

School	Support / Object	Reasons for views
Campsbourne	Support	1 in 10 children in london have asthma. The 2020 inquest into Ella Kissi Debra found that death was caused by air pollution. My son has had 12 asthma attacks - 2 of which were life threatening. The area needs to be made larger. Some residents oppose the scheme and think it has not been thought through properly. What research / evidence has been used?
		A reduction in traffic will help to make the journeys much safer. Even though there is a 20Mph limit many cars do not seem to keep to it.
		A very sensible idea. How will it be enforced?
		Anything that reduces pollution around schools has to be a good thing and the disruption/inconvenience isn't great.
		As a primary school child, I was knocked over by a car when walking home from school. As a driver I have had a child run out in front of me near the school, so I think this will be safer and improve air quality for parents and children if they walk and cycle to school. The scheme could cover a larger area as long as access is not blocked for residents
		As a resident, I can see how calm the traffic is around school drop-off and pick-up with the school street scheme. Cars would get stuck in the bottleneck of Nightingale Lane at these times, and there would usually be cars stopping and u-turning at the bottom of my road. In my family's opinion, the schoolchildren are definitely benefitting, but so are we residents! My one concern is the sign-age - it's very wordy and not noticeable enough, either here or around the Rokesley school area. If the scheme is to continue after the trial, I think looking at the sign-age again would be very helpful. (Lots of residents have been caught out and complain that it's a 'deliberate money-making ploy'. If signage were simpler and clearer, this might appease a lot of the objectors.)
		As an ex smoker, the polluted air from vehicular traffic aggravates my already-damaged respiratory system
		Children's health. How will traffic be stopped? e.g. postal and other service deliveries?
		Cleaner air and safer environment. Some cars speed up the road
		Cleaner air for school kids. Safer roads outside school at drop off and pick-up
		Control the maniac drivers who speed carelessly past the school. Traffic will be displaced to Hawthorn and North View and there will be a lot of aggressive driving. CEOs should be on duty for the first 2 weeks of the scheme
		Currently there is a lot of traffic at school times which seems unreasonable, so it will be good to have the scheme around the school. It can also be difficult when we need to get out to go to work. This seems a very good solution
		Cuts down traffic on road and makes street safer for school children
		Essential for the safety and health of children that fewer cars are in the vicinity during those times. All schools have less than a mile catchment area and therefore car usage should be less and families encouraged to walk / transport.
		Fantastic to see so many children cycling to and from Campsbourne. The streets are very much quieter and therefore safer at the start and end of the school day. No detriment to residents.
		Fewer cars polluting children's lungs.
		Fewer vans parked during 8.15 - 9.15 and 2.45 - 4pm. A bit awkward when a taxi is booked during the school safe periods and have a number of cases etc to load into the taxi.
		Good for adults as well as older and younger children to cycle with limited cars. Good for air pollution and health. Worth considering longer periods say on Sundays and early mornings.
		Good to have less traffic and fumes generally.
		Great idea. I'm a cyclist and it's a real bottleneck at present
		Has made a big difference to the area around the school but should be extended to the north to cover the playground area next to Ally Pally

Campsbourne	Support	Has made school drop off / pick up calmer. Children reacted positively to it. Area feels quieter with less traffic
		Hopefully it will reduce congestion at drop-off times when parents drive in
		I am a grandparent of two Campsbourne children. I am totally in support of the school street scheme. I was very concerned about the potential for an accident posed by vehicles passing the school and vehicles parking for drop off's. Some / parents carers have up to 5 children to see across the road as well as buggies, bikes and scooters. School Streets also encourage children to walk more, another healthy outcome. The unhealthy pollution was an additional hazard outside school gate. Rosemary Davies
		I am happy with the aim of reducing pollution and traffic hazards when children are going into and leaving school, and the pressure it provides to reduce car journeys.
		I can actually get out of my street to go to work. I'm an NHS keyworker.
		I support but have some reservations particularly around access for residents. I think it has made the area safer for students, particularly on Nightingale Lane. Motorists previously drove too quickly - particularly around the corner at Nightingale Lane and Newlands Road. Furthermore, there is no pedestrian cross at the school so that made it more dangerous as motorists weren't obliged to stop for pedestrians. However, my house is on South View Road. I have an exemption but I recently had surgery and I am unable to walk or drive. I am dependant on taxis to get to medical appointments etc. As taxis are not exempt, I have been unable to get home several times because my appointments coincided with the school street hours. Therefore I think taxis should be exempt.
		I support in principle because there are too many parents/grandparents using their cars to take their children to school. However, I do have one caveat. I do not have a car so if travelling with a heavy suitcase or returning from a hospital stay, I need to use a taxi. There does not seem to be a provision for such exceptional circumstances.
		I support the scheme because it will be good to reduce car numbers both around the schools and on nearby streets. Anything that encourages walking or cycling is good. People should walk to school if they can.
		I support the scheme but think all teachers should be given a permit to drive at any time as it is very stressful and not good for my mental health worrying about when I can and can't drive to park
		I support the scheme especially as the school does not have ANY zebra crossings and is an infant school
		I think it is a good idea to keep traffic down in the area.
		I think it's important to keep the air cleaner for both school children and those of us living near the school. Clearer signposting would be helpful though as it's a lot to take in while driving
		I think the idea is great. My concern is many parents/carers are still driving and parking in restricted areas as normal.
		Importance of child health
		I support this but am concerned about not being able to use the section of Nightingale Lane as North View is so jam packed with cars it is very difficult to do a 3-point turn to go back to the other end. This will cause a lot of problems for North View Rd residents. Suggest you make a turning point in N View Rd.
		It has vastly improved traffic and made it much safer for children walking to school.
		It will be safer at drop off and pick-up times and it could help stop non local cars from parking here
		It will make the streets safer for children
		It's a great idea to help with pollution and safety of the children in the area of the school. I cycle 90% of the time so it doesn't affect me personally.
		It's great to encourage other ways of getting to school and allows children to walk safely to school.
		It's a good initiative to keep kids safe and road users away at busy times.
		Keen to protect children's health and safety.
		Keeps traffic from in front of main gates. Before people would park to drop off right near gates - several times cars have been turning / backing in front of school and dangerous for kids. Also less cars speeding through on their way round.
		Less pollution and safer streets for children

Campsbourne	Support	Less traffic and improved parking
		Less traffic, less congestion, more children walking etc
		Many parents stop and park obstructively and block visibility for children crossing the road. Extend the scheme to top of Newlands Road as lots of cars also obstruct this part. They sit there with engines idling, which makes us so cross!
		More children are walking or cycling to school and there is less traffic congestion on the streets surrounding the school
		More kids walking to school, no cars parking dropping off with pollution and also stopping in dangerous places which makes visibility dangerous for crossing the road for children. Also it's beautifully quiet!
		Most of all I think that it is important to make active travel to the school safe for pupils and parents, but also the school street creates a great cycling environment for connections between priory Road, alexandra Palace and Wood green.
		Much quieter and safer for the children going to school
		needs to happen as currently it's dangerous
		Nobody likes the expense or hassle of not being able to use their car whenever they want, but unfortunately it's not sustainable. Climate change and human health has to be a bigger priority.
		On paper, a good idea. Concerned however at the knock-on effects for residents from restrictions on tradespeople, services and delivery vans during the 6-month trial. How will tradespeople get permits while they are working on properties in South View Rd?
		Our walk to school has become more pleasant. Fewer cars/vans makes the air feel cleaner. The junction of South View Road and Nightingale Lane is much safer to cross. Previously there was widespread parking on the double yellow lines outside the school making it unsafe for the majority of parents and children to cross. This has improved significantly.
		People drive too fast along nightingale lane past the school. There are no safe crossings near the school.
		Please implement all the school streets and reduce motor traffic
		Public transport is the future. Are the cameras necessary? They seem rather oppressive
		Reduced traffic and pollution. Also encourages alternative modes of travel and helps fitness
		reduced vehicle and air pollution as well as, of course, safety. Would also support extended times
		Safer and better air quality for all. The area should be made larger to include Hawthorn, North View,, and Beechwood. This would be much more effective and avoid diverted traffic causing congestion
		Safer and cleaner for children.
		Safer and quieter journey to school for the children
		Safer cycling during these times and for children playing
		safer for children and less pollution. Add a pedestrian crossing in Nightingale Lane near the school so that safety is improved at all times
		Safety of children
		School needs the security of road safety for families. It will also reduce congestion.
		Should be extended to Hawthorn Rd as traffic will be displaced to Hawthorn Rd as the scheme stands at present. Also Hawthorn residents should have exemption permits. On tuesdays, which is the day for dustbin collections; we often need to enter the zone in order to get to our houses because of bin lorries in the road.
		Streets around the school made safer and less polluted. Encourages walking and cycling to school.
		Support because it has made a difference not having so many cars go down the main road outside the school. There are so many school and nursery aged kids in the area, i feel the scheme has helped. Speeding (especially by some delivery drivers) however remains another problem around the school and neighbouring streets.
		The nearby streets are very residential and family oriented, and in my view the streets feel safer and friendlier for the local community as a result of the School Street.
		The reduce pollution near schools and makes everything safer

Campsbourne	Support	<p>The road is too chaotic and poses a danger to children when it is open to traffic. Drivers ignore the request to not stop and drop off in front of the school, park awkwardly or speed.</p>
		<p>The road next to the school is much quieter and less polluted at drop-off time than usual. People are actually walking their children to school rather than dropping them off by car.</p>
		<p>The scheme has good intentions. It is all that is needed. Please do not introduce a CPZ.</p>
		<p>The scheme has greatly reduced congestion, obstructive parking and erratic driving around the school at peak times. I walk home from work around 3 to 3.30pm every day and used to have to avoid cars driving dangerously and struggled sometimes to even cross Nightingale Lane. This can only have been worse for the children. I live on the school-end of South View Road and it has also eased on the parking pressures. I park my car on the road and several times it has been knocked by parents quickly trying to park.</p>
		<p>The school street has reduced school run traffic in our road and other roads around the school. There are now a lot more children and parents walking and cycling to the school.</p>
		<p>The streets are much safer for families travelling to and from school</p>
		<p>There is definitely a traffic and car issue at drop off. Drivers dropping off kids do park badly near to the school. Or idle their cars as kids jump out whilst they block the road. Badly parked cars on the corners of the roads by the dropped kerb crossing places on Nightingale have nearly led to several accidents with small children.</p>
		<p>There's been a notable decrease in congestion, illegal parking and obstruction of crossing points since the scheme was introduced. Vehicle damage has reduced, and there's a noticeable improvement in air quality during the peak dropoff and pickup windows. I'm happy to see a less disruptive and safer environment for both children and parents.</p>
		<p>This is good for children to walk safely but shouldn't be restrictions on South View road this isn't fair to North View Road residents- it should just be the front of school along Nightingale Lane. The signs are not clear - they are low and small. It is entrapping drivers including cab drivers, council vans, Amazon drivers, delivery vans- they need to be allowed to deliver to people on this road. There needs to still be speed humps as some people don't know this is there and still speed -</p>
		<p>To improve congestion and reduce air pollution. Include other roads: North View, Hawthorn, Beechwood, and Rectory Gdns. (NB Rectory Gardens is in a CPZ)</p>
		<p>To keep children safe</p>
		<p>Too many children are injured on our roads by cars. This scheme will have minimal impact on residents but will have the potential to save lives and protect children</p>
		<p>Very happy to reduce transport near school. As a former parent - and an asthmatic - I have often seen cars parked on DYL, stationary cars with engines running, and people dropping off children on the road markings outside the school. We no longer have a car partly to protect the environment, but we do occasionally hire one; so it seems unfair that we cannot apply for an exemption or permit if we don't own a car.</p>
		<p>We have two children (ages 5 and 3) both who are now suspected of being asthmatic. Anything to reduce pollution on these streets! There is a lot of traffic around Campsbourne and the playgrounds are right by the streets. The signs indicating the school zone also need to be MUCH more clear. There are still plenty of cars/ work men/ delivery drivers driving down Nightingale without realising and that is not fair on anyone. It is simply not obvious enough for anyone not familiar with the area. I would also like to mention the speeding that goes on on Nightingale and the side roads, such as North View Road. It is beyond understanding how anyone could speed on these roads especially during school hours but people still do it - I know other parents have requested speed bumps before and I would like to support this request.</p>
		<p>What's going to happen about service calls and deliveries? Online deliveries are ongoing at all times. What about workmen and builders? It seems that working people will be penalised by these restrictions. Generally, we support the scheme because of the need to reduce car use. Also, please ensure that the London Plane trees are not damaged when pavement is widened.</p>

Campsbourne	Support	While I would support the scheme in principle, LB Haringey's information and consultation on it has been appalling. The first I heard about it from the Council was the letter, with the indiscernible signature, dated 19th April. I heard about it from neighbours, but most of that amounted to 'more questions than answers'. My main concerns so far are: Having driven all the way up Nightingale Lane and turned left into North View Road for the past 18 years it's going to take a bit of re-programming to remember not to do so in future. Yesterday I was struck by the sudden display of masses of signage - the critical one being the times that the scheme applies. As it's not a straight hour to hour restriction, like a bus lane, but quarters of an hour, we now pause at the signs to check the time it applies and then the clock. The signs with the times should have a larger font to make them more easily read. Next, can I drive up Beechwood Road, into North View Road, turn right into South View Road and park in South View Road during the times the scheme applies? How are we going to know when the school is closed for holidays and the scheme doesn't apply? Could it be like the signs about match days around Stroud Green? What is the penalty for driving up Nightingale Road and into North View Road during the time the scheme applies?
	Don't know	Seems crazy that all of Southview road is closed off & not Hawthorn or Northview or the streets surrounding the school. They all feed into the playgrounds & feels like only some children deserve clean air walking to school & not others
		Support traffic reduction near school but the only effective solution would be to have roads in a CPZ. Parents cannot be allowed to have exemption permits. The scheme would add tyo congestion in North and South View roads
		The scheme has not caused as much traffic disrution as I at first expected. However sighage is very poor, so many people get fined.
	Object	* I am concerned the scheme will worsen traffic on Hawthorn Rd, Beechwood Rd and North View Road - they will become rat-runs during the school street times * Impact on grocery and other deliveries during pandemic during school street times * It's not clear what (video/data) is being captured by the cameras being installed and for how long it's retained
		1) I am concerned about the additional traffic forced to drive up and down North View Road, Hawthorn Road and or Beechwood Road, causing increased air pollution, fuel consumption and additional risk to residents and visitors. 2) It is often difficult to turn around or pass other vehicles on North View Road, so cars will need to ensure they are facing the correct way on the street to travel to Priory Road or make a significant detour through Hornsey, unless residents of North View Road are granted exemption permits.
		1. This is an infringement of residents civil liberties. I do not want a camera being able to see everything about my comings and goings on the residential road to which i live. These cameras will mean that every time residents leave or return to their homes their entire movements will be recorded. This is not acceptable 2.there is no need for it in lack of parking grounds as there is akways enough parking 4.if you want to stop parents and teaching staff using their cars just create a culture Just send letters out to parents and staff asking them not to use their cars and ask the head to sign it 6.stop using drivers as a cash cow when you havent got your side of the street clean 1e when I wanted to buy an electric vehicle i was told I could not charge from my home only from half a mile away on priory road 7.this may be free for now but you will use it as the back doir to charging later on

Campsbourne	Object	<p>1.This is an infringement of my civil liberties. I do not want the council filming and recording my movements 2. This was not introduced with a consultation therefore it is undemocratic and the council are overstretching their remit of what they are responsible or for or authorised to do. This has been done without permission of the residents 3. The council have been trying to get permit restrictions on our roads for years and each time we have stopped it. Now the council is using this guise to implement parking restrictions through the back door via this scheme 4.Please see responses below to the following: reducing traffic volumes outside the school to reduce emissions and improve air quality . This has not changed Reducing parking problems outside the school to improve road safety. This has not changed and wasn't a problem in the first place By making it safer to walk, cycle and scooter to school, children will benefit from increased physical activity on their journey to and from school. This has not changed Providing more space for safe social distancing in response to the Covid-19 pandemic. This does not do anything to help create more space for safe social distancing 5. The residents do not want this scheme please remove or have a consultation first. It is not lawful to impose this without agreement which has not been given. Getting agreement first is the only way to implement such an undertaking 6. My council tax has risen by so much without my agreement . The council is using our council tax in such wasteful way instead of building homes to help the homeless</p> <p>A ridiculous idea. Won't help pollution as the surrounding roads will now be congested. Ditch the scheme - it's clearly another Haringey money-making idea through fines!</p> <p>As a local resident I have been trying to adhere to the scheme but have found it to be conspicuously dysfunctional for the reasons I would like to explain. I am affected only in the morning period either leaving for work, which I do at 0830hr or arriving home from work around 0830-0900hr depending on London traffic, to or from Osterly on the west side of London. I would normally simply drive, from my house, near the end of North View Road, to the junction with Nightingale Road, passing the school to Hornsey High Street. I naturally am very careful as a local resident, when passing the school, where there is a 20mph speed limit but where I am extra careful. Under the scheme I am required now to drive back up North View Road and on past the entrance to South View Road, and then join Nightingale Road via either Hawthorn Road or Beechwood Road. What I have found is that these roads - North View (west part of it), Hawthorn and Beechwood, are simply not wide enough to allow two cars to pass, with the amount of parked cars that are present...so I just get stranded on meeting another vehicle, waiting for an enormous reversing effort or somehow to get past at a place that two cars can pass. So this aspect of the scheme is simply dysfunctional. Of course when the bin lorry is in the road then there is absolutely no chance of passing until it has finished in the road but then that has always been the case...however is now accentuated with the school streets scheme. Having given the project some thought I can now see that a further area of dysfunctionality is that it is the incoming drivers dropping children to the school who are overwhelmingly the major cause of the problem and not local residents who simply leave to go to work. Your website lists four "benifits" of the scheme: 1. A safer environment 2. A reduction in (car exhaust) pollution 3. A reduction in obstructive parking 4. Improved safety outside the school. If you compare the car of a resident driving slowly past the school with the car of an incoming parent dropping off children around the school, you can see that the residents' car's impact on the above four benefits is much less than that of an incoming parent's car to the area, and I will summarise this: 1. safer environment: a resident passing slowly past the school without stopping is much less of a safety hazard than an incoming car from outside the area, which by definition is an addition to traffic and parks, creating an obstacle/congestion</p>
-------------	--------	--

Campsbourne	Object	<p>As a resident, the burden is on me to remember to tell anyone visiting me that they must not arrive during the 2 periods when the School Street is in operation. This is annoying and inconvenient, especially when it's trades people who often want to arrive between 8.15 and 9.15. Occasionally friends visit in cars and I have to tell them not to come during those 2 time slots, but only during term time, and I never know when terms begin and end. It's unfair that it's residents who are inconvenienced when it should be the school dealing direct with the parents on the issue of not driving their kids to school. Life is complicated enough without adding another irritation. I applaud the aims of the scheme, to get kids to walk or get public transport, but not at the cost of residents being able to live their daily lives without inconvenience.</p>
		<p>At the given school times the local area becomes congested with vehicles seeking alternative routes and/or parking spaces. Tempers are frayed, driving becomes irresponsible and the surrounding roads are logjammed, surely creating the same if not more fumes.</p>
		<p>Attempts to make parents of children at Campsbourne Junior School abandon their car addiction are commendable. However, the council is going about it the wrong way round. Rather than inconvenience local residents, strong incentives to walk or cycle to school should be delivered by the school itself directly to parents and children. It is unfair to local residents who happen to live near the school to bear the burden of car addicted parents. There are practical difficulties for residents on South View Road and Nightingale Lane. They may have exemption permits for personal use, but what about any guests or contractors who may have invitations or appointments between 8.15 and 9.15am, and 2.45 and 4pm? All residents will now have to remember to schedule any visits and appointments outside these hours. What if for example a plumber has an appointment for 0800 to come and service your boiler but gets delayed in traffic and arrives instead at 0820? What about deliveries? Will a van delivering a parcel, or groceries ordered online, be fined if they deliver during those times? What provision, if any, has been made for this? A friend pays a surprise visit as they happen to be in the area, and drop in at 3pm. They are subject to a PCN, just because the council is trying to get parents of children at a nearby school not to use their cars. It's grossly unfair, and wrong.</p>
		<p>Because 80% of school kids are brought by parents by foot or bicycles. Nobody drives cars without reason. It was never a problem to find a parking space around the school, no air pollution felt around, no cars standing around with engines on. Definitely no reason for any kind of restrictions!</p>
		<p>Causes massive congestion on other surrounding streets. I cannot understand why you cannot make streets around here one way</p>
		<p>Creates traffic problems without solving any. Parking will just be displaced and make parking more difficult for those residents. Why do this? It's already bad enough trying to get deliveries. Pavement widening results in parents and children chatting and hanging about outside the school. This is all just another way of the council to extract money from the public</p>
		<p>Critical point here after just a casual look at the plan: There are no warning signs indicated on the plan at the far end of South View Road from the school yet South View Road is included in the scheme, with enforcement cameras installed at its far end. Like this, you are - deliberately - trapping motorists entering the zone from the far end of South View Road who will have no way of knowing that they are entering a so called School Street for which they will be fined, in what can only be seen as a revenue collecting scheme. This is not to mention compromising the perceived safety of the school children or other functionality of the scheme. The signs will be easy enough to miss when arriving from North View Road, being situated on Nightingale Road at a junction where your eyes as a motorist are focussed on looking for cars and pedestrians at street level rather than looking up into the sky. But as for having no signs at all at the South View Road entry point, this can only be seen as a deliberate plan for revenue collection as it now stands in the proposed scheme.</p>
		<p>Good idea in principle but the area is too small & the signage is awful. Together with lack of consultation/notice to local residents.</p>

