


Report for: Record of Decision Taken Under Delegated Authority

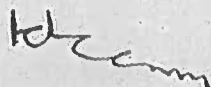
Item number:

Title: Lordship Lane Primary School: 'School Streets' & Extension of Traffic Calming Measures

Report authorised by: Head of Operations



Cabinet Lead Member for Environment



Lead Officer: Michael Demosthenous, Level 1 (South), River Park House,
225 High Road, Wood Green, N22 8HQ
Michael.Demosthenous@haringey.gov.uk, 020 8489 1694

Ward(s) affected: Woodside

Report for Key/
Non Key Decision: Non key decision

1.0 Describe the issue under consideration

- 1.1 To report the feedback of statutory consultation carried out from 06 July to 27 July 2018, on proposals to introduce the first 'School Streets' scheme in Haringey at Lordship Lane Primary School and the provision of traffic calming in the wider area of Lordship Lane Primary School.
- 1.2 The 'School Streets' proposal consists of a temporary road closure on Ellenborough Road by Granville Road to restrict vehicles from entering the southern section of Ellenborough Road at school drop-off and pick-up times (8:30 – 9:15am and 2:45 – 3:30pm). Whilst the proposed traffic calming consists of the provision of Sinusoidal speed humps in the roads surrounding Lordship Lane school which includes Eldon Road, Tintern Road, Grainger Road, New Road, Ellenborough Road (northern section) and Granville Road (western section).
- 1.3 To request approval to proceed to implementation, having taken objections into consideration.

2.0 Recommendation

- 2.1 In view of a majority support for these proposals, it is recommended that the Cabinet Member for Environment and Head of Operations, grants final approval to proceed with the scheme, with no amendments.
- 2.2 It is proposed to implement this scheme before the end of this financial year.

3.0 Reasons for decision

- 3.1 The council is required to consider the feedback received during the Statutory Notification period, in particular any objections to proposals, prior to proceeding to implementation.

4.0 Alternative options considered

- 4.1 None

5.0 Background Information

- 5.1 Lordship Lane Primary school experiences parking congestion and road safety issues immediately outside the school, making walking and cycling less attractive and encouraging continued dependence on the car for school journeys. This has a negative impact on air quality and noise pollution levels, which can in turn have an adverse effect on the health of the schoolchildren.
- 5.2 To help address this issue, officers are proposing to introduce the first 'School Streets' scheme in Haringey at Lordship Lane Primary school. The scheme is located at the southern section of Ellenborough Road between its junction with Granville Road and Lordship Lane. Ellenborough Road currently has a closure at its junction with Lordship Lane and therefore vehicles currently access Ellenborough Road at the

junction of Granville Road but cannot exit onto Lordship Lane. This scheme proposes to introduce a temporary closure at the junction of Granville Road to restrict vehicles entering this section of Ellenborough Road at school opening (8:30 – 9:15am) and closing (2:45 – 3:30pm) times. Closures will be indicated by signage and enforced by bollards raised and lowered by school staff.

- 5.3 Additionally, funding was obtained in 2017/18, to introduce traffic calming measures on Granville Road between Eldon Road and Grainger Road. These measures are designed to improve road safety and accessibility by Lordship Lane Primary School. Officers at the time were aware that there is a speeding problem in the surrounding roads and during the consultation period, officers received requests from residents living in neighbouring roads for Sinusoidal speed humps to be included in the wider area. Unfortunately, officers were unable to consider these requests at the time, due to funding constraints.
- 5.4 However, as part of the Council's Local Safety Schemes programme for 2018/19, funding has been secured to provide Sinusoidal speed humps in the wider area which includes Eldon Road, Tintern Road, Grainger Road, New Road, Ellenborough Road (northern section) and Granville Road (western section). Officers believe this proposal will reduce traffic speeds and thus improve road safety to benefit all road users, and in particular, children attending Lordship Lane Primary school.
- 6.0 Consultation
- 6.1 On the 11 June 2018, officers visited Lordship Lane Primary school to discuss the proposals in detail. The school welcomed the proposals.
- 6.2 On the 14 June 2018, the proposals were circulated amongst Haringey's internal design panel. The council's waste management service stated that they cannot envisage an issue with waste collection as it occurs only once a week, however, any issues are likely to become apparent once the scheme has been introduced.
- 6.3 The proposals were also circulated to the council's external stakeholders. The London Fire Brigade (LFB) queried what type of bollards and padlocks are being proposed for the temporary closure on Ellenborough Road. Officers provided this information to the LFB, who made no further comments.
- 6.4 On the 22 June 2018, the proposals were circulated to the Woodside Ward Councillors. Councillor Peter Mitchell welcomed the proposals.
- 6.5 Notification documents were distributed to properties in the vicinity of the proposals on the 06 July 2018. A copy of the statutory consultation document is shown in Appendix A and a copy of the consultation boundary can be found in Appendix B.
- 6.6 The Notification letter was uploaded on the council's website. Legal Notices were placed on street and in the local newspaper. A copy of the legal notice is shown in Appendix C.

7.0 Responses to Consultation

7.1 In Appendix D, you can find the full consultation report from which Table 1 – Overview of Responses and Table 2 – Responses by Road (below) were extracted.

Table 1 – Overview of Responses

		Count	%
Support / Object	Support	23	85%
	Object	4	15%
	Other view	0	0%
	Total	27	100%

Table 2 – Responses by Road

		Support / Object					
		Support		Object		Other view	
		Count	Row % >>>	Count	Row % >>>	Count	Row % >>>
Road name	Ellenborough Rd	4	67%	2	33%	0	0%
	Granville Rd	11	100%	0	0%	0	0%
	New Rd	6	86%	1	14%	0	0%
	Norman Ave	1	100%	0	0%	0	0%
	Sandra Close	1	100%	0	0%	0	0%
	Tintern Rd	0	0%	1	100%	0	0%
	Total	23	85%	4	15%	0	0%

7.2 A total of 27 responses were received, 23 (85%) in support, 4 (15%) object, and none who had other views.

7.2.1 Objection – Ellenborough Road resident

'I agree that action is needed. However, I do strongly feel that your suggested solution is an ill judged and unsuitable solution. Your proposed introduction of bollards 'closing' the road during certain hours may have the school children's interests at heart, but please do not forget that the school occupies one side, whilst home owners and residents occupy the other side. Therefore, your concerns should not only be directed at the pupils, but also the residents. Residents who already pay large council tax bills in addition to extra costs to park our cars on the road you propose to limit our access to.'

'I fail to understand why responsibility should be given to teachers of the school to have control of these barriers. I would need to have control myself of when I can access the road I'm already paying for.'

'I would like to bring to your attention to the fact that pollution and overcrowding during the school run is not the only issue for this road.'

"'Boy-racers' speeding up and down the road in the evenings, as well as blatant drug dealing on the street are also concerns I would like addressing with equal importance. In addition to this, why only install traffic calming speeds humps on surrounding roads. Why not the southern end of Ellenborough Road also.'

Council Response

Site observations, feedback from the school and local community have revealed that during the start and end of the school day, the southern section of Ellenborough Road comes to a complete standstill due to the volume of traffic and inconsiderate parking, which often leads to honking horns, verbal abuse resulting in an intimidating street environment for all road users. Therefore, residents parked on the southern section of Ellenborough Road who intend to use their vehicle during school drop off/pick up times, currently find it very difficult to enter and exit this section of the road.

This type of measure has been introduced in other London Boroughs, where the school has taken ownership of the management of the bollards with no reported issues. The school has a number of staff who are willing and able to raise and lower the bollards accordingly at the appropriate times. Nevertheless, the council will monitor the scheme once implemented and review the proposed management of the bollards.

