

Report for: Cabinet 10 November 2020

Title: School Streets Plan

Report authorised by : David Joyce, Director of Housing, Regeneration & Planning

Lead Officer: Joe Baker – Head of Carbon Management

Ward(s) affected: All

**Report for Key/
Non Key Decision:** Key

1. Describe the issue under consideration

1.1. This report sets out how the School Streets Plan the policy framework, and how School Streets will be implemented outside the schools across the borough.

1.2. It sets out the schools that the Council will focus on with its capital and match funding to deliver over the next 4 years.

1.3. The report sets out:

- Haringey’s definition of a school street (Section 7.1).
- How schools have been assessed to determine their need for a school street (Section 7.2).
- The costs associated with the implementation of a school street (Sections 7.8 and 7.9).
- How school streets will be enforced and managed (sections 7.4 and 7.6).
- Haringey’s exemptions policy for enforcement using Automatic Number Plate Recognition (ANPR) cameras (Section 7.5).
- The first 32 schools (Batch 1 and Batch 2) to receive school streets measures (Section 7.12).

2. Cabinet Member Introduction

2.1 London’s air pollution is particularly harmful to children and young people in Haringey. Poor air quality is also an issue of inequality, with those in the east of Haringey suffering the worst effects of poor air quality. As well as this, children are more likely to be the pedestrian casualties in traffic accidents and are put at more risk by cars than other groups.

2.2 School Streets are a proven and successful method for improving air quality, road safety and increasing active travel. They successfully remove the vast majority of cars from the roads outside of a school and make parents think twice

about whether their usual school run can be done by more sustainable methods, such as walking, cycling or taking public transport. These changes will make the air children breathe at school cleaner and safer, as air quality is a localised phenomenon. Evidence also suggests that air quality is worse inside of cars than outside, meaning that those who switch to active or sustainable transport methods will benefit from a less polluted journey.

- 2.3 Getting parents to think twice about their travel habits is also proven to increase rates of active travel. This means that children and their parents and carers will gain from taking part in more active travel, benefitting from the health improvements associated with this. Lordship Lane Primary School now sees over 24 fewer cars drive to the school each day, meaning that at least 24 children are now taking part in more active and sustainable modes of transport. On top of this, any of the cars that still do drive to the school can no longer congest the short cul-de-sac by Lordship Lane Primary School's entrance gate, making a safer, quieter, and calmer environment for all. This creates a better public realm, making Haringey an even nicer place to get around.
- 2.4 At the start of the COVID pandemic, it was quickly realised that air quality and health levels played a part in the ability to fight the virus. There was also a need to create space, where people could socially distance safely while dropping off and picking up children. As a result of COVID many schools had temporary pavement widenings put in place around the school gates to enable social distancing. In delivering these interventions the Council received a lot of support from the schools. But at the same time we have seen an increase in people driving to school, this creates an unsafe environment, and increases pollution from issues like idling. And in some instances seen conflict between parents and the schools.
- 2.5 School Street measures deliver local air quality improvements, encouraged active travel, and creates a safer environment around the school gates. As such we want to develop these temporary interventions and build on the learning to deliver the Haringey School Streets Plan.
- 2.6 This School Streets Plan sets out Haringey's ambitious programme to deliver school streets over the next few years. The plan has been written to set a clear framework for residents and officers to understand the Council's plans in regards to school streets over the coming months and years. It sets out Haringey's definition of a school street, the criteria schools have been assessed by, the cost of school streets, how they will be funded, and an indicative order of which school streets will be implemented and when.
- 2.7 This demonstrates the ambition of Haringey Council to deal with this issue, by assessing all of the borough's primary schools and deciding which schools are most in need of school streets. By doing this, we are able to deliver measures to those children most affected by the poor air quality in London and make sure that the measures put in place benefit the most vulnerable.

3. Recommendations

- 3.1. Approve the policy, management, and delivery approach to school streets as laid out in this report.

- 3.2. Adopt the recommendations as set out in the plan and agree to deliver the School Streets programme over the next 4 years, based around designs within the School Streets Report (appendix 1).
- 3.3. Agree to fund these measures on the schools listed in Section 7.12.2 and 7.12.3, from the Councils Capital Programme, and secure external funding sources to compliment this funding. If external funding cannot be secured then the project will be scaled back to fit within the available funding envelope.
- 3.4. To give the Director for Environment and Neighbourhoods, authorisation to sign off the final designs of the school streets and the associated Traffic Management Orders, in consultation with the relevant Cabinet Member.