Campsbourne	Object	<p>Have never experienced this being an issue in 10 years of living here so don't see why it is needed. This will result in huge inconvenience for residents wishing to leave their houses during the times proposed. It is completely unnecessary.</p>
		<p>Hawthorn Rd (& what will be our only access: Beechwood Rd) will be unbearable with rat running and parking congestion. It is already impossible to park - a s aresident with 1 car. So, thank you for 6 months of hell.</p>
		<p>How will the council measure the success of this pilot? I'm surprised we haven't been consulted previously to it? As a North View Road resident I can't help but feel the plan just increases traffic and pollution to the surrounding roads as the only direct way now to the park and other estates in the area. 2 of my 3 kids have asthma so I'm just interested to see if the overall pollution levels will go down for the area or if measures will increase in neighbouring roads instead. I do believe a walking zone on nightingale lane for the school is important but why haven't all connecting streets on both sides of the school been consulted. Also a bit random for just south view road to be included where there are entrances and bordering streets that surround the school that a similar regulation should apply to.</p>
		<p>I am writing in response to the letter that was received by local residents informing us that a School Street will come into effect on 19 April 2021 on Nightingale Lane, N8. I am a resident of North View Road and consider that the School Street has significant limitations and has not been thought through practically by Haringey Council, which as a consequence causes significant inconvenience to residents on North View Road and the surrounding roads.</p> <p>1. Background For context, the most direct route to or from my home on North View Road is via Nightingale Lane ("Nightingale"), or a less direct route is via South View Road ("South View"), Hawthorn Road ("Hawthorn") or Beechwood Road ("Beechwood") to join Nightingale. There is the option to go via Newland Road ("Newland") and Boyton Road ("Boyton") but I have never considered this to be a legitimate route as it takes you away from Nightingale and increases the journey length and time. In-turn, it would now appear that travel via Newland and Boyton would not be appropriate under the School Street proposal (see below for additional comment).</p> <p>2. Limitations of the School Street on Nightingale Lane Congestion on North View Road, Hawthorn and Beechwood is common. There are a number of vehicles that frequently block travel down these narrower roads for significant periods of time e.g. bin lorries, supermarket delivery vans, tradesmen's vehicles. Consider the example of the bin lorry. Bin lorries collect in the area every Tuesday morning during the time of the School Street operation. If the lorries are on Hawthorn and Beechwood at the same time, there is no other legitimate route that residents of North View Road can take to leave the area. The same applies if a bin lorry is travelling west along North View Road - if the lorry passes your vehicle, you cannot access Hawthorn or Beechwood. It means that if you are travelling to or from North View Road during the times in which the School Street is in operation, if there is traffic congestion on North View Road, Hawthorn and/or Beechwood, the only option now is to wait (which can be for a significant amount of time); it is extremely frustrating and adds unnecessary time and length to journeys. Furthermore, I mentioned above that I have never considered travel via Newland and Boyton as a legitimate route to/from my home on North View Road as it extends the length of the journey. The School Street proposal on the other hand I can't see how it helps children avoiding pollution when traffic goes past all day and during after school clubs. Signage has been inadequate, poorly placed, and residents that are being caught by schools going back next no warning of this are getting nowhere with appeals process. It's a shambles.</p>

Campsbourne	Object	<p>I do not object to the principle of the reduction of emissions in a bid to safeguard children while they attend school. However, I do object to the lack of consideration to impact on residents. The key examples are: i) Unwillingness to give residents on streets adjacent including North View Road a permit thus materially changing the access to our properties. Access is now only available on three extremely narrow streets where dual sided parking and double parking is frequent. A bend in the roads also reduces visibility of oncoming traffic leading to potential accidents. Your trial intensifies the problem as it drives further traffic into this situation ii) The trial was introduced with zero promoted consultation. I laterally found out while contacting the council proactively that a consultation was open, it had not been promoted in the same way as the recent CPZ consultation which was an unrelated matter. This is a deliberate attempt to solidify the trial without transparency in due process iii) Lack of consideration. My understanding is that one of the aims is to encourage parents to walk their children to school as opposed to drive them. Nobody living on North View, South View, Hawthorn or Beechwood would not be driving their children to school anyway due to proximity therefore anybody needing access to those roads at that time is not in relation to the school iv) Lack of consideration of increased traffic that is already a problem. Several times daily we see instances of the extremely narrow four roads leading from Nightingale Lane being blocked by traffic. This is usually Engie who are currently conducting work on your behalves, but can also included the undoubted increase in at home deliveries that are now a legacy of the pandemic v) Poor signage has lead to local residents being charged PCNs even though signage was not sufficient or clear. Residents have been double penalised to increase Council income The impact of the above is risk to personal safety and risk to personal property (vehicles.) Let's reduce emissions together but please let's take a sensible approach to residents who by circumstance live next to a school</p>
		<p>I do not think it's helpful. I do not want Haringey council to earn financially from this scheme unless I am clearly informed of what the profits earned will be used for</p>
		<p>I don't have a car. I walk and use public transport. I do however want my family to visit. I also need to have taxis, occasionally, and need deliveries to my door. Do not impose this. I have not voted for it, I don't want it and my freedoms are being curtailed by this.</p>
		<p>I don't object if there was a red light or barrier to prevent unauthorised access, but at present it is a TRAP to make money for the council. It has cost me £200 so far just to gett to and from my house as I'm not kept aware of the times. Need better signage at least</p>
		<p>I don't object to reducing traffic. But I think it should be a wider area to stop them coming up nightingale. It's confusing as to which roads I can drive down and when, I think the top of NVR/nightingale is part of the scheme but I don't know?! Along with all the other roads being blocked by lorries /traid people you can get blocked in and unable to go any where or forced to reversed all the way back up roads to get out. All locals should be given exemption to drive in the school street road.</p>
		<p>I fully support a School Street scheme for Campsbourne School, however, the current proposal will likely lead to more traffic diverted through North View Road. I would be strongly supportive of North View Road being included as a School Street.</p>
		<p>I have no problem with plans for Nightingale Lane - it's a good idea. But I think closing down all of South View Rd for 2 1/4 hours each day is misjudged. No one can enter from the Nightingale Lane end already. Anyone who is prepared to bypass the restriction can still access by using other roads but that is a long diversion. for this reason I would like you to remove South View Rd from the restriction. To retain public support, the restrictions should be the minimum necessary.</p>

Campsbourne	Object	<p>I live on Northview rd which currently has low levels of traffic & pollution due to that fact that cars can't use it as a cut through due as all roads out lead back onto nightingale lane, under the proposed scheme southview rd & nightingale lane in front of the school will be closed to traffic at peak times of the day meaning parents dropping off children & local residents will all have to use Northview, hawthorn, Beechwood roads as a cut through increasing traffic & pollution on my street & doing nothing to for child road safety, this will do nothing to deter parents from driving children to school as most don't have a choice due to work commitments or having children at multiple schools. If you were serious about dealing with the issue all residents on nightingale lane after beechwood road, southview rd, hawthorn road, Northview road would be included in the restricted hours proposal & be exempt, this would mean no traffic apart from residents would be allowed past & into beechwood road, nightingale lane, Northview road, hawthorn rd, southview road during operating hours, residents could be given a small amount of permits for emergency's i.e repairs, important deliveries etc to allow access when essential during operating hours. Nightingale lane is the only way in & out of our residential area this scheme will cause major traffic & disruption please think again the scheme either needs dramatically changing or it should b3 abolished</p>
		<p>I object because this may be difficult for some people depending on their circumstances. Forcing parents with other children to find parking elsewhere and then walk could be a problem esp in bad weatehr conditions.</p>
		<p>I object to this School Scheme because it has thrown our streets into utter chaos. Rubbish collection has been negatively impacted, and tickets have been unfairly issued. They have made no provision for council workers blocking roads with scaffolding trucks and are endangering people's access to emergency services.</p>
		<p>I often drive from Muswell Hill to my house, after visiting Muswell Hill for shopping and/or Tesco at the bottom of Colney Hatch Lane. I was going home and there was a massive queue almost from the bottom of Muswell Hill in Priory Road, I carried on thinking it was a temporary hold-up maybe a traffic accident. I couldn't work it out. And couldn't find another way home. But then saw it was a School Street Scheme for Campsbourne Primary School. It was a huge traffic jam, the biggest and longest I'd seen on Priory Road. I don't understand the sense of causing major traffic jams. Why is that considered to be okay? Is there not another way you can achieve whatever you want to achieve, considering that the parents at Campsbourne Primary School will be causing most of the problems with their cars when they collect their children, It just makes it worse, not better.</p>
		<p>I support the scheme concept but I am opposed to the way it has been implemented. I do not support the fact that entry to our street is blocked from both ends. In effect, no one can come to our home during school hours. This is despite the fact that Nightingale lane the road on which the school is actually situated is not blocked at both ends and is accessible (except for a few hundred yards) 24 hours a day. As I am a carer for a disabled person who often needs transportation to hospital and doctor appointments this has made it impossible to get a transport during those hours (unless I call an ambulance), and so can result in missed appointments. Overall this is simply because the people charged with implementing this scheme did not take enough care to consider residents of South View Rd.</p>
		<p>I'm objecting to Haringey's poor administration and record keeping involved of this scheme. My vehicle was given exemption before the scheme was implemented but since the granting of this exemption I have twice received PCNs for driving in South View Road during the school times. The PCNs caused me worry, work to write letters and then the expense to post them. For goodness sake please be more efficient and keep good records of those residents who have been given exemptions.</p>

Campsbourne	Object	In general terms I support the school street scheme for the air pollution benefits it brings. As a resident of the street directly affected I don't support the scheme as it stands. I support the closure of South View Road at the Nightingale Road end but not at the North View Road end. Closing both ends to visitors during the school street times means that residents are unable to book appointments with workmen. Equally if you are having work completed at your property and a materials are suddenly needed only the resident of the property can leave without being fined. The council should either open the road at the end which is away from the school or supply the residents with visitor type permits.
		It appears to just restrict our unsuspecting services, friends and family. Those with mobility problems will have difficulty getting to the school
		It doesn't make that much difference there is still a number of cars driving up and down the road at drop-off and pick up as I have a child in the school and witnessed this firsthand you still cannot allow your child to cycle in the road.
		It has caused more vehicles to get onto Nightingale Lane using Beechwood road. Problematic because this road is so narrow you can't comfortably have two cars pass each other. So absolute nightmare when the road is busy, or when there are scaffolders parked there. Maybe those who live on neighbouring streets should be given permits so we can still exit the usual way??
		It is an infringement on mine and my neighbours personal freedom of movement. For example, I can no longer get a cab to work when i am carrying delicate costumes. I am unable to accept deliveries at certain times of day which is costing me time and money. Although I am insured on my boyfriends car i am now unable to drive it to collect my own child from school etc because it is registered at a different address. My neighbour further into the zone who has mobility problems is unable to go to her numerous Drs appointments in the morning or mid afternoon because cabs or friends are unable to pick her up or bring her back to her front door: she has had to cancel or wait longer for appointments. Another neighbour had to bring her disabled child home in a cab and be dropped further down the road in the pouring rain. I have lived opposite the school for over 16 years and both my children attended Campsbourne school, to my knowledge there has never been a road accident in the vicinity and the amount of cars outside the school has never been as much of a problem as this road scheme has been causing. I highly object.
		It will just drive traffic on to other surrounding streets. Parents will drop off children just outside the zone. It will be difficult for trades people to visit and will pick up fines. Also the timing is terrible. The pandemic is not over, lots of people are working at home and getting deliveries. I'm avoiding going to the shops and using public transport. Lots of vulnerable people relying on deliveries at the moment and this will hamper that. I can't apply for an exemption as I don't live on the street affected but I have disabilities which mean I can't cycle. I'm carer for my mum in Crouch End and need to use the car to deliver shopping to her and visit in emergencies. I do try to walk if I'm able to. Much as I support finding solutions for easing traffic I don't feel this will help and will make living in the area more difficult. Especially if CPZ introduced as well.
		It will make elderly and disabled residents prisoners isolated in their homes during these times. Scrap it
		It's in the wrong place the main school entrance is by Alexandra Park
		It's caused a jam on smaller roads, it makes it more difficult for people who have no option to drive to get to work on time. It's a money making scheme by the council!
		I've had several deliveries and trades people unable to access my street when they need to deliver or start work (the latter is a particular problem). I haven't seen any evidence of better safety for school children nor improved air quality.
		-No public consultation carried out. Short notice. Poorly thought out. Lack of consideration to elderly, disabled and their need for carer/family visits. What about access for deliveries, tradesmen, visitors? Surely people will just park in nearby roads and walk. We don't necessarily want changes - just a proper conversation with plenty of time allowed before implementation.

Campsbourne	Object	<p>Not a noticeable difference on traffic on this road during these times (parents parking in adjacent roads for drop off), bar more pedestrians going past which is fairly noisy. Concerned if the CPZ proposal is also implemented this will be a lot of restriction on one road.</p>
		<p>Parents driving to school will have 2 options. 1 = turn left out of Nightingale Lane on to Beechwood or Hawthorn; drive along North View back onto Nightingale Lane onto Newlands Rd. 2= turn right off N'gale onto Brook or Eastfield roads then on to Boyton Rd where they can drop kids off at the back entrance. Both options will result in extra and speeding traffic. I'm a cyclist and your badly thought-out plan will be more dangerous than leaving things as they are. How many kids will have to be injured on North View and Boyton roads before you think again? (see attached letter).</p>
		<p>Parents dropping off will now use Hawthorn Rd - blocking the end of the street or using it as a through road, creating more traffic. Hawthorn Road residents should have been part of the public consultation process</p>
		<p>Roads around Campsbourne don't lead anywhere so this will only affect residents and means they will take a long route around North View Rd - creating additional pollution. There is not enough room for cars to pass on North View Rd., so traffic congestion will be much worse. There are better ways to reduce traffic, such as more bikehangars.</p>
		<p>Scheme is unnecessary. It will cause extra traffic down North View Rd as cars try to avoid Nightingale Lane. Access to our house will become a problem</p>
		<p>Support as long as there are no charges for permits and that crime prevention is part of CCTV control. Also that permits are only given to residents and not to parents of school children</p>
		<p>The idea of the street school is a good idea but the way it has been implemented has just moved the problem a few streets away, making the whole situation worse by increasing congestion and therefore pollution in our area as the cars have to spend more time in the area as there are less roads to park while dropping off the children. This area is in the most part residential but the fact that that Campsbourne school and Haringey are allowing a farmers market on a Sunday bring 30 plus diesel vans into the area along with visitors to the market pollution both air and noise all day on a Sunday, beggars belief, The children playing in this area and our houses and gardens are being polluted everyday of the week not just on a school day. Haringey and Campsbourne school have both got this so very very wrong! Haringey & Campsbourne school need to prioritise our children's health and well being over monetary gains, until then we just cannot trust you!</p>
		<p>The impact of it on access to road particularly since we are still in a pandemic. I have health issues and either driven to appointments or take taxis as am still avoiding public transport. I am also a carer for my elderly and disabled mother. I do try to walk where I am able to but the school street scheme for Campsbourne and Rokesley make it difficult to get to her. Affects when we can make health appointments for her to go to hospital, deliver shopping etc etc. Deliveries are difficult too. The scheme only displaces traffic. No thought as been paid to disabled or elderly people.</p>
		<p>The logistical layout of the area do not line up with alternative routes. The alternative routes are not permitting fluency of a two way traffic, especially at the drop off and pick up school times. This week all the alternative routes was very busy and at least one day all have been engaged by the bin lorries. Before to engage this ridiculous idea, a traffic management professional consultation should be carefully assessed and agreed that is not a good idea.</p>
		<p>The roads around the Campsbourne school are generally very quiet. Nightingale Lane leads toward Alexandra Park lower fields and down Newlands Road which is a dead end. So the traffic is very light even during the periods now restricting traffic for the school start and ending. It would be better to have signs restricting the mileage to 15PMH past the school and asking parents to walk or cycle with their children to school.</p>

Campsbourne	Object	<p>The school road is not that busy around school times and now we actually have far busier more dangerous surrounding roads as people attempt to make 3 point turns in the neighboring roads or squeeze down other streets to avoid the 'school street' - the scheme does not discourage people from driving, it just forces more traffic down other roads. Beechwood Road, being the first left hand turn now gets far more traffic (two cars squeezing past parked cars) so they can the travel back down Hawthorn and avoid the school street.</p>
		<p>The school street scheme does nothing but push the traffic to the neighbouring roads - the air quality, parking, general frustration by delivery people/tradespeople and residents is clearly just pushed to those streets near by. The scheme seems in reality to just be a money making scheme for Haringey Council</p>
		<p>There are only 2 roads onto the Campsbourne estate - Nightingale Lane and Campsbourne/Boyton Rd from High St. With Nightingale blocked several hours a day the already overcrowded alternative will be chaos preventing residents leaving or entering their roads. If, as often happens, a dustcart or large delivery lorry blocks Boyton rd i would be unable to drive from my road. As a disabled person this is a real issue.</p>
		<p>There are only two roads that leads to the high road. With this street having the school street scheme it leaves one road to access for multiple roads. I have lost count the amount of times that I have been late for work and my children have been late for school due to not being able to get down the only road that leads to the high road due to being stuck behind cars, delivery vans, dustbin trucks etc.</p>
		<p>There are three main reasons why I object. 1. I am disabled and rely on lifts from taxis etc. I understand that ad hoc exemptions are not applied in this scheme, so I either have to hobble out to meet a lift or try to change an appointment time if necessary. 2. My experience so far is that parents are simply dropping their children off and collecting them, round the corner at Newland Road, thus causing extra congestion, delays and pollution there. This clearly defeats the object of introducing a school road. 3. The signs and lettering are far too small; people who aren't necessarily familiar with the area will not always notice them, and then be penalised unfairly. The signs need to be so big that they are unmissable.</p>
		<p>There has been no consultation with residents about this scheme therefore it has been imposed on the area. Instead of targeting the residents, why don't you target the parents who who keep their engines running while they wait to pick up their kids from school? Please do not dress up an income stream for the council under an environmental message. It hasn't worked in Rokesley and we are all aware of the financial reasons for this project. We pay council tax for services and the council is supposed to administer our taxes for the benefit f the community not for their own plans Please desist imposing your schemes or you will not be voted for again.</p>
		<p>This is a dead-endresidential road. Twice a week we have bin lorries collecting rubbish. Usually, only one of these streets is free to exit at this time and it takes just one delivery van and the road is blocked for all traffic at any time. This scheme will prevent us leaving our estate and wil lseverely impact those (e.g commuters) who need to drive out. All residents of North View, South View, Hawthorn and Beechwood should be exempt and have permits to move through these zones</p>
		<p>This is a quiet no-go-through area with a relatively light amount of traffic movement even during the drop off and fetching times to and from Campsbourne school. Better to reduce the speed limit to 15 MPH around the school during the times in question.</p>
		<p>This is a terrible idea it will mean more traffic on these narrow roads cutting through on the other roads not effected. Yet another way of the council making money by all the drivers who will make a mistake. What about delivery drivers people working in the area . This is a really bad proposal.</p>
		<p>This scheme should not go ahead as traffic will be displaced into our road, and will not improve air quality. The scheme will make our lives very difficult. Please do not install any CCTV cameras. We don't want them in our area.</p>
		<p>This will cause a lot opf confusion. I am highly against it</p>

Campsbourne	Object	This will make North View Rd a rat run. Parents dropping off children will park in this road. Noise will increase because traffic from Boynton estate will now have to drive down North View Rd. I don't want the scheme as it will just encourage parents to park elsewhere.
		This will only put pressure on local residents. Parents driving in will just use surrounding roads. As residents we will also have problems with deliveries and services calls. Car use does need reducing with perhaps a toll system for parents driving children to school, and also a borough tax on those households with multiple cars
		Throughout the trial, I have had numerous car fights outside my house during the operating hours. The signage is not clear enough and our road is a very busy thoroughfare. Car drivers are stressed because they don't know if they have been given a ticket or not, and lose their tempers at the bottle neck, right outside my door. I have to listen to people hooting horns and shouting at each other as they block the road and refuse to reverse back to let others out. Angry drivers eventually reverse at speed and dangerously to get out. It is incredibly dangerous for anyone who might try to cross the road junction with Nightingale Lane Brook Road or Beechwood throughout the school scheme operating hours. If, heaven forbid, a skip or scaffolding is being delivered in Beechwood Rd or Northview Rd, then things get 100x worse.
		To drive to and from our homes at these times will involve a long deviation using other roads - tripling the journey. This creates longer car journeys, more pollution and noise
		Too much traffic Cars being damaged by passing vehicles. Residents cannot park their car at busy times i.e. school pick up
		Traffic will be displaced to North View Rd with increased pollution and reduced air quality
		Very difficult as a teacher to ensure I arrive and leave work at the correct time to not get a fine but there are not enough permits for every member of staff
		We don't need this. I work at the school and there are no problems with traffic here. Also, as a resident I don't think it is needed or will make a difference
		We have been forced out of the area due to rising house prices. There are days when I have to drive so this scheme isn't discouraging me from driving. It is a massive inconvenience. It would be more helpful if the yellow lines on corners were reinforced as no parking zones instead. That's where the problem lies. Use of cameras pointing on those would be beneficial for all
		We object to the scheme in its current form as extra traffic and pollution will be moved into our road. We support a walking zone but don't understand why South View Road is part of the plans. There will be many more U-turns in our road causing obstruction.
		What am I supposed to do when I have grand-children dropped off, or have a delivery, or work done on my house during the restricted periods? I soon will not be able to drive and will have to be picked up.
		While I accept there is a problem with parents driving their children to Campsbourne School the planned School Street scheme will have just an impact on those local to it. All of the streets coming off Nightingale Lane to the west are part of a large cul-de-sac. Too narrow to turn your car around if you happen to be facing east during operation of the scheme. You'll push all the locals down Hawthorn (which they will, they'll not use Boynton road because it is worse) not to mention what the parents will do to find a way round this, which they will. The nature of the roads in this area already make it difficult for locals (yes there are plus sides, it is quiet) already, the roads are narrow and easily blocked already and it feels to me you're pushing the problem onto us, all my neighbours walk their children to the school and many don't even have children there or at all. Just a walk away this small area and you'll see how this scheme will unfairly impact the locals, simply because parents can not be reasoned with. I'm not someone that is against travel control at all, it is important and necessary often, but here it will just impact those that are not the problem, locals. When the target is parents.
Chestnuts	Support	Anything that keeps our pupils, families, and staff safe travelling to and from school is strongly supported by all staff. Also suggest permanently closing Etherley Rd to traffic from Black Boy Lane to first corner of Conway Rd
		It is a bit of a rat run particularly around school pick up and drop off. Less traffic is obviously safer for the kids but also reduces air pollution for residents.

