



School Streets Action Plan

London Borough of Haringey

Document Reference: 1000006077

Date: 30.01.2020

Created by
Alice Stewart-Cox

Alice.StewartCox@projectcentre.co.uk

0330 1358 950

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Job Number	Issue	Description	Originator	Checked	Authorised
1000006077	01	School Streets Action Plan	Alice Stewart-Cox 30.01.20	Allain Alexis 31.01.2020	
1000006077	02	School Streets Action Plan	Alice Stewart-Cox 30.01.20	Wendy Zheng 20.02.2020	Allain Alexis 20.02.2020

File path: G:\Project Centre\Project-BST\1000006077 - LBHar School Street Action Plan\2 Project Delivery\3 Reports\1 Draft Reports

EXECUTIVE SUMMARY

This report summarises the observations and recommendations for measures to improve the safety around schools in Haringey. Where suitable, school street timed road closures have been recommended and where not practicable, other measures such as improved pedestrian crossings and enforced School Keep Clear (SCK) markings.

This report sets out indicative designs for each of the schools where they are recommended. Before implementation, a higher level of design and wider community engagement should be undertaken to ensure local objectives are achieved. With all final measures being supported by the schools and the local community.

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1. CLIENT REQUIREMENTS

London Borough of Haringey have commissioned Project Centre to undertake site assessments and concept designs for each of the 51 schools in Haringey. This report summarises the findings of those site assessments, the concept design recommendations for each school as well as high-level costings for those recommendations.

2. INTRODUCTION

The report details the findings of each school assessed in the London Borough of Haringey. This includes the collation of site observations from each school, and assessment on whether the school is suitable for a school street, intervention recommendations for each location including high level costs for those recommendations.

The collision data contained within this report refers to collisions which occurred within a 200m radius of the school during 2018.

The air quality data referenced within this report refer to modelled annual mean NO² air pollution, based on measurements made during 2016.

Additional information collected, alongside the above, which is the basis for the rationale for any recommendations at each school. Includes:

- SEN provision at the school.
- Level of engagement by the school on Active Travel (STARS) projects run by the Council and TfL.
- The suitability of the road outside the school for a timed closure; and
- The ability to socially distance outside the school gates, i.e. the pavement widths.

3. SCHOOLS' SUMMARIES AND RECOMENDATIONS

3.1 Alexandra Primary School

3.1.1 Brief

Alexandra Primary School is located on Western Road in Noel Park and is ranked within an 'orange' hotspot for parking issues. The school educates 435 pupils with 24% of those pupils being driven to school, this equates to 104 cars. The school currently hold a Silver accreditation with the TfL STARS programme.

A congestion hotspot around the school has been identified as the roundabout between Mayes Road and Western Road – this is not outside any of the school's three entrances.

The air quality surrounding Alexandra Primary is ranked as 'medium' (between 30 to 40 micrograms NO2 per metre cubed).

The school is surrounded by several businesses including an industrial area, a large wedding venue, public recycling facility and the Police Head Quarters (HQ) for the area.

These businesses, including the Police HQ on Western Road, cause instances of illegal parking on Western Road itself.

There is existing cycle parking on the opposite side of the road from the school, however, this is difficult to access from the school entrance due to the existing guardrail.

3.1.2 Initial proposals

This school was assessed previously and despite the high car use and medium air quality, it was not recommended to implement a school street at this location. Access to existing businesses on Western Road would need to be maintained and ANPR registration for these businesses and visitors didn't seem feasible.

Recommendations were drafted to improve the area outside the school. These measures included:

- A buildout to increase pavement widths on the eastern footway outside the school will help to slow speeds and provide space for pedestrians;
- The guardrail and school keep clear signage for the buildout will be relocated; and
- A continuous footway with restricted access (foldable bollards) outside the entrance to The Dacorium to avoid school time drop off at this location.

3.1.3 Updated proposals

A second assessment has been requested by Haringey to investigate further the possibility of introducing a school street outside this school entrance. The following measures are proposed:

- A school street on Western Road from the junction with Coburg Road to the roundabout with Mayes Road, enforced through ANPR cameras and signs at both entrance points.
- A buildout to increase width on the eastern footway outside the school in order to allow social distance for adults and children attending the school.

The implementation of this school street will benefit Alexandra Primary School but also Heartlands High School.

The details of the proposals can be found in Appendix A

3.1.4 Considerations to be taken prior implementation of the School Street

Alexandra Primary school is located within an industrial area. The proposed school street will have a significant impact on the businesses located within the school street section.

Before implementing the school street on Western Road, from Coburg Road to Mayes Road, it should be considered to engage with all the businesses that may potentially be affected. This will help to know the business's needs, opening/closing times, requirements for visitors, etc. and the impact that the school street may have on their businesses. Once we have more information regarding the area, we will be able to decide if the implementation of the school street at this location is feasible.

3.1.5 Costs

The expected capital costs for these measures are £126,000. This cost includes 15% contingencies.

The measures are detailed on the proposed design plan within Appendix A.

3.2 Belmont Infants and Junior School

3.2.1 Brief

Belmont Infants and Junior School is located on Rusper Road within West Green. The school has 450 pupils and is Gold accredited on the TfL SARS programme. 13% of pupils are driven to the school, which equates to 59 cars. The quality of the air around the school has been classified as 'medium' (between 30 and 40 micrograms NO² per metre cubed). The school has two entrances, one on Rusper Road and one via Belmont Recreation Ground. Rusper Road itself is a congestion hotspot with many cars stopping in the middle of the road to drop off children, causing delays. The site visit highlighted that vehicles seemed to arrive from both directions and when leaving were seen speeding with no regard for the school surroundings.

3.2.2 Measures

School street: **Suitable (with no other recommendations)**

The location of the school is suitable for a school street on Rusper Road due to significant congestion observed in this location. The following measures are proposed:

- A school street on Rusper Road from the junction with Boundary Road and Downhills way. It will be enforced using two ANPR cameras on each end of the restricted zone and new signage.

3.2.3 Costs

The expected capital costs for these measures are **£64,200**

The measures are detailed on the proposed design plan within Appendix A.

3.3 Bounds Green School

3.3.1 Brief

Bounds Green School and Children's Centre is located on Bounds Green Road in Bounds Green. The school has 268 pupils and is Gold accredited on the TfL STARS programme, 8% of pupils are driven to school which equates to 21 cars. The quality of the air around the school has been classified as 'medium' (between 30 and 40 micrograms NO² per metre cubed) and no collisions have been reported in vicinity of the school. The school has two entrances, one on Bounds Green Road which is pedestrian only with a guardrail installed to protect pedestrians and one entrance on Park Road. A site visit highlighted that Park Road is a congestion hot spot with parents parking on the School Keep Clear markings, double yellow lines and in the middle of the road and then conducting U-turns, leading to further congestion. The signalised crossing on Bounds Green Road is also unsuitable as it becomes congested with pedestrians and prams during peak times meaning that adults without children will cross outside of the existing guardrails.

3.3.2 Measures

School street: **Unsuitable (with recommendations for additional works)**

The location of the school is not suitable for a school street despite the 'medium' air quality. The majority of parents observed walked or cycled with their children either through the existing signalised pedestrian crossing or the pedestrian bridge. Red route line marking on Bounds Green Road would not be suitable as this would impact road operations and would not reduce the risk for those crossing Bounds Green Road. Additionally, there was low traffic volumes observed on Park Road and therefore implementing a school street in this location is unlikely to have a significant impact on operations or air quality.

However, it is proposed to extend the existing traffic light island and adjust the associated guardrail to accommodate existing pedestrian volume during peak times on Bounds Green Road.

3.3.3 Costs

The expected capital costs for these measures are **£3,600**

The measures are detailed on the proposed design plan within Appendix A.

3.4 Brook House Primary School

3.4.1 Brief

Brook House Primary School is located on High Road in Northumberland Park. Ahead of this assessment the school, there were issues raised to Haringey regarding the school. The school has 387 pupils and is Gold accredited on the TfL STARS programme. 20% of children are driven to school, equating to 77 cars in total. The quality of the air around the school has been classified as 'medium' (between 30 and 40 micrograms NO² per metre cubed) and 10 collisions have been reported in vicinity of the school. The school only has one entrance in operation on High Road and suffers from congestion outside the school entrance. There are two pull in bus stops outside the school, parents use these as parking in order to pick up and drop off children. This congestion has led to many vehicles attempting unsafe turning movements back onto the main road. During a site visit it frequent parking was observed on the double yellow lines on Langhedge Lane. There are no school keep clear markings outside the school and there is a controlled crossing in place outside the school already.

3.4.2 Measures

School Street: **Suitable (with no other recommendations)**

The location of the school is suitable for a school street due to the high car usage and 'medium' air quality. A school street is proposed along all of Cannon Road, a short section of Langhedge Lane as well as the pull in bus stops. In addition, the school street will be enforced through ANPR cameras and signs at all entrance points to the school street itself.

3.4.3 Costs

The expected capital costs for these measures are **£65,000**

The measures are detailed on the proposed design plan within Appendix A.

3.5 Bruce Grove Primary School

3.5.1 Brief

Bruce Grove Primary School is located on Sperling Road within the Bruce Grove ward. The school has 436 pupils, 6% of which are driven to school equating to 26 cars in total. The school currently has a Bronze accreditation on the TfL STARS programme. There are two entrances in operation, both on Sperling Road itself with School keep clear markings outside both. A site visit highlighted that the eastern SKC markings were obeyed, however cars were parking on the western SKC, and vehicles were also parking on the stretch of yellow lines in between the two entrances. This section caused congestion during school pick up and drop off times. Congestion was also observed at the junction with Clacton Road, with westbound traffic having to wait for eastbound traffic to pass first. Ten collisions have been reported in the vicinity of the school. The school is located within 50m of an area designated as 'medium' for air quality, (between 30 - 40 micrograms NO² per metre cubed).

3.5.2 Measures

School Street: **Suitable (with recommendations for additional works)**

The location of the school is suitable for a school street as long as the local emergency services (the Fire Station) access is not impeded. The school currently has low car usage, and there are some observable traffic issues. Air quality is medium with issues likely to stem from the school's proximity to the A10 which borders the school to the east and north.

The following measures are proposed:

- A school street on a section of Sperling Road, enforced through ANPR cameras and signs at both entrance points.
- A buildout to increase width on the northern footway outside the school in order to allow social distance for adults and children attending the school.

