical professionals who require access into a School Street to reach patients.	Highways and Parking	Ongoing

**Please outline any areas you have identified where negative impacts will happen as a result of the proposal but it is not possible to mitigate them. Please provide a complete and honest justification on why it is not possible to mitigate them.**

All groups, including those with protected characteristics, will have their access to the roads at each school limited for certain periods. However, those who have a blue badge will maintain access subject to issuance of an exemption which can be applied for.

In all instances, where a Penalty Charge Notice (PCN) is issued to a vehicle that contravenes the traffic restriction, there is a [formal appeals process](#) in place. This allows motorists to challenge the PCN if they believe an exemption applied or that there are mitigating circumstances that need to be considered.

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

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

- **Concerns raised by the schools.** This includes monitoring the impact on any protected groups such as accompanied transport systems for vulnerable students or those with mobility needs. The Council will engage with the school at a minimum annually to offer feedback on the School Street.
- **Number of Blue Badge Users applying for exemptions.** This will ensure that communications to road users within / using the School Street are aware of exemptions that they can apply for.

- **Concerns raised by residents.** To ensure that all communications highlights that those with mobility concerns are aware of exemptions.
- **Air Quality Levels.** The Council will continue to monitor air quality levels outside the schools to ensure that the benefits of the School Streets are measured.

## 7. Authorisation

EqlA approved by

Rob Krzyszowski  
(Assistant Director)

Date 31/05/23

## 8. Publication

*Please ensure the completed EqlA is published in accordance with the Council's policy.*

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