Chestnuts	Support	It makes the journey to school far safer for students
		It used to be chaotic on that corner with parents parking their cars at school times. It has definitely improved. Thank you. Not sure ANPR will work as I saw a moped divert along the pavement to get past. Really appreciate the volunteers but I understand if they want their lives back
		It's great for reducing pollution on one side of the school. Also it stops the illegal parking and drop offs and pick ups which create all sorts of problems at drop off and pick up times. So, calmers, cleaner, safer.
		reduce cars using the road which is busy with school children.
		Roads in the area are dangerous and the more that be done to reduce traffic volumes & speed, the better
		Safe space for my child to arrive at before going into school. This has meant he likes to cycle to school early to use the space
		Support the scheme but want something done to reduce traffic and speeding along Black Boy Lane. It's too busy. The school street scheme is good but it doesn't deal with the problem of BBL, which needs to be made much safer for the school. Unsafe crossing point by the bus stop and the narrow pavements make this all very dangerous
		The Etherley Road / Chestnuts school street has been a great starting point, my kids are now much safer walking to school. However, the scheme absolutely needs to extend to Blackboy Lane, as soon as we turn onto it, it is polluted, unsafe, and has incredibles out narrow pavements which make the cars speeding past even worse. The small section of road the scheme currently covers is good, but it needs to be expanded hugely.
		The roads around Chestnuts school are incredibly busy with road traffic making the journey to school dangerous for children and their families. We walk past Chestnuts every day on our way to my son's nursery. Being able to use the school streets has allowed us to take a safer, less polluted route and means we can let my son cycle.
	Object	As a disabled resident I have somewhat unfortunately sat in my lounge for the best part of 25 years. I am very aware of what goes on outside, and I can reliably tell you that not more than 3 vehicles a day pass by the section of road that has been closed off. That's not 3 vehicles a day during school hours, that's 24/7. Is it worth all the money spent on signage, surveys, staff, hardware, designers, cameras etc tec.? I don't think so. In fact, I think it's a complete waste of money. It's not Haringey council's money. It's taxpayers' money, and money that is at this time very scarce. I am aware there have been a few incidents with children and traffic over the years, but it's my understanding these incidents have been caused entirely by parents of the children at the school. For 3 vehicles a day, regardless of the fair and caring motivations of those involved, I just don't think it's anywhere near worth the money. It's a flagrant waste of money. One other point I'd like to make is that the position of the planters at the junction of Etherley Road and Blackboy Lane (who's namechange is another total waste of money) is such that inorder to turn left into Etherley Road it is necessary to pull out to the other side of the road, which is creating danger. they should be moved backwards about 1m. I'm very opposed to this scheme. Clearly, nobody has bothered to do a traffic survey first. It's just spending taxpayers' money and not being accountable for it.
	The street closure during school pick up and drop off times has simply pushed all the cars and delivery trucks further up Etherley Road! There's no reduction in traffic just a displacement of it.	
Coldfall Primary	Support	A good idea which I support, however 90 mins at either end of the school day is unnecessary. An hour maximum is all that's required. Additionally delivery drivers and workman need to be able to access the street during these times so this needs clarification and confirmation.
		As a resident I often have difficulty driving in or out at the school run times
		Because the road and neighbouring roads, particularly Coppetts has become so busy and cars drive fast and carelessly causing danger to children and pedestrians.
		Because too many cars still park either in the road, or on Coppetts Road by Coldfall Avenue and cause chaos and potential danger for children and other pedestrians.
		benefits are clear - reduced cars, less pollution, safer for the children.
	Brilliant idea - we queue up to drop our children off and breathe in the fumes of those parents who insist on driving their children right up to the gate. Can't wait for this to be stopped.	

Coldfall Primary	Support	Coldfall avenue is very busy for pedestrians before and after school. Since the school street scheme started, crossing the end of Coldfall Avenue is far safer for my daughter and I.
		Good idea
		I don't object to the school street scheme. Indeed I, personally, have not had a car for 14 years, as a way of reducing my carbon footprint. And I have learnt from my neighbours, nearer the school, that there is a road safety issue when cars try to turn round in the cul de sac after taking children to and from school. But I think the scheme could be tweaked to make it work better for all the residents. I have sent you these suggestions before, but I only had a computer generated response that my views had been received. Would it be possible to have my questions answered?
		I like how it will reduce parents' parking down the street. However I have concerns about deliveries and trade vans as these may well not deliver if they arrive at a time without access to the road. Trade and delivery vans need access at all times. Also have speed control because although it's a short road, it is amazing how many people speed along it.
		I love the change, it has made a huge difference to the walk to school down Coldfall Avenue. Previously the road was a mess, too many cars and the fact its a dead end would mean cars trying to turn around at the end, which is where the gate for the school is, which was far too dangerous. I very strongly support this becoming a permanent change, its a real improvement to dropping off and picking the children up from the Coldfall avenue gate.
		I strongly support the scheme. The street feels safer and it's much easier to walk to school without cars trying to park or make difficult turns in close proximity to the children. I witnessed a terrible traffic accident on this street a couple of years ago where a school child was struck by a car rushing to school pick up and always worry that will be repeated.
		I think It is an additional way to keep out children safe when walking to school.
		I think it is fantastic. It has made the entrance to school so much safer as cars were turning dangerously and often mounting the pavement. It has also reduced the pollution as there are no longer cars idling outside.
		It has been a success in creating a safer street for families during drop off and pick up at school. I don't think it needs to be as long, an hour would suffice.
		IT IS MUCH SAFER IN GENERAL BUT NOW VERY DANGEROUS ON COPPETTS ROAD OPPOSITE COLD FALL AVENUE. THIS IS BECAUSE CARS PARK ON THE PAVEMENT AND PEDESTRIANS CANNOT WALK ON THE PAVEMENT. I HAVE SEEN A MOTHER HAVE TO STEP OUT IN THE ROAD WITH HER PRAM AS SHE WAS UNABLE TO PASS ON THE PAVEMENT DUE TO CARS PARKED ON IT
		loads of congestion, dangerous driving and parking, noise, hitting parked cars, arguments and no parking space for residents during school run times.
		Much safer at drop off / pick up. Previously there were cars parked illegally obscuring visibility on crossing road safely and cars doing 3 point turns or trying to reverse up and down the cul de sac whilst children pouring out of school abd parents distracted, it was so dangerous
		Objectives are sound. I am however concerned about the knock-on effect for Everington and Steeds roads - both in terms of traffic and pollution. The scheme needs to be monitored to ensure no problems are displaced to other locations - specifically poor driver behaviour at the Everington Road school entrance.
		Over 60,000 people die in UK from air pollution every year. We are in a climate and ecological emergency and need to reduce emissions ASAP
		People were driving down the one way street like crazy before, I was worried my kids would be run over and it was just stressful. Now my child in year 5 is able to walk home on his own more safely It is much nicer and I live close and has not caused any congestion on my street, I think more people are walking now
		Please extend to more streets
		Since it has started, the street is much safer for children, without cars speeding for a quick drop off. It's quieter and less dangerous. Slightly difficult with some deliveries, but this is a minor disadvantage over, a cleaner and safer street with less emissions, as no idling cars now

Coldfall Primary	Support	<p>Street safer and more pleasant. As well as a huge decrease of cars driving down the road, there is a massive decrease of cars turning in the road and over hanging on the pavement being extremely close to children. I hope they extend the school street to Everington.</p> <p>Strongly support to protect our children from the many cars at drop-off and pick-up times. I would also point out that collections often take place at 5pm because of the after-school clubs. I suggest that this time is included and also it would help if parents did not sit in their cars with the engines idling, while waiting for their children</p> <p>Support the scheme. However would like clarity on whether delivery drivers and workmen will be able to access the street during these times as believe they should be. I'm also very wary that this is being done on good intentions but will ultimately lead to paid for resident permits which we DO NOT NEED OR WANT on this street.</p> <p>The current situation is dangerous and untenable: reckless and inconsiderate driving and parking; silly numbers of cars double parking and/or attempting three point turns on what is a small dead end street. It's only a matter of time before someone is seriously injured or killed. The current situation also results in considerable inconvenience for residents who are unable to drive onto the street or else become tangled up in traffic chaos when attempting to leave the street during the school run. A long overdue initiative.</p> <p>The scheme has been fantastic at reducing congestion at the school gate. So many cars were coming down Coldfall Avenue which is a dead end with nowhere safe to turn and as a result cars were turning dangerously and even mounting the pavement at times. There is a great feel now down the street as it is SO much safer to walk down it than before. Pollution levels will also have dropped as there are no longer cars idling at the school gate.</p> <p>The scheme has been very successful and I completely support it's extension</p> <p>The street can get very congested - sometimes even blocked. However I am concerned at the impact on deliveries and services incl workmen who need to enter or leave during the times. What If I want to have a friend or visitor during these times? Can we register for day visitors exemption?</p> <p>The street feels so much safer and cleaner without cars zooming in the morning. Less risk to children on the road. Parking for residents is also easier during these times as often at school pick up times, it was near impossible to park on the street. We are right next to the school and can see the benefits of the scheme</p> <p>The street is full of school kids on drop off and pick up from school times. Some parents are in rush to get to work and drop their children off. It can be stressful time for parents and I have seen some dangerous manoeuvring, which puts lives of children at risk. It is not worth it. There are places close by to park, no need to get so close to the school. Coldfall Avenue is a dead end, you would need to turn to drive out.</p> <p>There are a persistent number of parents who continue to drive to and from the school, causing congestion, as well as sitting in their cars with engine idling.</p> <p>Traffic noise, and safety. I'd also like the scheme to include Everington Rd as that will become busier.</p> <p>We live by the school and the chaotic driving is scary at school times as cars drive on to the pavement when turning round at the end of the road.. It will be inconvenient for residents' deliveries etc. but it is a small price to pay for safety</p> <p>We need more space for walking and cycling, not cars. People should drive less and drive slow and safe around schools. Lollipop Lady Lydia is amazing.</p>
-------------------------	----------------	--

Coldfall Primary	Support	<p>While I am an enthusiastic supporter of the principle of School Streets, I'm afraid that I have very grave reservations about the details of the proposed Coldfall project which I'm hoping you can help address. The current Coldfall School Street plan is seriously flawed in its design, and it seems almost certain that it will have opposite effects to those intended. As I'm sure you know, Coldfall School has two entrances, one from Everington Road, the other from Coldfall Avenue. The current School Street proposes that car traffic is excluded only from the Coldfall Avenue entrance, and parents will remain free to drop their children off at the Everington Road entrance. The inevitable outcome of this bizarrely half-hearted design will be that traffic will increase at the Everington Road entrance to the school, as many parents who habitually drive their children to school will continue to do so, as long as one entrance is still accessible by car. I live on Everington Road, and can personally vouch for the fact that the street already becomes extremely congested and busy at school drop-off and pick-up times. I believe that Haringey Council has been monitoring traffic on the road at these times, so I'm sure that there is empirical evidence to support my assertion. I'm certain that this congestion will only increase when the School Street plan is introduced next week, when all car traffic will effectively be funnelled along Everington Road, whereas until now the traffic has been split between Everington Road and Coldfall Avenue. The current proposal will undoubtedly improve air quality and congestion on Coldfall Avenue, but only at the expense of Everington Road, where air quality, congestion and pedestrian/cyclist safety will all worsen. I'm sure that it is not Haringey Council's intention, but it is hard to escape the conclusion that conditions on the more affluent street will be improved at the expense of the street where less well-off people live. I would appeal to you to use whatever influence you have to ensure that this ill-conceived, divisive and potentially dangerous proposal is rethought without delay. It seems obvious that the solution to the problems I foresee is readily achievable: the school street proposal should be extended to include Everington Road, and most likely all of the other streets on the Coldfall Estate. If this simple measure were to be adopted, parents would have little choice but to switch from car journeys to cycling or walking. Would be great if the scheme was expanded to more streets in the area.</p>
	Object	<p>As a resident very close to Coldfall Avenue, we used to park our car there because Coppetts road is very busy and we have small children. Now we have no access to the street and have paid two huge fines because we turned our cars on the street in error at the beginning of the scheme. Our neighbours at no 15 (directly next door) were granted a permit. Every day Coppetts road is chaotic. We can't even park in spaces directly across from our house as the street is rammed with parents parking illegally. It's great that the residents on Coldfall Avenue are no longer affected however the problem just gets pushed to the end of the street. We have also noticed that as you go down Coppetts Road, as the houses decrease in value, the road surfaces become worse. I question why Everington road wasn't turned into a school street? Is this because it is less affluent? I'm glad my child can walk up to school without cars buzzing up and down the road however our life was easier when we had a parking space on Coldfall Avenue.</p>
		<p>Coldfall School has two entrances, one in Coldfall Avenue and one in Everington Road. The roads on the Coldfall Estate, Hill Road, Everington Road, and Steeds Road are always extremely busy, with cars parked on corners despite double yellow lines. (This happens because there is no where to park) Now because of the Coldfall Avenue restrictions I am sure we will have even more congestion, more pollution, unable to get in or out during school drop off and pick up times because with the new restrictions these roads will become even busier. I would support the same restrictions being implemented on these roads. I would also like to see some kind of traffic control on the estate, with maybe traffic cones or bollards being used on the corners of the roads to prevent the vehicles parking, especially when small children are crossing the road. I am disappointed that it has been implemented on Coldfall Avenue, and not on the Coldfall Estate, please take a look at the junction of Coppetts Road and Everington Road to see how much worse it's going to be with the extra traffic. As a resident of Coldfall Estate I would never attempt to leave the estate or come back home during term time at pick up times, at those times I refer to the Road as 'THE CAR PARK'.</p>

Coldfall Primary	Object	I support the principal of improving road safety and air quality in the road but object to the way it is being implemented. Preventing deliveries to the residents of Coldfall Avenue for a total of 3 hours during each school day is highly inconvenient. Many companies, particularly when delivering bulky items, do not offer time specific delivery slots. As well as the inconvenience, when delivery is not possible, a further delivery charge can be implemented. This is highly unfair. Secondly preventing access to the vehicles of workmen with their tools to visit the houses in the street during these hours is going to be highly disruptive to the residents. I would be more in support of a scheme where residents could obtain permits, and visitor permits for special deliveries and tradespeople as necessary. However I do not support this scheme of the blanket banning of all vehicles but those of the residents through the camera recognition of number plates. Also I am aware that during the 6 months trial period, cars will continue to be able to access Everington road to drop off at the other school gates so the extra congestion of vehicles there will make the road less safe in that area and decrease the quality of air at those gates. Therefore the inconvenience endured to the residents of Coldfall Avenue during this time will be to no clear benefit.
		I support the principal of school streets but strongly object to this ill-advised proposal to restrict traffic in Coldfall lane only. This will inevitably displace traffic to Everington Rd. which is already congested at school times. Everington Rd needs to be included in the scheme along with possibly, Hill Rd and Steel rd. The current scheme will simply concentrate congestion.
		If I'm out and come back home at 3.30pm I cannot park outside my house. Also, when I have shopping it is very difficult. I have a blue badge
		More limitations placed upon residents and ways in which the council can make money from unsuspecting drivers. Poorly signaged unless you realise what a school street entails
		Our road will be used as a car park
		Pavement widening on Everington will be dangerous, as delivery lorries and dustcarts will have difficulty turning out of Steeds Rd. Also, in my experience, most parents drop children off at the Everington Rd entrance; so restrictions at the other end will have very limited effect.
		This will displace traffic from Coldfall Avenue on to surrounding roads
		Trade vehicles (e.g. deliveries, building work) should be exempt from this system. Otherwise it will make it very difficult for the residents.
Earlsmead Primary		We are elderly and I am disabled. Therefore when I require more than one visitor / carer at a time, this will not be convenient.
	Support	I welcome this as I hope it will reduce traffic to the area. However we are experiencing increased traffic on our street Harold Road. I think this scheme needs to be extended beyond this single street and other road calming measures need to be planned in far more detail if this is going to succeed.
		It encourages people to walk and cycle and to not use their cars. Parents should not need to use their car to bring their child to school. Pollution and health benefits to active travel are obvious. Reduce the dominance of cars in Haringey. If everyone drove their child to school would the traffic be any better. Haringey needs to be progressive like Waltham Forest or Hackney. It is so obvious.
		It gives greater safety to children and parents and reduces pollution a bit. And it reminds us all that driving everywhere is not a right.
	Object	Just pushes traffic to other streets and more idling in jams only adds to the problem

Earlsmead Primary	Object	<p>The possible changes to the junction opposite the school Wakefield/Rangemoor Road would be a very bad idea. That little patch through the traffic island is the only access/egress to all the seven roads in Page Green, where there are some 500 dwellings. You should have info re how many vehicles have permits for this area. In the past when I commuted, it could take a very long time to get through the jam there, as traffic coming down Broad Lane does not allow traffic out, and does not leave a gap even when the lights are red. Your plan mentions widening the pavement (ie narrowing the road) outside the school gates. So there will be backed-up traffic in both directions, and likely a few fights. Your sketch plan shows possible extending of the pavement by the island to block the junction. Your map does not show the island that's there so I am at a loss re how any new layout will work. I suspect whoever drew this plan does not live here and worked from old maps. I would be happy to gather some local residents to discuss this with you and see what's possible. NB This consultation has not been publicised here, I found it by chance, this could be a major change for local residents. When the old gyratory was removed there was no follow-up re how it's working. There are some minor changes that could make a huge difference. We asked at the time for traffic lights at the junction Broad Lane/Rangemoor Road but had no response. A box junction, or even a box with Keep Clear on it, would keep that exit workable as the incoming traffic from the east backs up from the lights at the High Road to block even one car getting out. We have other ideas and feedback but we need to get a chance to talk, not respond to a serendipitous link.</p>
Highgate Primary (Blanche Nevile)	Support	<p>This is the only street to exit the page green residential area and simply feels like a stealth tax on those residents. This is supposed to discourage people driving to their local school, not trap residents and demand a fee for the simple right to be able to drive out of their neighbourhood and get to work. No fees or permit requirement should be levied on the residents of page green area (Wakefield Road, earlsmead, colles, Townsend and Pembroke). This should be linked automatically at no extra cost to the existing permits we already have to park outside our house. In the reasons for applying for an exemption from the school zone, there is no option for "this is the only road in and out of the area I live" or similar. There is no alternative exit in and out of the page green residential area, so this school traps residents of this area. This is not thought through properly. The school zone would be good, but residents shouldn't be trapped as a result and exemptions should be automatically levied based on the CPZ permits issued for this area.</p> <p>As parking spaces are very limited, it would be good to have any kind of restrictions and more checks on non-permit holder cars parking here during CPZ operating times. As a pensioner caring for my disabled daughter, I have a blue badge and companion permit. I cannot see why we should need yet another permit. I don't have a computer or access to the internet or smart phone and in your plan, residents like us have been excluded; as I can see no mention of how we can contact you or how to apply for a permit. When I telephone, I am kept waiting for 35 minutes and in my situation this is very difficult. Your advice and attention into this matter will be appreciated.</p> <p>Bad air quality, too much traffic...</p> <p>Child safety and cleaner air</p> <p>Children, as well as residents, are being choked by the daily school rush and the through-traffic down Woodstock rd. For children the effects of pollution are incredibly severe with long term effects on lungs, heart and brain development. This is too high a price to pay. Children should be protected otherwise we will see the effects and pay the consequences of our inaction in the future.</p> <p>Climate change, safety for children, pollution - there are no good reasons to prioritise cars in our city. Any inroads towards making driving less convenient are welcome.</p> <p>Drastically reduces the amount of traffic dropping off children at school and ultimately makes the local streets safer for children.</p> <p>Extreme pollution and big congestion caused by parents parking obstructively</p> <p>Good to have only pedestrians and cyclists. Less cars is key!</p> <p>Great idea. Will make the roads so much safer!</p> <p>I am disabled and do not have internet. Please send to permits to my address. Scheme will be good for the children as parking by some parents / guardians is very obstructive.</p>

Highgate Primary (Blanche Neville)	Support	<p>I do think that traffic needs to be cut but from experience with Highgate primary traffic is pushed onto Sheldon Avenue, it is not reduced. The whole area around Highgate private school is difficult - inconsiderate driving and parking around the end of Denewood and onto Broadlands Road which impacts the local pedestrian experience. This is already bad and with the introduction of this school street I expect that the surrounding area to be even more unpleasant and dangerous. The issue has to be resolved by people not driving their kids to school.</p>
		<p>I fully support it for the safety of our children. We now feel more secure going on bikes. It also makes a difference for air quality.</p>
		<p>I strongly support the scheme as it provides safety of children plus better air quality if parents are unable to sit outside schools with engines running. without a doubt as the weather becomes extreme the car heaters will be running.</p>
		<p>I strongly support the scheme because it has reduced my stress levels. Before the scheme started, the roads surrounding the school including Yeatman, Gaskell and Storey Road, were chaotic, noisy and very stressful for everyone, especially most residents. I don't hear the tooting of horns and shouting, which used to go on. I have PTSD and suffer with extreme anxiety at times. I also have asthma and found the air quality quite bad at times. Often parents would arrive early, and keep their engines running for ages. Occasionally I have gone outside to politely ask if they would turn off their engines, and thankfully they would comply. Since the school streets have been introduced, the air quality has improved somewhat, and it is a lot quieter in my street now. So I'm hoping that this will become permanent. It make for a much more peaceful and cleaner environment all round. I am delighted with the scheme. Well done Haringey! Please keep it going!</p>
		<p>I support because the parents that use the school double park and park over yellow lines and in disabled bays the road is very dangerous around these times, the streets around get gridlocked</p>
		<p>I support the scheme because it is safer for the children and is less pollution.</p>
		<p>I support the scheme because it provides a much better environment for dropping my children off and collecting them from school. It's so much safer especially for older children walking to school themselves. Storey Rd is such an awful road to cross when walking down North Hill. The environmental impact is also important to me too...the air for the children wen travelling to school and playing in the playground must also have improved. Added to that even if they're only walking from a few streets away it's good exercise too.</p>
		<p>I think it is important for the environment and it is important to pass on the message to future generations. The scheme helps to protect the children from drivers that may not drive carefully around streets surrounding the school, it is also a good way of getting children and parents doing some exercise which is good for the body and the mind! It also makes the sense of community stronger and it is lovely to see the children meeting nearby and walking up to the school. I understand some people may leave further away but we do 30 minutes walk in the morning and it is good for everybody. If we don't have much time to do all that we drive half way and walk the rest.</p>
		<p>I think one of the best thing Haringey Council has ever done by School street scheme, it works for me and I strongly support it to stay it keeps the air cleaner less noise and mayhem in the morning and afternoon school run , it was upsolute nightmare before the scheme, I do hope that it would stay permenetley, I suffered eneeough nopise and pollution from the cars.Good on you Haringey well done! you have my support 100%.</p>
		<p>I think this is a good idea in general. However it will create chaos for some parents who drive from a distance away. It will make schools more popular just for local residents and people will have their own views on this but from a "green agenda" level a good idea. What really needs looking at in tandem is creating roads that are safe for children to cross to get to school. My children walk for about 15 minutes and on that journey there are two dangerous crossing areas coming from East Finchley to Highgate Primary School. It is basically a tragic accident waiting to happen. The location I have attached is one of them where cars/trucks accelerate doing circa 40mph into a camber bend with just a pavement and no barrier for protection. https://goo.gl/maps/WtTLitgh7yY7Y6qn6 For me there is a priority over traffic versus safety. The above proposal to create School Streets is great but needs wider thought.</p>