With regards to the residents report of evening anti-social behaviour on Ellenborough Road, our Community Safety and Enforcement team has been informed and will investigate and action accordingly.

The southern section of Ellenborough Road is approximately 120m in length and is permanently closed off to through traffic at its junction with Lordship Lane. Due to its length and geometry, vehicles are unable to speed.

7.2.2 Objection – Ellenborough Road resident

'I have elderly parents who are not in the best of health. I have concerns that should my parents be visiting me and an emergency hospital visit should be required, we would effectively be trapped in the road and have to rely on other sources such as a taxi, or indeed ambulance when such measures would ordinarily be avoided. I would also like to make you aware of another resident, who not only is elderly, but has an adult daughter with learning needs and wonder if the restrictions proposed would impact on the transport links provided by the council.'

'If the bollards are a must, I propose either permanent use of the bollards with residents being key holders. When I say permanent, I suggest the bollards to be in place 24hrs a day. Whilst this would be a hindrance for residents, this would assist the noise and air points you highlight, in addition this would stop the antisocial behaviour we witness on the street both during school hours and outside of school hours. Even if the proposed bollards are to go ahead, consideration should be given to school breakfast clubs and after school events (outside of the hours proposed for bollard usage) where children will be in the area with motorists speeding down this end of the road. Failing that, may I suggest enforcing the parking payment regulations that are currently disregarded.'

I believe that the council are in the process of removing the ticket machines from the street and understand that CCTV is to monitor the situation going forwards. I feel that

once a camera is installed and those who chose not to pay for parking are fined, this would alleviate the problem of noise and air pollution very swiftly, whilst causing residents little disruption.

Council Response

At school drop off and pick up times, the southern section of Ellenborough Road currently suffers from inappropriate parking which blocks the road and makes it difficult for vehicles to exit the road.

Following the implementation of the scheme, officers would suggest that, resident's park or asked to be collected in a neighbouring road, within the Woodside CPZ, should they wish to exit the road during school drop off/pick up times. It should be noted that in case of an emergency, school staff would be able to open the bollards.

FB approved padlocks will be used to secure the bollards, therefore emergency service vehicles can gain access into the road if necessary. FB padlocks are the standard type of padlocks used throughout London to secure gates, bollards etc.

The council proposes to introduce the scheme with no amendments. Once introduced, should the local community feel amendments are required i.e. operational hours, management of bollards etc, then the council can review accordingly. In terms of parking enforcement, the council will ensure Civil Enforcement Officers are present in the area during the proposed closure periods.

I can confirm that there are no proposals to introduce a camera on Ellenborough Road. It should be noted that a camera can only enforce vehicles parking illegally on 'school keep clear' road markings. It cannot enforce motorists parking illegally within a CPZ, on double yellow lines or double parking.

7.2.3 Objection – New Road resident

'New Road should be one-way. It has picked up the traffic from Gospatrick Road which is one-way but should be two-way. We don't just need speed humps on New Road. It has become a rat run after Gospatrick was made No-Entry.'

Council Response

The council is unable to introduce this type of traffic management amendment, without conducting an area wide traffic survey to determine the implications this may have in the immediate and wider area. Unfortunately, such traffic surveys are expensive and there is no funding or scope within this scheme to explore this suggestion. However, the resident's comments and suggestions have been noted and will be considered, should funding become available.

7.2.4 Objection – Tintern Road resident

'Tintern Road is a short road, does not suffer any speeding issues because it is so short and also is not impacted by the issues that occur outside Lordship Lane School

at the junction of Granville Road and Ellenborough Road. I can therefore see no rational reason for its inclusion in the scheme.'

'The congestion and road safety issues you refer to occur for only 39 weeks of the year and then only for less than two hours per day! The issues are nothing to do with through traffic or local residential traffic but solely down to bad behaviour of parents and their continuing to use their cars for only short journeys to the school, even though they live locally anyway. My argument is that your efforts to solve this problem should be concentrated on engaging with and educating those drivers (whose behaviour is often disgraceful) encouraging them to be less dependent on their cars and walk their children to school instead'.

'The introduction of barriers to prevent the ridiculous practice of parents driving down Ellenborough Road even though it is a dead end would be better dealt with by the engagement, education and enforcement I refer to above. The use of barriers will place residents of Ellenborough Road at a disadvantage'.

'I object to the installation of speed humps because:

- a) the unnecessary disruption the works will cause,*
- b) the fact that my professional car mechanic is adamant that continued exposure to speed humps has damaged and continues to damage my car and*
- c) they would reduce parking spaces within a street that already suffers from significant parking problems outside of the controlled parking zone hours'.*

Council Response

Approximately 15,700 vehicles per day travel on the core roads within a 200m radius of Lordship Lane Primary school. Children traveling to school by car make up a relatively high proportion of journeys to the school. It is understood that a significant proportion of the catchment area is social housing resulting in families relocating often but for continuity, they prefer that their children remain at the school, resulting in an expanding catchment, and this greater distance between home and school encourages the use of the private car.

Walking to school is one of the easiest ways we can improve our family's health and wellbeing, it is the easiest way for children to do the recommended sixty minutes of physical exercise every day. It also helps to reduce traffic congestion around the school, reduces air pollution and improves safety for everyone. Officers have been working with Lordship Lane Primary School to develop a Walking Zone map, which encourages all families to walk either all or part way to school, as well as to travel on foot more often for other short journeys. Please refer to Appendix E for a copy of the 'School Walking Zone Map'.

Tintern Road is in close proximity to the school and therefore within the schools five minute walking zone map, and therefore the proposed measures are designed to improve road safety by reducing vehicular speeds and discouraging rat-running traffic, in order to increase the uptake of more sustainable forms of transport i.e. walking and cycling.

Lordship Lane Primary school does engage with the schoolchildren's parents to discourage the use of them collecting their children by car. They have held two after school play streets to raise the awareness of this issue. They are very active with Eco Schools promoting healthier ways and Healthy school. Lordship Lane Primary school was also part of a pollution study and has been awarded £10k to implement various measures to protect pupils' health from toxic air quality and examine new ways to lower emissions and exposure to pollution in and around the school.

In order to protect the residents and the children walking to and from school, it is essential to introduce measures, similar to our neighbouring boroughs, to discourage the use of driving and encourage more sustainable forms of transport. This is the first 'School Street's project in Haringey and if successful, will be introduced at other schools around the borough.

- a) It will take approximately two days to construct the two sinusoidal humps proposed for Tintern Road, every effort will be made to minimise the disruption whilst the works take place.
- b) The Highway Code states that 'the speed limit is the absolute maximum and does not mean it is safe to drive at that speed irrespective of conditions. Driving at speeds that are inappropriate for the road and traffic conditions can be dangerous' and may cause damage to your vehicle.
- c) The construction of sinusoidal speed humps will not result in any parking loss. Vehicles are permitted to park over the sinusoidal speed humps.

7.2.5 New Road resident – Sinusoidal Speed Humps

The resident is in support of the scheme, but would prefer speed cushions, which is a form of a road hump occupying part of the carriage, usually installed in pairs, with a gap between each cushion no wider than 1.1m .

'As a cyclist myself, I would like to tell that you speed bumps are a nuisance for cyclists, causing discomfort and extra wear and tear on the bike. These factors are exacerbated when carrying a child in a child seat, as I and others often do. The cyclist may also be slowed (from 12-15mph) to a walking or jogging pace (3-8mph), which is no good to anyone. The solution is often to provide 'cut throughs', to allow bicycles unhindered progress.'