4. Reasons for decision

- 4.1. Delivering the School Streets Plan will contribute to outcome 9, objective c of the borough plan – specifically the commitment to improve air quality around schools. It will also contribute to outcome 10, objective a of the borough plan, which aims to make Haringey a more attractive place for active travel.
- 4.2. The School Streets Plan was created in response to a [motion](#) passed by Full Council in March 2019.
- 4.3. The plan has been created so that Haringey Council can target school streets at those schools most in need.
- 4.4. The plan sets out a standard framework to understand Haringey's school streets programme, allowing for consistent, successful and efficient delivery of these measures.

5. Alternative options considered

5.1. Do Nothing

Not approving the school streets plan.

This was rejected as it would mean the Council failed to deliver on the [motion](#) passed by Full Council in March 2019. And failure to deliver school streets would not achieve the objectives in the Borough Plan.

5.2. Implement school streets without a plan in place

This was rejected as school streets are targeted measures aimed at improving specific issues. To do this would mean that resources were not targeted in the most effective ways and that schools could receive school streets on an unfair basis.

This would mean that the Council was not doing everything it can to improve air quality at schools, improve road safety and increase levels of active travel.

6. Background information

- 6.1. At the beginning and end of the school day, it is possible to see the same scenario being played out outside schools across the Borough. Children who are travelling to and from school must navigate roads that are congested with motor vehicles, often concentrated directly in front of the school gates, making the last few metres of their journey to school, which should be safe and easy, the most hazardous.
- 6.2. There is an increasing numbers of pupils across the country arriving to school on foot or by bike, and yet, they are still being put at risk by motor vehicles. In Haringey, one in four children travel to school by car. This is taken as an average from the schools that report travel data (data from 2018/19 academic year). This use is higher than the London average and puts at risk the thousands of children travelling around the borough at peak times on foot or by bike. Even a relatively small number of vehicles, when combined with high numbers of pedestrians and cycles can create a hazardous environment, resulting in road safety issues, traffic incidents and close calls around the school gates. These issues are often highlighted by teachers and parents.
- 6.3. Many parents feel that the unpleasant and unsafe street environment forces them to drive to keep their children safe, with implications for children's activity levels and consequently their health. These vehicles are often a combination of school-run traffic as well as through-traffic, using routes past schools as part of their daily journeys. The situation is worst at the school gates where it all comes together: parents dropping off or picking up children, high numbers of young, vulnerable pedestrians and cyclists, local residents leaving or accessing their homes as well as through traffic trying to get past.
- 6.4. Restricting vehicle movement outside the school gates makes the space safer, less polluted and more pleasant. As a result of this Transport for London (TfL), along with most Local Authorities in the country and many third sector organisations such as Modeshift, Sustrans and Living Streets have been working to address this challenge. These organisations are promoting the School Streets measures outside all schools.
- 6.5. This growing promotion alongside the COVID pandemic, where increased public realm for pedestrians and safer active travel options have been requested and delivered across London and the UK, has further promoted the School Streets agenda.
- 6.6. Alongside this many teachers in Haringey are reporting an increase in vehicular traffic around the schools. This has been caused by parents / carers dropping children off at the schools. And wider vehicular traffic increases which are being seen as a result of reduction of capacity on public transport and fear around COVID transmission. Managing this increase in road traffic has caused conflict between the drivers and people who want safe space around the schools. This conflict has drawn in teachers and resulted in accidents around at least two schools in the borough in the first month of the school term.
- 6.7. At Full Council in March 2019 it was agreed that the Council would deliver a School Streets Plan. This was delayed as the teams working on this focused on the delivery and design of other public realm projects related to COVID in 2020.

7. Haringey School Street Plan

7.1 Definition of a school street:

- A School Street is where the street outside of the entrance to a school is closed to motor vehicles at the start and the end of the school day, creating safe public space for safer walking and cycling. The Council will work to close a whole street rather than parcel closure, as this would prevent U-turns on the road.
- School Street restrictions will be in place Monday-Friday during term time. The timings of the street closures will depend on the gate opening and closing times for each individual school and it will be managed as set out in section 7.4 of this report.
- There should start at least half an hour allocated before the gate opening and closing times. And the school street will end 15 mins after the school has closed. For example, if the school opens at 8.30am and closes at 3.30pm, the School Street restrictions will be in place from 8am - 8:45am and 3pm – 3:45pm, Monday to Friday, during term time. Closures will be rounded up to the nearest 15 mins. (ie. On the hour, quarter past the hour, half past the hour, or quarter to the hour)
- Public realm improvements could be included in the delivery of a school street, but generally will not be necessary order to meet the primary objective of removing motor vehicles to create safer and cleaner streets. Public realm improvements will only be delivered where practical and where there is a clear community desire for them, and the community are willing to undertake the long term management of any measures (such as planters).
- School Streets can be referred to as “a time street closure” and a “cycle and pedestrian zone.” The later terminology will be used on the Traffic Management Order and and traffic signs.