Highgate	Support	
		Improve air quality and road safety during busy school commute time
		It creates a safe and healthy habit for children, parents and the community. Since then we are able to come by bike without being in danger by traffic or pollution. Thank you so much for promoting a safe and healthy community.
		It has significantly reduced traffic in this one way in, two way out area during peak times, reduced pollution in and around the school and encouraged more people to walk. Also the noise pollution has reduced dramatically. Altogether positive.
		It is a great scheme and reduces the pollution around the school which is so much healthier.
		It is absolutely brilliant. No more clogged up roads, no more pollution, no more frantic parents fighting for parking space, no more residents frustrated with not being able to park, no more bickering parents. It is calmer, quieter and yes, less pollution- better for the children, the staff, the parents and the residents. So please keep it in place.
		It is much more safe than ever for children go to School, for health (air pollution and noise) and safe when crossing, cycling, running.
		It makes our road safer, cleaner and quieter.
		It reduces the very dangerous approach for us coming down the bank on North Hill. Normally the cars come out of what is a blind turning on Storey Road onto the bank and create a significant hazard coming down the road. Its also much easier to mange bikes on Storey Rd with less traffic.
		it would be good if it was accompanied by better protection at the crossing between north hill road and the A1. many family use that crossing with little children and it is not safe
		It's just so nice to see the kids walking and running down the street. Calmer, less pollution. Just an amazing improvement
		It's been such a revelation not to have multiple sets of cars blocking the road morning and evening. Hugely safer for children/ parents too.
		It's made the area around school less congested and more peaceful in the morning and again in the evening.
		Kids should walk to school and we need clean air!
		Less cars around school is a good thing
		Less traffic, safer and cleaner walk to school
		Massive reduction in traffic congestion and noise during operating times
		Much safer for children crossing the roads in the immediate area of the school.
		narrow downhill road in which cars and children are constantly crossing each other with significant blindspots for cars. should have been done a long time ago
		Nice reduction in traffic and idling fumes. Seems safer and improves air quality
		Our walking/cycling journey from our home in East Finchley to the school is a dangerous one. There are many busy roads to cross, most without a zebra crossing or traffic lights. The school street arrangements have at least reduced traffic from the immediate vicinity of the school, which has been a great help. I would like to comment on the nearby roads and crossings however, which are dangerous for the dozens of children who use them each morning and afternoon. The crossing at Aylmer Parade whilst walking along Great North Road/North Hill is a risk each time we cross and needs a zebra crossing or similar. Cars come off the A1 and turn into Aylmer Parade at high speed. The other dangerous crossing is at the junction of Woodside Ave and Great North Road. Crossing either road at this busy junction is incredibly difficult, with cars coming from all directions, including turns, at high speed. A zebra crossing is needed to help cross Woodside Avenue and Great North Road in this section. There are dozens of children trying to cross these roads every morning and afternoon and it is an accident waiting to happen. Thank you
		Parking outside the school is currently dangerous
		Please also have this outside Highgate Junior school on Bishopswood Ave
		Reduction in pollution / CO2 emissions from less people driving to school Children's safety around the school - we've previously had several near-misses
		Removes the danger to children from double parking, road rage, etc as parents try to find spaces and other motorists get annoyed. Also discourages driving to school so has environmental benefits.
		road safety, air quality, safer for everyone.

Highgate Primary (Blanche)	Support	Safer and cleaner for our pupils and school community. Less pollution and lower carbon footprint if more people travel to school in a sustainable active way. Embedding good environmental attitudes.
		Safer, promotes cycling and walking, less pollution
		Safer, quieter, and less pollution
		Safety pollution - I agree
		Sensible and will lead to better safety and lower pollution. It's a pity the school has not created access from the main road as that would have avoided the congestion on the narrow residential roads. The school has extensive grounds and could easily have organised access via the main road.
		Storey Road is a nightmare. The scheme will improve things for residents and the school. However you don't say how it will control displacement to neighbouring roads, or whether parents will drive in earlier - especially if they are not prevented from leaving when they want. I assume you will be monitoring this.
		Support the scheme subject to assurance that parking rights on North Hill will not be affected and that North Hill residents won't have any displacement parking congestion. Speed humps should be installed along North Hill to slow down traffic near the school. I would welcome CCTV as well to monitor traffic violations
		The area is extremely high traffic and suffers from poor signage, particularly for existing the Wellington Services where many parents and children walk. I fully support this scheme.
		The roads are much safer now. There is less road traffic incidents, road rage incidents and speeding incidents.
		The three affected roads near the school are much clearer of traffic. It is clearly safer for the children. It is easier to cross these roads at drop-off and pick-up times.
		There are still quite a lot of cars on the school Street and not just from residents, so I don't feel it's safe for the children to cycle on the road. I would reduce the speed limit during the times when the school Street is in place.
		There's less traffic at crucial times therefore less chance of accidents. Safer for the children going in and out of school. Less parking issues and double parking around the school gates.
		Too many cars obstruct the road and keep their engines running. Times could be 8am to 10am to stop early arrivals. Please consider this
		Traffic fumes are terrible for kids. Also you should close Broadlands Rd, View Rd, and Deanwood Rd.
		We walk to school and we feel much safer in the area surrounding the school now that it is relatively clear of traffic. We actively avoid North Hill however, approaching via Gaskell Road, as some parents have been adapting to the new rules by doing some crazy parking manoeuvres there. It would be good to see some enforcement of traffic rules.
Don't know		When walking my daughter to school, it is dangerous crossing Kenwood Rd because of speeding cars. Cars also loiter around the school gate with engines running, and this is bad for our health when walking past.
		yes to better air quality for children and teachers but worth noting that many children already walk to school, so there may not be much difference apart from more parents parking on North Hill. I am therefore concerned that North Hill will become more polluted with parking congestion as a result of displaced parking under the scheme
		Obviously good for the children. Good for people wealthy enough to live nearby. Not so good for us personally as we live too far to walk/cycle and there are no direct public transport routes from our house (two buses each way)
Object		The scheme will just encourage parents to drive in earlier and cause more prolonged parking issues for residents. It will therefore have no beneficial impact on the environment. We don't object to parents dropping off and collecting their children
		(SEE LETTER) In constant need of medical /carer support. Support needs unrestricted access 24/7. Suggest you offer permits to elderly / sick persons for their visitors Exemptions will not suit all our needs. Food deliveries, and carers are all daily visitors and cannot park long distances away to provide urgent daily care needs.

Highgate Primary (Blanche Nevile)	Object	<p>1. We were not delivered the correct Statutory Notification Letter (we were given Highgate Junior not Highgate Primary school) and despite emailing Haringey Council to ask for one, this was ignored. This letter was also not on your website. 2. Delivery times cannot easily be controlled by residents, so imposition of these controls is unreasonable. Deliveries also reduce private car usage, and should therefore be encouraged, rather than discouraged. 3. Blips on North Hill slip road (which we understand would run 24/7) would prevent things such as scaffolding from being delivered to our properties. Forcing scaffolding to be carried round corners, for example, is ludicrous and incredibly dangerous. 4. Re blips, in our experience, parents of children being dropped at the school do not park on the double yellow lines, so this is simply unnecessary.</p>
		<p>According to the Council's own website, there are 4 main reasons behind the creation of School Streets. In the case of Highgate Primary School none of the objectives could possibly be achieved. In fact, these schemes will achieve the opposite. 1. Traffic volume is reduced ONLY in the closed street (Eastern part of Bishopswood Road). Parents who cannot walk to school or use public transport still drive to the school. Cars converge at the closed ends of Bishopswood Rd from Broadland Rd, Hampstead Ln and Western part of Bishopswood Rd. The creation of the School Street now causes a bottleneck and traffic stagnates. Hampstead Ln – a major road in North London is now slower because cars stop to drop kids. Broadland Rd sees super slow-moving traffic, which in turn causes MORE pollution. Emissions are not reduced, air quality is negatively affected and traffic is slower. 2. Parking was never a problem outside the Highgate Primary School because parents used to drive the now-closed Bishopswood Road and drop kids on the go. Now, however, they have to look for parking in order to walk 30m (which under no understanding of the term could possibly be considered "exercise") and drop kids. Parking has NOW become a problem around the School Street. 3. Further to the previous points, parents who can't walk, cycle, scoot to school are still going to drive. Streets around the school are LESS safe because there is a bottleneck of cars having to negotiate their way through small roads NOW filled with parked cars. The increased physical activity is non-existent because from the open roads to the School Street there is less than 50m. 4. Parents and kids who are now obliged to walk the last 30m from the parked cars to school converge and walk together. This scheme does all BUT promote social distancing, in fact, one might say that forcing parents and kids on crowded buses and trains during rush hour PROMOTES the circulation of the virus. Street Schools should not be put in place as a political move that involves ALL schools without a proper analysis of the individual circumstances. I am sure that some schools greatly benefit from this scheme, but it is NOT the case for Highgate Primary School.</p>
		<p>Although I understand the principle of this scheme, it seems extremely unfair and unnecessary to penalise whole streets of residents instead of finding another way to encourage parents to change their inconsiderate behaviour. As a resident on the slip road I am already restricted by school drop off and pick up as the parents and children use the road as if it is a pedestrianised zone, so to drive in or out of our driveway and to access our home is extremely difficult. To make it effectively illegal for us to have a delivery, a drop off, a taxi, a workman, for hours and hours every day seems a little extreme. We are all a part of this community but it seems residents are being punished for living here when it is the behaviour of the parents you are apparently trying to change.</p>
		<p>Although residents can apply for an exemption, it's a total nightmare for workmen, deliveries, friends and family. During this trial period we have been completely paralysed at the most important times of the day when we need to be moving in and out of our road. The school should be asking parents not to drive but not penalising those residents who live in the area.</p>

Highgate Primary (Blanche Neville)	Object	<p>As a local resident with young children i am concerned by the significant increase in traffic and vehicles using North Hill and the area directly outside my property during drop off and pick up. There has been a tangible difference in volume of traffic and increase in air pollution from parents leaving engines running at peak times. A workable and effective long term solution needs to be put in place to deal with displaced school traffic and the increase in pollution. Currently residents of the surrounding roads are having to deal with the overflow and a number of residents have complained. Until this issue has been addressed i will strongly object to the scheme. It's simply replacing one problem with another.</p>
		<p>As retired residents we travel from and to our home frequently, unlike some other residents who work away from home and perhaps are not affected directly. This makes it harder to remember the days and times SS is active. My husband has an exemption, but it is still a nuisance to have to think about it, considering CPZ is another thing to remember for visitors etc. I share a toddler childcare and find it hard sometimes to return home when I need to be. Traffic seems calmer, but I can't say it's an improvement as some parents arrive before SS starts and others park on double yellow lines on the embankment along North Hill waiting for children. Children and parents who walk also walk on this road so safe it's not! More cars are parked now around adjoining street so there is still a lot of traffic and fumes. In addition parents sit in cars with engines running on Saturdays when the school is used for drama. In my view pupils who live further away should use schools in their area so there would be no need for cars. I have also seen a number of dangerous looking bicycles carrying children in 'front loaders'. Surely that's not safe? I know it's not easy, but the real problem is having irresponsible drivers and a road safety officer outside the school would deter most of them.</p>
		because i need park at work near school i live in Essex
		Big catchment area. We live a mile away but many families live further out, and getting to and from school is becoming extremely difficult without a car.
		<p>Broadlands Road and Denewood Road are very quiet except during school drop of and pick up. The majority of traffic on our road is from the parents. Yesterday the traffic and parking around here was solid. Perhaps someone from the traffic department should come here at 3.30. Now pollution outside the school has been exchanged for pollution in our road. Also Bishopswood is still full of cars as there is free parking. Perhaps it too should be in the CPZ area. When are you revisiting the scheme, how long do we suffer?</p>
		<p>Cars comign to pick up children already park before 3pm to get space so that won't improve things. My partner holds a blue badge and can't be taken home during these times without getting a fine. This scheme restricts his freedom. All residents should be free to come and go as should all taxis / minicabs carrying people with disabilities. Clearly, very little thought has been given to people with reduced mobility who rely on others to transport them. One resident has visits from a district nurse, so how will that be organised?</p>
		<p>Dear Sir/Mam, I write to you today in reference to the Highgate Primary School School Scheme I am writing on behalf of my mother who is a resident in Yeatman Road who is Physically challenged and has difficulties walking. As a frequent hospital visitor who requires hospital transport the scheme that is in place for the school has affected her. It has been noticed that parents of school children will purposely drive up hours before school pickups time just to park which goes against the scheme completely. On a few occasions the scheme has made it difficult for hospital transport vehicles and other vehicles that are used to transport patients to have access to the area and as such appointments have been cancelled due to the set time of the scheme I appreciate the scheme is encouraging children to use their two little feet which is a positive however disagree to the fact that residence will have to suffer which is unfair and residence who live here should take a priority. Please respond to this e-mail with a valid response. Regards</p>
		<p>Firstly it's so not safe!! needed to park several times a way because there wasn't enough parking places available closer and me and my daughter needed to cross very busy high roads . Second i am a working mum and now I can't come to the office in time and needs to get out much sooner to make on time and to be able to find a safe parking place</p>

Highgate Primary (Blanche Neville)	Object	Generally support principle but have reservations / questions. What are enforcement blips? We have rear access to Yeatman Rd and this will make it difficult for builders, tradesmen, window cleaners - especially in the morning. It will also increase traffic on North Hill. Suggest changing start time to 8.30 am by which time most builders etc. will have arrived. Also give exemption passes to residents on North Hill
		Good idea but: 1) You should allow residents to buy permits so that they can give them to tradesmen to enter the roads at that time. Workmen can't start working until 9.30am now which costs me more money as they take longer on the job as they start so late; if my car breaks down I can't call the AA to fix it etc (especially important if you're a doctor etc); 2) Taxis should be exempt. If you've sold your car to be more green and get around by taxi now instead, the taxi now can't pick you up from your house so you can get to work. Or drop you off there. What if you have young children or disabled children who can't walk far away from your house to be picked up by taxi to get to hospital appointments etc?
		I don't think this scheme suits Highgate primary as it has a wide range of catchment area. I can't cycle with 3 kids to school as it's too far for them to cycle. You don't leave us much parking spaces as it's making drop off and pick up times very hard to manage as parking away from school takes too much time from working parents who don't have 2 boys a day free time from work to drop off and pickup the kids. Not to mention the staggering start and finish of the school day which takes a lot of time as well.
		I feel there was more traffic on the main street North road than usual and drivers parked in more dangerous places
		I hold a parking permit but have been denied an exemption. Our neighbours have appealed and been granted exemption. It's an unfair system.
		I live far from school, so I can rarely walk/cycle there. Therefore, I drive the car and find it very difficult to find a proper and safe parking place. Most of the parents park on the North Hill road and often risk themselves while getting out of the car. In the end of the day, most parents I know continue to bring their child to school by car, but struggle badly to find a proper parking place. I think it misses the point of the proposed school street scheme.
		I live on Gaskell Road and I sent in my bank stand my log book even though they had my full address of Gaskell Road I was refused a permit as my name is not on the council but my girlfriend lives there what is the point
		I need taxis to pick me up (and drop me off) for hospital visits / appointments etc. What am I supposed to do if I can't walk down the road? You have not taken the needs of disabled people who do not own a vehicle into account. Also many carers are on tight time scales and don't have time to walk any distance as it cuts into their caring time.
		I strongly object to the scheme as I think that it makes no logical sense. If I thought it would make any real difference to improve air quality and reduce pollution I would support it but in my opinion it will only encourage early arrival before the scheme is in operation. We live on a road with only one entrance and a no through road and I think we are being penalised unfairly with this scheme. We already have a permit holder/residents only parking scheme between 10:00-12:00 which if we have visitors, are required to buy parking permits. I have no car but I do have deliveries etc and after Covid restrictions end, hopefully visitors and possibly trades people. This will make it increasingly difficult and some residents may feel more isolated as a result and this will have a negative affect on their wellbeing. There is also an allotment at the end of the road and this will restrict movements for those people too. There will be an extension to the ultra-low emission zone later this year which should help reduce pollution. This seems to be more about charging fines and revenue than any real green and environmental benefit. It will just push more traffic out onto view road and the other side roads around the school. It will not make the roads safer as some traffic will still be allowed through.
		I support but the majority of parking is children drop off by parents not resident so all you do is force more traffic to surrounding streets. It shifts the problem.

Highgate Primary (Blanche Neville)	Object	<p>I support your objectives but don't think this will help. We live on the slip road and it's already very difficult to get in and out during school pick-up & drop-off times. Closing the roads will push more traffic on to the slip road which is not designed to cope with this. You need to allow flexibility for residents to have deliveries and service calls without being fined or delayed even more by the school traffic (motorised and pedestrian). Thank you</p>
		<p>I understand the school has already put schemes in place to reduce traffic - some parents will still drive or have to drive (multiple drop offs, heavy bags, young children, disability) and all you are doing is pushing this to the outer roads and the main road. To get to the school children need to cross or ride down a very busy road so not sure of any benefit to the children as this will be very dangerous especially as you are closing roads causing more traffic on the main road. There should have been a public consultation, the first the residents heard of the scheme was a letter received around 15th March.</p>
		<p>I'm not happy. I have family members helping me during the week to pick up my child. As an expectant mother the scheme will make it difficult to family visits and help. Also, it means more hassle for us. The road is not busy and can easily accommodate parents parking at pick-up times</p>
		<p>It creates a strong sense of diversity and inequality to the pupils who live long distance from the school</p>
		<p>It has not worked, and it has caused distress for the local residents now being blocked in by parents cars dumped across driveways, on the pavement and in the middle of the road. The children are less safe as they are walking in the road now due to the above, and walking further on their own.</p>
		<p>It is unacceptable to thoroughly inconvenience residents of 5 roads for one primary school. In Toyne Way no resident was sent a letter about this scheme. The first time residents knew about it were when they drove into Kenwood Road today, 19 April 2021, when they saw boards erected at the junction of North Hill and Kenwood Road. No notice has been given to Toyne Way residents and no opportunity for discussion or dissent. The only way that residents of Toyne Way can enter their road is by going into Kenwood Road, then into Gaskell Road and from there, into Toyne Way. Toyne Way is not even designated as part of Highgate Primary School Street- yet Haringey aim to massively impact and inconvenience Toyne Way residents. This is completely unacceptable. We also do not feel that there is any advantage in putting Highgate Primary into this scheme. It is ill thought out and the impact of it has not been properly checked. Most deliveries come in the mornings. You cannot expect national delivery companies to vary their routes and times for this scheme. Similarly with tradesmen, builders, utility repairmen etc. They arrive at various times to suit their working schedule and this particular School Street scheme would mean that local residents would not be able to access deliveries, tradesmen and builders, repairmen etc. It is discriminatory and removes residents' rights to freedom of movement whenever they choose to come and go. It is also discriminatory and removes the ability of residents to have visitors when they need to it when they choose to. It effectively is against residents' Human Rights, therefore. As it removes their rights and the rights of their visitors, families, tradespeople, workmen coming to do work, delivery people, estate agents undertaking viewings etc, whenever they please. This unfair Scheme takes away rights that other residents in Haringey still have, hence is completely discriminatory.</p>
		<p>It is unnecessary and very inconvenient causing nothing but stress and we already have enough stress living day to day</p>
		<p>It is very difficult to get my kids to school, since we do not live very close and have to put another child in nursery and get to work in time we have to get them with a car, so now we have to park in areas where crossing the road is more difficult and even more dangerous for example the cross road on north hill road where busses and cars never stop.</p>
		<p>It's really inconvenient for those parents that live more than a mile away from school and often have to drive to drop off and pick up our children</p>
		<p>Making things difficult For those who rely on motor vehicles especially those who find walking difficult, i.e. many of us in our seventh decade</p>