Council Response

The speed humps that are proposed to be constructed will be of a sinusoidal style, which means they assist in reducing vehicular speeds and have a gentler than usual incline, which are more comfortable for cyclists to transverse. Sinusoidal speed humps are now the standard type of speed humps constructed within Haringey and welcomed by the Haringey Cycling Campaign.

8.0 Contribution to strategic outcomes

- 8.1 This project will improve road safety for all road users contributing to the delivery of Haringey Corporate Plan Priority 3 (a clean, well maintained and safe borough where people are proud to live and work).
- 9.0 Statutory Officers comments (Chief Finance Officer (including procurement), Assistant Director of Corporate Governance Equalities
- 9.1 Comments of the Head of Legal Services
- 9.1.1 N/A
- 9.2 Chief Finance Officer Comments
- 9.2.1 The cost of the scheme can be contained within the existing budget funded from Transport for London's LIP allocation.
- 9.3 Equal Opportunities
- 9.3.1 The consultation documents were distributed to all households / businesses within the agreed consultation area to ensure that all stakeholders were made aware of the council's proposals.
- 9.4 Staff Side Comments
- 9.4.1 N/A
- 9.5 Summary and Response
- 9.5.1 During the consultation period, twenty-seven responses were received in total. Twenty-three in support and four who objection.
- 9.5.2 Four objections to the scheme were received as part of the statutory consultation exercise, these are detailed at paragraph 7.2.1, 7.2.2, 7.2.3 and 7.2.4.
- 9.5.3 Lordship Lane Primary school suffers from parking, congestion and road safety issues immediately outside the school. The council is proposing to introduce the first 'School Streets' scheme in Haringey at Lordship Lane Primary school. The scheme consists of the following measures:
- Temporary closures on the southern section of Ellenborough Road at the junction of Granville Road to restrict incoming vehicles at school drop-off and pick-up times (8:30 – 9:15am & 2:45 – 3:30pm).
 - Closures will be indicated by signage and enforced by bollards raised and lowered by school staff.
 - Provision of sinusoidal speed humps in the wider area (Eldon Road, Tintern Road, Grainger Road, New Road, Ellenborough Road (Northern section) and Granville Road (western section)).
- 9.5.4 The Mayor has stated that London is experiencing a '*public health emergency*', and that he is committed to improving air quality, particularly for the most vulnerable

Londoners. Over 400 primary schools are located in areas which exceed legal pollution limits. Primary school children are amongst the most vulnerable groups, with 25% of primary schools in areas with dangerously high levels of air pollution.

9.5.5 Road transport is a major contributor to ground based emissions, has a significant impact on air quality, accounting for around half of NOx emissions. Whilst private car use is decreasing, congestion is increasing. Without significant intervention, as the Capital grows rapidly these trends are set to continue.

9.5.6 Approximately 15,700 vehicles per day travel on the core roads within a 200m radius of Lordship Lane Primary school.

9.5.7 This project aims to create a more safer and pleasant environment, which encourages walking, cycling and scooting to school by closing the southern section of Ellenborough Road to traffic at the start and end of the school day.

9.5.7 The project also aims to reduce traffic speeds and thereby improve road safety to benefit all road users, especially children attending the school.

10.0 Use of Appendices

- Appendix A – Statutory consultation document
- Appendix B – Consultation boundary
- Appendix C – Legal notice
- Appendix D – Full consultation report
- Appendix E - School Walking Zone Map

11.0 Local Government (Access to Information) Act 1985

11.1 N/A

Appendix A
Statutory consultation document

Sustainable Transport

Ann Cunningham: Head of Operations

Haringey
LONDON

6 July 2018

Statutory Notification

Lordship Lane Primary School: 'School Streets' & Extension of Traffic Calming Measures

Dear Resident or Business,

Lordship Lane Primary school experiences parking congestion and road safety issues immediately outside the school making walking and cycling less attractive and encouraging continued dependence on the car for school journeys. This has a negative impact on air quality and noise pollution levels, which can in turn have an adverse effect on the health of the schoolchildren.

To help address this issue, we are proposing to introduce the first 'School Streets' scheme in Haringey at Lordship Lane Primary school. The scheme is located at the southern section of Ellenborough Road between its junction with Granville Road and Lordship Lane. Ellenborough Road currently has a closure at its junction with Lordship Lane and therefore vehicles can access Ellenborough Road at the junction of Granville Road but cannot exit onto Lordship Lane. This scheme proposes to introduce a temporary closure at the junction of Granville Road to restrict vehicles entering this section of Ellenborough Road at school opening (8:30 – 9:15am) and closing (2:45 – 3:30pm) times. Closures will be indicated by signage and enforced by bollards raised and lowered by school staff.

Additionally, you may be aware that funding was obtained (2017/18) to introduce traffic calming measures on Granville Road between Eldon Road and Grainger Road. These measures are designed to improve road safety and accessibility by Lordship Lane Primary School. We were aware at the time that there is a speeding problem in the surrounding roads and during the consultation period, we received requests from residents living in neighbouring roads for sinusoidal speed humps to be included in the wider area. Unfortunately, we were unable to consider these requests at the time, due to funding constraints.

However, I am pleased to inform you that as part of our Local Safety Schemes programme for 2018/19, funding has been secured to provide sinusoidal speed humps in the wider area which includes Eldon Road, Tintern Road, Grainger Road, New Road, Ellenborough Road (northern section) and Granville Road (western section). We believe this scheme will reduce traffic speeds and thus improve road safety to the benefit of all road users, and in particular, children attending Lordship Lane Primary school.

What happens Next?

This notification letter marks the start of a three-week period during which we welcome your comments using the enclosed Freepost feedback card. Please ensure that your comments reach us by 27 July 2018. Your feedback will enable us to decide whether we should go ahead with the scheme as planned, or if changes are required.

Thank you for your attention. If you have any queries or additional comments, please email us at frontline.consultation@haringey.gov.uk putting 'LLPrimary School' in the title line.