7.2 Criteria for school streets:

Seven key criteria have been investigated and used as the primary assessment method to prioritise schools for a School Street. These are:

7.2.1 **Air quality**

- Poor air quality, particularly the presence of PM2.5 and PM10, is especially harmful to the developing lungs of children. Cars associated with the school run are likely to idle and cause congestion outside of schools. Idling cars emit more harmful fumes than passing or through traffic.
- To assess the air quality at each school, data from the Kings College London resource has been used, which calculates the levels of NOx, PM2.5 and PM10 across London.

- From this each school was given a score, according to the levels of pollutants present within a 100m radius of the school. With schools receiving a greater priority where they have higher levels of air pollution.
- NB – the schools that have already been identified by the Mayor of London with poor air quality (Welbourne and Holy Trinity Primary Schools in Tottenham), have been automatically included in the first batch of School Streets.

7.2.2 Road safety

- Schools have been assessed for the traffic safety concerns caused by school and through traffic around the school. Evidence from site visits, reports from parents, teachers and residents and from internal officer knowledge from the Active Travel and Highways teams have informed this assessment.
- Schools that have traffic issues caused primarily by school traffic have been prioritised.
- This has also been informed by the level of car usage at a school which is collected through the STARS annual travel surveys.

7.2.3 Levels of school engagement on Active Travel

- Schools who are ranked silver or gold on the TfL STARS program (which is the Pan London Sustainable Transport scheme run by TfL, 'Sustainable Travel: Active, Responsible, Safe) qualify for a school street.
- This means that the school has a history of promoting, and has already undertaken positive action on, active travel and air quality programmes. It also ensures a productive collaborative relationship with the school and increases the likelihood of the school street being successful. Schools that are not ranked silver or gold will be given advice and opportunities to do so to qualify, with support from the Council to do this.
- This category will also require schools to have senior buy-in (through Head Teachers and Governors) to support a school street and for them to help with messaging and communications.

7.2.4 The suitability of the local road network

- Engineers have assessed the conditions outside the primary schools and maintained nursery schools in the borough – identifying those that are suitable for a school street.
- This consideration takes into account road classification, which broadly assesses whether the schools are on traffic sensitive and major roads.
- Other considerations are traffic levels on the road, who owns and manages the road, whether there are suitable diversion opportunities and what other

organisations need access to the area. Such as whether the road is a bus route.

7.2.5 **Special Educational Needs (SEN) provision**

- SEN students may have mobility issues and / or may be more vulnerable to levels of air pollution. The level of SEN provision provided by a school and SEN units attached to a school have been identified. The Council has taken into account the levels of SEN provision at a school when assessing need for school streets.
- Any measures implemented outside a SEN unit to improve air quality and safety, will be designed to ensure that any vehicles needed for the students (to attend / leave school) will not be impeded.

7.2.6 **Addressing risk of the Covid-19 pandemic**

- Each school has been assessed for the ability to socially distance around the school gate and the risk of the school's community from the COVID pandemic.
- Schools with pavement widths of less than 3 metres wide where it is not feasible to enable social distancing and have a two way flow of pedestrians have been identified with increased prioritisation.
- Schools with communities that are at higher risk from COVID have also been identified and have increased prioritisation.

7.2.7 **Extra factors that have been assessed include (but not of primary scoring):**

- If external or geographically specific funding for a school street becomes available, this school can be prioritised ahead of others.
- How a school street will fit in strategically with other projects of the Council, such as planned cycle routes and Controlled Parking Zones (CPZs).
- The existing level of car usage at the school.
- Levels of support for a proposal from the school and the wider neighbourhood.
- The professional advice of internal officers from the Active Travel, Air Quality, and Highways teams.

7.3 **School Street designs and improvements to public realm:**

- 7.3.1. It may not always be appropriate to close streets. As it may create significant impact on the wider highways network (such as bus routes or major traffic route) those schools will not be selected for a street closure intervention. Measures will prioritise minor roads which are more often used by the schools as entry points due to safety.

7.3.2. Where a street will be closed, it will be with appropriate traffic signs and managed by one of the following methods (set out as in a hierarchy):

- Street closures enforced by ANPR CCTV cameras and penalty charge notices (PCN) issued for any users not permitted during the timed closure. The CCTV cameras will be managed by the Councils Parking Teams.
- The street is shut using physical measures such as planters supported by barriers or gates across the road that will be managed by the schools. This will only be an option where there is no through traffic for example a cul-de-sac. The management of such closures will be agreed through a Memorandum of Understanding between the Council and the schools covering roles and responsibility. It should be noted that while now common in boroughs there are risks associated with delegating management of road closures to school staff. School staff may be ill equipped to manage conflict arising from motorists demanding access to the road. Training will be offered.
- A permanent street closure around the schools creating more public realm. A permanent closure will be part of a wider traffic scheme being implemented in the area, for example a low traffic neighbourhood (LTN). Council engineers will assess the streets for the appropriate location.