It is proposed that the keep clear line markings are refreshed and extended to cover the full length of the school frontage on Sperling Road. Enforcement of the CPZ is also recommended as the existing CPZ has been observed to be disregarded. This will reduce stopping and parking outside the school and create a safer environment for pupils.

3.5.3 Costs

The expected capital costs for these measures are **£68,500**

The measures are detailed on the proposed design plan within Appendix A. Updated report following Covid Review.

3.6 Campsbourne School

3.6.1 Brief

Campsbourne School is located on Nightingale Lane in West Green. Campsbourne has 424 pupils and is Gold accredited on the TfL STARS programme. 15% of the pupils travel to school via car, which equates to 64 cars. The school has three entrances all of which are located on Nightingale Road. The quality of the air around the school has been classified as 'medium' (between 30 and 40 micrograms NO² per metre cubed). There are parking issues in the area due to narrow roads and a lack of bus routes. A site visit highlighted that those who were arriving by car would often turn left South View Road to park and drop off. The footway buildout outside the school is also a pinch point for traffic during school operation times. A noticeable number of children were arriving to school by bicycle and scooters. The existing School Keep Clear marking are faded with no vertical sign present. There are no signalled crossings outside the school, with one informal crossing.

3.6.2 Measures

School street: **Suitable (with recommendations for additional works)**

The location of the school is suitable for a school street due to the 'medium' air quality and narrow footways around the school. The school has low car usage and further restrictions are unlikely to further reduce traffic volumes and would a school street would impact road network operations.

It is recommended that:

- ANPR CCTV cameras are installed outside the main entrance to the school to enforce a recommended time street closure.
- it is proposed that the existing informal crossing outside the school is formalised to create a safer environment for children. The exact type will depend on traffic data collected for the site; however, a raised zebra crossing is recommended.

3.6.3 Costs

The expected capital costs for these measures are **£115,000**

The measures are detailed on the proposed design plan within Appendix A.

3.7 Chestnuts Primary School

3.7.1 Brief

Chestnuts Primary School is located on St Ann's Road and Black Boy Lane. The school currently has 507 pupils with 47% of those travelling to school via car. They currently have no accreditation on the TfL STARS programme.

It is located in an area classified with 'medium' air quality (between 30 and 40 micrograms NO2 per metre cubed).

The school is within a Resident permit holders or pay by phone CPZ in operation 8am - 6.30pm.

There is a signalised crossing outside the school. No congestion hotspots have been identified outside the school and traffic was observed to be free flowing.

3.7.2 Initial proposals

This school was assessed previously and despite the high car use and medium air quality, it was not recommended to implement a school street at this location.

Of the two entrances in operation at the school (the entrance on Etherley Road was not observed to be in use), the Black Boy Lane entrance was observed to be used by most of the students and the entrance on St Ann's Road seemed to be reserved for the junior years.

Black Boy Lane is part of a bus route and no cars were witnessed dropping students off on Black Boy Lane.

In the first assessment it was considered that converting Black Boy Lane to a school street would have an impact on surrounding road network operations. As the entrance on St Ann's Road was observed to be used by very few students, a school street was considered not suitable.

Recommendations were drafted to improve the area outside the school. These measures included:

- School warning signs on the approaches to the school
- Raised table on the existing controlled crossing outside the school.

3.7.3 Updated proposals

A second assessment has been requested by Haringey to investigate further the possibility of introducing a school street outside this school. This was following the school opening the entrance on Etherley Road, and this becoming a key entrance to the site. The following measures are proposed:

- A school street on Etherley Road from the junction with Black Boy Lane to Conway Road, moving this entrance to the school the main access. The

school street to be enforced through ANPR cameras and signs at all entrance points.

- Wider footway on Black Boy Lane (including the removal of existing parking bay) in order to allow social distance for adults and children attending the school and people waiting at the bus stop.
- Existing uncontrolled crossing on St Ann's Road, at the west of the junction with Black Boy Lane to be upgraded to formal crossing (potentially zebra crossing but further study will be required to ensure this type of crossing is suitable for this location)

The details of the proposals can be found in Appendix B – 1000006077-2-ADD02

3.7.4 Costs

The expected capital costs for these measures are £273,000. This cost includes 15% contingencies.

The measures are detailed on the proposed design plan within Appendix A.

3.8 Coldfall Primary School

3.8.1 Brief

Coldfall Primary School is located in Fortis Green and is ranked within an 'orange' hotspot for parking issues. The school educates 679 pupils with 16% of those pupils being driven to school, this equates to 109 cars. The school currently hold a Gold accreditation with the TfL STARS programme. Everington Road is a congestion hotspot around pick up and drop off times with around 10 minutes of congestion observed. A teacher is also positioned at the school entrance on Everington Road to avoid vehicles stopping at the SKC. The air quality surrounding Coldfall Primary is ranked as 'good' (less than 30 micrograms NO² per metre cubed). The area is purely residential with no businesses in the vicinity and there is no Single Yellow Lines or CPZ covering the area.

There have been 2 reported collisions near the school, one of these was on Coldfall Avenue and was a serious collision involving a child.

3.8.2 Measures

School street: **Suitable (with no other recommendations)**

Coldfall Primary is a suitable location for a school street due to the 'medium' air quality and high traffic volumes. Coldfall Avenue is a no through road with no business access making it a suitable location.

However, it is likely that the introduction of CPZ in the area will be needed in order to control any parking in the surrounding areas. The following proposed measures to create the school street are:

- A school street with timed restrictions enforced by a camera on the entrance to Coldfall Avenue from Coppetts Road;
- Proposed build out on the junction of Everington Road and Steeds Road to narrow the carriageway and create a safer crossing environment for pupils; and
- An ANPR camera to enforce the school keep clear signs on Everington Road

3.8.3 Costs

The expected capital costs for these measures are **£63,000**.

The measures are detailed on the proposed design plan within Appendix A.

3.9 Coleridge Primary School

3.9.1 Brief

Coleridge Primary School is located in Crouch End and is also ranked within an 'orange' hotspot for parking issues. Coleridge Primary has 882 pupils with 17.2% of those pupils getting to school via car. The school currently holds Gold accreditation from the STARS programme. The school is located within 50m of a designated 'poor' area of air quality, (greater than 40 micrograms NO² per metre cubed) within a largely residential area.

The school is located within a CPZ however the hours of operation do not cover school pick up and drop off times. The school has three entrances, however a site visit highlighted that the majority of pupils access the school via the Crouch End Hill entrance. There are no cycle facilities outside the school, but the site visit showed that there were around 10-15 parents cycling with children school and locking bikes on the guardrails. Finally, 4 collisions were recorded near the school.

3.9.2 Measures

School street: **Yes**

This school is suitable for a school street and proposals are based in the Crouch End Liveable Neighbourhood scheme. The following measures are proposed:

- Modal filter on Haslemere Road, at the junction with Crouch End Hill creating a permanent school street on Haslemere Road between Crouch End Hill and Waverley Road;
- Close access to the school at the Crouch End Hill Main entrance to encourage use of other two side entrances;
- Traffic calming measures on Crouch End Hill, such as a flat top hump, raised and widened zebra crossing;
- One-way arrangement on Waverley Road and east side of Haslemere Road;
- Build out to reduce crossing distance on Waverley Road, at the junction with Crouch End Hill; and
- Parking bays on footpath on Haslemere Road to be relocated to carriageway.

3.9.3 Costs

The expected capital costs for these measures are **£50,000**

The measures are detailed on the proposed design plan within Appendix A.

3.10 Crowland Primary School

3.10.1 Brief

Crowland Primary School is located in Seven Sisters and is ranked within an 'orange' hotspot for parking issues. The school educates 420 pupils with 20% of those pupils being driven to school, this equates to 84 cars. The school currently hold a Silver accreditation with the TfL STARS programme. The school does not have any controlled crossings and there have been no reported collisions within the vicinity of the school. The air quality surrounding Crowland Primary is ranked as 'medium' (between 30 to 40 micrograms NO² per metre cubed). The area is not covered by a CPZ nor Single Yellow Lines.

There have been 2 collisions in proximity of the school. A site visit highlighted a level of urgency surrounding this school as a near miss at Elm Park Avenue and Ferndale Road junction was witnessed. This near miss involved a car on SKC reversing into a parent crossing the road with a child. Issues surrounding school drop off are exacerbated by the proximity to Gladesmere secondary school.

3.10.2 Measures

School street: **Suitable (with no other recommendations)**

Crowland Primary school is suitable for a school street on Crowland Road due to the 'medium' air quality and high vehicle usage. No school street has been proposed on Elm Park Avenue as it is likely that a school street in this location would cause more congestion.

The following measures are proposed:

- Timed school street on Crowland Road extended to Fairview Avenue enforced by an ANPR camera;
- Timed school street on Ferndale Road extending to Elms Park Avenue with ANPR camera enforcing school street .
- Timed school street on Elms Park Avenue extending from Crowland Road to Lealand Road enforced by ANPR camera.

3.10.3 Costs

The expected capital costs for these measures are **£50,000**

The measures are detailed on the proposed design plan within Appendix A.

3.11 Devonshire Hill Nursery and Primary School

3.11.1 Brief

Devonshire Hill Nursery and Primary School is within White Hart Lane and is also ranked within an 'orange' hotspot for parking issues. The school has 446 pupils with 24% being driven to school, equating to 107 cars. The school has a Gold accreditation on the TfL STARS programme. The air quality surrounding the school is ranked as 'medium' (between 30 to 40 micrograms NO² per metre cubed).

The school has no controlled crossings and there are three school entrances in operation. There are school keep clear markings opposite the school entrances, these may be difficult to enforce due to existing parking bays which are parallel to the school keep clear markings. These cause confusion and residents parking in the marked bays are not clear if they are parking illegally during the hours of operation of the school keep clear markings. There is a CPZ in operation in the area which covers the school opening hours.

3.11.2 Measures

School street: **Unsuitable (with recommendations for additional works)**

The school is not suitable for a school street despite the 'medium' air quality and high car usage. Weir Hall Road is not suitable for a school street as the restriction of this street would have significant impact on the operation of the road and surrounding road network as it is the main alternative connection between White Hart Lane and Wilbury Way instead of the A10. Additionally, a school street is not recommended in this location due to the existing high parking demand from residents and the number of junctions present along Weir Hill Road.

However, it is proposed that the existing school keep clear markings are removed and resurfaced with new SKC which can then be enforced through more signage as well as CCTV cameras.

3.11.3 Costs

The expected capital costs for these measures are **£82,000**

The measures are detailed on the proposed design plan within Appendix A.

