

DECISION MAKING REPORT

Report for: Director of Environment & Neighbourhoods

Item number: N/A

Title: School Streets (Batch 1b amendment)

Report authorised by: Ann Cunningham, Head of Highways and Parking

Cabinet Member for Environment, Transport and the Climate
Emergency

Lead Officer: Tim Walker, Level 1, River Park House, 225 High Road, Wood Green, N22 8HQ tim.walker@haringey.gov.uk

Ward(s) affected: Tottenham Hale

**Report for Key/
Non-Key Decision:** Non-key decision

1 Describe the issue under consideration

- 1.1 A policy decision was taken by Cabinet, in November 2020¹, to approve the budget for and to prioritise and **implement 'School Streets'** in proximity to most of the primary schools in the borough. On 22 February 2021², a previous delegated authority decision was taken to introduce School Streets.
- 1.2 This report seeks approval to change the design of one School Street at Harris Academy Coleraine Park (SS07) by revoking the existing order and making a new experimental traffic order for the scheme. The report also sets out the approach to consultation, implementation and monitoring of this amendment.
- 1.3 The decision is delegated to the Director of Environment and Neighbourhoods in accordance with recommendation 3.4 of the November 2020 Cabinet report.

2 Recommendations

- 2.1 It is recommended that the Director of Environment and Neighbourhoods:
 - 2.2 approves changes to the School Street design, contained in Appendix A and described in Section 4 of this report, for Harris Academy Coleraine Park;
 - 2.3 approves the revocation of the existing order and the making of a new experimental traffic management order, under section 9 of the Road Traffic Regulation Act 1984³, to give effect to the amended design;
 - 2.4 approves a letter drop to local residents and businesses, explaining:
 - the **Council's decisions**;
 - the reasons for the amendment to the scheme
 - who may apply for an exemption, and how to apply
 - how anyone may comment upon or object to the revised scheme (for a period of six months from the revised scheme coming into effect)
 - how and when the scheme will be reviewed
 - 2.5 recommends that a further report is brought, within 18 months, to the relevant decision maker(s) to consider any objections and to take a further decision whether to make the order permanent, make modifications or let the order lapse which, in turn, would require the removal of the traffic scheme.

3 Reasons for Decision

¹ <https://www.minutes.haringey.gov.uk/ielssueDetails.aspx?IId=71809&PlanId=0&Opt=3#A166280>

² <http://minutes.harinet.haringey.gov.uk/ieDecisionDetails.aspx?ID=2553>

³ [The Local Authorities' Traffic Orders \(Procedure\) \(England and Wales\) Regulations 1996](#)

- 3.1 In April 2021, a new School Street was launched in Glendish Road and Halefield Road which bound the north and south entrances of Harris Academy Coleraine Park. Since the scheme was launched, officers have identified that some school-run traffic has displaced into Wycombe Road. Therefore, it is recommended that the School Street is extended to include this street.

Background Information

- 4.1 A 'School Street' is a relatively simple traffic management scheme but it can have a dramatic effect in addressing problems associated with 'school run' traffic.
- 4.2 A Cabinet report in November 2020 approved the budget for and the implementation of 'School Streets' in proximity to most of the primary schools in the borough. It set out the benefits to school pupils and residents alike of School Streets **which align with the Council's strategic outcomes listed in section 6 of this report and include:**
- improved air quality
 - improved road safety
 - encourage active travel to and from schools
- 4.3 On 22 February 2021⁴, a delegated authority decision was taken to introduce School Streets near this school.
- 4.4 This report makes recommendations to change the design that was approved at that time.

General design principles

- 4.5 Each school is carefully assessed to respond to the local situation, but a consistent design approach is applied which, unless stated otherwise, will:
- limit access to pedestrians and cyclists only in the street(s) outside the school gates i.e. no motor vehicles
 - only operate for a limited time each day which aligns with the times that the school gates open and close
 - operate in a logical section of street or streets (known as a zone) that removes or reduces the need for vehicle U-turns at the closure point, i.e. School Streets should generally start at a junction where vehicles can safely choose another route, if they find the street closed
 - provide exemptions to 'permit holders' which includes those residents and businesses who live or operate in a property within the zone (as per the adopted policy, extracted in Appendix B)