7.3.3. At the boundary of each zone, the current parking restrictions in place will be assessed. To avoid any problems with illegal parking behaviour at the boundary of the School Street, waiting and loading bans may need to be reviewed and alterations made in the schemes. This wider review will be included in the costs of the School Street.

7.3.4. In order to address concerns from the schools in terms of road safety, air pollution and the suitability of the local road network, designs for the public realm should be considered alongside the implementation of the ANPR cameras. For example, improvements could be made to junctions, planters could be installed for urban greening, or street furniture such as cycle parking or benches could be included. It is proposed that due to the need to deliver Batch 1 of the School Streets urgently, this batch will not focus on delivering wider public realm improvements. It will address the primary objective of road safety and traffic reduction.

7.3.5. The School Street closure itself will address issues such as noise and air pollution, but further improvements could be made such as providing spaces for people to stop and rest, and installing street trees for shade. Closing the street to through traffic opens up an opportunity for using the space to enhance the schemes. And there may be increased areas of public realm (pavement widening) around the schools gate. This new public realm could be used for:

- **Urban greening:** installation of street trees and planters where appropriate will make the space outside the school more inviting and prevent parking immediately outside the school gates to make the space more functional for people waiting. Particularly in light of the Covid-19 pandemic, safe spaces for parents to wait while socially distanced is important. Any urban greening will only be approved where it is practicable (e.g. not compromising social

distancing, highways space and suitable ground conditions) and has a long term management plan in place (as set in section 7.3.6 of this report).

- **Cycle parking:** in areas of increased public realm, cycle parking could be installed in proximity to the school gates to further encourage active travel to school, space permitting.
- **Public Realm / Painting:** To identify and create a different environmental feel, the street or pavement can be altered and painted to provide a welcoming feeling on the approach to the school. These may be considered on a case by case basis.

7.3.6 Ongoing management and maintenance of any fixtures installed alongside the School Streets needs to be agreed before installation. Any urban greening measures (such as planters) which require ongoing management, will need to be managed and maintained by the school or local community group. This would be set out through a Memorandum of Understanding with the Council and the community / school. In the current climate it is important that ongoing maintenance costs are minimised. If this cannot be agreed, greening and wider public realm improvements may not be proposed subject to future costs being agreed. In some cases, management of cycle parking, for example, will fall with the contractor or council department that installed them.

7.4 The Traffic Orders and consultation

7.4.1 Haringey will implement School Streets using an Experimental Traffic Management Order (ETMO), which is recommended by TfL and as has been done in most London Boroughs implementing school streets. Or Permanent Traffic Management Orders, where there is a high level of confidence in the final designs. This means that each scheme will be signed off by the Director of Environment and Neighbourhoods, in consultation with the relevant cabinet member(s) before each school scheme can commence.

7.4.2 All residents and businesses within the proposed closures will be contacted and made aware of the measures being implemented. Notices will be placed on local street lamp columns. Schools will be made aware of the measures and the Council will also notify ward councillors.

7.4.3 An ETMO enables the council to proceed on the basis that:

- The scheme is implemented and formally consultation takes place once the scheme is in operation.
- Such an approach allows quicker implementation, allows for rapid changes (by way of a variation order) and has the benefit that stakeholders can see the scheme in operation and can comment upon the real impact of the scheme, as opposed to a predicted one.
- The order can stay in place for a maximum of 18 months while the effects are monitored and assessed.

- Anyone may object to the order during the first six months of the scheme being in operation. If the scheme is varied during first twelve months, then a further six months consultation is started.
- Before the ETMO expires the council will decide whether to continue with the order on a permanent basis.

7.4.4 An experimental order is like a permanent traffic order in that it is a legal document which imposes traffic and parking restrictions such as road closures, controlled parking and other parking regulations indicated by double or single yellow line etc. The Order can also be used to change the way existing restrictions function. The Order is made under Section 9 and 10 of the Road Traffic Regulation Act 1984.

7.4.5 There are guidelines to how an experimental order works: It is not possible to lodge a formal objection to an experimental traffic regulation order until it is in force. Once it is in force, objections may be made to the order before being made permanent and these must be made within six months of the day that the experimental order comes into force (or is varied).

7.4.6 If feedback or an objection is received during the period that suggests an immediate change to the experiment is needed that change can be considered and, if appropriate made, and the experiment can continue. If the experimental order is changed, then objections may be made within six months of the day that the experimental order is varied.