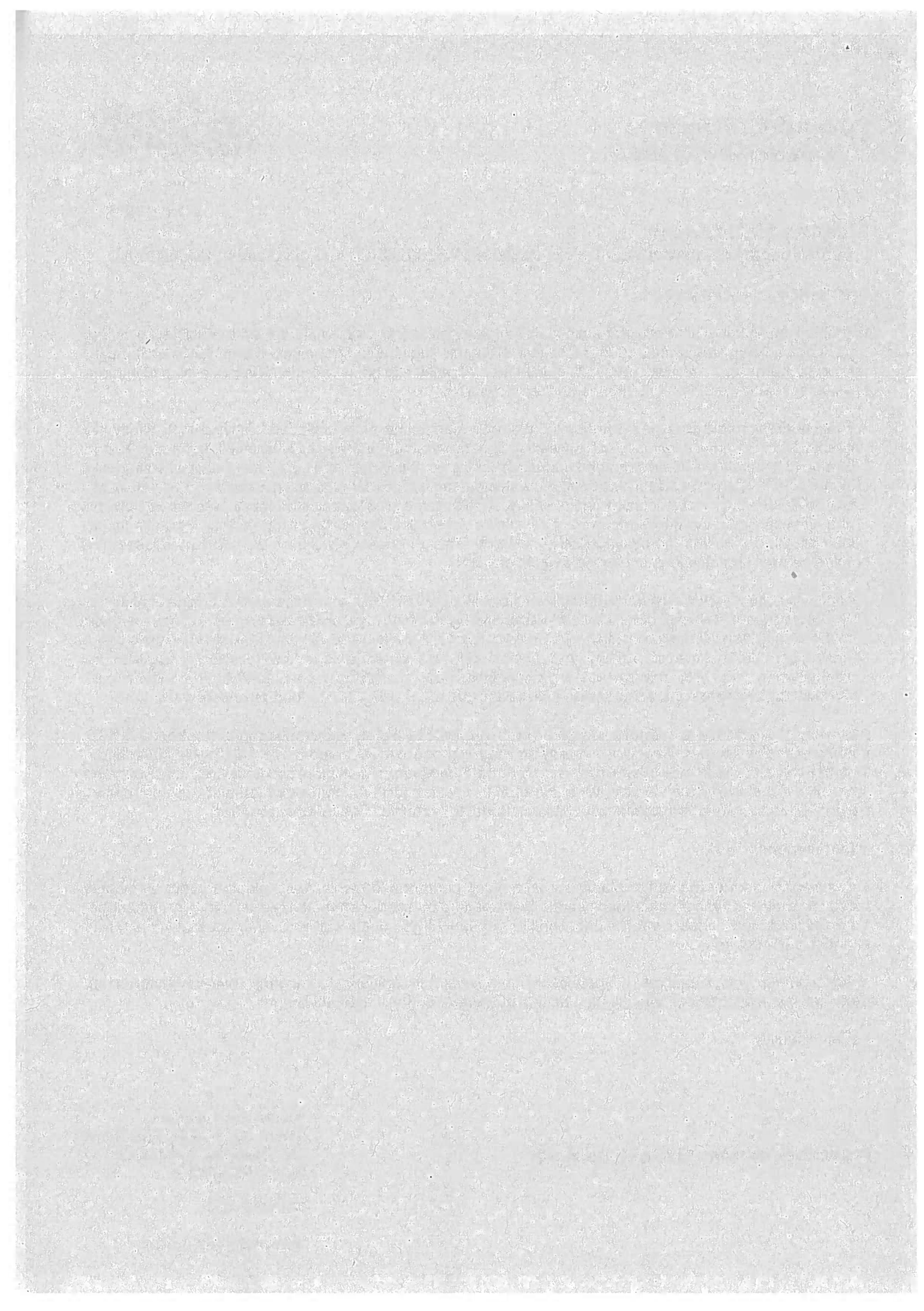
Yours faithfully


Sustainable Transport: Highways Engineering

Sustainable Transport
Level 1 South, River Park House
225 High Road, Wood Green
London N22 8HQ



020 8489 1000

www.haringey.gov.uk



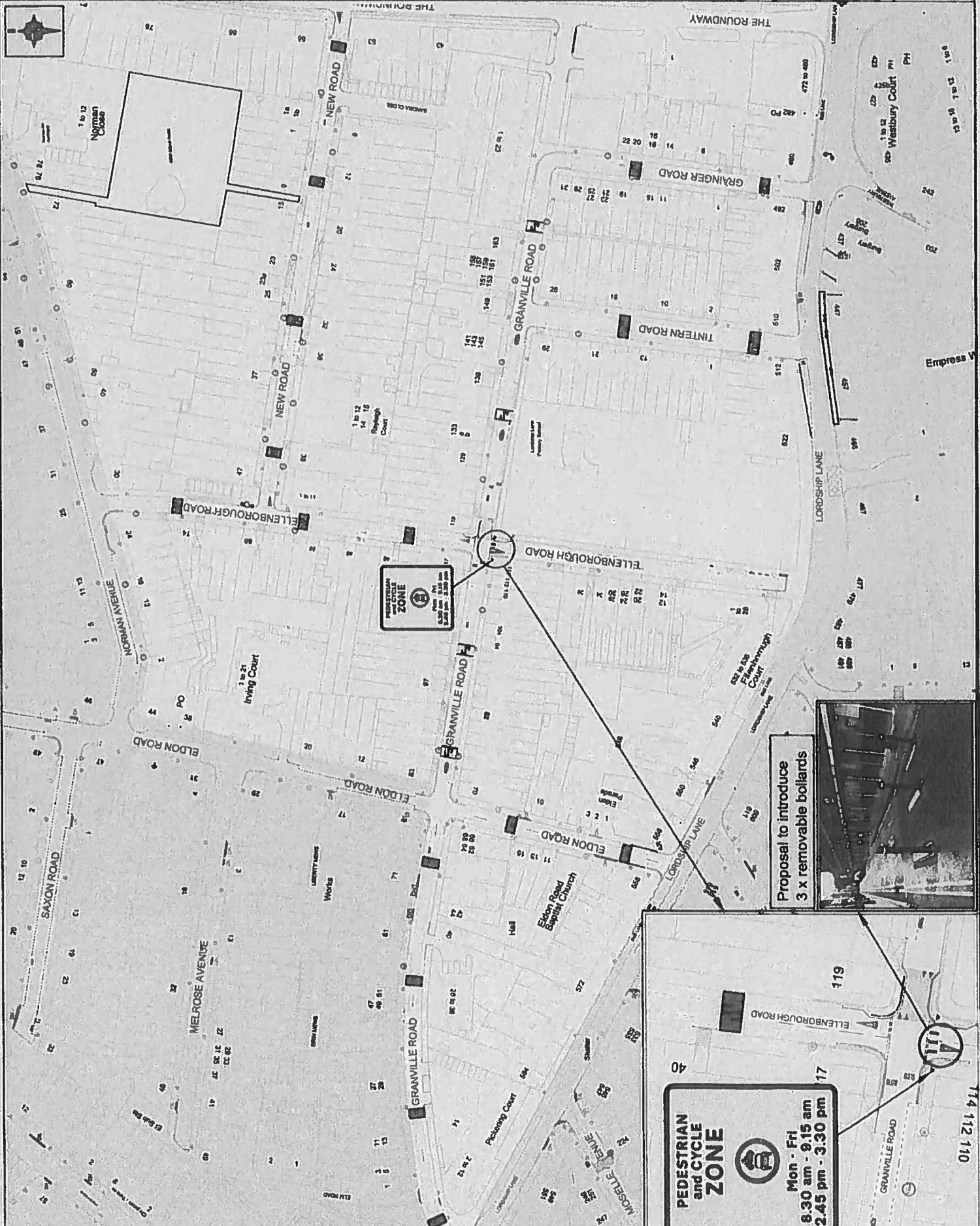
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NOTES:

- KEY:**
-  Existing sinusoidal speed hump
 -  Proposed sinusoidal speed hump



Local Safety Scheme/ School Travel Improvements	MD	MD	DG
Road Safety Proposals	NTS	SSA-002	June 2016
Lordship Lane Primary School Area	COMMERCIAL & OPERATIONS		