3.12 Earlham Primary School

3.12.1 Brief

Earlham Primary School is located within Wood Green. The school currently has 368 pupils with 14% of those travelling to school via car, which equates to 52 cars. They currently have Bronze accreditation on the TfL STARS programme. The air quality surrounding the school is ranked as 'medium' (between 30 to 40 micrograms NO₂ per metre cubed). The school is covered by a CPZ; however, it doesn't operate during the schools start and finish times and there has been no recorded collisions in the vicinity of the school. No particular congestion hotspots have been identified outside the school and a site visit highlighted that the traffic was free flowing. The area is largely residential with a TfL road in the surrounding vicinity of the school.

3.12.2 Measures

School street: **Suitable (with additional recommendations)**

The location of the school is suitable for a school street on Earlham Grove and Newnham Road due to the 'medium' air quality. The following measures are proposed:

- Proposed footpath extension on Earlham Grove outside the existing gated closure;
- A school street on Earlham Grove enforced with two ANPR cameras and a modification to the existing junction with High Road providing a raised table junction;
- A school street on Newnham Road from the junction with Canning Crescent enforced with two ANPR cameras.

3.12.3 Costs

The expected capital costs for these measures are **£63,000**

The measures are detailed on the proposed design plan within Appendix A.

3.13 Earlsmead Primary School

3.13.1 Brief

Earlsmead Primary School is located within Tottenham Green and is ranked 'orange' in its priority level for parking issues. Earlsmead has 519 pupils with 9% of those pupils being driven to school via car. The school is Bronze accredited on the TfL STARS programme. The school is located within 50m of an area designated as 'poor' for air quality, (greater than 40 micrograms NO₂ per metre cubed) and eight collisions have been reported in the vicinity, all on Broad Lane.

The school has two entrances which are both used; however, the Rangemoor Industrial Estate is located on Wakefield Road, as is one of the school entrances. A morning site visit at school opening time demonstrated that this industrial estate creates an unsafe and noisy environment during the school run hours. Both Wakefield and Walton Road have crossings, however, neither are controlled crossings.

3.13.2 Measures

School street: **Suitable (with no other recommendations)**

Earlsmead Primary School is a suitable location for a school street due to the 'poor' air quality and unsafe road environment. A school street is proposed on the Walton Road access to the school. The following measures are proposed:

- School street on Walton Road enforced by ANPR cameras – this will restrict access to all other than residents and emergency vehicles;
- School street on Wakefield Road between Broad Lane and Ashmount Road enforced by ANPR cameras – this will restrict access to all other than residents and emergency vehicles;
- The carriageway outside the school entrance on Wakefield Road be narrowed to discourage vehicles from stopping outside the school;
- The junction at Ashmount Road/ Wakefield Road and Rangemoor Road be redesigned making a narrow turn for traffic.

3.13.3 Costs

The expected capital costs for these measures are **£64,550**

The measures are detailed on the proposed design plan within Appendix A.

3.14 Eden Primary School

3.14.1 Brief

Eden Primary School is located on Creighton Avenue in Muswell Hill and has 204 pupils, no data is available on the percentage breakdowns of how pupils currently travel to school. The school is currently not engaged on the TfL STARS programme. The school has one pedestrian entrance in operation on Creighton Avenue itself. This entrance does not have school keep clear markings or signage. There is a zebra crossing on Creighton Avenue which is used by pupils getting to and from the school. A site visited highlighted that most children left school on foot with an equal split going east and west. There was some parking congestion, however, very few children were seeing getting into vehicles implying the parking was mainly residential. Traffic flow on the road was moderate and free flowing without any observed delayed. The school is located within 50m of an area designated as 'medium' for air quality, (between 30 - 40 micrograms NO² per metre cubed).

3.14.2 Measures

School Street: **Unsuitable (with recommendations for additional works)**

The location of the school is not suitable for a school street despite the 'medium' air quality due to the existing low car usage and free flowing traffic.

However, it is proposed that 4 car parking bays outside the entrance of the school are removed and replaced with keep clear line markings and signage in order to create a safer environment for pupils.

3.14.3 Costs

The expected capital costs for these measures are **£5,450**

The measures are detailed on the proposed design plan within Appendix A.

3.15 Ferry Lane Primary School

3.15.1 Brief

Ferry Lane Primary School is located on the Ferry Lane Estate in the Tottenham Hale ward. The school has 210 pupils, 2% of which are driven to school equating to 4 cars in total. The school is currently Gold accredited on the TfL STARS programme. The school has two entrances and is located within a heavily pedestrianised area, the eastern entrance already doesn't allow any vehicle pick up or drop offs. This eastern entrance was by far the most used and the site visit highlighted that a vast majority of pupils left by foot with many heading to a nearby bus stop. Both school entrances have school keep clear markings, however no vertical sign was present. The school is located within 50m of an area designated as 'medium' for air quality, (between 30 - 40 micrograms NO² per metre cubed).

3.15.2 Measures

School Street: **Unsuitable (with no other recommendations)**

The location of the school is not suitable for a school street despite the 'medium' air quality due to the existing low car usage. The air quality is due to school's proximity to Ferry Lane / A503 which is the only link across the Walthamstow Wetland between Tottenham Hale and Blackhorse Road. Therefore, there is no need to provide additional measures to reduce car usage.

No further measures are proposed outside Ferry Lane Primary School.

3.15.3 Costs

As no measures are proposed there are no associated costs.

3.16 Harris Academy Tottenham

3.16.1 Brief

Harris Academy Tottenham is a nursery, primary, secondary and sixth form school in Tottenham Hale. The school has 621 pupils with 15% of pupils being driven to school, this equates to 93 cars. The school has a Gold accreditation on the TfL STARS programme and the air quality within 50m of the school is classified as 'medium' (between 30 and 40 micrograms NO₂ per metre cubed). The school has one entrance on Ashley Road. Ashley Road is also home to a Veolia Depot with vehicles coming and going. Traffic volumes on the road were generally low, however several cars were dropping off and conducting U-turns outside the school.

3.16.2 Measures

School street: **Suitable (with no other recommendations)**

The location of the school is suitable for a school street on Ashley Road due to the 'medium' air quality and existing traffic operations. The following measures are proposed:

- A school street on Ashley Road enforced with an ANPR camera on the junction with Burdock Road.

NB: Veolia own a site on the northern end of Ashley Road. For a school street to work in this area, pre-agreement with Veolia would be required so that vehicles didn't use the road during the times of restriction.

3.16.3 Costs

The expected capital costs for these measures are **£36,000**

The measures are detailed on the proposed design plan within Appendix A.

3.17 Harris Primary Academy Coleraine Park

3.17.1 Brief

Harris Academy Coleraine Park is located within Tottenham Hale. The school currently has 435 pupils and 29% of pupils are driven to school, which equates to 126 cars. The school is not engaged on the TfL STARS programme and the air quality within 50m of the school is categorised as 'medium' (between 30 and 40 micrograms NO² per metre cubed). There are no TfL roads in the vicinity of the school, however no specific congestion hotspots around the school have been identified. No collisions have been recorded near the school. The school has two entrances, a main entrance on Glendish Road which is a one-way street (eastbound only) and an emergency access entrance at the rear on Halefield Road which is also a one-way street (westbound only).

3.17.2 Measures

School street: **Suitable (with no other recommendations)**

The location of the school is suitable for a school street on Glendish Road and Halefield Road due to the 'medium' air quality and existing traffic operations. The following measures are proposed:

- A school street on Glendish Road enforced with two ANPR cameras on the junction with Shelbourne Road. The existing one-way system and no entry signs on Wycombe Road will be kept; and
- A school street on Halefield Road enforced with two ANPR cameras on the junction with Wycombe Road. The existing one-way system and no entry signs on Shelbourne Road will be kept.

3.17.3 Costs

The expected capital costs for these measures are **£55,000**

The measures are detailed on the proposed design plan within Appendix A.

3.18 Harris Primary Academy Philip Lane

3.18.1 Brief

Harris Primary Academy Philip Lane is located within West Green. The school currently has 425 pupils. 18% of pupils are driven to school, which equates to 77 cars. The school currently holds a Bronze accreditation on the TfL STARS programme and the air quality within 50m of the school is categorised as 'medium' (between 30 and 40 micrograms NO₂ per metre cubed). Philip Lane has high traffic volumes but is generally free flowing. Two collisions has been recorded near the school.

3.18.2 Measures

School street: **Unsuitable (with recommendations for additional works)**

The location of the school is not suitable for a school street despite the 'medium' air quality and car usage. Phillip Lane has high traffic volumes but is free flowing and the restriction of this road would impact road operations across the network.

However, the following measures are proposed:

- A proposed footway build out on Spur Road opposite the school to improve the visibility for both pedestrians and drivers; and
- Implement a CCTV camera to enforce the existing school keep clear markings.

3.18.3 Costs

The expected capital costs for these measures are **£40,000**

The measures are detailed on the proposed design plan within Appendix A.

3.19 Highgate Primary School

3.19.1 Brief

Highgate Primary School is located within Highgate on Storey Road and has 1724 pupils. The school currently holds a Gold accreditation on the TfL STARS programme with high car use levels with 21% of pupils being driven to school, which equates to 414 cars. The air quality surrounding the school has been classified as 'medium' (between 30 and 40 micrograms NO₂ per metre cubed). There has been four collisions recorded near the school. Congestion is a problem during the school opening hours and a recent site visit has highlighted that cars are parking on the corners of the Storey Road and Gaskell Road junction even though there are existing double yellow lines.

3.19.2 Measures

School street: **Suitable (with no other recommendations)**

The location of the school is suitable for a school street on Storey Road due to the 'medium' air quality and high car usage. The following measures are proposed:

- A school street on Storey Road enforced with two ANPR cameras on the junction with Gaskell Road; and
- Buildouts and DYL will be provided in Storey Road at the junction with Gaskell Road.

3.19.3 Costs

The expected capital costs for these measures are **£50,000**

The measures are detailed on the proposed design plan within Appendix A.

3.20 Holy Trinity CofE Primary School

3.20.1 Brief

Holy Trinity C of E Primary School is located on Somerset Road in Tottenham Hale. The school is Gold accredited on the TfL STARS programme and 21% of pupils are driven to school, equating to 43 cars. The quality of the air around the school has been classified as 'medium' (between 30 and 40 micrograms NO² per metre cubed) and there have been six reported collisions near the school. A site visit highlighted the congestion which occurs outside the school gate when pupils are being dropped off and picked up and when deliveries are being made. There are no school keep clear markings outside the school and the area is not covered by a CPZ.