7.5 Enforcement and Exemptions policy for the School Streets:

7.5.1 In most instances School Streets will close the highway directly outside the schools, with a timed closure outside a school starting 30 mins before the schools opening and closing times. And ending 15mins after the schools opening and closing times. Any traffic restrictions will operate rounded up to the nearest 15min period. It should be noted that as a result of COVID many schools are operating a staggered opening and closing. This may mean that a school's opening times may need to cover an opening period between 8:30am and 9:10am, and a closing period of 2:50pm that ends at 3:20pm. In this instance, the school street would operate between 8:00am and 9:30am, and then 2:30pm and 3:45pm. It would be enforced on each school day, but not at weekends or holidays when the school is not in operation.

7.5.2 School streets require reduced access to the street around the school at school opening and closing. The reduced access will be enforced by:

- Most school streets will be enforced using Automatic Number Plate Recognition (ANPR) cameras. Vehicles that then enter the zone and contravene the order in place will be issued with a Penalty Charge Notice (PCN) of £130, discounted to £65 if paid within 14 days. Cameras will be switched off during the school holidays. This may enable cameras to be used elsewhere during this time.
- Physical measures which will be put in place (such as gates or barriers put in place by the school staff) during the School Street restrictions. These will

only be used where a Memorandum of Understanding is in place with the school to manage this infrastructure. Training will be offered to the school on the management of the infrastructure and address issues such as conflict resolution, which is often an unfortunate consequence of street closures with some drivers. This will only be recommended in areas in advance of ANPR CCTV cameras, as a temporary measure.

- Physical measures that will close the street permanently from vehicular traffic. It is expected that this will only be used in a very minor number of instances, if at all. This is due to the likely wider effect on the local road network and therefore requires wider traffic assessment and wider measures. These are often designed into wider public realm schemes such as Low Traffic Neighbourhoods.

7.5.3 Where ANPR cameras are used, they will be mounted on lamp columns, supported by Traffic Enforcement Camera Signs. CCTV Enforcement Officers monitor the recordings and issue PCNs to the registered vehicle found to be in contravention of the regulations.

7.5.4 Where a School Street is to be implemented, all non-exempted vehicular traffic will be prohibited. This will deliver a safe pedestrian and cycle zone and provide air quality improvements. During the operational time of the School Street, all vehicles leaving or entering the street will be mapped via ANPR, and if not permitted, a PCN will be issued.

7.5.5 Any car entering or leaving during the times of operation will receive a PCN. This prevents vehicles from arriving before the closure starts and then driving within the zone during the operating times to leave.

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

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

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

- Residents or business based within the affected area, with proof of their vehicle being registered to their address. There should be no more than 2 permits granted per household. These residents will be able to leave or enter the street to enable access to their property, but will be encouraged to reduce vehicle movement as much as possible during the School Street hours. If there are more than 2 cars registered a property, then it will be for the household to resolve which cars are registered.
- Blue Badge holders who require access to the street.

- School buses and vehicles used in the transport of children and adults with special access needs. This may include staff who fulfill this criteria and will cover private vehicles, taxis and minicabs declared for such use. It will be the responsibility of the school to collect this information for the affected students and staff, with consent, and send the council details of the number plate of the vehicle required for this service. These will be manually added to the system for the school by the parking and operations team. The school may also request a temporary permit to enable access for, say, a parent in a later stage of pregnancy or a child with a temporary injury affecting mobility.
- Medical practitioners attending those residing in the street.

7.5.8 Vehicles driven by residents living outside of a School Streets zone, parents/carers dropping off/collecting children at the school, school staff, friends, tradespeople, and delivery vehicles, and any other non-exempt vehicle will not be permitted to enter the street during the School Streets operational times.

7.6 Maintenance of the School Streets once in place.

7.6.1 Once operational the school streets measures will be integrated into the routine maintenance regime. Any additional features such as planters which have been delivered based on the designs and aspiration of the local community will need to be maintained by the community or school. As set out in Section 7.3.5. of this report.

7.6.2 The ongoing management of the CCTV cameras and associated costs will be managed by the fines generated by PCNs.

7.7 Management of the exemptions list

7.7.1 For schools within a CPZ area, with an ANPR enforced School Street, the residents of the CPZ identified as living within the school street area will automatically be exempted from the School Street. Their data will automatically be transferred across to the new exemption list.

7.7.2 Exemptions will be managed through the council parking permits online portal, where people can apply for permits that will exclude their cars from being charged. This will be required annually. There will be a cost to set this system up, which will be funded through the capital costs on the project.

7.7.3 The exemption permit is simply an electronic record in the compliance system and there is no need to physically affix anything to a vehicle. If a vehicle is registered in the system, driving through the School Street will not generate a PCN.

7.7.4 The Permit fee is free (£0.00) and should be requested through the parking permits portal following the same system as when operating a CPZ. The resource of this will have to be managed within the Councils Highway Team. But funding for this function will be managed by the fines issued by non-compliance. In other authorities who have a School Streets Plan that have been investigated, this can be managed with 1FTE officer, who can also support the development of the wider school streets delivery.