PEDESTRIAN and CYCLE ZONE
Mon - Fri
8.30 am - 9.15 am
2.45 pm - 3.30 pm

Proposal to introduce
3 x removable bollards



PEDESTRIAN and CYCLE ZONE
Mon - Fri
8.30 am - 9.15 am
2.45 pm - 3.30 pm

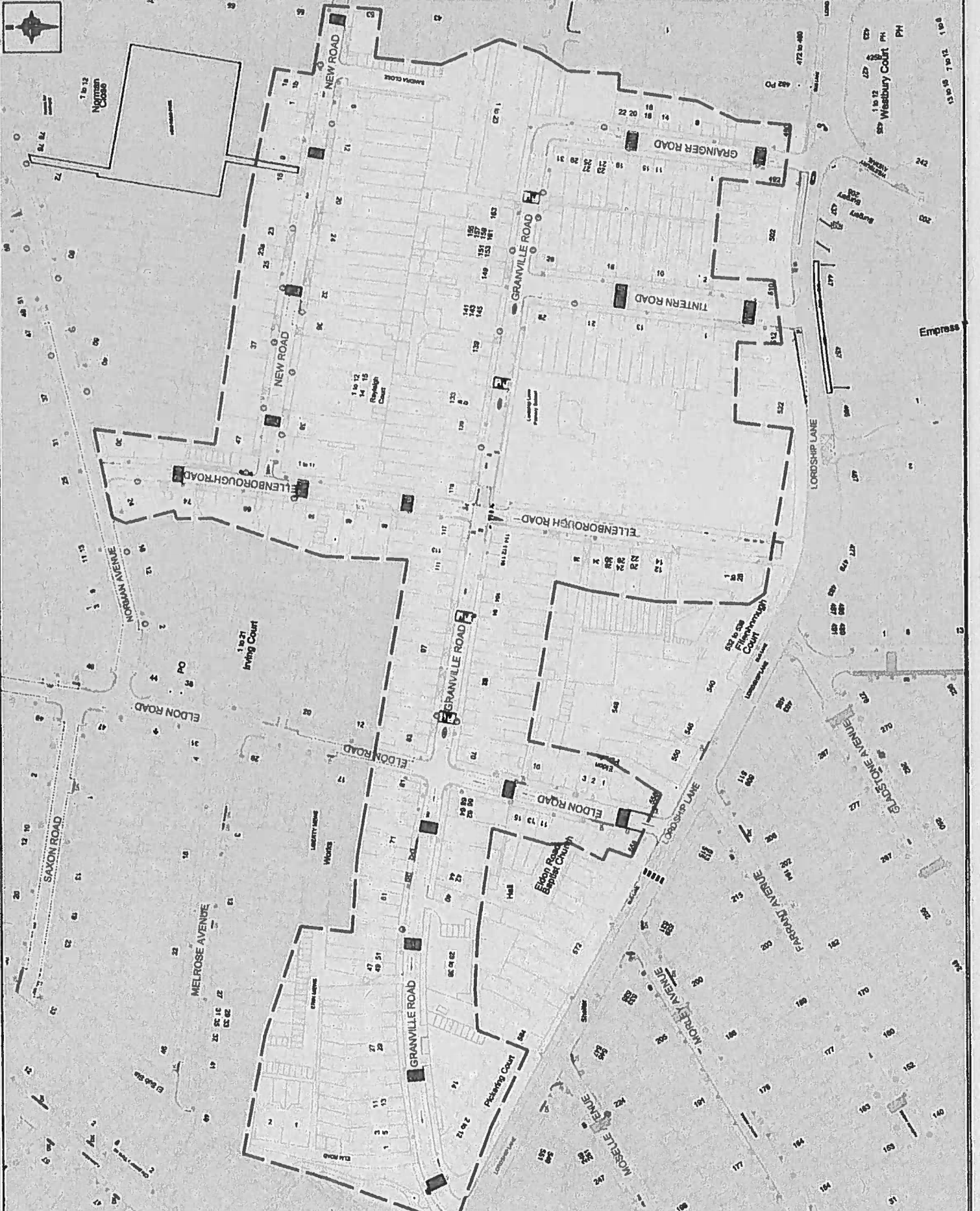


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Appendix B
Consultation boundary

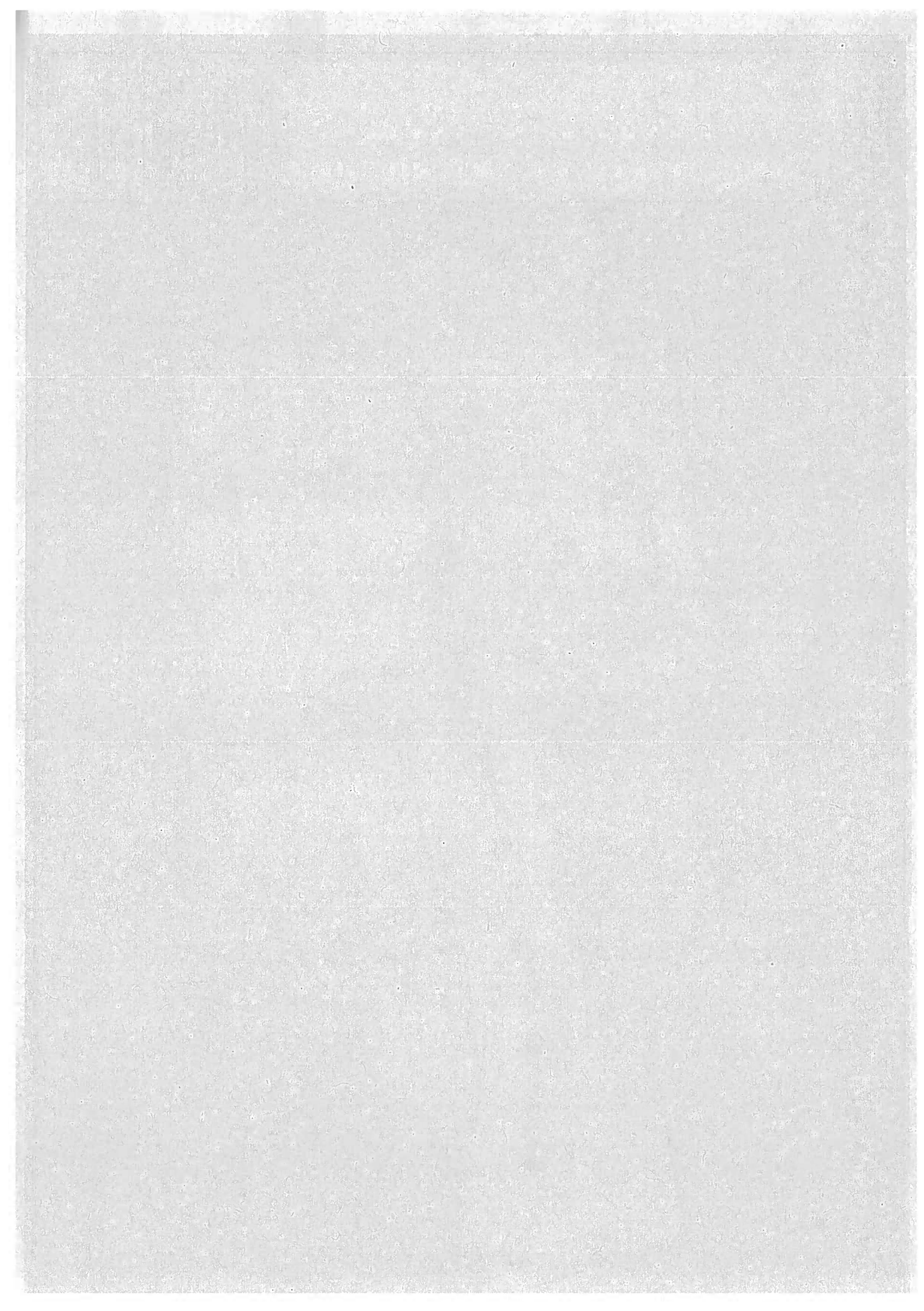
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NOTES:
 KEY: --- Consultation Area



Local Safety Schemes/ School Travel Improvements	
Road Safety Proposals Lords Lane Primary School Area Consultation Boundary	
MD	MD
NTS	JUNE 2018
SSA-002	B
COMMERCIAL & OPERATIONS OPERATIONS	





Appendix C – Legal notice

HARINGEY COUNCIL – PUBLIC NOTICE

**PROPOSED ROAD CLOSURE – ELLENBOROUGH ROAD N22
THE HARINGEY (PRESCRIBED ROUTES) (NO. *) ORDER 201***

**PROPOSED SPEED HUMPS – VARIOUS LOCATIONS N22 AREA
THE HIGHWAYS ACT 1980 UNDER SECTIONS 90A AND 90C
AND THE HIGHWAYS (ROAD HUMPS) REGULATIONS 1999.**

T59

1. NOTICE IS HEREBY GIVEN that the 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 of the Road Traffic Regulation Act 1984, as amended, and to introduce speed humps under Sections 90A and 90C of the Highways Act 1980 and the Highways (Road Humps) Regulations 1999.
2. The general effect of the Order would be to introduce a road closure in the southern section of Ellenborough Road at its junction with Granville Road. This is intended to restrict vehicles, with the exception of pedal cycles, entering this section of Ellenborough Road at school opening (08:30am to 09:15am) and closing (02:45pm to 03:30pm) times, Mondays to Fridays during term time.
3. It is also proposed to introduce Sinusoidal Speed Humps into certain sections of the following roads in the locations specified below:-

Eldon Road (between Granville Road and Lordship Lane)

- (i) along the flank walls of Nos.66/68 and No.70 Granville Road;
- (ii) along the flank walls of Nos. 556 and 558 Lordship Lane.