3.20.2 Measures

School street: **Suitable (with no other recommendations)**

The location of the school is suitable for a school street on High Road due to the 'medium' air quality and congestion outside the school gate. The following measures are proposed:

- A school street along the length of Rycroft Way enforced with an ANPR camera;
- A school street on the end of High Road next to the school enforced with an ANPR cameras; and
- A CCTV camera to enforce the existing double yellow lines on High Road.

Note: The Arriva staff car park is located next to the school entrance on High Road. Prior agreement with Arriva would be needed for the school street. Arriva staff would either need to work around the operation times of the school street or an agreement for them to be exempt during the hours of operation in order for them to gain access to their place of work would need to be discussed.

3.20.3 Costs

The expected capital costs for these measures are **£41,750**

The measures are detailed on the proposed design plan within Appendix A.

3.21 Hyland House School

3.21.1 Brief

Hyland House School is located on Holcombe Road in Tottenham Hale. The school has 70 pupils with 44% of those pupils being driven to school, equating to 31 cars in total. The school is Gold accredited on the TfL STARS programme. The school only has one entrance and congestion spots have been identified. There is no crossing point on Holcombe Road and parking on both sides of the road leads to limited sight lines for pupils crossing. The school keep clear markings on Holcombe Road are faded and there is no vertical sign present. The site visit highlighted that parents were parking on the school keep clear markings, limiting crossing sight lines. The school is located within 50m of an area designated as 'medium' for air quality, (between 30 - 40 micrograms NO² per metre cubed).

3.21.2 Measures

School Street: **Suitable (with no other recommendations)**

The location of the school is suitable for a school street on Holcombe Road due to the 'medium' air quality and existing congestion. A school street is proposed on Holcombe Road between Reed Road and Dawlish Road. ANPR cameras and new signage will be used to enforce these school streets.

3.21.3 Costs

The expected capital costs for these measures are **£42,000**

The measures are detailed on the proposed design plan within Appendix A.

3.22 Lancastrian Primary School

3.22.1 Brief

Lancastrian Primary School is located on King's Road in Northumberland Park. The school has 484 pupils. The school is Silver accredited on the TfL STARS programme and 17% of pupils at the school are driven to school, this equates 82 cars. The school has one main entrance on Kings Road and there is a vehicular access on Kings Street. A site visit showed that there is considerable congestion outside the school entrance on Kings Road. Church Road is also a congestion pinch point as it is a very narrow two-way street with continuous parking bays, without any passing areas. The school is covered by a CPZ, but not does not cover the school opening times. The quality of the air around the school has been classified as 'medium' (between 30 and 40 micrograms NO₂ per metre cubed). There are a number of business nearby including VVR Motors Car repair, which fronts the railway arches.

3.22.2 Measures

School street: **Suitable (with no other recommendations)**

The location of the school is suitable for a school street on King's Road due to the 'medium' air quality and existing congestion. The following measures are proposed:

- The school street on King's Road will be enforced by ANPR cameras at the junction with Birkbeck Road; and
- Signage will be used on Church Road and King Street to forewarn drivers of the school Street on King's Road.

NB: The railway arches along Kings Street houses six car repair businesses which will result in difficulties in ANPR enforcement of the school street. Engagement with those businesses in required before implementation of scheme.

3.22.3 Costs

The expected capital costs for these measures are **£50,000**

The measures are detailed on the proposed design plan within Appendix A.

3.23 Lea Valley Primary School

3.23.1 Brief

Lea Valley Primary School is located within Northumberland Park and is ranked 'orange' in its priority level for parking issues. Lea Valley has 448 pupils with 18% of those pupils being driven to school via car. The school is Silver accredited on the TfL STARS programme. The school is located within 50m of an area designated as 'medium' for air quality (between 30 and 40 micrograms NO₂ per metre cubed). Commonwealth Road has been highlighted as a congestion hotspot particularly around school times with vehicles stopping for prolonged periods on both DYL and school keep clear signs on both sides of the road outside the school.

3.23.2 Measures

School street: **Suitable (with no other recommendations)**

Lea Valley Primary School is a suitable location for a school street due to the 'medium' air quality and existing congestion. The following measures are proposed:

- A school street on Trulock Road south of the junction with the car park access, continuing on along Commonwealth Road, Almond Road and the section of Trulock Road opposite Vale School; and
- The school street will be enforced by an ANPR camera at the junction on Trulock Road with the car park access.

3.23.3 Costs

The expected capital costs for these measures are **£20,700**

The measures are detailed on the proposed design plan within Appendix A.

3.24 Muswell Hill Primary School

3.24.1 Brief

Muswell Hill Primary School is located on Muswell Hill itself within the Muswell Hill ward. The school has 420 pupils, with 22% of those being driven to school. This equates to a total of 92 cars. The school is currently not engaged on the TfL STARS programme but have indicated that they are willing to engage in the process. The school only has one entrance; however, it can be accessed from two separate pedestrian only walkways. A site visit highlighted that the pedestrian only pathway from Muswell Hill was heavily used by pupils walking to school whereas the pedestrian access from Dukes Mews was utilised more by parents parking before walking into school. The school has no School Keep Clear markings, this is due to the school being accessed from pedestrian only pathways. There have been two reported collisions in the vicinity of the school, whilst no particular congestion spots have been identified. The school is located within 50m of an area designated as 'medium' for air quality, (between 30 - 40 micrograms NO² per metre cubed).

3.24.2 Measures

School Street: **Unsuitable (with no other recommendations)**

Muswell Hill Primary School is not a suitable location for a school street despite the 'medium' air quality. During the site visit most students were observed walking to school and no congestion hotspots were identified. Therefore, a school street is not expected to decrease existing vehicle usage. Additionally, closing Dukes Avenue would have significant impact on the surrounding road network operations as it is the main link between Muswell Hill town centre and Alexandra Palace. The air quality is due to the school's proximity to Muswell Hill / A504 and Muswell town centre. Therefore, no further measures are proposed outside Muswell Hill Primary School.

3.24.3 Costs

As no measures are proposed there are no associated costs.

3.25 Noel Park Primary School

3.25.1 Brief

Noel Park Primary School is located on Gladstone Avenue within the Noel Park ward. The school has 587 pupils, with 27% of those being driven to school equating to 158 cars in total. The school currently has a Silver accreditation on the TfL STARS programme. The school has two entrances in operation, one on Gladstone Avenue and one on Lymington Avenue both of which have school keep clear markings and vertical signage which are obeyed. There is a point closure on Vincent Road which is used by cars for parking/waiting at pick up and drop off times. Many parents were observed double parking here and some drivers leaving their vehicles facing the closure. Double parking on Gladstone Avenue was witnessed several times, with drivers stopping their cars in the carriageway parallel to parked cars to collect their children. This did not result in congestion on Gladstone Avenue as there is adequate space to manoeuvre around. On Lymington Avenue, parking was observed in hatched road markings. The crossing near Vincent Road was heavily used, with several pedestrians heading north. The school is located within 50m of an area designated as 'medium' for air quality, (between 30 - 40 micrograms NO² per metre cubed).

3.25.2 Measures

School Street: **Suitable (with no other recommendations)**

The location of the school is suitable for school streets due to the 'medium' air quality and existing congestion observed. School Streets are proposed on both Gladstone Avenue (covering the Vincent Road point closure) and Lymington Road. ANPR cameras and new signage will be used to enforce the school street.

3.25.3 Costs

The expected capital costs for these measures are **£94,900**

The measures are detailed on the proposed design plan within Appendix A.

3.26 North Haringey Primary School

3.26.1 Brief

North Haringey Primary is located on Falkland Road in Haringey and has 453 pupils. The school is Gold accredited on the TfL STARS programme with 15% of pupils being driven to school, equating to 68 cars. The quality of the air around the school has been classified as 'medium' for air quality, (between 30 - 40 micrograms NO² per metre cubed). No collisions in the vicinity of the school have been reported. The school is covered by a CPZ which operates during the opening times of the school.

3.26.2 Measures

School Street: **Suitable (with recommendations for additional measures)**

The location of the school is suitable for a school street due to the 'medium' air quality and surrounding land uses and road network. School streets are proposed on Falkland Road and Frobisher Road. The following measures are proposed:

- A school street on Falkland Road enforced with two ANPR cameras on the junction with Wightman Road. The existing one-way system and no entry signs on Green Lane will be maintained;
- The junction of Falkland Road and Green Lane will be improved and the four existing speed humps on Falkland Road will be replaced with sinusoidal speed humps;
- A school street on Frobisher Road enforced with two ANPR cameras on the junction with Green Lane. The existing one-way system and no entry signs on Wightman Road will be kept; and
- The junction of Frobisher Road with Wightman Road will be improved.

3.26.3 Costs

The expected capital costs for these measures are **£75,000**

The measures are detailed on the proposed design plan within Appendix A.

3.27 Our Lady of Muswell RC Primary

3.27.1 Brief

Our Lady of Muswell RC Primary is located on Page's Lane in Fortis Green and Pages Lane is entirely congested from through traffic especially outside the school. The school has 404 pupils with 45% of children being driven to school which equates to 182 cars. The school is Bronze accredited on the TfL STARS programme. The quality of the air around the school has been classified as 'medium' for air quality, (between 30 - 40 micrograms NO₂ per metre cubed). The school currently has four entrances on Page's Lane; three pedestrian entrances and one vehicle entrance. The school has school keep clear markings outside the entrances, however these are faded. There is a vertical school keep clear sign.

3.27.2 Measures

School Street: **Unsuitable (with no other recommendations)**

The location of the school is unsuitable for a school street despite the 'medium' air quality and high vehicle use. The existing road network operations would be compromised by a school street as Page's Lane is the main alternate link between Tetherdown and Colney Hatch Lane. Page's Lane is also a bus route with heavy residential parking on both sides, a school street would be difficult to enforce in this area if implemented.

No further measures are proposed outside Our Lady of Muswell RC Primary.

3.27.3 Costs

As no measures are proposed there are no associated costs.