7.7.5 Although most boroughs do bring in funding through the fines issued for non-compliance. And this covers the associated costs of managing the School Streets. If there were no fines issued then there is a risk that the management of the School Streets programme may increase costs for the Council.

7.8 Revenue from the Penalty Charge Notices

7.8.1 Based on other Councils across London, revenue from the PCNs is initially expected to be high. But as compliance with the scheme increases and fewer people drive within the School Street zone, there will be a reduction in revenue being generated. But often non-compliance peaks at the start of each school year as new parents / carers drive to school. If compliance is reached, or in school holidays, the cameras could be removed and repositioned into other traffic hotspots in the borough for traffic management.

7.8.2 All PCNs from the school street will be recorded and published in line with Section 55 of the Road Traffic Regulation Act 1984, which requires “a local authority shall keep an account of their income and expenditure in respect of parking places for which they are the local authority...”. These accounts report all income and expenditure, i.e. income from charges and PCNs, costs of delivering highways measures.

7.8.3 In order to finance the resource required to collect resident data and set up the School Streets within the council’s parking permit system, revenue from the PCNs will first be used to cover the increased cost of management of the school streets and ensure that the infrastructure is maintained.

7.8.4 Section 55(2) and 55(4) of the Road Traffic Regulation Act 1984, sets out what a surplus may be spent on: “...any surplus shall be applied for all or any of the purposes specified [...] and, in so far as it is not so applied, shall be appropriated to the carrying out of some specific project falling within those purposes and carried forward until applied to carrying it out”.

7.9 Funding for the programme:

7.9.1 The Medium-Term Financial Strategy Capital Programme for 2020-2025 allocates £1.5 million capital funding for the delivery of School Streets over a 5 year period. This is expected to be supported with match funding of a further £1.5m. This funding will be used to deliver the school street measures on the schools listed in section 7.12.2 and 7.12.3. Should the Council be unable to secure match funding from other organisations the project will be scaled back accordingly.

7.9.2 The Council will apply for external funding when opportunities arise, such as Good Growth Funds and Liveable Neighbourhoods projects. This will seek to bring in the match funding. The Council has already secured some external funding to deliver School Streets – through the Wood Green Good Growth Funding, Tottenham Future High Street Fund, and TfL funding – securing over £800,000 to deliver this programme.

7.9.3 If applications for external funding are successful, some schools may be moved up in the ranking for order of implementation. If the funding is based on

geographical locations related to the funding (e.g. Liveable Neighbourhoods Crouch End can only fund schools in that area) then these will be prioritised.

7.9.4 Costs and analysis from across London suggest that a comprehensive school street on average will cost approximately £200,000. As in some school streets, physical measures such as pavement widening or new crossings are recommended, and they will cost more. And wider community consultation and co-design of these streets adds greater value. It is noted that the School Streets delivered in Batch 1 (Section 7.12.2) will cost less as they have already been designed and are emergency measures directly outside the schools.

7.9.5 The Council will support school streets outside private schools and nurseries. But it is expected that as these are in essence private businesses, they would have to contribute to the costs of delivery.

7.10 Timetable and delivery

7.10.1 The first set of measures to be delivered as soon as the Council can. And it will focus on making permanent the measures outside schools that have emergency measures as a result of COVID. This emergency work was required to deliver space to socially distance and address existing narrow pavements. This was highlighted as part of the Governments "Guidance for Full Opening: Schools". As a result of this 22 schools were identified in need of emergency measures and have temporary measures (such as Jersey Barriers) outside them. It is recognised that these measures alone are not School Streets. But the first tranche of School Streets will be to make these permanent with associated timed street closures, through the use of ANPR CCTV Cameras.

7.10.2 Once the COVID measures outside the 22 schools are completed (Batch 1). The Council proposes to deliver school streets at a rate of approximately 3 per year. This will allow for more comprehensive engagement with the schools and local community. The indicative programme shows that consultation and design could take place in the spring term, and works taking place in the school summer holidays. Some school streets are more complicated than others and may take longer. The Council will strive to deliver more school streets faster as it gains experience and expertise.

7.10.3 The timeframe for each school street will be approximately 6 months from design to delivery. The following key stages will be addressed in the delivery stages:

- Concept Design
- Consultation and informing the community
- Detailed planning and network approval (including emergency services etc)
- Wider communications
- Implementation
- Project Monitoring

7.11 Delivery structure:

7.11.1 A working group will manage the design and oversee the delivery of the first batch of permanent school streets for delivery by the end of the financial year.

But this is based on a supply chain delivering and able to deliver the cameras and materials for the works. And there has been supply chain issues as a result of the amount of Councils seeking to deliver measures such as these.