⁴ <http://minutes.harinet.haringey.gov.uk/ieDecisionDetails.aspx?ID=2553>

- introduce at any time waiting and loading restrictions close to the boundary of the zone to deter inconsiderate or dangerous parking just outside the periphery of the zone.
- 4.6 The size of the School Street (i.e. the number of roads included) is guided by the location of the school gates in relation to the surrounding road network. In some cases, a short length of road will work effectively (e.g. a cul-de-sac or one-way street) but, in other locations, a more extensive network of streets will be required to have a similar effect.
- 4.7 Larger zones may (in some circumstances) make driving to school even less appealing (and can minimize the potential for displacement) but a larger zone will also result in more exemption permits being issued. More exemption permits per zone will increase the frequency that school children and cars are on the road at the same time and therefore larger zones will reduce the road safety benefits that might be achieved through a smaller zone.
- 4.8 The hours of operation have been determined in conjunction with the school gate opening and closing times, and in line with the policy established in paragraph 7.5.1 of the November 2020 Cabinet report.
- 4.9 In response to Covid-19, many schools have opened new gates and/or increased the time that their school gates are open, to enable staggered entry of different year groups. This has impacted upon where and when the School Street needs to operate. As restrictions are eased, the traffic order and associated traffic signs for the School Street may need amendment. This will be reviewed at the end of the experimental period; (see section 5 of this report).
- 4.10 Typically, the closure is achieved through the installation of a small number of **'pedestrian and cycle zone' traffic signs** (a variant of Diagram 618.3C⁵). This sign is one of a number of moving traffic restriction signs related to traffic enforcement activity that was decriminalised as part of the London Local Authorities and Transport for London Act, 2003. This means that the Council, in its role as traffic authority, has the power to issue penalty charge notices (PCNs) for contraventions of the restriction and is permitted to use CCTV with automatic number plate recognition (ANPR) for enforcement purposes.

Harris Academy Coleraine Park (SS07)

- 4.11 In April 2021, a new School Street was launched in Glendish Road and Halefield Road which bound the north and south entrances of the school.
- 4.12 Since the scheme was launched, officers have identified that some school-run traffic has displaced into Wycombe Road. Therefore, it is recommended that the School Street is extended to include this street for the following reasons.
- 4.13 Wycombe Road is a typical residential Victorian street with a carriageway width of approximately 6.5m. It has continuous parking places on both sides

⁵ Traffic Signs Regulations and General Directions 2016

(nominal bay width is 2m) which are only interrupted by double yellow lines close to the junctions.

- 4.14 During operational times of the School Street, Wycombe Road can only be entered⁶ and exited via one junction (Poynton Road).
- 4.15 As Wycombe Road is effectively a no-through road during School Street operational times and has a high parking occupancy, congestion is common at school drop-off and pick-up times. School-run motorists who chose to enter Wycombe Road (via Poynton Road) must U-turn to exit the street.
- 4.16 Such behaviour poses a road danger and creates an unpleasant street environment for children on their final approach to the school.
- 4.17 In view of the above, it is recommended that the cycle and pedestrian zone is extended into Wycombe Road.
- 4.18 The zone will operate at the same time as the existing School Street, i.e. term time, Monday to Friday, 7.30 - 8.45am and 3 - 4.45pm

Finance

- 4.19 The total cost of delivering this amendment is estimated to be £8,225 of which £8,225 remains to be spent. These costs can be contained within the capital budget assigned for Active Travel School Streets (10006236).

5 Consultation

- 5.1 The location and concept design was consulted through the decision-making process of the November 2020 Cabinet report.
- 5.2 The Active Travel Team worked closely with the schools in the preparation of the design.
- 5.3 The Cabinet Member for Environment, Transport and the Climate Emergency was consulted during the drafting of this report.
- 5.4 Ward members will be advised of the proposals contained within this report.
- 5.5 Comment will be sought from the police and, in accordance with The Local **Authorities'** Traffic Orders (Procedure)(England and Wales) Regulations 1996 (the Regulations), emergency services will be formally consulted prior to the making of the traffic order.
- 5.6 Residents and businesses have not yet been directly consulted on these changes except by way of the previous decisions (see section 3). This report recommends the use of an experimental traffic order which:
 - can come into effect 7 days after notice is published in the press

⁶ Unless motorist holds a [School Street exemption](#)

- will last for a maximum of 18 months after the order is put into effect
- provides a 6-month statutory consultation period from the date when the scheme comes into effect
- provides a further 6-month consultation period if the scheme is varied (after giving notice and only during the first 12 months of the scheme being in effect)

5.7 The experimental order described above will apply to all three streets (i.e. the two existing School Streets plus the extension street).