3.28 Rhodes Avenue Primary School

3.28.1 Brief

Rhodes Avenue Primary School is located on Rhodes Avenue within the ward of Alexandra. The school has 595 pupils, 6% of which are driven to school, equating to a total of 36 cars. Rhodes Avenue Primary School is Gold accredited on the TfL STARS programme. The school has one entrance and is accessed from Rhodes Avenue itself, next to this entrance is the entrance to the staff car park which is also used to access Alexandra Park secondary school. The school keep clear markings are in good condition and enforced by a vertical sign. A site visit to the school highlighted parents parking and stopping on the DYL on the northern corner of Rhodes Avenue as well as on nearby dropped kerbs. The road is heavily congested during drop off time making it unsafe for children crossing the road and cars were observed stopping directly outside the school with their engines running. The bend on Rhodes Avenue close to the entrance of the school is a known congestion spot. Two collisions have been reported in the vicinity of the school. The school is located within 50m of an area designated as 'medium' for air quality, (between 30 - 40 micrograms NO² per metre cubed).

3.28.2 Measures

School Street: **Suitable (with no other recommendations)**

The location of the school is suitable for a school street on Rhodes Avenue due to heavy congestion and 'medium' air quality. A school street is proposed on Rhodes Avenue between Albert Road and Grosvenor Road. ANPR cameras and new signage will be used to enforce the school street.

Note: The Muswell Hill Gold Club will need to be consulted to ensure their accessibility is acceptable after school street implementation.

3.28.3 Costs

The expected capital costs for these measures are **£48,500**

The measures are detailed on the proposed design plan within Appendix A.

3.29 Risley Avenue Primary School

3.29.1 Brief

Risley Avenue Primary School is located within White Hart Lane and is ranked 'orange' as a hotspot for parking issues. The school has 677 pupils and 26% of pupils travel to school by car. The school is currently not engaged on the TfL STARS programme. The school is located on a busy but uncongested road; however a site visit highlighted that children were being dropped off next to the traffic streets west of the school, close to the junction with Bedwell Street. It is located within 50m of a 'poor' air quality rating (greater than 40 micrograms NO² per metre cubed). The school is within a CPZ; however, this does not cover the school hours of operation. The school is located on a TfL road and therefore there are no school keep clear zones. In addition, any proposals will need to be agreed with TfL in advance.

3.29.2 Measures

School street: **Unsuitable (with recommendations for additional works)**

The school is not suitable for a school street despite the 'poor' air quality and high vehicle use. The school is located on All Hallows Road which is a TfL road. The implementation of a school street in this location would have a significant impact on road operations and therefore it is not feasible.

However other measures have been proposed. These include:

- Redesigning the All Hallows Road and The Roundway junction, reducing the width of the carriageway creating a safer crossing environment for pupils; and
- Removing the existing guardrail outside the school and providing cycle stands.

3.29.3 Costs

The expected capital costs for these measures are **£112,000**

The measures are detailed on the proposed design plan within Appendix A.

3.30 Rokesly Primary School

3.30.1 Brief

Rokesly Primary School is located on Hermiston Avenue in Crouch. It has 348 pupils in the Junior School and 324 pupils in the infant school. The school is Gold accredited on the TfL STARS programme with 4.5% of pupils being driven to school, equating to 30 cars. The quality of the air around the school has been classified as 'low' (less than 32 micrograms NO² per metre cubed). Four collisions in the vicinity of the school have been reported, two were on Hermiston Avenue, one in Rokesly Avenue and one on Elmfield Road. The school is covered by a CPZ; however, this does not operate during the opening times of the school. The two school sites have two different entrances, the Infant School has an entrance on Elmfield Avenue and the Junior School has an entrance on Hermiston Avenue. Both entrances are heavily used.

3.30.2 Measures

School Street: **Yes**

The location of the school is suitable for a school street covering Hermiston Avenue and Elmfield Avenue. The following measures are proposed:

- A school street on Hermiston Avenue enforced with two ANPR cameras on the junction with Rokesly Avenue;
- A school street on Elmfield Avenue enforced with two ANPR cameras on the junction with Tottenham Lane; and
- Buildouts on the Elmfield Road junction with Tottenham Lane.

3.30.3 Costs

The expected capital costs for these measures are **£128,000**

The measures are detailed on the proposed design plan within Appendix A.

3.31 Seven Sisters Primary School

3.31.1 Brief

Seven Sisters Primary School is located on South Grove in St Ann's, the school is categorised as 'orange' in Haringey's ranking of parking issues. Seven Sisters Primary School has 444 pupils and is Gold accredited on the TfL STARS programme. 14% of the pupils travel to school via car, which equates to 62 cars. The quality of the air around the school has been classified as 'medium' (between 30 and 40 micrograms NO₂ per metre cubed). The school has three entrances, two on South Grove which are unpopular and one on Oulton Road, which is popular. South Grove is one-way northbound, and Oulton Road is one-way eastbound. The nearby Grove Road is one-way southbound meaning that parents dropping off follow this system. A site visit highlighted that the vast majority of pupils were arriving by foot with an even split of parents and their children heading east and west after school closed. Some parking congestion was observed on the South Grove entrance.

There have been two reported collisions, both on South Grove. The school is located within a CPZ which covers the school's operation hours, however, a site visit highlighted that this is not being adhered to.

3.31.2 Measures

School street: **Suitable (with no other recommendations)**

The location of the school is suitable for a school street on Oulton Road due to the 'medium' air quality and existing road network. The following measures are proposed:

- The school street will be between the junction with Cissbury Road and Grove Road;
- It will be enforced through ANPR cameras and signage; and
- The existing CPZ linemarking and signage will be removed on Edgecot Road and moved closer to the junction with Oulton Road.

3.31.3 Costs

The expected capital costs for these measures are **£21,400**

The measures are detailed on the proposed design plan within Appendix A.

3.32 South Haringay Infant & Junior School

3.32.1 Brief

South Haringay Infant & Junior Schools are located on Pemberton Road within the Haringay ward. The school has 430 pupils over the Infant and Junior branches, 15% of which are driven to school, equating to 65 cars in total. The school currently has a Bronze accreditation on the TfL STARS programme. The schools' main entrance is located within the Haringay passage with another entrance on Mattison Road. The majority of pupils access the school via the passage. A site visited highlighted that Mattison Road was more congested due to parents dropping off than Pemberton Road, most likely because Mattison Road can be accessed from Green Lanes. There are no crossing facilities, however there is a kerb build out located outside the Haringay passage to allow students priority to cross the road. It is understood that the majority of students live within the roads on the ladder so walking to school through the passage is a great route as it avoids pollution from cars. School keep clear markings and signage are present on both Pemberton and Mattison Road. The school is located within 50m of an area designated as 'medium' for air quality, (between 30 - 40 micrograms NO² per metre cubed).

3.32.2 Measures

School Street: **Suitable (with no other recommendations)**

The location of the school is suitable for school streets due to the 'medium' air quality, congestion and surrounding road network. School streets are proposed on Pemberton Road and Mattison Road, between Green Lanes and Wightman Road. ANPR cameras and new signage will be used to enforce the school street.

3.32.3 Costs

The expected capital costs for these measures are **£47,800**

The measures are detailed on the proposed design plan within Appendix A.

3.33 St Aidan's VC Primary School

3.33.1 Brief

St Aidan's VC Primary School is located on Albany Road in Stroud Green. The school has 236 pupils with around 10% of children being driven to school, this equates to 24 cars in total. The school is Gold accredited on the TfL STARS programme and no particular congestion spots outside the school of school. The school has school keep clear markings at the Albany Road entrance and at the Stapleton Hall Road entrance. A site visit to the school highlighted that traffic volumes outside the school were very low with only a few parents using the street parking to collect their children – no vehicles were seen parking on the school keep clear markings. The school is located within 50m of an area designated as 'medium' for air quality, (between 30-40 micrograms NO² per metre cubed).

3.33.2 Measures

School Street: **Unsuitable (with no other recommendations)**

The school is unsuitable for a school street despite the 'medium' air quality as there were no congestion hotspots and most students were walking to school. No further measures are proposed at St Aidan's VC Primary School as there are no traffic issues associated with this school.

3.33.3 Costs

As no measures are proposed there are no associated costs.

3.34 St Ann's CE Primary School

3.34.1 Brief

St Ann's CE Primary School is located on Avenue Road within the St Ann's ward. The school has 216 pupils, 30% of which are driven to school equating to 65 cars in total. The school is not currently engaged on the TfL STARS programme. The school has two entrances; one on Avenue Road and one on North Grove. The former is much more heavily used. North Grove already has a point closure allowing pedestrians and cyclists through onto St Ann's Road. Avenue Road is one-way in the northbound direction. Both entrances have school keep clear markings and vertical signage. During the site visit, these were obeyed. The school entrance on Avenue Road was observed to be the most problematic with several vehicles speeding along the road as well as CPZ restrictions ignored by parents when dropping off and picking up. The school is located within 50m of an area designated as 'medium' for air quality, (between 30 - 40 micrograms NO² per metre cubed).

3.34.2 Measures

School Street: **Suitable (with no other recommendations)**

The location of the school is suitable for a school street on Avenue Road due to the 'medium' air quality and existing road network. ANPR cameras and new signage will be used to enforce the school street.

3.34.3 Costs

The expected capital costs for these measures are **£26,400**

The measures are detailed on the proposed design plan within Appendix A.

3.35 St Francis de Sales RC School

3.35.1 Brief

St Francis de Sales RC School is located on Church Road in Northumberland Park and is categorised as 'orange' in Haringey's ranking of parking issues. The school has 658 pupils and is Gold accredited on the TfL STARS programme. 33% of children are driven to school equating to 217 cars. The school has three entrances; one on High Road which tends to be used by older children who are travelling to and from school independently; one on Church Road and one on Brereton Road, both of which account for the majority of dropping off and picking up. A site visit to the school highlighted that parents start parking on all nearby streets around 3pm and double parking and parking on double yellow lines is common. Congestion occurs on all the roads on the network surrounding the school, however the north corner of Brereton Road is a particular hotspot. The school has no controlled crossings and High Road is a collision hotspot. The quality of the air within 50m of the school is classified as 'medium' (between 30 - 40 micrograms NO² per metre cubed).

3.35.2 Measures

School street: **Suitable (with recommendations for additional works)**

The location of the school is suitable for a school street with it's 'medium' air quality and high car usage. A school street may have an impact on the existing road network operations and comprehensive design and consultation is recommended.

The following measures are proposed:

- A one-way system around the school with Church Road going westbound, and Brereton Road going northbound and eastbound around the school;
- Installation of an ANPR CCTV camera to enforce timed road closures;
- New signage will enforce the new one-way system; and
- Pedestrian crossings are proposed on Church Road and Brereton Road, the most used entrances to the school.

It is recommended that a school street scheme is introduced to the roads surrounding St Francis de Sales RC School. However due to the existing number of parents driving and how congested the surrounding road network is, care will be needed. The aim of the one-way system is to induce behaviour change to reduce car usage.

