

Report for: Record of Decision Taken Under Delegated Authority

Item number:

Title: School Street - Chestnuts Primary School, Etherley Road N15

Report

authorised by: Head of Highways and Parking:



Cabinet Member for Transformation and the Public Realm  
Investment



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Ward(s) affected: St Ann's

Report for Key/

Non Key Decision: Non key decision



## 1.0 Describe the issue under consideration

- 1.1 To request approval to introduce an experimental pedestrian and cycle zone with associated waiting and loading restrictions in Etherley Road, N15, between Black Boy Lane and Conway Road. The zone would operate for a limited time before and after school start and finish.
- 1.2 The scheme would operate on an experimental basis for a maximum period of 18 months and stakeholders would have opportunity to comment upon or object to the scheme for a period of 6 months from the order coming into effect (or a further six months should the order be subsequently varied).
- 1.3 After 18 months and following a review, the ambition will be to make the experimental pedestrian and cycle zone permanent.

## 2.0 Recommendation

- 2.1 It is recommended that the Head of Highways and Parking implements the following proposal, as per the design in Appendix A, under section 9 of the Road Traffic Regulation Act 1984, summarized as an experiment to introduce:
  - a) a cycle and pedestrian zone in Etherley Road between the junctions of Black Boy Lane and Conway Road during the period 8am to 9.15am and 2:30 to 3.45pm with exemptions as set out in paragraph 3.4
  - b) changes to waiting and loading restrictions
  - c) extend the footway on Black Boy Lane with jersey barriers (subject to further investigation)
- 2.2 It is further recommended that:
  - a) local residents and businesses are notified of the making of the order and invited to comment or object to the scheme once it has come into effect and during the first six months of the scheme coming into effect (or six months from any variation to the order)<sup>1</sup>
  - b) before the order expires in 18 months, the Head of Highways and Parking consider any objections and take a further decision whether to continue the order indefinitely

## 3.0 Reasons for decision

- 3.1 A site meeting was held on 15 October 2020 between the Head Teacher and parents from Chestnuts Primary School along with ward councillors, officers and the police.

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<sup>1</sup> In accordance with [The Local Authorities' Traffic Orders \(Procedure\) \(England and Wales\) Regulations 1996](#)

3.2 At the meeting issues were raised relating to inadequate footway space for social distancing at school start and end times, inconsiderate and dangerous parking (eg unlawful stopping on School Keep Clear markings) which had an obvious negative impact upon road safety.

3.3 Pertinent to the recommendations made in this report, issues raised included:

- a) The pavements around the school are narrow (specifically the Etherley Road entrance).
- b) Etherley Road is used as a traffic cut through. The road was seen to be a busy road with narrow pavements. Cars / vans often cut across the pavement corner to enter Etherley Road from Black Boy Lane. And there was close interaction with the cars and children.
- c) There was a police officer present, no conflicts were observed during the site meeting. But there were statements made by the Head Teacher on historic conflict being common.
- d) Car parking spaces outside the school (on Etherley) were often used by parents picking up. But were empty once the school had closed. Some parking was also staff.
- e) The school and parents are wanting to close this road during opening and closing times – if not permanently.
- f) The school and parents are willing to manage the barriers while a longer-term solution is designed. Cllrs were keen to support the school and parents in closing the road.

3.4 The proposed design aims to:

- a) Minimize interaction between motor vehicles and pedestrians / cyclists in Etherley Road by creating a pedestrian cycle zone that operates either side of school start and school end times.
- b) Provide some motor vehicle exemptions to the zone (see Section 4.0 below)
- c) Introduce at any time waiting and loading restrictions on junctions, to deter inconsiderate or dangerous junction parking outside of the zone
- d) Provide dedicated carriageway space for social distancing queuing at school start time, through provision of jersey barriers
- e) Extend the footway width on Black Boy Lane Note that this is subject to further dialogue with Transport for London and detailed site investigations.

#### **4.0 Exemptions to the restriction**

4.1 All non-exempted vehicular traffic will be prohibited. This will deliver a safe pedestrian and cycle zone and provide air quality improvements.

4.2 The first phase of implementation this location will be controlled via removable barriers which will physically limit access. As set out in section 3.3f, these would be managed by the school. It is planned that by January the street will be enforced by Automatic Number Plate Recognition (ANPR) cameras. With these cameras any car entering or leaving during the times of operation would be photographed and liable to receive a PCN.