7.11.2 This working group will involve representative from Carbon Management, Highways, Transport Planning, Smarter Travel, Parks (arboricultural), Parking and Operations, CCTV and enforcement, and Network Management. Each representative will have a different role to ensure successful implementation of the school streets and this will be overseen by the creation of an implementation plan for each school street.

7.11.3 This delivery structure is to ensure value is maximised by creating school streets that fit in with the Council's other work. Such as wide regeneration schemes, public realm improvements, and increased urban greening. It is also there to scope opportunities to deliver complementary improvements such as new cycle racks, and air quality monitoring.

7.11.4 The policy and prioritisation will be managed by Carbon Management, and schemes handed over to Highways, with a client overview remaining.

7.12 Delivery plan:

7.12.1 Below is the list of schools, as laid out in the school street plan, according to the order for implementation. Batch 1 represent the first school streets to be delivered, assuming no other external funding becomes available in this time. Future batches and delivery of these schools will be planned and delivered based on the budgets. Over time the prioritisation list may also change as the as the situation in (e.g. student numbers) and around the school (e.g. traffic may decrease) may alter. And the indicative designs may also be reviewed in light of feedback from the community and any changing in useage on the local road network.

7.12.2 Batch 1:

These 20 schools received temporary pavement widening measures or have highways management measures planned in response to COVID. These schools where chosen after being assessed for the ability to facilitate safe social distancing outside the school and consultation with the schools. These schools will be prioritised in the first batch, as it is imperative that these temporary response measures are converted to long term, safe school streets and reduce the maintenance revenue cost implications. The indicative designs in the Project Centre School Streets Report (Appendix 1) will be used as a basis for the final designs. This report does not confirm the final design measures, just a recommendation that will be reviewed and worked up based on engineering and local responses to the temporary measures. Initially, these will be implemented using ANPR cameras and minor engineering works on the streets.

1. Holy Trinity Primary School
2. Welbourne Primary School
3. Alexandra Primary School
4. Tiverton Primary School

5. St Francis de Sales Roman Catholic Primary School
6. St Pauls Catholic Primary School, Wood Green
7. Earlsmead Primary School
8. Lancasterian Primary School/The Vale Primary School
9. Chestnuts Primary School
10. Coldfall Primary School
11. Crowland Primary School/Gladesmore Secondary
12. St Ann's Church of England Primary School
13. West Green Primary School
14. Campsbourne Primary School
15. Harris Academy Coleraine Park
16. Rokesly Primary School
17. The Highgate Junior School (independent school)
18. Bruce Grove Primary School
19. Harris Academy Tottenham
20. Highgate Primary School

It should be noted that 2 schools – St Guilda's Junior School and Risley Avenue, both currently have temporary measures to enable social distancing. These schools measures will be made permanent, but are not suitable for a timed road closure. Therefore cannot be deemed as school streets (based on the Council's definition). But they will be prioritised in Section 7.12.5 of this report.

7.12.3 Batch 2:

These 10 schools are listed in alphabetical order and are recommended for implementation after Batch 1 (Section 7.12.2) have been completed. The order of appearance in this list is not indicative of the need of these schools and the order of implementation should be reviewed, confirmed and determined once Batch 1 has been completed. It is also based on the budget envelope of the Council's capital programme (2020/21-2024/25) and that the expected match funding is secured. If the match funding is not secured then the project will be scaled back accordingly.

1. Belmont Junior School (two schools on one site)
2. Earlham Primary School
3. Noel Park Primary School – this will be funded and delivered as part of the Wood Green Good Growth Fund
4. North Harringay Primary School
5. Seven Sisters Primary School
6. South Harringay Primary School
7. Coleridge Primary School
8. Stroud Green Primary School
9. The Mulberry Primary School
10. The Willows & The Brook Inclusive Learning Campus

7.12.4 Batch 3:

These schools are listed in alphabetical order and are recommended for implementation after Batch 2 has been completed. The order of appearance in this list is not indicative of the need of these schools and the order of implementation should be determined once batch 2 has been completed. At this time funding for these school measures has not been confirmed. And funding will be required to be confirmed before final design and implementation can commence.