Highgate Primary (Blanche Neville)	Object	<p>More then sometimes we need the car to take our children safely to school, especially when you require a car to travel to work place, or even grocery shopping where relying expensive public transport is not possible. Having and finding free parking is essential around the school, especially if a parent cannot walk long.</p>
		<p>Our school has a very big catchment area and as a result quite a few of the student need to travel in my car. While the school street does provide a safer and quieter street around the school at drop off and pick up times, it's also causes 2 major problems - 1. parents that do drive in, stop/park on North Hill in the middle of road/on pavements or on the opposite lane and putting both traffic and children in danger. 2. while the weather is still good the traffic around the school is somewhat manageable - I feel that the major issue outlines in the first point will be amplified several folds when the weather turns and we get to the winter months. In addition, working parents are finding this extremely inconvenient, it adds unnecessarily time to the morning school run. Lastly, from an environmental stand point, if we are trying to reduce pollution around the school - the majority of pollution comes and will continue to come from North Hill which is a major road, and so school street's contribution in the grand scheme of this is minimal at best.</p>
		<p>Parents double park and across residents' garage access. What will happen to delivery drivers? carers etc? I am disabled and my son has to park away from the house because of parents</p>
		<p>Personally I walk to school with my children, however when weather permits or when other circumstances force me to take the car, I would like to have the possibility to come with the car without feeling that I am doing something that is not "allowed". Also giving that there are many children that live far from HPS, I think it doesn't make sense especially during the winter times.</p>
		<p>Pointless. Roads affected are very quiet with no through traffic. This will restrict deliveries and service calls, as well as problems for older residents who need carers and who have restricted mobility. I live on the service road above North Hill and will need an exemption permit</p>
		<p>Roads involved are less polluted than North Hill - which now has even more parent cars idling / polluting on the road the majority of kids walk to school on, and North Hill (a main thoroughfare into London) is more congested at peak times. Poor signage means residents as well as visitors to the area have been caught unnecessarily by the fines, and the signage continues to be atrocious. Widespread perception that this is simply a moneymaking scheme by Haringey Council, particularly as imposed without local consultation and / or proper explanation of benefits / impact modelling. Would expect to see this expressed at the ballot box, so would advise current leadership to change your approach pretty quickly or suffer fair consequences.</p>
		<p>SEE LETTER The scheme excludes North Hill which is outside the school and is used as a main entrance! Also, where is the evidence to support this scheme? No data modelling, no air quality data, no clear policy, We have a low emission zone here already. The scheme will not prevent obstructive parking.</p>
		<p>Seems to be creating more problems. Concerned about deliveries, visitors, work people getting to and from our house. Taxis/ ubers dropping off and picking up. We don't want more cameras and ugly signage. Cannot see how this will make people walk more - it will just mean they look for other places to park. Why is it necessary to make the restriction hours so long? Traffic will all be pushed into main roads and cause even more congestion. I have to drive to work every day and this is going to make it even more painful.</p>
		<p>Streets weren't too busy there anyway, with staggered drop off and pick up times (due to covid) it makes it impossible to get to work on time, with covid we are discouraged to use public transportation, the busy area just shifted to Sheldon Avenue and other nearby streets, to avoid the scheme parents are encouraged to send their children to early birds and night owl clubs and children spend even less time with their families, parents drop their children off along the high street endangering themselves and others.</p>
		<p>Taking freedom from us - also family and friends</p>

Highgate Primary (Blanche Neville)	Object	<p>th ejunction at North Hill / North Hill Ave is already over busy at school times with parking on DYL and zig zags. Creating this schme zone will only make it more dangerous. Suggest having a system to manage traffic rather than excluding it. This just moves a problem, it doesn't solve it.</p>
		<p>The current situation forces more. Cars onto the main road, resulting in many cars dropping off and picking up double parking and pulling in onto zigzag lines. While I agree that more people should leave cars at home, there are 3 roads now cut off from allowing parents to park properly. I have even seen parents parking on the pavement outside the small supermarket, this is so dangerous.</p>
		<p>The current system in place works well enough, no need to change for change's sake</p>
		<p>The general principal of the programme is well merited but in the case of Highgate Primary School, it has just shift the parking problem to North Hill. Kenwood Rd and Gaskill Rd are actually safe streets to park on and if enforcement of appropriate waiting behaviour was in place this would have solved the issue of cars at collection time. You cant get away from the fact that many parents are travelling some distance with a need to get back to work, the use of cars is unavoidable. I dont think the School Street Scheme is an appropriate solution. I would much rather see wardens present at school dropoff and collection times enforcing safe driving behaviour!</p>
		<p>The objective is fine but the application is disruptive and difficult to manage as a resident. It's caused multiple problems for me to receive and arrange tradespeople, deliveries and access - not everything can be carried to the property. I appreciate that the benefit to the community comes from fewer big cars dropping children off a the school - and this is good from a resident's perspective as there was a lot of anti-social behaviour from parents who parked carelessly and dumped rubbish - but there needs to be some more thought given to the impact on residents and the potential for exemptions for trade and deliveries.</p>
		<p>The scheme does not achieve its objectives and merely moves the issues around dropping off and picking up to the perimeter of the zone, which is worse placed to cope with the influx in activity.</p>
		<p>The scheme does not achieve what it set out to do. It did not make it safer to walk or cycle. There was no issue to begin with. I have two children of school age and school street scheme provide exactly zero change to the way the walk or cycle. What the school street scheme did do was cause enormous frustration in getting taxi's into the street. It also prevented delivery's at the times active and in turn was the cause of stress of cancelled and rescheduled deliveries. This of course rather than reducing pollution and traffic increased both. Oh yes, the inclusion of anything to do with COVID-19 in the rational for the scheme was pathetic, pointless attempt to get on the bandwagon and again did exactly zero to either reduce the spread of COVID or make life easier. The supposed benefits do not outweigh the massive overheads in running the scheme, which include the costs of the electronic monitoring systems and the employment of the staff required to install, maintain and monitor the systems. In all the school street scheme was a complete operational failure and did not deliver on any of the suggested benefits but rather caused stress and frustration to the people who had to live with this experiment.</p>
		<p>The school has tried various schemes and some parents still have to drive (kids at different schools, heavy bags, disabilities etc.) All thi swil ldo is move the problem to other roads. Children wioll still need to cross a main road, which will be even busier. Cancel the scheme and make the schools responsible, instead of transferrign the problem to otehr roads. This was confirmed by our councillor as seen during the recent roadworks on North Hill. There should have been proper consultation with residents. North Hill slip road will be one long traffic jam. Also tehre were no details given on 'blips'.</p>

Highgate Primary (Blanche Nevile)	Object	<p>The school is located on a main road. This scheme has done nothing to reduce air pollution. I am not aware of any road accidents prior to the introduction of the school street. There were not that many cars in the 'school streets' and they all drove slowly and carefully, in my experience. If anything, the school street scheme has made it more dangerous. Most of the parents who drove their children to school, still do so. (For many, especially those who have children at different childcare locations, Covid vulnerabilities, work commitments, etc, driving their children to school is not a choice or laziness.) These parents have no choice but to park on the main road or side roads. Parking is very limited and the parents then have to get their children across busy roads, before rushing back to their car. They may have had to park 'illegally' out of desperation. Alternatively, both parents have to take the child to the school, with one of them getting out on the main road with the child, while the other drives around waiting to pick the other parent up again. This means that the cars are on the road in the vicinity of the school for a longer period, causing more pollution, traffic and potential danger. Furthermore, the school street is not traffic free and the children/parents cannot use the road to walk down without encountering traffic. It is therefore not a 'safe' pedestrianised area. An unintended consequence of this scheme is that it has made the main road and side roads much busier with traffic and therefore much more dangerous. The road that runs along North Hill just about the main road was a quiet residential road that the children could walk along. It is now full of cars driving through it, parking and then driving off. It has become very difficult to walk down what was a relatively safe street. There has been no provision to provide extra buses. This means that those who have no choice but to use public transport are put at greater risk of Covid-19 from travelling on buses that are operating at higher capacity. This scheme does not produce the result intended and was introduced at absolutely the wrong time (when people are being discouraged from travelling). I do not think that any similar scheme will work, especially given the location of the school next to a main road. It was disappointing that there was no consultation with the parents prior to a long 6-month pilot. If there had been, I would have made these representations then: none of this is</p> <p>The streets surrounding the school that have been closed in the scheme were quiet residential areas where families could unload safely. Now we see families forced to stop in much more dangerous locations eg lower north hill. Cars come around the corner onto north hill at quite high speed, straight off the A406. Now we see people having to get children and babies in and out of car seats on the road side: Kids running out from between cars on a busy road. A serious accident is just waiting to happen. The concept that young children cycling to school is a safer alternative is insane. Having a couple of roads closed around the school doesn't resolve the fact that London roads are unsafe for adults let alone young children to cycle. The idea that shutting a few roads around the school for a couple of hours makes the air 'cleaner', again sounds utterly implausible. The kids having to walk down heavily congested roads like the archway road will result in far more heavy particle inhalation on their way to the school. Where is the evidence to support this intervention? These initiatives should only be considered /proposed when the evidence is collected, collated and shared with the community. The scheme is hostile towards people who have complicated lives. Sure if you have an able bodied stay at home parent then the idea of walking to school is great. But the reality is that many parents are struggling to juggle their own work hours with the school drop offs. Some have to drive long distances straight after the drop. Others have small babies or need to deliver children to other childcare settings. Many do not live very close to school. The whole scheme seems utterly naive and idealistic with a lack of consideration of the complexities faced by young families. The councils (haringey and Camden) should focus on areas for improvement that will actually improve safety such as: a) speed camera/bumps on lower north hill outside of the school b) cameras on the zebra crossing/zig zags outside schools (one regularly sees people parking on these outside st Michaels north hill/ st Joseph's on Dartmouth park hill/ traffic lights by channing on Highgate high street), c) installing street side car chargers so people without off street parking can switch to electric vehicles.</p>
--	---------------	---

Highgate Primary (Blanche Nevile)	Object	<p>These and LTNs have made a lot of changes to areas and not for the better. The problem is that we need to have visitors and services able to come without restrictions. Other points: 1. Make Storey Rd on North Hill easier to drive into from the right as visibility is bad. 2. Make Storey Rd back to 2-ways for access as if ambulances, dustcarts or lorries park in the middle of the road, we can't get to our house. Please stop making these silly changes as it really doesn't help us. Consider residents please.</p>
		<p>This idea, whilst perhaps well intentioned, will just drive more traffic & obstruction on the road I live on, creating pollution and road hazards as people stop randomly on the road. You (i.e. the council) will undoubtedly put yet more street furniture on the various roads in the area, which will clutter and further erode the streets' appeal. Yet more observations and invasion of privacy in our area is not especially welcomed either. So, all in all, I see no benefit whatsoever for me, as a local resident, of your scheme.</p>
		<p>This is a ridiculous and badly thought through concept. You have not considered the fact that WE live here. My family and my business have dozens of deliveries throughout the week, of food, equipment, shopping and goods. You are now constraining that free flow of goods in a neo Stalinist fantasy of authoritarian control. By introducing this, it means that I will not receive the deliveries to MY house in MY street, because you are using the school as an excuse to remove car traffic. This has nothing to do with child safety or protection and is a thin excuse at the best. I have lived here for 19 years and the controls in place to stop parents dropping children in a dangerous manner are satisfactory and appropriate to the risk factors. Anyone saying anything else is a jobsworth. I strongly object to this. I am a father of 2 children, a 4000km a year cyclist and a business owner. How would you feel if some idiot blocked your front door twice a day every day? This 'experimental traffic management order' is of the type to ensure that which ever councillors permitted for this to go ahead will be voted out next elections. Again this is a obnoxious restriction of free travel and I hope the council will be sued. Who ever signed this off as 'Traffic Management' is a gutless wonder.</p>
		<p>This is ill conceived and impacts my family in a number of ways. * It prohibits businesses from making deliveries during these times, likely requiring repeat journeys and thereby INCREASING the amount of traffic in the area. * It prohibits businesses and/or tradesmen from attending properties to make repairs or for any other reason. * It restricts my ability to have visitors to my own home - I do not understand why you are allowed to tell me when I am allowed visitors. * My child is at a different school and has been regularly collected by a grandparent and brought home while my wife and I are at work. This is now impossible as the person concerned is not able to walk far, but not a blue badge holder so unable to obtain an exemption. * I have to have hire cars delivered to me for work travel. This is now impossible at these times. * Why did you not tell residents in my street this was happening? I only found out by chance from the signage I saw on Friday this was happening. Asking a number of my neighbours, they are also unaware. It appears that you have not written to residents of Toyne Way to explain this is happening or to provide any opportunity to object. * As far as I can see you are penalising residents in an attempt to get the parents of this school to behave in a more responsible fashion.</p>
		<p>This is not needed. It's just another way for the council make money and not for reducing pollution for the children. This school is decades old. Why now?</p>

Highgate Primary (Blanche Nevile)	Object	<p>This is probably the most ill thought out scheme which is completely impractical particularly in the changing landscape created by Covid-19. For example what do we do when ordering items online. Suppliers do not have processes which allow for not being able to access roads at given times. And therefore this creates problems for both residents and those supplying services to residents. As with the CPZ it doesnt change behaviour just makes people find ways around it. Such as the school teachers who park elsewhere in the morning and move their cars after the CPZ time has passed. All this will do is move the problem elsewhere. If however you increased the CPZ times to match school times e.g 8am - 4pm and actually bothered to enforce as the amount of times there are unpermitted vehicles and the enforcement officer doesn't turn up is ridiculous. But if you actually enforced properly and also made sure that enforcement took place at these times this would solve the issue you are trying to solve without making residents adapt their lives to accommodate a scheme which is aimed at changing others behaviour. I strongly support the need to reduce pollution but any measures should not impact those who are not the ones causing the issue.</p>
		<p>This makes no sense as pollution is from the A1 - not these roads. Scheme restricts deliveries, workmen, car rental and creatyes difficulty for my road which is cut off by all this. The scheme was very poorly communicated. Was there an enquiry? If the schme just included Storey Road outside the school, it would have all the benefits without destroying residents' rights.</p>
		<p>This particular scheme for Highgate Primary is flawed. The school faces onto busy North Hill so lots of traffic fumes day and night in any case. It is a small school so not many parents coming and going by car to drop off and pick up and quite a few were already walking as they live close by. The school street scheme here affects a disproportionate amount of roads and residents who are prevented from living their normal lives and having work done to their houses, visitors, deliveries etc etc. This is totally unfair. It is Gaskell Road, Storey Road, Kenwood Road, Yeatman Road and Toyne Way that are all affected by this scheme. This is disproportionate, unfair, causes huge disruption and anxiety, is preventing people living their normal lives. The few children at this small school are, in any case, always being subjected to the far greater numbers of cars on North Hill which is busy 24/7. So the tiny potential reduction in pollution from closing all the above roads at key times in the day are really not benefiting the children. And hugely adversely affecting the residents, their families and friends, their workman coming to do maintenance and their deliveries. I therefore utterly oppose this particular school streets scheme.</p>
		<p>This scheme cause major inequality therefore I strongly object to it</p>
		<p>This should be incorporated into the residents parking/permit holders only. It alienates residents and makes it difficult to maintain relationships with friends and family as it is difficult to make arrangements to visit.</p>
		<p>Traffic is being pushed to surrounding residential streets and block entry and exit to main roads. My child will still have to be driven to her nearest Haringey School (Highgate Woods School). Highgate Woods School recently change their entrance to Park Road instead Montenotte Road (adding an additional 15 min to a walk). Walking to Highgate Woods School is no longer possible. The Highgate School - Juniors section (SS09) scheme just makes it more difficult for me to drive Highgate Woods School. Improving public transport and having several entry points to schools would be a better option. Driving around school grounds is just not sensible. A small decision to move the entrance and/or not allowing entry from all gates of the school forced us to use the car. I have now experienced this in several schools. These Street Schemes serves no</p>

Highgate Primary (Blanche Neville)	Object	<p>Traffic is being pushed to surrounding residential streets and block entry and exit to main roads. My child will still have to be driven to her nearest Haringey School (Highgate Woods School). Highgate Woods School recently change their entrance to Park Road instead Montenotte Road (adding an additional 15 min to a walk). Walking to Highgate Woods School is no longer possible. The Highgate School - Juniors section (SS09) scheme just makes it more difficult for me to drive Highgate Woods School. Improving public transport and having several entry points to schools would be a better option. Driving around school grounds is just not sensible. A small decision to move the entrance for some year groups to the back of the school forced us to use the car, or not allowing entry from all gates. I have now experienced this in several schools. These Street Schemes serves no purpose.</p>
		<p>we changed the car, and I can't get the permit to enter at this hr. I'm pregnant, I'm giving birth soon, I don't have 6+ weeks to wait for the full v5, my daughter is at this school I parked many time outside this area very far, running out of breath to pick up my daughter. I have everything, proof of address, invoice of purchase, the v5 slip of purchase, resident parking permit, insurance, road tax everything is on my name on this address, they refused to give me the permit . I'm extremely stressed and its healthy for my pregnancy and my baby, I'm disappointed and shocked that as a resident I have to deal with something I did not choose in the first place. I'm taking the case further, it's outrageous that there is no one to talk to... Is the system set up that way or what?</p>
		<p>We have as a society managed since schools were first established without the need to close streets. The inconvenience to the entire community of such schemes outweighs any conceivable benefit to a samll number of people. Anyone who has insisted on driving their children to school will probably continue to do so and School Streets will simply displace traffic to other roads.</p>
		<p>We have enough parking space here to support drop-off. Parents with children who also have to get to work shoudl be considered for dispensation based on circumstances. This may stop children being able to get to school. North Hill and Bakers Lane are much more dangerous for children - as is speeding traffic on the A1. Traffic lights or a speed camera on Baker's Lane / North Hill would help, as people are constantly trying to cross the road with fast-moving traffic</p>
		<p>We live 2 miles from the school so walking is not really an option. Now we need to find a remote parking place and escort our child crossing main roads (A1) in order to get to school. I see many kids crossing those fast roads unsupervised and it's clear that an accident could happen any day now.</p>
		<p>We live quite far away, and not everyone can cycle Or walk to school. There should be provision for people who live far away, as it is impossible for us to get to school otherwise. Also people with disabilities etc will struggle.</p>
		<p>You are penalising residents local to a school for the bad and selfish behaviour of parents at that school. The scheme imposes limitations on the freedoms of residents (dictating when they can receive visitors, deliveries and the like) to address a core of school parents who insist on dropping their children to school by car. There are already permit parking controls in the area. Why could this not be extended with additional parking restrictions covering the same periods as the school street operation, and strictly enforced (no stopping) by parking wardens or CCTV if preferred. Additionally, my experience is that the scheme is run by a bunch of incompetents. There were no communications with residents before it went live. Applications for permits were rejected for no valid reason. Once permits were issued, residents are still being issued PCNs and this is apparently.a known issue (that nobody appears to be addressing). The council has not responded to my formal complaint about the lack of communication (promised by 4th May). Finally, of the reasons given for implementing the scheme, one is social distancing in response to Covid - a reason that ceases to be valid from 19th July. Hence I am strongly in favour of abandoning the scheme at the end of the trial period. What a complete waste of money to set up and administer.</p>
Holy Trinity (Somerset Rd)	Support	<p>Clean air is a human right. Toxin levels in the area around the school are far above acceptable levels!</p> <p>I believe any improvement is welcome especially when considereing health and quality of life. You can count on us.</p>

Holy Trinity (Somerset Rd)	Support	<p>I'm was thinking of sending my child here next year. The onlu thing that puts me off is the pollution levels even without the school street are very high in that location and anything that can be done to help the children's health can only be supported.</p> <p>Reducing traffic volumes around schools is beneficial for all</p> <p>Safer, good for the environment. Hopefully will stop drug dealers parking in the cul-de-sac and blasting music.</p> <p>School streets are essential to protect the residents who live on or near school streets. They improve air quality and road safety, and encourage families to walk/roll/push to school. It's better for everyone.</p> <p>The pollution around this school is awful. The school street will help save children from chronic respiratory illness. The street is so much nicer without cars idling while children are being dropped off.</p> <p>There are very strong transport links close by to this school. Already being close to the high road, air quality is likely poor, there is no reason to make it poorer by having idling cars just outside the school.</p> <p>There is really no need to drive your child to school when the school is located next to a major high road and public transport hubs, for the sake of the children make this a school street!</p> <p>Too much traffic generated by local residents making short journeys in cars. Pollution levels already high in the vicinity of the school. Safe environment for the children.</p>
	Object	<p>As a wheelchair user, barriers must be made accessible. Currently the barriers on school street prevent me getting up and down the kerb safely</p> <p>Holy Trinity school is surrounded by very busy roads with the High Road and Monument way, so must already be getting very high levels of pollution. But on top of that I see that there are always a lot of cars dropping off children in the smaller streets that lead to the school entrance. This is not alright- it already adds to the pollution the children are exposed to, it makes the streets much less safer for those walking/ cycling because of all the cars. I am a cyclist and generally the whole area around the school needs improvement to make it more pedestrian and cycling friendly to encourage people to leave their cars and use more healthy transport options. The school is very near the high road, there's lots of buses nearby people can take instead, if they have mobility issues.</p>
		<p>I am Jerry, of Hamilton Road, I am the community leader in Chesnut Estate. I went around and spoke to residents of Rycroft Way & Hamilton Road and the response I received is that all the residents STRONGLY OBJECT to the School Street(s) Scheme. Reasons: - residents won't gain access to the rear of their property - it'll just cause more confusion - Somerset Road is an extremely quiet, hardly cars on road - Holy Trinity isn't that much of a big school so it hasn't got many pupils - Somerset Road is only used by parents and school children during the morning school drop-off and afternoon pickup only In conclusion it'll be extremely unfair and unjust to make Somerset Road 'at any time restrictions to motor vehicles'. I think what will be fair is just introducing morning and afternoon restrictions ONLY. For example; morning school drop-off so from about 8:00am to 9:30am, then afternoon school pickup so from 3:00pm - 4:30pm. Between the hours of 9:30am to 3:00pm it should be free of restrictions so residents of Rycroft Way and Hamilton Road can access their property. I myself would be so livid if the access to the rear of my property was restricted. Please take this into consideration as it came from the local residents. Many thanks.</p>
		<p>I require access to the rear of my property</p> <p>I strongly object to the ' Holy Trinity School Street in operation: permanent School Street'. It's extremely unfair as it'll takeaway access to the rear of our property; we NEED access to the back. I think it SHOULD be like other schools such as Chestnuts School & Lordship Lane Primary School which are in operation: 8-9.15am and 2.30-3.45pm and 8.30-9.15am and 2.45-3.30pm. DO NOT MAKE IT A PERMANENT SCHOOL STREET. WE CAN MANAGE WITH IT BEING 8-9.15am and 2.30-3.45pm JUST LIKE THE REST OF THE OTHER SCHOOLS.</p>
		<p>I strongly object to the at any time restrictions. Reason being is that Somerset Road is a very quiet road and no cars go through it at all, so it'll be extremely unfair on the local residents as they may require access to the rear of their property.</p>

Holy Trinity (Somerset Rd)	Object	I STRONGLY OBJECT!!! I am a Rycroft Way resident and require access to my property from the rear garden. I sometimes have to bring large things into the house which I cannot fit though the front door so I have to use my rear garden door which is on Somerset Road. I object to the 'at any time restrictions to motor vehicles'. I need access to the rear of my property during the day.
		No to 'at any time restrictions to motor vehicles'. We NEED access to the back of our property. An in 'operation: 8-9.15am and 2.30-3.45pm OR 8.30-9.15am and 2.45-3.30pm' would be the better and fair option.
		STRONGLY OBJECT!!! I am a Hamilton resident and require access to my property from the rear garden. I sometimes have to bring large things into the house which I cannot fit though the front door so I have to use my rear garden door which is on Somerset Road. I object to the 'at any time restrictions to motor vehicles'. I need access to the rear of my property during the day.
		STRONGLY OBJECT!!! I am a Hamilton Road resident and require access to my property from the rear garden. I sometimes have to bring large things into the house which I cannot fit though the front door so I have to use my rear garden door which is on Somerset Road. I object to the 'at any time restrictions to motor vehicles'. I need access to the rear of my property during the day.
		Strongly object. I object to the 'at any time restrictions to motor vehicles'. I need access to the rear of my property during the day. Makes it harder to get children from school.
		Such a meaningless and wrong scheme. I live on Rycroft Way and often require access via Somerset Rd to the back of my house - esp when I have large items to carry in or out. Somerset is a very quiet road anyway so there's no need for a school streets scheme and I strongly object to it. Please cancel this useless money-making scheme and do NOT have restrictions at any time. Thanks
Rokesly Junior (& nursery)	Support	We need access to the rear of our property.
		Anything to improve safety and encourage walking/cycling to school should be supported. I hope this is the start of Haringey realise they need to prioritise people over motor vehicles.
		As a cyclist and an environmentalist I support closing roads to reduce overall traffic flow and to increase safety around the school.
		As a local resident and parent of children at Rokesly School I am very happy with the school street scheme. Elmfield Avenue and Hermiston Avenue are much quieter at drop off and pick up times and feel much safer, particularly for the children who walk to school on their own. Previously, cars sped down the road and some parents would park on double yellow lines to drop their children off. Both of which made the roads extremely dangerous for children trying to cross the road.
		As a parent with a child in the school, but also a resident who live just outside the School Street area (I live on the other half of Hermiston Avenue that isn't included) I can see the benefits of the School Street, but I also see some of the issues. I support the many excellent benefits of School Street, for instance when I walk to school with my child on the school 'run' we find the streets calmer, quieter and safer. There is more room for social distancing and the whole area feels less dangerous. I'm sure air quality at those times is better too. As a resident though, there are several issues including: the hours being too long - surely an hour at the start and end of school respectively (08:30-09:30 and 14:45-15:45) would be clearer and more helpful for residents - and for any visitors / delivery drivers, etc. The use of the 'Term Time' is unhelpful as term times vary from borough to borough and people without children have no idea what Term Time is! The signage is problematic - some cars are clearly missing the signs, so they come into the streets when we parents now don't expect them, which can be dangerous. Lastly I would ask that all of Haringey's traffic calmer measures do not create extra traffic jams elsewhere in the area. Cars in traffic jams (essentially 'idling') create more pollution than moving traffic. Thank you.
		As a parent with two young children at the school it has made it a much nicer and safer environment to drop off and pick up the kids from school.
		Avoids cars parking and blocking our drive so that we can access this.