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

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

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

- Residents based within the affected area, with proof of their vehicle being registered to their address. These residents will be able to leave or enter the street to enable access to their property, but will be encouraged to reduce vehicle movement as much as possible during the School Street hours.
- Blue Badge holders who require access to the street.
- School buses and vehicles used in the transport of children and adults with special access needs. This may include staff who fulfill this criteria and will cover private vehicles, taxis and minicabs declared for such use. It will be the responsibility of the school to collect this information for the affected students and staff, with consent, and send the council details of the number plate of the vehicle required for this service. These will be manually added to the system for the school by the parking and operations team. The school may also request a temporary permit to enable access for, say, a parent in a later stage of pregnancy or a child with a temporary injury affecting mobility.
- Medical practitioners attending those residing in the street.
- Vehicles driven by residents living outside of a School Streets zone, parents/carers dropping off/collecting children at the school, school staff, friends, tradespeople, and delivery vehicles, and any other non-exempt vehicle will not be permitted to enter the street during the School Streets operational times.

## 5.0 Alternative options considered

5.1 Do nothing. This is not considered an option as the council has a duty to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians).

5.2 Carry out consultation in advance of the making of the order. The location has been considered a high priority based on several accidents between school children and road traffic. These urgent changes should be made to improve the opportunity for social distancing and improve road safety. The scale of the restrictions are small in both physical extent and that they will only operate for a short period of time during the week. In view of this, the location is

considered suitable for an experimental traffic order. This gives the opportunity for the public and council to evaluate the scheme in operation rather than it's predicted impact.

## 6.0 Background Information

- 6.1 School Streets are a proven and successful method for improving air quality, road safety, and increasing active travel around schools. They successfully remove the vast majority of cars from the roads outside of a school and make parents think twice about whether their usual school run can be done by more sustainable methods, such as walking, cycling or taking public transport. These changes will make the air children breathe at school cleaner and safer, as air quality is a localised phenomenon. Evidence also suggests that air quality is worse inside of cars than outside, meaning that those who switch to active or sustainable transport methods will also benefit from a less polluted journey.
- 6.2 This action supports the Borough Plan - Outcome 9, Objective C of the Borough Plan – specifically the commitment to improve air quality around schools. The implementation of this school street will also contribute to Outcome 10, Objective A of the Borough Plan, which aims to make Haringey a more attractive place for active travel. Finally, School Streets, by promoting **active travel and reducing car usage, will support the Council's Climate Change Action Plan** and complement the forthcoming Walking and Cycling Action Plan.
- 6.3 The Council has been requested by the Head Teacher of Chestnuts school, several parents, Living Streets, and Ward Councillors to improve the social distancing measures and road safety around the school. At a site visit on the 20<sup>th</sup> October with this group and local police, many risks were highlighted to council officers. And it was agreed to mitigate these risks through a set of measures. These measures are identified in this report.

## 7.0 Consultation

- 7.1 Ward councillors were in attendance at the site meeting on 20 October 2 and are support the objectives of the scheme. They will be formally notified as part of the experimental traffic order making process.
- 7.2 Prior to the making of the order, comment will be sought from the emergency services.
- 7.3 A letter explaining the scheme and how to comment or object will be distributed to residents in the vicinity of the proposal at the same time as the traffic order notice of making is published. Public notices will be published in the press and in proximity to the proposed restrictions.

7.4 Anyone may object to or comment upon the experimental order during the first **six months of the scheme's operation**. If the order is varied (by way of notice) then a further six months consultation will start. In line with legislation, any objections must be considered by the council and a decision whether or not to make the order permanent will be made before the order expires in 18 months.

## 8.0 Contribution to strategic outcomes

8.1 This action contributes to Outcome 9, Objective C of the Borough Plan – specifically the commitment to improve air quality around schools

8.2 The implementation of this school street will also contribute to Outcome 10, Objective A of the Borough Plan, which aims to make Haringey a more attractive place for active travel.

8.3 School streets improve road safety outside of schools, contributing to the **Mayor of London's Vision Zero (which is related to road safety and not carbon)**.

8.4 The School Streets Plan, by promoting active travel and reducing car usage, **will support the Council's Climate Change Action Plan** and complement the forthcoming Walking and Cycling Action Plan.

## 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 The power of a local authority to make an order regulating or controlling vehicular and other traffic is contained within section 6(1) of the Road Traffic Regulation Act 1984 (RTRA). The power to make an Experimental Traffic Order is contained in section 9 of the RTRA. Experimental Traffic Orders have a lifespan of up to 18 months.

9.1.2 It is the view of legal services that what is being proposed and recommended within this report is in accordance with the law, as set out in this section.

### 9.2 Chief Finance Officer Comments

9.2.1 TBC

### 9.3 Equal Opportunities

9.3.1 Documents will be distributed to all households / businesses within the consultation area to ensure that all stakeholders are made aware of the **Council's** proposals.

## 9.4 Summary and Response

9.4.1 After considering the issues raised, noting our duties and the current emphasis on enabling social distancing and encouraging active travel, the Council has concluded that no alterations should be made to the proposed scheme. The scheme will however be introduced on an experimental basis and, in due course, the council will consider whether to revoke, modify or continue it on a permanent basis.

## 10.0 Use of Appendices

- Appendix A – Proposed design

## 11.0 Local Government (Access to Information) Act 1985

11.1 N/A