3.35.3 Costs

The expected capital costs for these measures are **£160,000**

The measures are detailed on the proposed design plan within Appendix A.

3.36 St Ignatius RC Primary School

3.36.1 Brief

St Ignatius RC Primary School is located on St Ann's Road in Seven Sisters. The school has 388 pupils, 14% of those children are driven to school. This equates to 54 cars in total. The school is Bronze accredited on the TfL STARS programme. St Ann's Road itself suffers from congestion, however this is associated with the junction with High Road rather than from the school itself. There have been four reported collisions in the vicinity of the school, all on St Ann's Road. The school is located within 50m of an area designated as 'poor' for air quality, (greater than 40 micrograms NO² per metre cubed).

3.36.2 Measures

School Street: **Unsuitable (with no other recommendations)**

The location of the school is not suitable for a school street despite the 'poor' air quality. A school street would have a significant impact on the existing road network operations. Additionally, there is already low car usage with most parents collecting children by active transport. Therefore, a school street is not suitable in this location. The school's poor air quality is due to its proximity to the A10 and B152.

No further measures are proposed at St Ignatius RC Primary School.

3.36.3 Costs

As no measures are proposed there are no associated costs.

3.37 St James C of E Primary School

3.37.1 Brief

St James C of E Primary School is located on Woodside Avenue in Highgate. The school has 255 pupils, of which 46% are driven to school, this equates to 117 cars. The school is not currently engaged on the TfL STARS programme. Congestion hotspots around the school have been identified, however these are considered to be predominantly due to through traffic and not to the school itself. The parking spaces outside the school are used by parents at drop off and pick up times. The school only has one entrance used by pupils and there are no school keep clear markings at the entrance. There have been no recorded collisions in the vicinity of the school and the school is located within 50m of an area designated as 'medium' for air quality, (between 30 - 40 micrograms NO² per metre cubed).

3.37.2 Measures

School Street: **Unsuitable (with no other recommendations)**

The location of the school is not suitable for a school street despite the 'medium' air quality. A school street would have a significant impact on the existing road network operations as Woodside Avenue is the main link between B550 and Great N Road. Additionally, there is already low car usage with most parents collecting children by active transport. Therefore, a school street is not suitable in this location.

No further measures are proposed at St James CE Primary School. Due to the existing pedestrian crossing outside of the school entrance, SKC linemarking installation is not necessary.

3.37.3 Costs

As no measures are proposed there are no associated costs.

3.38 St John Vianney RC Primary School

3.38.1 Brief

St John Vianney RC Primary School is located on Stanley Road in the St Ann's ward. The school has 233 pupils and is currently not accredited on the TfL STARS programme. The school has two entrances. The main entrance to the school is located off Ansley Walk which is a pedestrian/cyclist only pathway link between Albany Close and Wood Green Road. Majority of pedestrian drop offs observed were from this entrance. A secondary entrance to the school is located on Stanley Road. This entrance is observed to be primarily used by parents who drove to the school. Stanley Road was not observed to be highly congested, and has school keep clear markings with a vertical sign. The school is located within 50m of an area designated as 'medium' for air quality, (between 30 - 40 micrograms NO² per metre cubed).

3.38.2 Measures

School Street: **Suitable (with no other recommendations)**

The location of the school is suitable for a school street due to the 'medium' air quality and existing road network. School streets are proposed on Stanley Road, Hallam Road and Harringay Road. ANPR cameras and new signage will be used to enforce the school street.

3.38.3 Costs

The expected capital costs for these measures are **£42,800**

The measures are detailed on the proposed design plan within Appendix A.

3.39 St Martin of Porres RC Primary School

3.39.1 Brief

St Martin of Porres RC Primary School is located on Blake Road in Bounds Green. The school has 251 pupils, of which 37% of those are driven to school. This equates to 93 cars in total. The school is Gold accredited on the TfL STARS programme and currently has no congestion hotspots. There are currently buildouts on two sides of the road outside the school and the traffic speeds between the build outs are low. However speeds on Blake Road are still high due to low traffic volumes. Many parents and pupils use the buildouts as a crossing point. The school has school keep clear markings which have become faded and these are enforced through a vertical sign. The school is located within 50m of an area designated as 'good' for air quality (less than 30 micrograms NO² per metre cubed).

3.39.2 Measures

School Street: **Unsuitable (with no other recommendations)**

The location of the school is unsuitable for a school street due to low car usage and school location. The school is set back from the road by a long driveway which acts as a school street to deter parents driving up to the school entrance. The implementation of a school street in this location would have a negative impact on the wider road network operations as Blake Road is part of the main connection between A109 and Albert Road.

No further measures are proposed outside St Martin of Porres RC Primary School.

3.39.3 Costs

As no measures are proposed there are no associated costs.

3.40 St Mary's CE School

3.40.1 Brief

St Mary's CE Primary School is located on Rectory Gardens in Hornsey. The school has 592 pupils with around 10% of pupils being driven to school. The school is Gold accredited on the TfL STARS programme. The roundabout opposite the school has been identified as a congestion hotspot. The school also abuts a major road, High Street, and therefore a large number of pupils are dropped off here instead of Rectory Gardens. The entrance to the school outside Rectory Gardens has school keep clear markings, there is no vertical sign to enforce these. There have been 10 collisions near the school on High Street, which is a congested road. The school is located within 50m of an area designated as ranging from 'medium' to 'poor' for air quality, (it ranges between 40 - 55 micrograms NO² per metre cubed).

3.40.2 Measures

School Street: **No**

No further measures are proposed outside St Mary's CE School.

3.41 St Marys RC Primary School

3.41.1 Brief

St Mary's RC Primary School is located on Hermitage Road in St Ann's. The school has 442 pupils and 31% children are driven to school; this equates to 137 cars. The school is Gold accredited on the TfL STARS programme. The school has two entrances, both on Hermitage Road. Both entrances are covered by school keep clear markings as well as vertical signage. A site visit found that several parents were seen parking on the double yellow lines on Hermitage Road itself during school drop off and pick up. The school has advised that they regularly place temporary traffic cones outside both school entrances to deter parents parking here. 4 collisions have been reported in the vicinity of the school. The school is located within 50m of an area designated as 'medium' for air quality, (between 30 - 40 micrograms NO² per metre cubed).

3.41.2 Measures

School Street: **Suitable (with recommendations for additional measures)**

The location of the school is suitable for a school street on Hermitage Road from the junction with St Ann's Road and Templeton Road. The school is suitable for a school street due to the 'medium' air quality and high vehicle usage. Other measures are also proposed to make the environment safer for school children. The following measures are proposed:

- The school street closure will be enforced through ANPR cameras as well as signage;
- Removal of the existing guardrail outside the school; and
- Proposed cycle stands to be installed outside both school entrances.

3.41.3 Costs

The expected capital costs for these measures are **£55,000**

The measures are detailed on the proposed design plan within Appendix A.

3.42 St Michael's CE Primary School (N22)

3.42.1 Brief

St Michael's CE Primary School is located on Bounds Green Road in Bounds Green. The school has 172 pupils, 16% of which are driven to school equating to a total of 28 cars. The school is currently Bronze accredited on the TfL STARS programme. The school has two entrances; an eastern and western entrance both on Bounds Green Road (a TfL road), neither entrance has school keep clear markings. A site visit highlighted that congestion was observed on Bounds Green Road at school pick up time, however the majority of parents and children were pedestrians with only a few driving. The school is located within 50m of an area designated as 'medium' for air quality (between 30 - 40 micrograms NO² per metre cubed).

3.42.2 Measures

School Street: **Unsuitable (with no other recommendations)**

The location of the school is unsuitable for a school street despite the 'medium' air quality due to the location of the school on a TfL road. A school street would not be suitable on Bounds Green Road as this would impact the operation of the road network. As the congestion observed were from through traffic, implementing a red route through this section would not reduce congestion or improve safety.

No further measures are proposed outside St Michael's CE Primary School.

3.42.3 Costs

As no measures are proposed there are no associated costs.

3.43 St Michael's CE Primary School (N6)

3.43.1 Brief

St Michael's CE Primary School is located on North Road in Highgate. The school has 446 pupils, 31% of which are driven to school, equating to 138 cars. The school is currently silver accredited on the TfL STARS programme. The school has two pedestrian entrances and two vehicle entrances. The entrances do not have school keep clear markings or signage but do have zigzags and a banner encouraging parents not to park. A site visit highlighted parking on double yellow lines by parents and parking (legally and illegally) on Castle Yard. Parents do not appear to be parking on North Road itself. It is very congested but not necessarily from this school itself, possibly from other schools in the area. Most parents appear to be walking on North Road to pick up children, with some walking in from Castle Yard. Slightly more parents approach from the north on North Road than from the south. Pick up seemed to be very spread out with at least 45 minutes of parents arriving. The school is located within 50m of an area designated as 'poor' for air quality (greater than 40 micrograms NO₂ per metre cubed).

3.43.2 Measures

School Street: **Unsuitable (with recommendations for additional works)**

A school street is unsuitable in this location despite the 'poor' air quality due to the low car usage and its location on North Road. North Road is a main road and a school street in this location would have a significant impact on the road operations and result in traffic congestion elsewhere on the network. As the congestion observed were from through traffic, implementing a red route through this section would not reduce congestion or improve safety.

It is recommended that formal school keep clear markings and a vertical sign are implemented south of the zebra crossing zigzags St Michael's CE Primary School.

3.43.3 Costs

The expected capital costs for these measures are **£400**

3.44 St Paul's & All Hallows C of E Federation

3.44.1 Brief

St Paul's & All Hallows C of E Federation is located on Park Lane in Northumberland Park. The school has 365 pupils, 23% of which are driven to school, equating to 84 cars in total. The school is currently gold accredited on the TfL STARS programme. The school has one entrance on Park Lane and has school keep clear markings and vertical signs. Park Lane itself get congested at school times, it is a no through road, so all the vehicles turn around outside the school. There are no crossing facilities on Park Lane and when the parking is full pedestrians crossing have restricted sightlines. The air quality surrounding the school has been classified as 'medium' (between 30 - 40 micrograms NO² per metre cubed).

3.44.2 Measures

School Street: **Suitable (with no other recommendations)**

The location of the school is suitable for a school street on Park Lane due to the 'medium' air quality and car usage. ANPR cameras and new signage will be used to enforce the school street.

3.44.3 Costs

The expected capital costs for these measures are **£42,800**

The measures are detailed on the proposed design plan within Appendix A.