Rokesly Junior (& nursery)	Support	Cars seem to park on yellow lines and yellow zig zag areas just to drop of or pick up 1 child. Several busses go near the schools and can easily be used instead of cars. People living in the street who pay for cpz often can't park during drop off and pick up times. It's also much safer for children who walk to school ith their parents.
		Children shoudl walk to school as the extra vehicle activity at drop off and pick-up times rep[resents a health threat
		Concerned about potential for increased traffic on Rokesly Ave when the scheme is operational
		Current situation is dangerous for children crossing. Cars park on corners, on zig-zags, and on DYL. The school and community have tried to change this, but to no effect.
		Cycling round here is very dangerous. We must discourage use of cars.
		Diverting traffic from school streets makes sense - to reduce pollution, encourage walking to school and making the walk to school safer and more pleasant.
		Emissions around schools should be zero. This helps. Stop polluting cars around schools.
		Essential safety measure to protect young children from danger of cars. Promotes active travel. Promotes clean air.
		For children's helath and less traffic on the road by the school. Potholes and pavements need urgent repairs. Dog mess is a problem. 20mph limit is not observed by many drivers - as reported in Haringey budget paper.
		for clean health
		Generally the idea is a good one as I often drive my kids to another school and I can easily park when I return.
		Good to reduce pollution. HOWEVER the signage is terrible and we've been fined having forgotten about it - not enough time to see signs before turning. Need a physical barrier.
		Good to stop crazy parking by the school & have better air quality
		Great scheme. Makes it safer and less pollution. Generally calmer too!
		Happy for the school to get safe streets but concerned about impact on Rokesly Avenue. Suggest speed restrictions on Rokesly Ave west bound (downhill) where we already face dangerous driving
		Having my own child at Rokesly, I strongly support the scheme, however my street, Rosebery Gardens, has become a car park/ idling. Not to mention drivers using it in high speed which make our walk to school dangerous. Middle lane is another street that the 20m/h speed limit should be enforced. Often, cars drive way too fast at any time of the day, including school hours.
		Healthier and safer for everyone especially our children. I support anything that increases walking or cycling.
		Helps cut traffic and pollution and encourages walking and cycling.
		I accept the scheme because of children's health; although it is very likely that parents will park on Rokesly Avenue at drop off and pick-up times. I don't have children so don't have dates for school terms /holidays. You need to keep people informed of these or they may inadvertently drive on to a school street when they shouldn't
		I actually do support this scheme but the signage is pathetic and none of us are used to this scheme yet. You need amber flashing lights during the times when the street is restricted and then we can obey! I am very upset at receiving a parking ticket and fine when I had no indication of the school street - turning off a main road and keeping an eye on the traffic to be safe means you cant look at all the signage. It isnt good enough - and everyone thinks you are just using this to make money out of us. Unfair to road users - let us have much, much clearer signage.
		I have seen cars racing down the street while kids are waking and on their bikes/scooters.
		I live in Elmfield and currently, cars stop everywhere and park obstructively - making it dangerous for kids to cross
		I strongly support it.

Rokesly Junior (& nursery)	Support	<p>I strongly support the school street. It has radically improved the experience of taking my daughter to and from school. The street is calm and quiet, the air quality improved, and the children are much safer. There are no longer parents sat outside the school idling their engines, or commuters rat running along Elmfield Avenue. I would recommend the council go further by removing the car parking on Rokesly Avenue close to Tottenham Lane to reduce congestion and stop the buses from getting stuck, and even consider making Rokesly Avenue bus and access only during the school peaks, leaving background traffic on the primary network. The widening of Hermiston Avenue should also be made permanent as there are far more pupils and parents than the footway can accommodate. As well as saving the lives and improving the health of our children, school streets are an essential part of achieving both Vision Zero and the Mayor's vision of 80% of trips by non car mode. These are both central tenets of the Mayor's Transport Strategy and Haringey should think very carefully about that when considering the objections to school streets raised by a minority of drivers more interested in their daily commute than the lives of local children.</p>
		<p>I support as it was very dangerous to cross the road to get into Rokesly on Elmfield Avenue although it has had very negative impact onto road we live on - Rosebery Gardens.</p>
		<p>I support because it should reduce local traffic, improve air quality, and make it easier to cycle in the area. Suggest you also add Rokesly Ave to the scheme</p>
		<p>I support it as it's important to reduce the amount of dangerous and polluting traffic off the roads near schools. But I think it doesn't go far enough - Rokesly Avenue should be closed too.</p>
		<p>I support making roads safer around the school. However, Rokesly is already used as a rat run and cars speed up and down it, which many residents have already complained about. Rokesly should be included in the scheme, otherwise all cars will divert into Rokesly which is already a very busy road.</p>
		<p>I support no cars on the drop off street as there are no idling engines while the children queue up. However the drawback is the surrounding roads are busier with cars. But at least these cars have to be parked and left with engines off while the child is still walked to the gate. Therefore I support the scheme as the transfer of vehicles I guess cannot be avoided unless you ban cars. Which is not an option</p>
		<p>I support the initiative as a way to make the air cleaner and traffic safer around schools. (My own kids are at Coleridge Primary, and I agree with the new restrictions on Haslemere.) But the implementation has been poor. The signage is confusing and half-hidden, and only visible once you're already turning into the street in question.</p>
		<p>I support the proposal in principle but only if alternative routes are given with sufficient advance warning to motorists to avoid traffic chaos</p>
		<p>I support the scheme because it reduces traffic and pollution around the school at the times children are arriving and leaving. Although a motorist myself I strongly support measures to reduce car use in Haringey and to encourage walking and cycling</p>
		<p>I support the scheme because it will keep the traffic clear in the area at drop off and pick up times and lower emissions for young children. I have concerns about the access to the street for deliveries and trades people, who may only be able to come during the zone times - and cannot be given a permit to make them exempt.</p>
		<p>I support the scheme only if it also is extended to include Rokesly Avenue itself. It makes little sense without the inclusion of Rokesly Avenue which contains the junior school entrance and has a huge speeding problem and which will become even more congested if the current plans go ahead</p>
		<p>I think anything that nudges people to leave their car at home is a step in the right direction. Parents and children deserve to be able to walk and cycle to and from school safely and in a clean environment.</p>
		<p>I think Hermiston road should remain traffic free, but think Elmfield is unnecessary as it filters all traffic onto Rokesly Avenue which has become more polluted and congested. This is the road we walk along so it feels more dangerous now due to the aggressive and angry drivers stuck in queues.</p>
		<p>I think the reduction in traffic around the school makes it safer for primary school age children to attend. It also reduces the impact of parents dropping off encouraging them to walk instead where possible.</p>

Rokesly Junior (& nursery)	Support	I'm fed up with parents' obstructive parking and making it unsafe for children to cross the road. You could easily send us 2 permits per household. It would make it much easier and less hassle for residents
		Improve air quality, encourage walking and cycling. Consider additional safe crossings in Middle Lane
		In general we are pleased that there is less traffic and less idling engines when dropping or collecting children. However the length of the school street is long-3 hours across the whole day. This isn't the same as other schools etc Coleridge in the same borough. It does make it difficult planning deliveries etc with such long times so for this time to be reduced in line with other schools to an hour seems reasonable. Also there needs to be a way for residents to access immediate urgent exemptions. We have two small children and I work for the NHS. Occasionally I had needed last minute childcare from family members but they have struggled to access us due to the school st issue.
		It allows children to get to school by foot or bicycle and reduces traffic on that street.
		It enables children and parents to get to school by bike or by foot without having to be dodging traffic. I have witnessed a child being hurt by being hit by a car before on that school street and hope never to see that sight ever again.
		It had a huge impact on reducing traffic down the streets during drop off and pick up times, as well as reducing idling cars. Would love to see it extended to Rokesly Avenue as well.
		-It has felt safer on Elmsfield and Hermiston Avenues taking our children to the junior and infant schools. -Less pollution near the children whilst we wait to be admitted to school. -It is calmer and quieter - It encourages families to walk/cycle
		It is an excellent way of keeping the streets around the school safe for school children and parents to get to and from school. When the scheme is not on, parents are parking in illegal places blocking the view of children and parents crossing with children. It's a disgrace that so many people behave so selfishly and endanger children's safety. I very much welcome this scheme. It's excellent for the safety of the school children and will hopefully also encourage more people to walk a little more. With the scheme in place, I would definitely feel more comfortable letting a year 5 or 6 child walk to school on their own and learn a little independence in preparation for secondary school. Before the scheme, crossing Elmfield Avenue was not an easy task for anyone let alone a primary school child. Well done to the council!
		It is much safer for the kids and parents when crossing the roads
		It makes a huge difference for kids walking to and from school. It is safer in terms of physical traffic and air quality
		It makes it safer for the children, particularly when they bike to school.
		It makes the school safer and quieter. You can talk to each other more easily, there is space to move without fear.
		It's good to reduce car journeys, pollution and provide a safe environment for children.
		It's safer for children to get to school and less pollution around the school
		Less dangerous traffic for children, Less busy roads Less pollution
		Less traffic is good
		Less traffic= less pollution and safer for small children to access school
		Lots of cars tend to park outside our drive during school mornings, afternoons, pick ups and drop offs, without any consideration for households and when challenged, they are quite rude about it. Hopefully this would rectify the situation and allow household to access their own drive, road and community again.
		Make it safer for children to walk to school. Reduce the traffic during school times. Better for the environment and health for everyone.
		Makes the road more friendly for children and lowers pollution around the school
		Much easier, safer, quicker to get kids to school; so much more reassured that they'll be OK crossing busy roads themselves.
		Much safer for school children Less traffic, improved air quality No negative impact for us as drivers
		Much safer for the kids. Residents should drive less anyway!
		Much safer to walk to the school
		Much safer, much more pleasant environment, better air quality. Less noise. Promoting active travel. Strongly support

Rokesly Junior (& nursery)	Support	<p>My eldest is in year 6 and will soon start to walk to school on his own. I feel much more confident that he won't encounter lots of traffic crossing over to the school. I also walk my other two children to school and it is calmer and quieter and safer without lots of traffic. Definitely a significant improvement and I strongly support it continuing.</p> <p>People need to be made uncomfortable driving their car. I know parents who drove their kids to that school who live two streets away</p> <p>People should walk / cycle and children will if parents do. Fewer cars with engines idling will also be welcome. Traffic calming measures needed as more speeding traffic will be diverted to Rokesly Avenue.</p> <p>Popular among parents, with most parents supporting the schemes.</p> <p>Quietens Elmfield Ave, noticeably fewer 'jams' caused by W3. It should be one way though in the direction of travel of W3</p> <p>Quieter and safer roads for the children</p> <p>Reasons for Support: 1. It has stopped parents attempting to park in the close which is a private cul-de-sac directly opposite the School Objection & Problems: 1. Mulberry Close cannot be accessed any other way except via Hermiston Avenue. The operational hours of this scheme are severely limiting for the actual residents and also people visiting the close for personal or business reasons eg Delivery Drivers, Contractors, Taxi or Private Minicabs and Patient Ambulances and the like who are obviously unaware of the scheme and are at serious and ongoing risk of being photographed and slapped with a fine for either entering or leaving the Close on legitimate business.</p> <p>Reduce traffic at peak times making it safer for children</p> <p>Reduced traffic, safer for children crossing road to school.</p> <p>safer access to school for children</p> <p>Safer for children and families and cuts air pollution near school</p> <p>Safer, and cleaner air. It would be much safer to have a zebra crossing on Shelbourne Rd.</p> <p>Safer, encourages cycling and walking, reduces pollution</p> <p>Schme needs to include Rokesly Ave because parents use this road to drop off and pick up their kids. This will increase if you close other roads</p> <p>School drop off has been very difficult and sadly it has been parents dropping off in cars who made it very unsafe. Since school Street this has been transformed and is so much better</p> <p>School streets are essential for safety for children walking and cycling to school, encouraging active travel and discouraging private car use particularly for short journeys. I look forward to school streets for all schools including secondaries and to LTNs across the Borough. More expensive parking permits should also be brought in, reduction of on street parking, and more bike hangars.</p> <p>Since the introduction of the scheme we have felt much safer on the daily walk to school and also more protected in terms of local air pollution. Prior to the scheme being introduced traffic was often heavy and travelling at high speeds making crossing roads quite dangerous at times for parents and children. The lack of safe road crossings is still an issue in my view and I would like to see this addressed. Middle Lane still remains perilous at times with vehicles travelling at high speeds (over limits) as they use the road a shortcut / rat run. The trial closure of middle lane was also a very pleasant experience for us and I urge the council to take further action to make this road safer and more friendly for cycling, walking and wheelchair users in the future.</p> <p>Since the school street started it has been safer for children to cross Elmfield avenue and Hermiston Ave to get to Rokesly schools because cars have not been parking illegally on the corners or on double yellow lines. You can smell there is less pollution because there is less engine idling and traffic. The W3 bus is more easily able to pass through the road, resulting in less bus presence on the street, less pollution, less driver rage and beeping, and better visibility for kids crossing the road. Overall it is a more pleasant street because of the school street. I know drivers have complained about signage and not knowing when term dates are, therefore getting fines. Perhaps this could be improved, however the benefits to children's health outweigh the negatives, in my opinion.</p>
---------------------------------------	----------------	---

Rokesly Junior (& nursery)	Support	Supprt reduced traffic and pollution. Schme will also tackle lots of cars at drop off times and make it easier to cross the road - which is normally quiet. I hope the scheme won't make Rokesly too congested or dangerous, and that behaviours will change
		The safety of children is a priority
		The scheme has been great. Traffic has reduced so pollution and crossing the road for the children is much improved. I hope it remains. I think that a further dramatic improvement would be made if Elmfield Avenue was one way (the direction of the W3 route). This would stop idling vehicles in he vicinity of the school waiting for traffic to come up Elmfield Avenue from Middle Lane which is often too tight for cars to pass easily due to double parking.
		The scheme has dramatically reduced the following behaviours - double parking, parking on double yellow lines, parking on yellow lines, parking cars dangerous on corners. Often people leave engines running when parked. Elmfield Avenue has a bus running down it and therefore parking incorrectly is very dangerous. I fully support the school street because it has made the roads around the street much safer and there must be much less pollution since there has obviously been a dramatic reduction of children being driven to school. PLEASE retain the school street.
		The scheme is working but we want shorter times of operation, in particular to assist with deliveries to the school as well as the potential for exempting deliveries that have to be during the times the scheme is operating. It is noted that many other schools only have an hour in the morning and afternoon. This is the collective view of the Governing Bodies and the Premises Committee. We would suggest times of 8.30 – 9.30 and 14.45 – 15.45
		The scheme makes it safer for families to get to school by active travel.
		The scheme will make it safer for families to walk and cycle to school
		The streets have felt much calmer and safer since the introduction of this trial. We live near the Campsbourne trial and I was worried the surrounding streets might be congested but it has been fine, and our walk to and from Rokesley School has felt much safer and quieter.
		The streets near to schools need to be safer when the children are travelling to and from school. There has been a long term issue with cars idling on the streets closest to the school and despite the efforts of both the school and some of the parents to highlight the dangers drivers have continued to do this. At least during the trial this has been reduced.
		The world of difference to safety and cleaner air. Definitely the way forward!
		There has been a reduction of provocative drivers and the school area of Hermiston has had clear access. More so, the parent drivers have adopted more walking, although this may have increased traffic on Rokesly Avenue
		This is a small start to improving air quality and helath for all - including children
		This is an essential measure to protect our children's health and wellbeing by reducing air pollution and traffic around schools
		This scheme will increase traffic on Rokesly Ave. There is already an issue with speeding cars, so this needs to be addressed e.g CCTV. Speeding is dangerous for children - and parents
		This will reduce traffic during school times and in term times. Will help promote a safer environment for children.
		To keep the school streets clearer and safer for the children
		Too many parents currently park outside my house
		Too much traffic in the area, especially dangerous at school times with roads too busy and cars coming in and out of the garage next to the school
		Very happy that traffic and emissions have been reduced during pick-up and drop-off times. It's often very hard to cross the streets and drivers seem unwilling to acknowledge there are children about. It feels unsafe.
		W3 bus goes down Elmfield and cars dropping off children often block the road

Rokesly Junior (& nursery)	Support	<p>We live in Elmfield Ave and look out onto Hermiston. Over the last 5 years the amount of kids being dropped off at school has increased enormously. This may be as a lot of parents move out of the area. Perhaps because of work or multiple school drop offs. Regardless the reason of driving, the parking and driving behaviour is often outrageous. I have personally tried to politely speak to parents, as has the headmaster on multiple occasions and the reactions I got ranged from incredulous to downright aggressive. Things I witnessed often: - parking early (to get a good spot) and keeping the engine running in winter to keep warm (fumes) - parking in front of driveways and zig zag lines (causing congestion as busses, garbage trucks and other vehicles can't pass each other). Because of these gridlock situations more engine idling. - parking on corners so kids and parents can not see oncoming traffic. I have witnessed a few very near misses. - aggressive fast driving right next to the queues of children who now have to wait outside the gate because of covid rules. I am extremely grateful for these new rules and I sincerely hope they are permanent. People will get used to them soon, I'm sure. The street is lovely in the morning and the atmosphere in the class queues noticeable calmer. Thank you Haringey Council!!! Now for the matter of making Rokesly, Elmfield, Rosebury gardens and Elder one-way streets.....</p>
		<p>We should have as little traffic as possible on roads near schools, to keep children safe and also minimise pollution.</p>
	Don't know	<p>A lot of the traffic is due to parents taking or picking up their children from school. Some do actually double park in Hermiston Avenue whilst leaving their engine on!</p>
		<p>I would support this if at the same time you extended the cpz times in our road. At the moment they are 10 to 12. I can see lots of parents parking in our road to do the drop off and pick up. Please extend our CPZ ours to cover this and enforce them!</p>
		<p>Support the principle but it will displace parking and traffic into Rokesly Avenue. This seems to conflict with the fact that Rokesly is itself a busy road with lots of children travelling to the school. Rokesly Avenue should be included in the scheme to make it safer for children walking along Rokesly Ave to school. Cars already speed as it is, and needs traffic calming measures</p>
		<p>This seems like a solution to a problem that didn't exist. I also doubt the motives of the council. After decades of no restrictions, the signage wasn't clear enough at all. From various approaches, you cannot see the signs, and it's such a busy area that it is very easy to miss the sign. Family members got three tickets in a week and we're very distressed. Seems like a big, fat money making operation from Haringay</p>
	Object	<p>- Elmfield Ave is much wider than Rosebery Gardens and Rosebery is now more congested and more difficult for a daily morning carer to park - Pollution and Air quality is not improved overall, it is just made worse elsewhere by increasing congestion on other streets - probably on the roads where schoolchildren are walking, scootering or cycling to or from school and I doubt if the closing of the street for a couple of hours a day makes a lot of difference anyway. - When I was a child I was taught about road safety - doesn't this happen any more? - The hours of the school street are too long. If the school day starts at 9am, the school street should end at 9:15am certainly not 9:45am. The afternoon hours may also similarly be longer than needed. - The signage isn't clear enough to prevent drivers accidentally turning into the streets - great for cash-strapped Haringey Council collecting fines, not so good if you are caught because you didn't see the signs in time. - As with all such schemes it makes residents lives more difficult with regards to arranging deliveries, workmen/women etc to avoid the scheme hours</p>

Rokesly Junior (& nursery)	Object	<p>1. Inconsistent times of operation. should be consistent across all school streets in borough. 2. Poor signage, designed to trap and fine motorists 3. Inconsistency of effected streets. For this trail, ALL streets around Rokesly School should be school streets ie Rokesly Avenue and Tottenham Lane. It makes no sense only doing a couple of streets. 4. If you really cared about air pollution, then buses should have been banned during the hours of operation to. You can't be selective, you either care about air pollution or you don't. I know that is inconvenient for bus users, but its hypocritical, and this whole trial is inconvenient for us; re route the bus. Worryingly, the W3 now goes faster down Elmfield Avenue because the drivers don't expect to meet any vehicles coming the other way. Sort of defeats your road safety argument. 5. No measure of success of trial. Road safety and air quality was not measured before or during trial, so you have no idea whether this has been successful. I would like to see your data on this point, and how you measure success. 6. Inconvenient for residents, and no flexibility from Haringey council on deliveries, collections, workmen and general access to homes that may be needed during the hours of operation. Haringey Council is making life more inconvenient for residents on a regular basis, and this just adds to the growing list of crap that we now have to deal with. 7. Object to the amount of cameras now pointing at me 8. What other data is being collected from these cameras and is it being being supplied to other parties for other purposes? If it is, we need to know what and to whom. 9. No communication as to the end of the trial. Does it finish on 26/10/21? 10. However, during operation, it has killed general traffic movements in Elmfield avenue, so it is quieter!</p>
		A money making policy justified on spurious grounds
		Although I support the safety of children on school streets, in this case it has been executed terribly. The signage is unclear and not placed in the right place to be seen in time.
		Another snide and insidious attempt by the scurrilously run Haringey council to fleece the residents of the borough....on the back of the previous ridiculous closure of Middle lane to traffic that paralysed Crouch end two years ago. Poor signage for the scheme, lack of consultation ...all hallmarks of the worst run council in London. Not sure why I'm bothering to fill in this feedback survey...Haringey council will pay absolutely no attention to peoples' opinions...the decision to make the school road scheme permanent has obviously already been made...the survey is just a sop to make people think their opinion counts..yeah right....still worth filling in the form though to state what a terribly run council Haringey is.
		As a local resident whose lived on Tottenham Lane for over 21 years it is grossly unfair to now be penalised financially for a scheme that doesn't actually encourage people to not use their cars. These large penalties for local residents who have clearly used this road for many many years should be lifted or given a generous reduction.
		As is cause more traffic on the other road around the school
		Cars till drive up and down street- also arrive early and then park and wait. Thsi causes congestion,and emissions on Rokelsy Ave, buses delayed and more cars queuing and parking. Pleas econsult properly, carry out research and consider displacment impact on neighbouring streets. You can't just block off a road and think it is a solution. It has wider consequences. This scheme improves nothing.
		Closures will divert even more traffic down Rokesly Ave - which is also a school street used by many children. This is not safe.
		Cold winter days we were taking a car but we have no such option no more! Thank you!!!
		Congestion will be displaced and increased with more pollution
		Diverts traffic causing obstructions and idling traffic
		For the grief it has caused delivery drivers, tradesmen and unaware drivers - it's just not worth it. It is inconsistent and confusing and unfair.