Ellenborough Road (between Granville Road and Norman Avenue)

- (i) outside No.74 Ellenborough Road and along the flank wall of No.30 Norman Avenue;
- (ii) outside " The stables" Nos.7 and 58 Ellenborough Road;
- (iii) along the flank walls of Nos. 117 and 119 Granville Road.

Grainger Road

- (i) outside Nos.17/19 and 16/18/20 Grainger Road;
- (ii) along the flank walls of Nos.490 and 492 Lordship Lane.

New Road

- (i) Along the flank walls of Nos. 53 and 55 The Roundway;
- (ii) outside Nos.7/9 and 12/14 New Road;
- (iii) outside Nos.27/29 and 32 New Road;
- (iv) outside nos. 43/45 and 38 New Road.

Tintern Road.

- (i) outside Nos. 14/16 and 17 Tintern Road;
- (ii) along the flank wall of Nos. 510 and 512 Lordship Lane.

The speed humps would be approximately 75 millimetres in height, with gradients of 1:15 to 1:20 on the ramps and would extend across the full width of the carriageway.

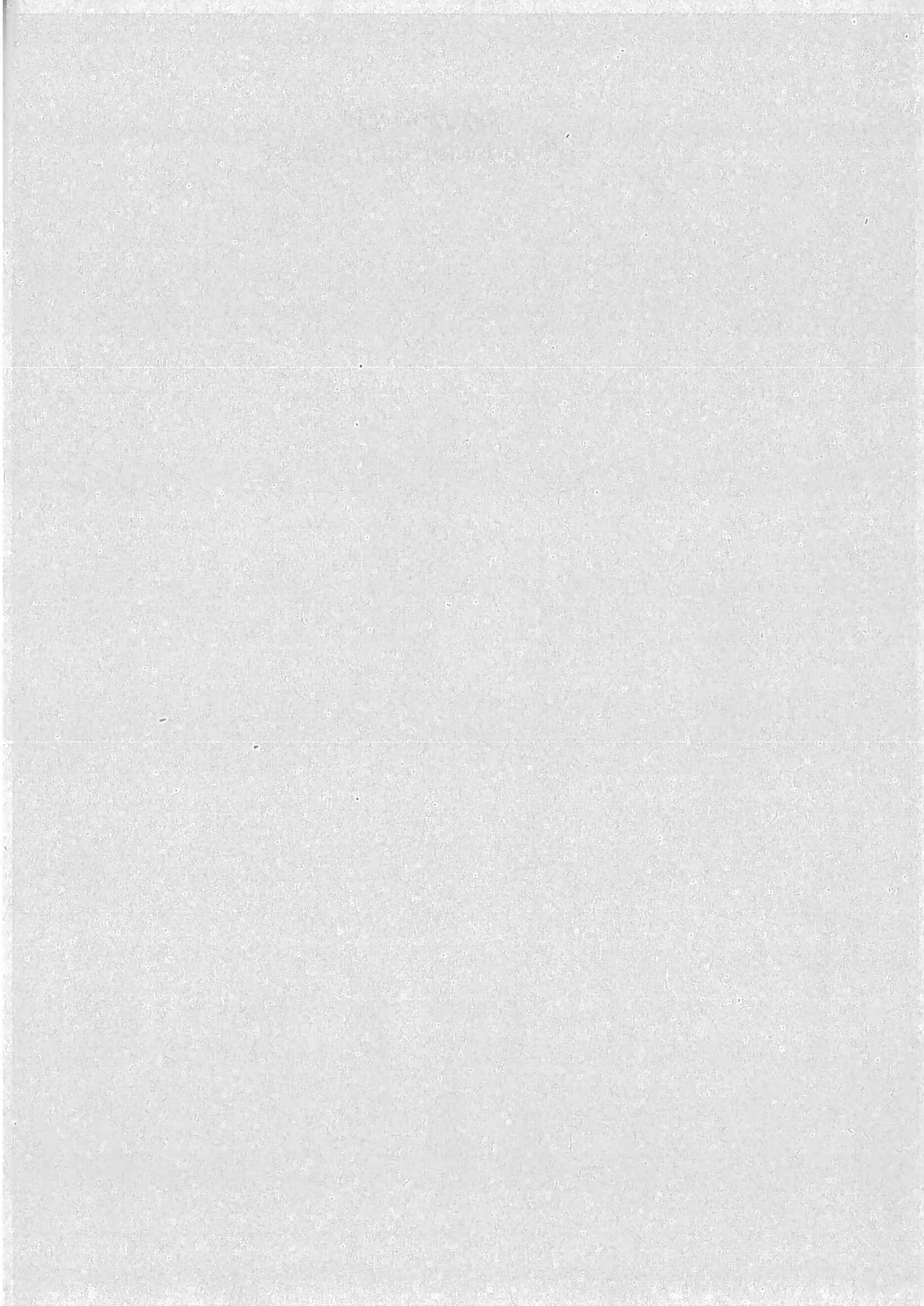
4. A plan showing the locations of the speed humps may be inspected for a period of 21 days from the date of this Notice during normal office working hours at the reception desk, Alexandra House, 10 Station Road, Wood Green, N22 7TR or can be viewed online at www.haringey.gov.uk/traffic_orders.

5. Copies of the proposed Order and of the Council's statement of reasons for making the Order and a plan showing the locations and effects of the Order may be inspected during normal office working hours until the end of a period of 6 weeks from the date on which the Order is made or the Council decides not to make the Order, at the reception desk, Alexandra House, 10 Station Road, Wood Green, N22 7TR or can be viewed online at www.haringey.gov.uk/traffic_orders.
6. Any person desiring to object to the proposals or make other representation should send a statement in writing of either their objection and the grounds thereof or of their representation to the Traffic Management Group, River Park House, 1st floor, 225, High Road, Wood Green, N22 8HQ or to traffic.orders@haringey.gov.uk within 21 days from the date of this Notice.

Dated: 6th July 2018

Ann Cunningham
Head of Operations

Appendix D
Full consultation report



Report Date: 8 August 2018

Statutory Consultation Analytical Report

Project: Lordship Lane Primary School 'School Streets' & Extension of Traffic Calming Measures

Summary of Proposed Measures

Lordship Lane Primary school suffers from parking, congestion and road safety issues immediately outside the school. We are proposing to introduce the first 'School Streets' scheme in Haringey at Lordship Lane Primary school.

The scheme consists of the following measures:

- Temporary closures at the junction of Granville Road to restrict incoming vehicles at school drop-off and pick-up times (8:30 – 9:15am & 2:45 – 3:30pm).
- Closures will be indicated by signage and enforced by bollards raised and lowered by school staff.
- Provide sinusoidal speed humps in the wider area (Eldon Road, Tintern Road, Grainger Road, New Road, Ellenborough Road (Northern section) and Granville Road (western section)).