5.8 In addition to the statutory notification in the press and on-street, a letter explaining the scheme and how to comment or object will be distributed to residents in the vicinity of each proposal in advance of the notice of making for the experimental traffic order. The letter will provide a link to a Council website form where people can comment or object to the scheme. Feedback can be made via a paper insert provided alongside the consultation document.

5.9 Residents and businesses within the boundary of the (extended) zone will receive further details of how to apply for a (virtual) exemption permit.

5.10 A review will be carried out once the statutory consultation period has ended which is expected at month 6 (unless the same has been varied, see explanation in paragraph 5.6). One month prior to the end of the statutory consultation period, a letter will be sent to those in the area, encouraging and reminding them to provide feedback on the experiment.

6 Alternative options considered

6.1 Do nothing. This is not considered an option as a clear issue has arisen on Wycombe Road that needs to be addressed for the reasons given above.

6.2 Create a separate experimental traffic management order for Wycombe Road to sit alongside the previously made order. This is not considered viable as this would mean two experimental traffic management orders running in parallel but to different timescales in adjacent streets. This would complicate both the consultation process and decision-making when determining whether the respective orders should be revoked or made permanent.

7 Contribution to strategic outcomes

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

7.2 The implementation of an amendment to the design of this School Street will also contribute to Outcome 10, Objective A of the Borough Plan, which aims to make Haringey a more attractive place for active travel.

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

- 7.4 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.

Statutory Officers' comments

8 Comments of the Head of Legal Services

- 8.1 The power of a local authority to make an order regulating or controlling vehicular and other traffic is contained within section 6(1) of the Road Traffic Regulation Act 1984 (RTRA). The power to make an Experimental Traffic Order is contained in section 9 of the RTRA. Experimental Traffic Orders have a lifespan of up to 18 months.
- 8.2 It is the view of legal services that what is being proposed and recommended within this report is in accordance with the law, as set out in this section.

9 Chief Finance Officer Comments

- 9.1 This report seeks approval from the Director of Environment and Neighbourhoods for amendments to the School Street design at Harris Academy Coleraine Park, for £8,225k.
- 9.2 There is approximately £2.9m budget (inclusive of £0.5m capital slippage from 2020/21), **which is earmarked within the current Council's capital MTFS budget**. The cost of this proposal can be fully met from the Council's existing capital MTFS budget, under capital scheme reference 119 – Schools Street and internal order number: 10006236.

10 Equal Opportunities

- 10.1 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.
- 10.2 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.
- 10.3 The policy report for School Streets was subject to an equalities impact assessment (EqIA). The report and EqIA identified that:

- there is evidence that air pollution disproportionately affects children and young people. Therefore, the recommendations represent a step change to address a known inequality.
- the primary beneficiaries of the School Street programme will be young people, with older people, those with disabilities, and pregnant women also benefitting from improved air quality.
- Most of the protected groups are experiencing the negative impacts of poor air quality at a disproportionate rate and therefore School Streets will be a net positive.
- Those belonging to a protected group, such as disabled residents, will be accommodated by the School Streets scheme and their access to their areas of residence will not be negatively impacted.
- Any negative impacts to protected groups are a proportionate means to achieve a legitimate outcome.
- 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.

10.4 Mitigation is made through the implementation of an exemption permit system whereby certain groups can apply for an exemption to the restriction, where they meet the policy as set out in Appendix B.

10.5 Consultation will be carried out concurrently with the start of the scheme, under an experimental traffic order. This provides everyone the opportunity to see the scheme in operation and to make comments accordingly.

10.6 Documents will be distributed to all households / businesses within the area to ensure that all stakeholders are made aware of the **Council's** plans, how to apply for exemptions and how to give feedback during the experimental period. Feedback can be made online or via a paper insert provided alongside the consultation document.

10.7 The document will also include a 'languages page' which briefly explains what the document is about and how to arrange a translation service.

11 Use of Appendices

- Appendix A – Proposed design
- Appendix B – Exemption policy

12 Local Government (Access to Information) Act 1985

12.1 N/A