Rokesly Junior (& nursery)	Object	<p>Good idea but very poorly executed. Received a ticket as I was unaware of the scheme despite me living 15 minutes away. The signs were not sufficient around Elmsfield Avenue, and the signs that were there were 1) not eye level whilst driving 2) difficult to read (too much information) 3) partially obscured by trees and 4) the signs appeared as I was entering the street, which by that point, was too late for me to turn around safely. More awareness needed to be raised throughout the borough. It feels like an easy opportunity for the council to profit off of not immediately local residents who are not familiar with the scheme or where it is being put in place. Disappointing.</p>
		<p>I am housebound and have carers who need access. They cannot get access without being fined. My daughter will not be able to get an exemption and she is my main carer. It would help to reduce the exclusion times</p>
		<p>I appreciate that the government cuts to local councils make it very hard for councils to function as they should, however raising the missing funds by stealth is an unfair way to do this. The School Street scheme is not going to reduce pollution or make children at schools safe - it is too little and too simplistic a solution to produce properly positive results, it is so localised that it advantages only the very few at the detriment of the larger population. It penalises drivers by not giving adequate warning or means to actually stop them driving down the street - reinforcing my point that this scheme is not actually reducing pollution or making children safer as cars (and buses) continue to drive down the street - and it taxes the drivers so they are subsidising the council. The only people who benefit from this scheme are the people receiving the money, and it is not clear or transparent who this money is going to and where these funds will be spent. These schemes are making labour-run councils unpopular and increasing the risk that at the next local elections the tory parties will win over these councils which will be a disaster. It is also deepening the mental health issues with the population at large feeling unfairly burdened and penalised for their up-til-now normal usual going about their business. At the same time there are no real solutions and alternatives proposed and researched for real improvements to curb the ever-growing pollution situation and climate crisis. It increases the notion that the people who run the council and devise policies and schemes are only ever doing it in the interest of raising cash for the council regardless of the impact on the community. There is constant attempts to instate schemes that benefit the comfortable mid-classes with bucolic dreams of traffic-free grassy avenues, which does not take into account people's realities. We really need to see more real, enlightened, deeply and intelligently thought out solutions for what are complex world problems. We need councils to be run by people who actually do care and have enlightened self-interest not just short-sighted self-congratulating, driver-lambasting quick-fix non-solutions.</p>
		<p>I believe this is mainly a money making scheme, school is next to a petrol station, traffic on Rokesly road is heavier and idling, buses drive faster as got the road to their own, etc</p>
		<p>I don't see the point or what you are trying to achieve with this scheme. If it's for safety and air pollution then why isn't Rokesly and Hermiston Road part of the same scheme (roads that also surround the school). It is also not consistent with the other school street schemes in the same area (the times are all different). It is so inconvenient for any deliveries or trades that need to visit my property and I feel Elmfield Avenue is unfairly penalised.</p>
		<p>I find it odd that traffic flows at speed past the junior entrance. Drivers are expected to process the information on a sign quite close to the 'school street', Hermiston Avenue, from a sign with a lot of detail in a relatively small font, while also looking out for hazards as junior children arrive at and leave the school. It seems to me that the attention given to this might be the equivalent of checking a text on a phone. It is distracting on a street where there are turnings, a bus/ stop and a zebra crossing. If school streets are to become a permanent feature, I think first offences should incur a warning before any fines/penalties are issued for subsequent breaches.</p>
		<p>I have been fined twice. Signage was ridiculous. There was no prior warning. I've lived in this area for 30 years and received NO prior warning. This move does not reduce pollution but increases the amount of standing traffic in Rokesly Avenue. The school is right next to Tottenham Lane which is always busy, not least because of the council's perpetually badly scheduled street and utility repairs.</p>

Rokesly Junior (& nursery)	Object	<p>I have just received a penalty charge notice. Why wasn't I told before of this scheme before it started? I pay road tax, CPZ parking and parking vouchers. I would have been at least fair to have informed local residents of this 2 hour restriction on a side road. I drive down Elmfield Road N8 on an add hoc basis. I would be more observant of road signs in a new area but having lived here for over 20 years I keep my eyes more on the road. Why wasn't the scheme announced to local residents? I would be easier to block the road off than have a limited restriction. At least have some flaming light on the sign when its in operation.</p>
		<p>I have no problem with the school Street itself but the lack of planning about the traffic it diverts- pushing traffic up Rokesly has resulted in jams at school rush hours, horns and road rage. It goes to one lane in places, and buses can if more than one jam the whole road up. When the school has coaches, they park outside the school on Rokesly rather than the school streets which is strange.....adding to the problem. I've witnessed at least three accidents since this has started.</p>
		<p>I have nothing against the principle, in fact, quite the opposite. But the way it has been implemented is borderline criminal and definitely extortionary. There are not adequate notifications that restrictions apply - although this is a legal requirement! A driver is not aware of the restrictions until they have turned, or committed to turn down the road, by then it is too late. The signs that exist are on Elmbridge Rd, no warning is given prior. Those signs are inadequate and cannot be read, especially in a moving vehicle. The council are fully aware of the law. There have been successful challenges against penalty notices for this very reason. The only conclusion one can fathom is that this was intended as a deliberate policy - to not give drivers sufficient warning - as required by law - in order to impose a fine and raise money. This is despicable behaviour!</p>
		<p>I made a mistake not realizing the rules had changed and got a hefty £65 fine. I've been waiting months to hear and claim it back. I was looking around for parking and I can't afford this. Think it's mighty unfair to residents close by and they should be exempts</p>
		<p>I object to the way the whole of the local community wasn't leafleted and told about this scheme, and the council put up signs that weren't visible. And you will have raised thousands of pounds in fining people for traffic offences that they knew nothing about. Not transparent behaviour.</p>
		<p>I object to this scheme because it is completely unnecessary. This is a wide street that doesn't suffer from the congestion of neighbouring streets, streets which drivers would be forced down if they realise on time that they can't turn here. There is no safety issue here - the school is a primary school with kids not walking on their own, they don't need help crossing a wide street and of course if they did, they could get to the school crossing on Rokesly where there is a crossing guard. As for air congestion, that is a ridiculous point as this school literally backs on to a petrol station. It's a local school so not many parents drive there but those who do are now causing more congestion in the petrol station as they turn there to drop off or on BUSY Tottenham Lane. Saying this has anything to do with air quality is paying lip service - the children are also out in the yard three times a day for breaks and lunch plus the petrol station plus the main road. This is a huge inconvenience to people living on the street who can't have deliveries or workers arrive in what amounts to within 3 hours a day during school times. I'll leave that for them to confirm but it seems obvious to me. It is also terribly upsetting to hear how many PCNs have been doled out, all to Crouch End residents so the fact that the signage is not clear is evident right there. Also, the fact that is is a trial is not at all apparent, you'd have to be on foot and bother to scan a bar code on a poster that blends in with its neighbouring posters about the school. It has a very cloak and dagger feel to it, like the council hopes this will pass through without anyone noticing. Also it is remarkable that 6 weeks of this consultation is during a time when the school street is not even in operation. It is shameful.</p>

Rokesly Junior (& nursery)	Object	<p>I strongly object to this on the grounds of inappropriate use of tax payers money and over reach of local government responsibilities. The government may advise walking or cycling to school but that is where their responsibility ends. If citizens choose not to follow that advice then, in a free society, they are entitled to do so. In order to roll this scheme out you will have wasted (or will waste) taxpayers money on: - Planning meetings to discuss and agree the scheme. - Correspondence. - Installing signage. - Installing CCTV in some locations. - Processing of exemption applications. - Ongoing enforcement of the scheme. regards Mark Perkin</p>
		<p>I support school street closures as a policy, but the traffic signage in the scheme as implemented in Elmfield Ave N8 is seriously failing to alert drivers.</p>
		<p>I support the principle of the scheme in encouraging children to walk to school and allowing them to do so in a less polluted and safer environment, however I strongly object to the way in which the scheme has been introduced by Haringey Council, especially the lack of effort in raising awareness with the local and wider community. As it's an experimental scheme and also one of numerous other school Street schemes being introduced at the same time, it doesn't just affect the parents at the school or residents of the few surrounding streets - it affects every motorist across the borough and to suddenly bring in hefty fines when no consultation or borough-wide awareness campaign has taken place is absolutely appalling, and only serves to create hostility and opposition to what should be a positive scheme that everyone could get behind. I receive emails from Haringey Parking Services as a borough permit holder about your new permit system or price increases, and it would have cost next to nothing and hugely raised awareness by sending a simple email to all borough permits holders at the very least. The advertising signs in the road and a letters to a few surrounding streets are completely inadequate. Letters or leaflets should have been sent to the whole borough. I note that the minutes of the meeting where the schemes were approved states the council expected the number of PCNs (and of course the income from them) to be high on introduction of the schemes. This combined with the lack of an awareness campaign makes one wonder whether that initial extra income from PCNs was in fact one of the council's motivations for introducing the scheme. The signage at both ends of the restriction is also inadequate, tiny advance warnings too close to the junction and so much wording on the larger signs at the entrance to the restrictions right on busy junctions that motorists have don't have enough time to read them before entering, or risk a very dangerous abortive manoeuvre to try and avoid as contravention. I would strongly support these schemes if they were introduced in a way that was fair with a decent awareness campaign, however unfortunately because of the grossly unfair way they have been introduced I feel I have to strongly object in the hope the council will improve their approach to such schemes in the future.</p>
		<p>I think traffic calming measures would be more effective and cause less disruption. The number of cars using the road is proof that the signage isn't sufficient.</p>
		<p>I totally object to these closures. It's ill thought as usual just like the hair brained Middle Lane scheme that failed. All what happens is that cars, trucks and even buses will just come and park or use Rosebery Gardens as a short cut to Middle Lane. What will happen is that drivers will come down Ferme Park Road, turn left onto Tottenham Lane/Topsfield Parade then realise they can't go down Elmfield then find the next road that is my road I live on. This happened with that failed scheme that you lot totally ignored us and that useless councillor called Ahearn just walked off in a huff and other council staff just refused to listen. This is the thin end of the wedge and more closures and LTNs will follow that have been a utter disaster. Kids and parents will have to learn to walk to school like I did when went to school. Plus if people don't like pollution in a city then move! Also all I can see is this been a money making exercise as well with cameras. WE DON'T WANT IT, IT WON'T WORK, OUR STREET WIILL BE JAMMED WITH YUMMIE MUMMIES IN 4X4'S. PS: I AM 87 YEARS OLD!</p>

Rokesly Junior (& nursery)	Object	<p>If this scheme is about pollution then what about the kids' lunch time and break times where they are out for prolonged periods?? Rokesley Avenue is even more busy and congested and therefore there is lots of pollution still around the school. With regards to safety there is a lollipop man/lady during school drop off and pick up times on a zebra crossing. This is far more than most schools get. It was stated that local residents were informed about this but I live on the neighbouring road and knew nothing about this school street and neither did my neighbours.</p>
		<p>I'm both a resident and a parent and stand to benefit most, but it is frankly hopeless. The timings don't relate to when the kids use the streets (what's the point of it starting after the school opens at 8 and running to 9.45 long after they have got to school). There's still a fair amount of traffic on Elmfield Avenue so it's pretty pointless in terms of improving the pedestrian environment around the school. There is increased traffic on Rokesly Avenue - which is a danger to kids and slows the W3. There is more flyparking around the edge of the zone (eg on Hermiston and Hillfield Avenues) which again increases danger to kids walking in those areas.</p>
		<p>I'm concerned that some will not be encouraged by the scheme (to walk / cycle to school) but will instead park in Rokesly Avenue at drop-off and pick-up times. There is also a school entrance in Rokesly Ave. Parking restrictions need to be applied in Rokesly Avenue at these times to avoid congestion.</p>
		<p>In general, it is good idea. However, like most local drivers, I have been caught by this and so far have paid £130 in penalty fares. This is main because the times of the school street vary. My local school street is Campsbourne - but I got caught at Rokesely as the prohibited times were different. Make them the same!</p>
		<p>In my opinion the scheme does nothing to help improve air quality or safety for children attending school. There was a lack of information about the scheme before its implementation, and the signage is inadequate, which meant that many road users were unaware of its existence and fined. It is a money making scheme for the council, rather than offering a long term solution. It also creates displacement traffic on nearby roads that previously didn't have a problem (eg Rosebery Ave) which affects residents (including children) who live there.</p>
		<p>In principle it is difficult to object to a scheme that aims to reduce pollution and improve air quality. However this scheme, although intended to improve the quality of life of local residents, creates extra problems for those of us living in the streets directly affected by the Rokesly scheme. If local residents had been directly consulted, prior to the implementation of the scheme about the timing of the street closures, we could have highlighted a number of areas where the quality of our lives will be negatively impacted. My areas of concerns are as follows: 1. While residents can apply for an exemption for their own personal vehicle, the morning street closure takes place at the exact time that contractors working on properties in the road (be they builders, decorators, electricians or others) require access. It seems that if a contractor employed to work on my property drives into Elmfield Avenue in the hours the scheme is operating, that contractor will be liable to a PCN. 2. In the current environment many residents rely on couriers delivering items to their homes, while contractors (see above) require deliveries of material. As residents, we have no control over the timing of such deliveries, however it seems that delivery companies will be unable to access Elmfield Avenue for a significant proportion of the standard working day. 3. Some residents, particularly the elderly and physically impaired rely on taxi firms to take them to and from essential appointments e.g. for medical reasons. I see nothing in the description of this scheme that shows that taxis and minicabs will be exempt. Clearly the scheme hopes to discourage parents of pupils at Rokesly School from dropping off or picking up their children by car, which would be a welcome development. However as Rokesly Avenue is not included in the scheme, there is nothing to prevent parents who currently drop off/pick up in Elmfield Avenue or Hermiston Avenue from slightly changing their behaviour and dropping off in Rokesly Avenue instead. Much reducing the impact of the scheme. Furthermore, through traffic which currently uses Elmfield Avenue, will also be forced to find another route, most likely adopting Rokesly avenue as well and leading to increased congestion at the junction of Rokesly Avenue with Tottenham Lane and Middle Lane.</p>

Rokesly Junior (& nursery)	Object	Initially I supported the scheme but I thought that the hours would be much shorter and the borough would be more flexible with permits for tradespeople. I had work done on my house earlier this year and it was really difficult to get goods delivered and to get people to work during the week because they were worried about getting fined. Information from local residents shared on social media about the fines given out in Elmfield Ave alone during the summer are really shocking. I would totally agree with others that the signage is terrible and motorists have no way of knowing about the school street until they turn into it. It is completely unfair on drivers unfamiliar with the area and unfairly restrictive for local drivers. When I wrote to the borough in the summer to ask for additional permits I got no reply until I complained about the lack of reply and when I did get a reply, it was too late to be of any use. As many people have pointed out, Rokesly School is behind a petrol station so the school street can have no appreciable effect on air pollution. It may still be that traffic calming measures are a good idea but it must be reviewed to be fairer on local residents and less punitive on local drivers. Parents should be coming from the local area anyway - they should not need to drive their children to school and they can be encouraged and incentivised in ways that do not affect the local community so significantly. The management and introduction of the School Street project has been poor and reflects badly on the council. Along with other residents, I hope the review will be considered and well planned and communicated.
		It creates traffic bottle necks and an therefore an increase in stationary & idling cars that emit more pollution than moving traffic. I object to there being no consultation , the signage is poor and deliberately hard fir a motorist to see, if behind a double decker bus , which is often for this street.
		It hasn't stopped people from driving causing there to be more traffic within the surrounding roads and more congestion on other streets with people looking for parking.
		It is a wider street and therefore the access is easier than some of the other side streets. I got a ticket and tried to appeal. I lost. Then the signage was rejected in court as inadequate. You cannot ensure that everyone can walk to this school or take a bus. I tried taking a bus and it took 1 and 1/2 hours because it was crowded with secondary school pupils.
		It is unlikely to make a significant impact on air quality and could even make things by causing congestion/ idling engines in surrounding streets. It is confusing and difficult to adhere to for motorists. The hours/ dates are unclear and the signage inadequate. There was no consultation or publicity before introducing the scheme - I live a few minutes away but did not receive a leaflet. This has given the impression that the Council was trying to catch out motorists to raise revenue. There are limited routes connecting Middle and Tottenham Lanes, and alternate roads are narrower (Rosebury, Elder Ave, causing jams and accidents because there is insufficient room for 2 cars to pass each other.
		It was implemented without proper consultation and has no clear signage meaning that people are being penalised for missing signage and driving on it. It is causing traffic build up on other roads causing idling traffic to increase pollution in the area. As a tax paying resident I strongly object to my rights of movement being infringed upon without adequate consultation.
		It's clearly a nonsense. Doesn't reduce pollution for schools and just creates traffic in adjacent roads which make life for the children equally as dangerous.
		It's inconvenient and unnecessary.
		It's ridiculous. It just pushes traffic and pollution elsewhere and because cars aren't moving its actually creating more. It's obvious it's just a money making scheme.
		It's rubbish.