The scheme is designed to reduce traffic speeds and thereby improve road safety to the benefit of all road users, especially children attending the school.

The statutory consultation closed on 27 July 2018.

Frontline Consultation
Level 1S River Park House
225 High Road, Wood Green
London N22 8HQ

020 8489 1000

www.haringey.gov.uk

Consultation Analysis

Table 1 Overall Support

		Count	%
Support / Object	Support	23	85%
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Table 2 Support by Road

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	New Rd	6	86%	1	14%	0	0%
	Norman Ave	1	100%	0	0%	0	0%
	Sandra Close	1	100%	0	0%	0	0%
	Tintern Rd	0	0%	1	100%	0	0%
	Total	23	85%	4	15%	0	0%

Comments offered by Respondents

Road name	Support / Object	Comments and suggestions
Ellenborough Rd	Object	<p>.....I 100% agree that action is needed. However, I do strongly feel that your suggested solution is ill judged and unsuitable. Your proposed introduction of bollards 'closing' the road during certain hours may have the school children's interests at heart, but please do not forget that the school occupies one side, whilst home owners and residents occupy the other side. Therefore your concerns should include residents. Residents who already pay large council tax bills in addition to extra costs to park our cars on the road you propose to limit our access to. I fail to understand why responsibility should be given to teachers of the school to have control of these barriers. What happens when I need to leave to drive to work. Or if I'm returning home in my car from holiday. Or if I am expecting a delivery or guests. Or waiting for a taxi to pick me up. Or untold other possible scenarios. Your proposal appears only to consider the welfare and benefits to the school. Note that pollution and overcrowding during the school run is not the only issue for this road. "Boy-racers" speeding up and down in the evenings, as well as blatant drug dealing on the street are also concerns I would like addressed. It is also frustrating as a home owner and tax payer that I cannot get parked outside my own property - despite paying the council to do so. It is for these reasons that despite I support your best intentions, I feel your proposed solution is an incorrect method to solve a much broader picture of issues. Also, two years ago you erected a post outside with the intention of installing a camera for traffic control. I witnessed the team installing the mast, and then another team connecting the electrics. However, to this date there is still no evidence of a camera. Just another waste of public funds due to an unfinished project. May I suggest the completion and initialisation of this camera. You could therefore monitor and manage the culprits effectively. Parking fines, and relevant policing could therefore take place. I am confident that these over zealous 'school run' parents would soon cease when parking fines are imposed. Therefore walking the pupils to school, or parking down adjacent streets away from the school entrance. In addition to this, why only install traffic calming speeds humps on surrounding roads? Why not the southern end of Ellenborough Road also? These two points to me would seem obvious solutions. Cheaper cost for you (and tax payer). Easier to manage. It would benefit both residents and the school equally. As well as completing what you have already started. Win win.</p>

Ellenborough
Rd

Object

Firstly I would like to thank you of your letter dated 6th July with regard to School Streets. I always encourage new approaches to problem solving and I feel the issues of air quality and noise pollution are important and certainly should be reviewed. However, I do have some concerns around the proposed School Schemes 'solution'. I feel the proposed solution only considers the school and not those that live on the road. We pay our council tax, parking permits and encourage school events such as closing the road on occasion for outside play and feel that restricting resident access in the means proposed only considers the school and not residents. I have elderly parents who are not in the best of health. I have concerns that should my parents be visiting me and an emergency hospital visit should be required, we would effectively be trapped in the road and have to rely on other sources such as a taxi, or indeed ambulance when such measures would ordinarily be avoided. I also feel that by effectively closing the road, this would only be moving the air quality conundrum down the road and would just be moving the issue elsewhere. Parents would essentially park on adjoining roads and so if air quality (and sound pollution) is an issue, I believe this would still be the case. The school have been trying to encourage walking to school with significant signage for the last six months or so to no avail, so I have significant doubts as to whether closing the road is going to encourage that step change. I would be interested to receive your research and the data associated with the proposed plans with regard to your findings around both noise and air quality pollution. Please advise where this may be accessed so that I may review this in further detail. available to respond prior to your deadline. I agree that school drop off is chaos down Ellenborough Road. Quite frankly, the parents have so little respect for the residents, the road is not a pleasant place to reside around the hours you state in your letter. I also understand that the southern side of Ellenborough Road approaching Lordship Lane has been blocked off as a result of a child being involved in a road traffic incident. I do not know whether you have witnessed this, but parents of children attending Lordship Lane Primary School have no respect for the road markings on Ellenborough Road that have been put in place to effectively protect their children. I have also witnessed an altercation in March of this year whereby I believe a family member of a pupil of Lordship Lane Primary School threatened to shoot (by hand gestures, shouting and general violence) a pupil, which was, quite frankly terrifying. The teachers present were not equipped to deal with the situation and seemed to be in a worse state of shock then I following the event. With the above factors in mind, and if the bollards are a must, I propose either permanent use of the bollards with residents being key holders. When I say permanent, I suggest the bollards to be in place 24hrs a day. Whilst this would be a hindrance for residents, this would assist the noise and air points you highlight, in addition this would stop the antisocial behaviour we witness on the street both during school hours and outside of school hours. Failing that, may I suggest enforcing the parking payment regulations that are currently disregarded. Some parents arrive an hour before school pick up, sit in their cars with their engines running and dispose of rubbish (food, cigarette etc) on the road and do not pay for parking.

Ellenborough Rd	Support	
Ellenborough Rd	Support	While we welcome the time limited restriction of access at school opening and closing times, we are concerned that residents' access/egress at those times does not seem to have been considered. Teachers cannot be expected to know every resident in the road. A simple car pass badge could be the solution, provided the teachers are trained in recognition. Alternatively a bollard control could be supplied to each resident. (assuming that the bollards are electrically operated which isn't indicated in the consultation) What happens when the operation system fails? Please publish your proposals for these, as the consultation appears deficient without it. Part of the problem in Ellenborough Road is that there is scant 'policing' of the street at those times. It could be cheaper to limit the proposal to signage, and have the council warden in attendance at those times to enforce the entry restriction. Alternatively the use of camera technology as we see everywhere to log registration numbers to issue fines would be self-financing in a very short time.
Ellenborough Rd	Support	
Ellenborough Rd	Support	
Granville Rd	Support	I strongly recommend that the speed humps are installed before someone is killed by speeding cars along Granville Rd. Please make it happen.
Granville Rd	Support	I'm afraid I have no suggestions. You know better!!
Granville Rd	Support	
Granville Rd	Support	Summary: We support the changes but believe a change is needed to enforce the bollards element effective i.e. inclusion of CCTV. We live directly next to the proposed bollards and opposite Lordship Lane Primary. Having lived here for 3 years we believe you would need CCTV cameras facing the part of the road you want the bollards on to ensure they are not vandalised and measures can be enforced. CCTV would be an effective deterrent and cost effective when you compare it to the costs of other policing / damage costs.
Granville Rd	Support	Seems a really sensible idea. The speed bumps on Granville road should discourage speeding traffic which is always a problem. Well done Haringey!! What about replacing the speed humps on Perth Road? Dangerous speeding is a continual problem there and the humps should never have been removed.
Granville Rd	Support	Could we have measures to prevent vehicles which are excessively loud and noisy taken off the roads after 11pm?
Granville Rd	Support	
Granville Rd	Support	
Granville Rd	Support	
Granville Rd	Support	Great idea.