3.45 St Paul's Catholic Primary School

3.45.1 Brief

St Paul's Catholic Primary School is located on Bradley Road in Woodside and is categorised as 'orange' in Haringey's ranking of parking issues. The school has 202 pupils and is Gold accredited on the TfL STARS programme. 26% of children are driven to school, equating to 53 cars. The school has two entrances; one on Barratt Avenue and one on Bradley Road, which is the main access. A site visit highlighted the congestion on Barratt Avenue during drop off and pick up times. This also highlighted that the majority of the congestion on Barret Avenue is through traffic. There are no school keep clear markings on the Barret Avenue entrance of the school resulting in a lot of cars parking and pedestrians have restricted sightlines when crossing the road. A CPZ covers the area and is operational during the opening hours of the school. The quality of the air within 50m of the school is classified as 'medium' (between 30 and 40 micrograms NO² per metre cubed). The school has no controlled crossings and there have been no collisions within the area. The school has informed Council that the entrance on Bradley Road will be permanently closed.

3.45.2 Measures

School street: **Suitable (with recommendations for additional measures)**

The location of the school is suitable for a school street on Barret Avenue due to the 'medium' air quality, car usage and congestion. The following measures are proposed:

- The school street will cover Barret Avenue from the junction with Station Road to the junction with Park Avenue;
- It will be enforced through ANPR cameras and signs at the Park Avenue junction;

3.45.3 Costs

The expected capital costs for these measures are **£21,400**

The measures are detailed on the proposed design plan within Appendix C.

3.46 St Peter in Chains RC Infant School

3.46.1 Brief

St Peter in Chains RC Infant School is located on Elm Grove, whilst the nearby St Gildas Catholic Junior school has entrances on Dickenson Road and Oakington Way, both are in Crouch End. St Peter in Chains has 119 pupils with 14% of those driven to school. This equates to 14 cars in total. The school is Silver accredited on the TfL STARS programme and is in a location of high car use. The entrance is covered by school keep clear markings which are in good condition and are enforced by vertical signs. The Elm Grove E/W and Elm Grove N/S junction has been highlighted as an area of congestion during school drop off and pick up times, a site visit also highlighted that there were several unsafe turning and reversing movements at this junction with a few cars parked on the double yellow lines. The school is located within 50m of an area designated as 'medium' for air quality, (between 30 - 40 micrograms NO² per metre cubed).

3.46.2 Measures

School Street: **No**

The location of the school is not suitable for a school street, however other measures which take into account the neighbouring St Gildas School have been proposed:

- A one way on Tregaron Avenue and Elm Grove heading East;
- A one way on Elm Grove heading South;
- A one way on Dickenson Road heading West;
- A one way on Oakington Road heading South;
- A one way on Broston Grove heading North; and
- New signage to enforce.

3.46.3 Costs

The expected capital costs for these measures are **£10,000**

The measures are detailed on the proposed design plan within Appendix A.

3.47 St Gildas' RC Junior School

3.47.1 Brief

St Gildas' RC Junior School is located on Oakington Way with two entrances on Dickenson Road, whilst the nearby St Peter's in Chains RC Infant School has an entrance on Elm Grove. Both schools are located in Crouch End. The school has 217 pupils, 35.5% of which are driven to school equating to 77 cars in total. The Oakington Way entrance is not heavily used; the children who are exiting this way are mainly heading north. Some car parking space for teachers is provided here; enough for 2 vehicles. The entrances on Dickenson Road had an even split of pedestrians heading in either direction. Some parking congestion was observed on Dickenson Road and Ella Road, with double yellow lines being ignored. Vehicular traffic mainly entered via Crouch Hill and exited via left turn into Briston Grove or Elm Grove. The school is located within 50m of an area designated as 'medium' for air quality, (between 30 - 40 micrograms NO² per metre cubed).

Due to this school being located so close to St Peter in Chains RC Infant School, proposals were produced serving both schools simultaneously. Please see St Peter in Chains for costing information.

3.47.2 Measures

School Street: **No**

The location of the school is not suitable for a school street, however other measures which take into account the neighbouring St Peter's in Chains RC Infant School have been proposed:

- A one way on Tregaron Avenue and Elm Grove heading East;
- A one way on Elm Grove heading South;
- A one way on Dickenson Road heading West;
- A one way on Oakington Road heading South;
- A one way on Broston Grove heading North; and
- New signage to enforce.

3.47.3 Costs

There are no expected capital costs for these measures as they are encompassed within the measures for St Peter's in Chains RC Infant School.

The measures are detailed on the proposed design plan within Appendix A.

3.48 Stroud Green Primary School

3.48.1 Brief

Stroud Green Primary School is located on Woodstock Green in the Stroud Green ward. The school has 240 pupils, 12% of which are driven to school equating to 29 cars in total. The school is currently gold accredited on the TfL STARS programme. The school has three entrances; two on Perth Road and one on Woodstock Road. The Woodstock Road entrance appears to be the most frequently used entrance. The northern most entrance on Perth Road also has a considerable amount of pedestrian traffic. The entrances have school keep clear markings, however there are no vertical signs present; a site visit highlighted that the school keep clear markings were obeyed. Some illegal parking as observed including stopping in the road and using hazard lights. The majority of parents and children were observed walking. The raised pedestrian crossing on Perth Road was noted as a pinch point. The school is located within 50m of an area designated as 'medium' for air quality, (between 30 - 40 micrograms NO² per metre cubed).

3.48.2 Measures

School Street: **Suitable (with no other recommendations)**

The location of the school is suitable for a school street due to 'medium' air quality and the existing road network. School streets are proposed on Woodstock Road from the junction with Perth Road and the junction with Stroud Green Road. ANPR cameras and new signage will be used to enforce the school street. Consultation with businesses in the area would be required to implement this school street.

3.48.3 Costs

The expected capital costs for these measures are **£42,000**

The measures are detailed on the proposed design plan within Appendix A.

3.49 Tetherdown Primary School

3.49.1 Brief

Tetherdown primary school is located on Grand Avenue in Fortis Green. The school has 414 pupils, with 14% of those being driven to school, equating to 58 cars in total. The school has two entrances, one on Grand Avenue and one which connects to both Southern Road and Woodside Avenue. A site visit highlighted that the majority of pupils arrive to school by foot with some cars parking in front of driveways on Grand Avenue for drop off and pick up. There are no formal crossing points on Grand Avenue. The school keep clear markings at the entrances are in good condition and are enforced through a vertical sign. There are no particular congestion hotspots highlighted and there have been no collisions reported near the school. The school is currently engaged with the TfL STARS programme but has not achieved an accreditation. The school is located within 50m of an area designated as 'medium' for air quality, (between 30 - 40 micrograms NO² per metre cubed).

3.49.2 Measures

School Street: **Unsuitable (with no other recommendations)**

A school street is unsuitable in this location despite the 'medium' air quality due to the low car use. The existing parking issues in the area are a result of resident parking and are not associated with the school. Therefore, implementing in a school street in this location would not lower existing car use or resolve parking issues.

No further measures are proposed outside Tetherdown Primary School.

3.49.3 Costs

As no measures are proposed there are no associated costs.

3.50 The Highgate School

3.50.1 Brief

The Highgate School is located on Bishopswood Road and is currently gold accredited on the TfL STARS programme and is ranked 'orange' in its priority level for parking issues. No mode share data has been provided. The school has one entrance on Bishopswood Road itself and there are school keep clear markings and a vertical sign outside the entrance. A site visit highlighted that no illegal stopping occurs however drop off does occur in front of the school and cars queue from Broadlands Road up to school entrance because parents wait all along the street to drop off children right in front of the school entrance. Each drop-off delays traffic by 15-30 seconds. Due to the high car use, restricting access to Bishopswood Road with a School Street during drop-off and pick-up hours might move congestion to nearby roads, particularly in the junction between Broadlands Road and Bishopswood Road. The air quality surrounding the school has been classified as 'poor' (greater than 40 micrograms NO² per metre cubed).

3.50.2 Measures

School street: **Suitable (with no other recommendations)**

The Highgate School is a suitable location for a school street due to the 'poor' air quality and high traffic volumes. A school street is proposed to extend between Broadlands Road and Hampstead Lane. This will be enforced through ANPR cameras and signage.

3.50.3 Costs

The expected capital costs for these measures are **£22,000**

The measures are detailed on the proposed design plan within Appendix A.

3.51 The Mulberry Primary School

3.51.1 Brief

The Mulberry Primary School is within Tottenham Hale and is ranked 'orange' as a hotspot for parking issues. The school has 671 pupils with 18% of those pupils being driven to school via car, which equates to 121 cars. The school is located within 50m of an area designated as 'medium' for air quality, (between 30 - 40 micrograms NO₂ per metre cubed). The school is Gold accredited on the TfL STARS programme. The Parkhurst Road junction with Dowsett Road has been highlighted as a congestion hotspot. Parkhurst Road is generally a quiet road other than the 15-minute morning school peak period where parents parking and conducting U-turns causes congestion. A site visit highlighted that traffic queues up from the junction with Dowsett Road due to higher traffic in main road and tight turning radius that creates a pinch point.

Four collisions have been reported near the school, along with reports of bad parking and attitude from parents around pick up and drop off time. A camera has already been installed to monitor the existing school keep clear markings.

3.51.2 Measures

School street: **Unsuitable (with recommendations for additional works)**

The Mulberry Primary School is not a suitable location for a school street despite the 'medium' air quality and congestion due to existing road network. The road network operations would be impacted by the implementation of a school street resulting in congestion elsewhere in the network. Additionally, a school street in this location would require a large number of cameras. This would result in an expensive construction and maintenance process.

However other measures have been proposed in order ease the issues surrounding the school pick up and drop off. These include

- Create a one-way system on Pankhurst Road, allowing contraflow cycling. This will prevent U-turns happening surrounding the school; and
- Increase the footway width outside the school entrance in order to reduce vehicle speeds and the pedestrian crossing distance.

3.51.3 Costs

The expected capital costs for these measures are **£82,000**

The measures are detailed on the proposed design plan within Appendix A.