1. Hyland House School
2. Lea Valley Primary School
3. Rhodes Avenue Primary School
4. St John Vianney Roman Catholic Primary School
5. St Martin of Porres Roman Catholic Primary School
6. St Marys Primary School N15
7. St Pauls and All Hallows Church of England Federation
8. Weston Park Primary School

7.12.5 Schools assessed and recommended for non-school street measures:

These schools, following assessment by engineers, were deemed unsuitable for a school street at this time. However, other measures have been recommended at this time, such as pavement widening, improved crossings, enforcement of School Keep Clear areas and new cycle racks. At this time funding for these school measures has not been confirmed. And funding will be required to be confirmed before final design and implementation can commence. The schools are listed below in alphabetical order:

1. Brook House Primary School
2. Bounds Green Primary School
3. Devonshire Hill Primary School
4. Eden Primary School
5. Harris Primary Academy Philip Lane
6. Risley Avenue Primary School
7. St. Gilda's Junior School*
8. St Michael's Church of England Primary School (N6)
9. St Peter in Chains RC Infant School*
10. Trinity Primary Academy / St Michael's Church of England Primary School (N22)
11. Our Lady of Muswell Roman Catholic Primary School

*to be designed in conjunction with each other

It should be noted that 2 schools – St Gilda's Junior School and Risley Avenue both currently have temporary measures to enable social distancing. These schools measures will be made permanent, but the roads around the school are not suitable for a timed road closure, and therefore are not school streets. But these works will be prioritised.

7.12.6 Schools assessed but not recommended for a school street at this time.

These schools, following assessment by engineers, were deemed unsuitable for a school street at this time. But this may change if the situations around and

in the school alter. Reasons for this recommendation can be found in the attached report from Project Centre. They have been excluded for reasons such as being on unsuitable roads, having little or no car usage, and a lack of any local traffic issues.

1. Ferry Lane Primary School
2. Muswell Hill Primary School
3. St Aidan's VC Primary School
4. St Ignatius Roman Catholic Primary School
5. St James Church of England Primary School
6. Tetherdown Primary School

8 Contribution to strategic outcomes

- 8.1 The plan sets out how school streets will be implemented and school streets contribute to Outcome 9, Objective C of the Borough Plan – specifically the commitment to improve air quality around schools.
- 8.2 The implementation of school streets will also contribute to Outcome 10, Objective A of the Borough Plan, which aims to make Haringey a more attractive place for active travel.
- 8.3 School streets improve road safety outside of schools, contributing to the Mayor of London's Vision Zero (which is related to road safety and not carbon).
- 8.4 The School Streets Plan, by promoting active travel and reducing car usage, will support the Council's Climate Change Action Plan and complement the forthcoming Walking and Cycling Action Plan.

9 Statutory Officers comments (Chief Finance Officer (including procurement), Assistant Director of Corporate Governance, Equalities)

9.1 Finance

This report seeks Cabinet approval for a number of school streets works for the schools identified as batch 1 schemes. The batch 1 schemes have an estimated cost of £1.507m. This cost can be met from the Council's existing capital programme as follows; School Streets budget £0.600m, Transport for London £0.257m, GLA Grant (Good Growth Fund) £0.400m and Covid Contingency Budget £0.250m.

The report also identifies batch 2 schemes. These will be undertaken at a later date. Currently there is an allocation of £2.4m within the capital programme for the period 2021/22 to 2024/25. This allocation is composed of 50% Council borrowing (£1.2m) and 50% match funding from external sources. As the report makes clear, if the match funding is not achieved then the schemes will be designed to meet the budget available.

It is expected that the annual revenue costs of managing the exemptions list for school streets, and the associated database management will be approx. 1 FTE and it is expected that this cost will be covered by the fines issued to drivers who do not comply with the street closures.

9.2 Procurement

There are no procurement implications regarding this proposal.

9.3 Legal

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

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

9.4 Equalities

The Council has a Public Sector Equality Duty under the Equality Act (2010) to have due regard to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act
- Advance equality of opportunity between people who share those protected characteristics and people who do not
- Foster good relations between people who share those characteristics and people who do not.

The three parts of the duty applies to the following protected characteristics: age, disability, gender reassignment, pregnancy/maternity, race, religion/faith, sex and sexual orientation. Marriage and civil partnership status applies to the first part of the duty.

The proposed decision is to approve the approach to school streets, adopt the recommendations set out in the School Streets Plan, and agree to deliver the first batch of school streets over the next 5 years. The overall objective of the proposed decision is to improve the health of school-aged children in Haringey through improved air quality and increased active travel. There is evidence that air pollution disproportionately affects children and young people, as noted in the equality impact assessments for the Council's Air Quality Action Plan and Climate Change Action Plan. The proposed decision therefore represents a step to address a known inequality.

An equality impact assessment accompanies this report. It notes that the primary beneficiaries of the decision will be young people, with older people, those with disabilities, and pregnant women also benefitting from improved air quality. It also notes that the Council will take steps to identify and prevent or mitigate any adverse impacts that may arise for people who depend on car travel, such as people with limited mobility, pregnant women, and people who depend on private vehicles to attend places of worship.

9 Use of Appendices

Appendix 1 – School Streets Action Plan from Project Centre. This sets out an indicative design for each school in the borough.

10 Local Government (Access to Information) Act 1985

N/A