Granville Rd	Support	<p>I have just received the latest plan. But before I comment on it, I have a couple of gripes over the way the calming measures were implemented.</p> <p>1. No one warned me that my drive way would effectively be blocked on the first day, as the workmen dug up the road just where my driveway starts. Please see the picture attached. If I had been given some prior notice I could have parked my car elsewhere so that I could have used the car to go out (my wife is disabled) and the only way to get out and about is by car. 2. When we first had the driveway done by the council, they painted a white line to warn people not to block the driveway, but sadly when the road was dug up the white line went with it. This has caused no end of problems out of controlled hours as people encroach and partially block the drive making it difficult and hazardous to get out. Please can I have my white line back? 3. Although the workmen reinstated the white lines elsewhere, the parking bay to the right of the house wasn't done and cannot be seen properly exacerbating the driveway encroach the problem. I did ask for that bay to be taken away as it is so small and when large vans park on it they overlap onto the driveway and is hazardous. In any event there is a BT pole just on the bay which makes parking difficult anyway and adds further to the encroachment problem as car doors cannot be opened without having to resort to encroaching on the driveway.</p>
New Rd	Support	<p>Is it possible to make New Road one way or 'No Entry' at one end? Since other roads were made NO ENTRY, drivers use New Road as a cut through. Traffic noise, and pollution levels have soared and it goes on all day and even at night.</p>
New Rd	Object	<p>New Road should be one way. It has picked up the traffic from Gospatrick rd which is one way but should be two way. We don't just need speed humps on New Road. It has become a rat run after Gospatrick was made No Entry.</p>
New Rd	Support	<p>We'd like to thank you for this initiative. We have witnessed and commented several times on the ridiculously excessive speed of many cars. We support this very passionately and thank you again for this project.</p>
New Rd	Support	<p>Please can you do something about the pavements? I am in a wheelchair and when I go out I use the road instead - as the pavement is very uneven. Having speed humps will stop traffic speeding but will also prove difficult for me in the wheelchair.</p>
New Rd	Support	
New Rd	Support	<p>Speeds cameras - this area is like race track. Need notices to stop pigeon feeding - some nutter leaves the equivalent of 10 loaves of bread every day on the patch of grass outside Tottenham Tyres.</p>

New Rd	Support	<p>I would like to confirm our support. You are presumably aware that New Road and Ellenborough Road are on London cycle network route 56. As such they are popular with many cyclists. As a cyclist myself, I would like to tell that you speed bumps are a nuisance for cyclists, causing discomfort and extra wear and tear on the bike. These factors are exacerbated when carrying a child in a child seat, as I and others often do. The cyclist may also be slowed (from 12-15mph) to a walking or jogging pace (3-8mph), which is no good to anyone. The solution is often to provide 'cut throughs', to allow bicycles unhindered progress. The problem here is that they are usually positioned in such a way that they force cyclists closer to parked cars, their opening doors and pedestrians stepping out from behind them. I therefore strongly suggest that such cut throughs *are* provided on all speed bumps, but are positioned much closer to the centre of the road. Regards.</p>
Norman Ave	Support	
Sandra Close	Support	<p>There should not be a problem if people live near the school and can walk there. Public transport should be used otherwise. The traffic humps need to be clearly visible and I believe they have been signed with paint now.</p>

Tintern Rd	Object	<p>My reasons for this strong objection are as follows: 1.1. Tintern Road is a short road, does not suffer any speeding issues because it is so short and also is not impacted by the issues that occur outside Lordship Lane School at the junction of Granville Road and Ellenborough Road. I can therefore see no rational reason for its inclusion in the scheme. 2.2. I object to the installation of speed humps because of a) the unnecessary disruption the works will cause, b) the fact that my professional car mechanic is adamant that continued exposure to speed humps has damaged and continues to damage my car and c) they would reduce parking spaces within a street that already suffers from significant parking problems outside of the controlled parking zone hours (and sometimes during it) 3.3. The congestion and road safety issues you refer to occur for only 39 weeks of the year and then only for less than two hours per day! The issues are nothing to do with through traffic or local residential traffic but solely down to bad behaviour of parents and their continuing to use their cars for only short journeys to the school, even though they live locally anyway (most display Woodside Ward parking permits so cannot have come far!). My argument is that your efforts to solve this problem should be concentrated on engaging with and educating those drivers (whose behaviour is often disgraceful) encouraging them to be less dependent on their cars and walk their children to school instead. Such a concerted campaign, coupled with better use of parking wardens (who it seems are never present at the key times and / or take a lenient view of parents causing gridlock at the junction, stopping in the middle of the road, double parking, parking on yellow lines and parking illegally in the controlled zone) would be a far better use of money that its seems can be found for this but not for other more deserving causes. 4.4. Finally, the introduction of barriers to prevent the ridiculous practice of parents driving down Ellenborough Road even though it is a dead end would be better dealt with by the engagement, education and enforcement I refer to above. The use of barriers will place residents of Ellenborough Road at a disadvantage, especially as I know of at least one family who have a disabled daughter who is collected by her daytime carers by minibus during the proposed closure time. More importantly though, no matter what you do, failure to address the issues caused by the parents with the parents themselves will only result in displacement of the bad behaviour, parking and congestion to surrounding roads, it will not address the root cause of the problem. The problem is with the school itself and its community, not us long suffering local residents.</p>
27	27	27

Appendix E
School Walking Zone Map

We want the children and adults of Haringey to breathe clean air, live healthy, long and fulfilling lives and for Haringey to be a clean and safe borough.

Our aim is for every child and young person in Haringey to be able to walk, cycle or use the bus safely for their everyday journeys, especially to and from school.

Walking to school is one of the easiest ways we can improve our family's health and wellbeing, it is the easiest way for children to do the recommended 60 minutes of physical exercise every day. It also helps to reduce traffic congestion around the school, reduces air pollution and improves safety for everyone. Most families walk for at least part of their school journey Best of all, Walking is Free!

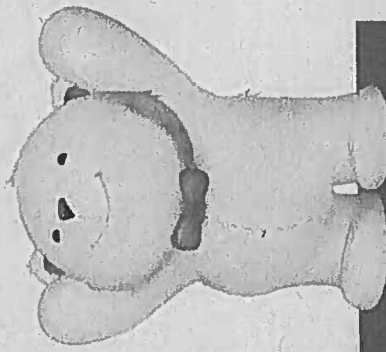
Lordship Lane Primary School Walking Zone encourages all families to walk either all or part way to school, as well as to travel on foot more often for other short journeys.

Walking to school is beneficial because:

- It keeps us all fit, healthy and happy
- It teaches road safety
- It's quicker than finding a parking space
- It's better for the environment and helps keep our air clean
- It helps keep the roads around school free from traffic which is safer for all our children
- It's fun to walk and talk!
- Best of all its FREE!

If you do need to travel by car, please park outside of the Walking Zone and walk the last part of the journey with everyone else. Our map will help you find your route to school.

Together we can improve the health and lives of all our children.



This service will send a text message to your phone to warn you if pollution levels will be high that day. This can be useful for people with respiratory problems (problems with their lungs) like asthma or emphysema
www.airtext.info



Promoting safer and smarter journeys to school

Smarter Travel Team
020 6489 5351
smartertravel.haringey.gov.uk

Save the air walk there



Lordship Lane Primary School Walking Zone Map

Save the Air – Walk There!

We want the children and adults of Haringey to breathe clean air, live healthy, long and fulfilling lives and for Haringey to be a clean and safe borough.
Our aim is for every child and young person in Haringey to walk, cycle or use the bus safely for their everyday journeys, especially to and from school.



walk 4 life

**HARINGEY
WALKS**

**Haringey
LONDON**

the **Save**
air walk
there

Travelling to Lordship Lane Primary School

KEY:

5 minute walking zone

10 minute walking zone

A Lordship Recreation Ground

B Russell Park

Bus stops

Z Zebra crossings

== Pedestrian crossings