3.52 The Willows on Broadwaters

3.52.1 Brief

The Willows on Broadwaters learning campus is located on Adams Road in West Green and is categorised as 'orange' in Haringey's ranking of parking issues. The school has 494 pupils and is Gold accredited on the TfL STARS programme. 14% of children are driven to school, equating to 69 cars. The school has two entrances in operation, both on Adams Road. The eastern entrance is less used than the western entrance, however both are busy. A site visit highlighted that Adams Road is dangerous as its narrow, has limited sightlines due to parking and footway buildouts and a lot of vans use it as a through route. The road currently has two zebra crossings on it, neither are line marked correctly nor have enough capacity to accommodate the volume of people using it at peak times. A number of minibuses are used for the school and these add to the congestion due to them queuing up outside the school. Parents were observed parking in the driveway of the estate parking are to drop off children and using estate parking to turn around. Cars are also parking on the DYL on the western approach to the western entrance leading to vehicles not being able to pull to the side to let others pass, therefore vehicles are reversing to Freedom Road to enable give way.

The school is located within 50m of an area designated as 'medium' for air quality, (between 30 - 40 micrograms NO² per metre cubed) and 2 reported collisions have been reported in the vicinity of the school.

3.52.2 Measures

School street: **Suitable (with recommendations for additional measures)**

The location of the school is suitable for a school street due to the 'medium' air quality, congestion and existing congestion on the road network. A school street is proposed on Adams Road, covering both entrances. The following measures are proposed:

- The school street will cover all of Adams Road from the junction with Martlesham Road to part of Freedom Road;
- It will be enforced through ANPR cameras and signs at the Martlesham Road, Gloucester Road and Freedom Road junctions; and
- The existing crossing near the western entrance will be upgraded and a new pedestrian crossing provided near the eastern entrance.

3.52.3 Costs

The expected capital costs for these measures are **£82,800**

The measures are detailed on the proposed design plan within Appendix A.

3.53 Tiverton Primary School

3.53.1 Brief

Tiverton Primary School is located on Pulford Road in Seven Sisters and is categorised as 'orange' in Haringey's ranking of parking issues. The school 374 pupils and is silver accredited on the TfL STARS programme. 19% of children are driven to school, equating to 71 cars. The school has two entrances; one on Netherton Road which is less used and one on Pulford Road which seems to be the most used entrance and is a congestion hotspot. The school is covered by a CPZ which operates during school hours. The parking bays close to the school are not highly utilised by residents and instead used by parents when dropping off children for school. A site visit highlighted that parents were seen reversing out of Pulford Road and around the junction causing conflicts as well as parents dropping off children right by the school keep clear markings.

The quality of the air within 50m of the school is classified as 'medium' (between 30 and 40 micrograms NO² per metre cubed) and there have been six reported collisions in the vicinity of the school.

3.53.2 Measures

School street: **Suitable (with recommendations for additional measures)**

The location of the school is suitable for a school street due to the 'medium' air quality, congestion and road safety adjacent to the school. A school street is proposed on Pulford Road, from the junction with Fladbury Road. The following measures are proposed:

- The school street will cover the section of Pulford Road up to Fladbury Road;
- It will be enforced through ANPR cameras and signs at Fladbury Road junction; and
- The existing school vehicle entrance will be upgraded.

3.53.3 Costs

The expected capital costs for these measures are **£40,000**. Note that we have put in an approximate cost for the school vehicle entrance upgrade as cost will be dependent on the extent of the scheme.

The measures are detailed on the proposed design plan within Appendix A.

3.54 Trinity Primary Academy School

3.54.1 Brief

Trinity Primary Academy School is located on Bounds Green Road in the Woodside ward. The school has 448 pupils, 21% of which are driven to school equating to 94 cars in total. The school is currently not accredited on the TfL STARS programme, but they are engaged in the process. The school has three entrances; two on Bounds Green Road and one on Trinity Road. All entrances have school keep clear markings and vertical signs present. There is a signalised pedestrian crossing on Trinity Road, where the line markings are very faded. During the site visit many parents with their children were observed coming out of the western Bounds Green Road entrance and crossing Bounds Green Road directly without using the signalised crossing. Dangerous driving behaviour was observed opposite the western Bounds Green Road entrance and a lot of idling cars on DYLS. Significant issues on Trinity Road entrance with parking and congestion was observed, this section of Trinity Road is narrow, and pedestrians are at a high level of risk. The air quality surrounding the school has been classified as 'poor' (greater than 40 micrograms NO₂ per metre cubed).

3.54.2 Measures

School Street: **Suitable (with no other recommendations)**

The location of the school is suitable for a school street due to the 'poor' air quality, congestion and road safety in vicinity of the school. A school street is proposed on Trinity Road from the junction with High Road to halfway along Trinity Garden. ANPR cameras and new signage will be used to enforce the school street on the High Road end.

Similarly as with St Michaels C of E Primary School (N22) opposite it, while a school street is needed on Bounds Green Road, implementation is not possible without negatively impacting the wider road network.

Note: The Civic Centre car park would be impacted by this proposal and therefore consultation with the users of this car park is recommended.

3.54.3 Costs

The expected capital costs for these measures are **£21,000**

The measures are detailed on the proposed design plan within Appendix A.

3.55 Welbourne Primary School and Children's Centre

3.55.1 Brief

Welbourne Primary School and Children's Centre is located on Stainby Road in Tottenham Hale and is categorised as 'orange' in Haringey's ranking of parking issues. The school has 631 pupils and is Gold accredited on the TfL STARS programme. 13% of children are driven to school, equating to 82 cars. The school has three entrances, two on Stainby Road and one on High Cross Road. The area is covered by a CPZ which operates during school hours and there are P&D parking bays available right outside the Stainby Road school entrance with no school keep clear markings. There are school keep clear markings on the school entrance on High Cross and a site visit highlighted parents parking and waiting on the double yellow lines near the school.

The quality of the air within 50m of the school is classified as 'medium' (between 30 and 40 micrograms NO₂ per metre cubed) and there have been four reported collisions in the vicinity of the school.

3.55.2 Measures

School street: **Suitable (with no other recommendations)**

The location of the school is suitable for a school street on Stainby Road and High Cross Road due to the 'medium' air quality and congestion associated with the school. The following measures are proposed:

- School street on High Cross Road west of Hale Gardens;
- School street on both Stainby Road and Montague Road;
- Enforced by ANPR cameras on the Montague Road / Antill Road junctions and the High Cross Road / Hale Gardens junction

The proposed school streets would have an impact on residential parking and therefore would require public consultation.

3.55.3 Costs

The expected capital costs for these measures are **£62,800**

The measures are detailed on the proposed design plan within Appendix A.

3.56 West Green Primary School

3.56.1 Brief

West Green Primary School is located on Woodlands Park Road in the St Ann's ward. The school has 209 pupils, 14% of which are driven to school equating to 29 cars in total. The school is currently gold accredited on the TfL STARS programme. The school has one entrance on Woodlands Park Road which has school keep clear markings and vertical signs in good condition. These were accompanied by yellow no parking cones, which were brought to the kerb once the gates opened. The majority of school pedestrian footfall on Woodlands Park Road headed north, with the zebra crossing on A504 being heavily utilised. Very few vehicles were observed picking children up. The school is located within 50m of an area designated as 'medium' for air quality, (between 30 - 40 micrograms NO₂ per metre cubed).

3.56.2 Measures

School Street: **Suitable (with recommendations)**

The West Green Primary School is suitable location for a school street due to the 'medium' air quality due to the level of car usage as observed on site. The medium air quality rating also likely due to the school's location on the A504.

- Woodlands Park Road proposed build out footway to allow for social distancing, ped rails to be removed and reused along new kerb line
- Lining to be refreshed, existing island at junction with West Green Road to be removed and carriageway be made good.
- ANPR CCTV cameras on Terront Road or Woodlands Park Road (whichever is deemed the most appropriate with the school) to enforce a timed closure.

3.56.3 Costs

The expected capital costs for these measures are **£120,000**

3.57 Weston Park Primary School

3.57.1 Brief

Weston Park Primary School is located on Denton Road in Stroud Green. The school has 312 pupils with 9% of those being driven to school, this equates to 27 cars. The school has two entrances; one on Denton Road and a second which connects through Stationers Park to Mayfield Road. The second entrance is the main entrance used by pupils. The majority of pupils were witnessed walking to school; however, Mayfield Road was considerably congested on both sides of the road during drop off time, with congestion building up around the entrance to Stationers Park. Denton Road has school keep clear markings and a vertical sign; however, they are not enforceable as the markings are not symmetrical. The school is Bronze accredited on the TfL STARS programme. The school is located within 50m of an area designated as 'medium' for air quality, (between 30 - 40 micrograms NO² per metre cubed).

3.57.2 Measures

School Street: **Yes**

The location of the school is suitable for a school street. Two school streets are proposed:

- A school street on Denton Road, from the junction with Weston Park to Ridge Road;
- A school street on Mayfield Road, from the junction with Weston Park to Ridge Road; and
- ANPR cameras and new signage will be used to enforce these school streets.

3.57.3 Costs

The expected capital costs for these measures are **£90,000**

The measures are detailed on the proposed design plan within Appendix A.

Appendix A – Proposal Design Plans

link to Haringey Server for full list of maps

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Or Contact: smarter.travel@haringey.gov.uk
for large pdf file containing all maps

Quality

It is the policy of Project Centre to supply Services that meet or exceed our clients' expectations of Quality and Service. To this end, the Company's Quality Management System (QMS) has been structured to encompass all aspects of the Company's activities including such areas as Sales, Design and Client Service.

By adopting our QMS on all aspects of the Company, Project Centre aims to achieve the following objectives:

- Ensure a clear understanding of customer requirements;
- Ensure projects are completed to programme and within budget;
- Improve productivity by having consistent procedures;
- Increase flexibility of staff and systems through the adoption of a common approach to staff appraisal and training;
- Continually improve the standard of service we provide internally and externally;
- Achieve continuous and appropriate improvement in all aspects of the company;

Our Quality Management Manual is supported by detailed operational documentation. These relate to codes of practice, technical specifications, work instructions, Key Performance Indicators, and other relevant documentation to form a working set of documents governing the required work practices throughout the Company.

All employees are trained to understand and discharge their individual responsibilities to ensure the effective operation of the Quality Management System.



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Edinburgh Office

12 Lower Gilmore
Place
Edinburgh, EH3 9NY

Brighton Office

38 Foundry Street
Brighton
BN1 4AT
tel: 01273 627 183

Manchester Office

Regus - Room 6.1
53 Barnett House
Fountain Street
Manchester, M2 2AN
tel: 0161 235 6466

Slough Office

Fourth Floor
The Urban Building
3-9 Albert Street
Slough, SL1 2BE
tel: 0330 1358 950

info@projectcentre.co.uk • www.projectcentre.co.uk