Rokesly Junior (& nursery)	Object	<p>It's confusing. I have already got a penalty notice, as I often drive and park in Rokesly Avenue to go to the YMCA gym in Rokesly Avenue and to shop in Crouch End. I didn't understand why I had it and went back to check and saw that it becomes a school street at different times of the day, only in term times. How am I supposed to know the precise dates of the terms? If I miss it by a day I will get another penalty notice. What happens if I park legally but in an hour or so it becomes a school street, so I get a penalty notice? Or, only if I drive away? I don't know. Before it became a school street, I noticed Rokesly Avenue is chock-a-block with cars at the end of the school day, it's the parents clogging up the road and double parking.</p>
		<p>Lacks logic, poor signage, sneaky way to raise money for council, issuing tickets when signage not clear</p>
		<p>many people have been fined for entering elmfield avenue unknowingly during the school opening and closing hours, myself included. the signage is not clear to motorists who have lots of other things to look for driving in or through Crouch End. I was fined twice and only realised i wasn't supposed to drive down that road when i got the fine letters. Ridiculously unreadable signs. Drivers would have to pull in to the side of the road, get out and read the signs. So unfair to fine people for this. One person successfully appealed to the London Traffic adjudicator and won their appeal. i wrote to the people in Worthing who deal with appeals about Elmfield Avenue (why are they in Worthing? more outsourcing...How can they really know whether the signs are clear to drivers when all they see are pictures from the cameras placed high above the street?) asking if we would all be reimbursed now that someone at a higher level above the council decided to uphold an appeal that the signs were not fit for purpose and received....surprise...absolutely no reply. this school street is a money earner for the council, but do we know whether it has actually improved the walk to school for kids and parents? I have been driving down that street for years and suddenly the signs were there and i had no idea! I have always driven carefully in that street, very slowly and have watched out for children and parents....i had to pay two fines as my appeal rejected by someone looking at little photographs in Worthing!</p>
		<p>Money generating unnecessary scheme</p>
		<p>Money grabbing exercise. No practical improvement to the children's health at Rokesley School. Inadequate signage. Scrap it.</p>
		<p>No consultation. Does not achieve anything and is a money spinner for the council No one has been told about it and it is costing people lots of money for little reason. Pollution is not going to be changed by one street not being usable for a short amount of time each day. It also builds up extra traffic which equals more pollution. Get rid of it.</p>
		<p>No proper consultation and no communication about exemption permits. It is a very time-consuming process buying permits online. Closing access to my road at school times coupled with a morning parking ban is an infringement of civil liberties. How do we get builders and other service calls? Traffic and parking issues will be displaced to Middle Lane. Elmfield Avenue is busy road for normal traffic, deliveries etc. There has been a lack of consultation about the scheme which is yet another imposition. It does not address the source of traffic congestion or people using cars unnecessarily. It may be valid to close Hermiston Avenue but the rest of it makes no sense.</p>
		<p>Not needed</p>
		<p>On Tuesday 27 April I walked to the bus stop on Rokesly Ave adjacent to Rokesly Junior School at 08:45. I was appaled to see the traffic build up on Rokesly Ave. Cars were unable to pass; the bus was kept idling outside of Rokesly Junior School while waiting for an opportune space in traffic to overtake parked cars. I could taste the pollution and felt breathless. The area was heavily populated with parents and children walking to school, breathing in the carbon monoxide generated by the stifled traffic. Rokesly Avenue is the main entrance to Rokesly Junior School? Did anyone visit the area before making the diversion? Limiting traffic on one street will not reduce pollution. This scheme is a lazy half baked box ticking exercise. We need greener, cheaper public transport, dedicated cycle/scooter lanes. We need creative innovative solutions. Why were there no borough officials making observations? Show some interest and engage with the school and local community so we can collaborate.</p>

Rokesly Junior (&	Object	Parents will just park by Co-op and in surrounding roads - causing more traffic congestion. Don't do it, it's fine as it is. When was the last RTA?
		<p>Passing traffic to the narrower side streets increases pollution there. The signage is appalling as has been verified by an adjudicator after you have already made over £166,000 in fines at one end of the street. Would love a refund of my £65 please. The cartoon signage wrapped around sign posts is not something that can be read by motorists, looks like an advert for a school event. A duck was brought into the surgery this afternoon wandering along Middle Lane. I suspect she had become dehydrated whilst trying to find the river but had to take a detour past the new system. Ridiculous? That's what happens.</p>
		<p>Poor signage have already had two tickets not enough warning it was coming. Difficult to get to park rd now.</p>
		<p>poorly signed..so just a greedy council move</p>
		<p>Properly implemented I support the scheme. However I cut and paste my recent appeal against a PNC which conveys my frustration with the scheme as implemented : I am writing to request that you cancel the above PCN. The PCN was incurred as a part of an experimental School Streets Scheme, which had been in operation for four weeks on the date my incident. I was unaware of the SSS prior to turning into Elmfield Avenue. I understand Haringey Council to have sought feedback during this experimental period. The first and most important piece of feedback concerns the positioning of the signposts at the entrance of Elmfield Avenue at the junction with Tottenham Lane. I was heading eastbound along Tottenham Lane and turned left into Elmfield Avenue. The positioning of the signs is such that they are parallel with the direction of travel as you proceed east along Tottenham Lane. The result is that it was impossible to see them until I had already turned into Elmfield Avenue, by which time, as the photographic evidence makes plain, it was already too late. I only became aware of the signs when I was in approximately the position shown in the photograph, by which time it would have been dangerous to stop and attempt to reverse out of Elmfield Avenue. I therefore seek the cancellation of the PNC because of the poor positioning of the signs. I have considerable sympathy with the rationale of the SSS. However, I note that on 28 May 2021 the school was in fact on holiday. As I understand it the whole purpose of the SSS is to protect children, parents and teachers, but none of them was in fact present, because it was a holiday period. Furthermore, as your records will no doubt confirm, I drive a fully electric car, and so made zero contribution to the pollution the SSS exists to reduce. The irony of this PNC is therefore that it is intended that I should be fined for driving past a sign I could not possibly see until it was too late, into a street in which there were no children, parents or teachers to be protected from fumes which my car is incapable of producing. I hope that this combination of circumstances, the assurance that I will avoid any repetition and the feedback I have provided through this mitigation (and copied to the Haringey survey) will enable you to look kindly on this request to cancel my PNC. Thank you.</p>
		<p>Restricts freedom of choice. Should be replaced with other traffic calming measures.</p>
		<p>Rokelsy Avenue is also a school road and the proposal wil put more traffic onto it. Also more congestion and air pollution. Either include Rokesly Avenue, or scrap it.</p>
		<p>Rokesly Ave is already affected by speeding cars, overcrowding, this will make it more dangerous if you close off the two least-affected roads which join Rokesly Ave. Camera restrictions and otehr school street measures shoudl be applied to Rokesly Ave.</p>
		<p>Rokesly Avenue is also a school road and is extremely busy. It leads to the park and has high children footfall. Pavement parkign doesn't help and there are inadequate speed humps. Speeding continues. Elmfield Ave is a quieter road and not such a direct route to school. Closing off roads will lead to greater congestion and pollution in Rokesly Avenue. It is a school road and needs mor erobust traffic calming measures. Why doesn't it have a lollipop attendant at school times? I cannot think of a mor epoorly thought-out scheme.</p>

Rokesly Junior (& nursery)	Object	<p>School Street Rokesly Infants and Junior Schools I strongly object to the school street outside Rokesly Infants and Junior Schools for the following reasons. 1. The restricted times are ridiculously long. 120mins in the morning and 75mins in the afternoon.</p> <p>a)There is minimal school traffic/pedestrians before 8.30am and by 9.15am it is completely quiet again so to have such long restrictions either side of this is punitive to residents. It would be much fairer and less confusing for all stakeholders if the time was 8.30-9.30am. b)Other boroughs have only 60 mins each for the morning and afternoon c)This seems like a deliberate ploy to confuse road users as it is not a uniform time either side of the school day or in line with other boroughs. d)These times impose massive restrictions on residents of Hermiston Avenue, Elmfield Avenue and Mulberry Close in terms of carrying out their daily lives. 2. Restrictions indicate 'term time only'.</p> <p>a)People without children do not operate their lives according to school calendars so have no idea when it is a school term or not. b)Different boroughs (and different schools)have different term times (eg Haringey and Tower Hamlets had different Easter holidays this year). So people might inadvertently enter a school street believing that it is term time. 3. Signage is problematic The placing and visibility of signage does not give drivers enough time to make safe decisions. This has been acknowledged by the London Tribunals/Environment & Traffic adjudicator. I have witnessed drivers who have braked sharply and/or made 3 point turns and/or reverse onto main road to avoid entering restricted area. 4. Obstructive parking a) Parents still park on zig zag lines...they do it on Rokesly Avenue. b)There are daily occurrences of parents parking across my driveway and leaving their cars to collect their children from the school. 5. Penalties. a)the penalty for a first time offence of this School Street is mean spirited especially given the recent ruling by the London Tribunals/Environment & Traffic adjudicator which said that the signage is inadequate. b)In Birmingham as new traffic measures were brought in the Council very fairly operated on a '1st time you made an infringement you received a warning letter but the 2nd time you received the penalty'. This seems like a much fairer system that is not designed to catch out drivers and raise revenue. (Rokesly Infants and Juniors School Street in 25 days raised about £166,000 in See letter. All that will happen is that parking and pollution will transfer to Rokesly Ave. I also object to a camera opposite my house as this is an invasion of privacy. It's obvious the area has not been studied prior to this proposal, as the times are not appropriate. On your sign, it is not stated that the restriction is during term times only. Of course this is just a measure by Haringey council to make more money to help compensate for its total financial incompetence. In October 2019, Haringey closed all the side roads in Crouch End increasing pollution to highest levels. Despite promising to give a report to residents, this has still not been received. An obvious solution would be to change the CPZ times to 8-10am and 2-4pm and have traffic wardens on patrol. It is the afternoons when parking congestion is a problem. You need to rethink this properly</p>
		<p>Seriously concerned at the extra traffic that will be displaced on to Rokesly Ave. Rokesly Avenue should be included in the scheme - for its full length. It is the busiest road for all who go to and from the school. Rokesly Ave has a speed limit problem, so it should be included</p>
		<p>Signage is poor and too late offering no alternatives but to turn. Scheme doesn't reduce pollution to the school but pushes congestion around the school.</p>
		<p>Signage terrible looks like a school fete sign. Useless as makes congestion on road adjacent to school causing more pollution. It's not in operation at lunch and break when kids would be out in playground. Money making scheme for council</p>
		<p>The course of action to implement these restrictions feels like a trap to extort money from drivers. Shame on you after the world's mental health has been compromised over the past year and a half to two, you're going to screw them over for driving near a school? The signs for the restrictions weren't even covered over during school holidays! How mercenary is that?!</p>

Rokesly Junior (& nursery)	Object	<p>The health of students is of the upmost importance however this seems like a huge money making scheme. I work in Islington and there is a school street that is manned by a parking attendant at the restricted times that turns cars away from the road. Please consider haringey. I got 3 tickets dropped on my doormat that were all declined for appeal so had to pay. I am a single mother who works with vulnerable children so I get the pollution concern. I paid the tickets but this affected my summer with my children as I was £195 down on my saved money for activities. Feel this is deeply unfair as no warning & signage so poor. Just block the road with an object or person. Please.</p>
		<p>The scheme in principle is praiseworthy but the way Haringey have implemented is both incompetent and - in retrospect - both cynical and underhand. Having installed inadequate signage - and in some cases late - plus with some purported letters to people who live only in the 2 streets/roads affected (although some residents state they didnt receive them), Haringey went ahead and rejected many appeals, stating (erroneously and disagreed with by the Adjudicator at London Tribunals) that signs were perfectly in order and it was the responsibility of drivers to spot them. This just appears to be a licence to print money. At over 6000 PCNs issued in 55 days of the Summer school term, this amounts to at least £390,000 raised (if those affected paid £65 at the 1st hurdle rather than £130 if paid late). At least one third of that amount should have been refunded to drivers.</p>
		<p>The school is near a main road and a petrol station so scheme will not make much difference. Scheme not operating at break or lunchtimes when children are outside. Traffic will be forced to use neighbouring roads so increasing congestion and pollution there and school still affected. Buses can now drive much faster down Elmfield Ave so more dangerous to children. Rokesly is a junior school, vast majority of children don't walk to and from it alone. Signage and links to this survey totally inadequate.</p>
		<p>The signage is inadequate. Our experience relates to going south along Middle Lane (towards Crouch End): - the only sign on Middle Lane is obscured until the last minute by an overhanging tree - when you get past the tree, the sign can be totally obscured by a modestly tall white van parked just to the north of the sign - because of its late visibility, the complex information about times, and, often, the concentration needed to negotiate other traffic and a difficult left turn, it's easy for a driver to miss the sign - the signs on Elmfield face west where they are not visible (except in a flash) to drivers turning into Elmfield who are more likely to be concentrating on traffic and pedestrians than poorly placed road signs - once in Elmfield by mistake it is dangerous or impossible to U-turn or back into Middle Lane Not sure given the narrowness and crowdedness of both streets how you can solve this, but I would think you need: - larger signs on Middle Lane - larger signs on both corners of Elmfield Avenue and Middle Lane facing the traffic in Middle Lane (ie: facing south on the northern corner, and north on the southern one) not, as at present, facing west where they are not visible (except in a flash) to cars turning into Elmfield</p>
		<p>The signage is terrible. People unwittingly drove into the roads so no improvement on safety. There should be illuminated no entry signs during hours of operation. How are people to know when term time is? It doesn't make people stop driving it just causes a squeeze effect on the nearby roads. Not really about safety just another revenue generator.</p>
		<p>There is no consideration for those who rely on cars driven by others in order to attend appointments (incl medical, hospital appointments). Now you want to fine those who provide such a service. Please go after the parents who drive children to school, rather than penalising people who happen to live on the school street.</p>

Rokesly Junior (& nursery)	Object	<p>There are many primary schools in crouch end. I live between rokesly and st peters - both have school streets. If all schools have school streets driving at those times will become gridlocked. The closing of one road forces cars down another and the idea that no children will be using this other busier road to walk on is ridiculous. The rokesly road is Elmfield not the road the school is in. There was no consultation or info given to residents in advance, the signage is ridiculous, there are many days when children aren't in school inset days etc but the roads are still enforced. The charges have been implemented without any appeals allowed and the local community just see this as a way to make money. The parents who drive their children the short distance (catchment areas are very small) to school should be targeted which wd be easy achieve, rather than the whole community. It is a known that traffic accidents near school are frequently caused by other parents in cars.</p>
		<p>There are no cycle lanes inplace. Why are the times so long? I know that people will use neighbouring streets to park, or drive through; thereby creating more obstructive parking, air pollution and vehicle confrontations because of the narrow roads. We had chaos when the Liveable Streets road cllosures were put in place.</p>
		<p>This has cost me £260. I didn't know this scheme was in place. I wasn't sent an initial parking charge on one of these penalties so received a £195 charge without the first £65 fine. I've been trying to take this up with Haringey Council but my attempts to direct this right department have been in vain. Who can I take this up with as I paid up as soon as the 2 charges came to me.</p>
		<p>This scheme has been implemented without notice, it's has earned significant revenue hundreds of thousands of pounds per month due to very very poor signage and no consultation, it's an obvious it's another steel by the council on the driver. The school on elm field ave is situated next to a garage so surely that would suggest pollution is not the councils concern. It's a primary school so no child would be walking unattended. My wife teaches in Islington where the same scheme is alive but they have a warden at the entrance of the street to protect the children and warn drivers not to enter.</p>
		<p>This scheme is adding to congestion on smaller roads such as Elder Avenue. It is positively dangerous for drivers to have to stop, look at the times which are very particular (not units of whole hours), look at your watch and work out if you can drive down there all while driving along Middle Lane. It's a recipe for accidents. I feel very sorry for people who live on the road who can't drive during the operational hours. I think this is just a revenue raiser for which the Council had no mandate. Thoroughly undemocratic.</p>
		<p>This scheme is likely to increase pollution on the adjacent streets, including Middle Lane. According to the researchers at Imperial College London, the air pollution around my house is at level 4 meaning high air pollution which exceeds two WHO limits. Please see below the extract. The proposed scheme will divert the traffic to Middle Lane and will negatively affect the health of the residents, including children living on the street. The proposed solution does not address the air pollution problem. It is merely a band aid. And it is likely that the impact overall will be negative. Pollutant one: PM2.5 At this address, the annual average of PM2.5 is 12.12mcg/m3. The World Health Organization limit is 10mcg/m3. This study shows 19.9% of strokes were attributed to exposure (for a year or more) of PM2.5 concentrations exceeding 10mcg/m3. PM2.5 can also cause asthma, jeopardize lung functions and promote cancer. Pollutant two: PM10 The reading for PM10 at this address is 20.30mcg/m3. The W.H.O. limit is 20mcg/m3. Exposure (for a year or more) to 20mcg/m3 leads to increased risk of total, cardiovascular and diabetes mortality. Exposure to PM10 also affects lung development in children.</p>
		<p>This scheme simply pushes traffic to the next street along which also borders the school. Thus not only is the pollution/traffic numbers not reduced, it is actually increased due to cars sitting in a jam or accelerating and slowing down. There used to be an unofficial one-way system following the flow of the buses, but this is lost if all cars drive down one road. The buses are greatly impacted and so children using the W3 to access schools elsewhere in the borough are impacted and sit in pollution for longer. To reduce danger to children arriving and leaving the school, perhaps tell all parents at the school to leave their card at home.</p>

Rokesly Junior (& nursery)	Object	This will cause more congestion on Poynton, and we are already fed up with the damage caused to our vehicles already. Make Poynton Rd one-way and allow two-wheels up parking
		This will displace traffic on to adjacent roads, especially Rokesly Avenue - the main access route to the school. This wil make Rokesly Ave more dangerous for children as well as carers and local residents. Please restrict temporary closures to Hermiston Avenue only.
		This will increase congestion and pollution in Rokesly Ave which is the entrance for the junior school. Increased pollution will particularly affect these children. It wil also affect surrounding roads including Tottenham Lane and Middle Lane
		This will increase traffic and parking issues on Rokesly Avenue. Scrap this scheme, it's a waste of money
		This will shift traffic to Rokesly Avenue and will cause parking problems for residents as well as pollution. You need to include Rokesly Avenue in the scheme and install speed humps and CCTV
		Totally inadequate information given to residents and poor signage. My husband has just received a fine for driving down a road that he was totally unaware he was not allowed to drive down at certain times.
		Traffic on Elder Avenue which it the parallel road to it has increased 10 fold since and there are numerous fights every day as there is not enough room for a two way street here not to mention accidents with drivers driving away after hitting parked cars. Our family strongly objects to this.
		Traffic safety issue - motorists can't safely read signage whilst also properly driving the vehicle. Signage is dangerous in location and design. Scheme is if dangerous design
		Traffic will be displaced to surrounding roads. Don't do this as tehre was chaos when roads such as Middle Lane were all closed. Also it's a pain trying to contact the council as tehy never reply, so the last thing I want is the hassle of trying to get a permit. Counciltax is high enough.
		We had absolutely no idea this was going to happen - we are only 2- 3 streets away. The Haringey website states "Residents and businesses in the vicinity of each new school street have been sent letters explaining the scheme and seeking their opinion of the trial." We and none of our neighbours have received any letter. The wording on the signage at street level is so small it's impossible to read it. The signage which is now up at the beginning of the road is difficult to read before turning - I saw a car half way across the road which was in a potentially dangerous situation with cars behind it also queuing to turn, a lorry in the opposite direction and people coming out of the garage, the car did a U turn in the middle of the road, blocking traffic. So far my dog walker has received 6 PCNs - 1 per day arriving on her doorstep over a week causing her extreme anxiety- she has been using the road to get to my house for 7 years, excuse her for not noticing a new sign which is so badly displayed. The amount she has been charged is pretty much her months salary for dog walking. She has asked the council for a waver and has been refused. Shame on you.. It feels to us like this is simply a money making scheme for the council. How can this be a help to health when the road on the other side of the school is still open and full of the cars that used to go down Elmfield?
		What I think is that the council , its members and its staff are nothing more than thieves the way they have stolen money from hard working residents in the way this scheme has been introduced! Everyone associated with it should be ashamed regarding the way un prepared residents have been dealt with having been caught out by the scheme and it's shoddy introduction with absolutely no compassion understanding or insight.

Rokesly Junior (& nursery)	Object	<p>While I think something should be done I think what is done needs to vary depending on the location. I have encountered three different school street areas and my feedback for all differs greatly. For example the one by Rokesley is next to where I live. The roads affected are busy through roads unlike the others I encountered. While the signs are visible the ones at the end I entered do not have the bright school street info that is visible at the opposite end. I knew what I had done only as I exited the road. I have also encountered the ones at Campsbourne school when I dropped my niece to school. The main road next to the school is a school street road so the small back roads behind the school are now not only congested with cars but more unsafe for children. The third school street road I have encountered is at my workplace at Tiverton primary school. The school street road is the only entrance to the school and now myself and staff need to arrive early to get in without getting a fine. If coming in late we now need to wait until the school street times have lifted. Now while a little of a hassle at my work place it is has nowhere near the impact that the one by Rokesley has on the wider community as it is a dead end road rather than a through road to the wider community.</p>
		<p>Whilst the scheme has good intentions, it has not been thought through. Consider... 1. It wont stop people driving to school - they will just overwhelm Rokesly Avenue instead; 3. Elder Avenue and Rosebury Gardens will be gridlocked; 3. The impact of lost deliveries and angry contractors delivering and arriving before 9.45am; 3) What about school holidays and bank holidays?</p>
		<p>Whole thing makes no sense! Very messy money grabbing scheme to catch people out easily it's disgusting. This is not for a good cause! It's called crafty.</p>
		<p>Would support if Hermiston Aveneu is included. It also has an entrance to the school - although not as busy as the other two. The current scheme will push more traffic onto Hermiston and therefore defeat the object of the exercise. Many children walk along Hermiston Ave to get to school</p>
		<p>You are creating congestion in other streets and therefore increasing pollution.</p>
		<p>You have chosen to place restrictions in a street which is one of tge widest in Crouch End. Forcing drivers onto nearby streets causes more holdups and congestion, creating more pollution. Rokesley Ave is not restricted and that is next to the school. The school is adjacent to a petrol station and a main busy road. Closing off a busy thoroughfare is ludicrous. The times it is cut off do not correspond to the times children are in the playground. In short this road closure makes absolutely no sense logically and has done nothing but catch out innocent local drivers who were unaware of the restrictions (I certainly wasn't informed and have been driving down that road for 35 years.) Cynics might say it is a money making project for the council. After all, the signage is inadequate as testified by the number of tickets issued. We already pay high council tax. Haringey council should be ashamed.</p>
St Paul's RC Primary	Support	<p>Agree - but Bradley Road entrance should be used as that is the school road.</p>
		<p>Avenue Road is busy with school/nursery children during peak times. The point I am making is that the school road should be the entire road and not just at St Anne's junction to make scheme effective. It would be useful if the council did a visit to see the volume of children using Avenue Road and directions they all come from.</p>
		<p>Has made a very positive contribution in terms of road safety and pollution.</p>
		<p>I fully support the scheme as it is the inconsiderate parents / drivers who create problems fo rus to park in the afternoons. 2.45pm is not early enough. Today I saw 4 cars being illegally parked before 2.45 in order to collect their children. A longer restriction woudl be welcome especially to cover rush hour period</p>
		<p>I support it for children's safety but am unclear how it will affect parkign arrangements; as I park at teh Park Avenue end of this road. Need clarity on parking rights and restrictions</p>
		<p>I support the principle but am concerned that school traffic will be displaced on to Station Rd which is already congested with Heartlands School - and by traffic generally. You need to tackle Heartlands school traffic and the school opposite. Unfortunately, one street is not going to resolve anything</p>

St Paul's RC Primary	Support	I support this scheme due to the heavy traffic on the street during school run hours (albeit the worst time is still during morning / evening rush hour when the street can have traffic backed up the entire length of the road). However, I strongly disagree with removing a parking space on the road to build out a footway by the school. I can see of no reason why this is necessary (it is not explained in the document we have been sent) and parking spaces for residents on the road are already very difficult and we regularly have to park on other roads (which with a young family makes things difficult). Please DO NOT remove a parking space from this street. Thank you.
		I want cleaner air for our streets and London in general. Also those waiting to collect children often sit with engines running. You need to install clearer signs stating the restrictions. I'm unsure if the current ones are temporary.
		It is fun to walk in the road with my child. The drivers that do pass through go rather fast for the conditions (15mph-ish) so my guess is they are unaware. The signs are not incredibly effective. A surface painted barrier might be a much more effective to get attention of drivers. I am monitoring to see if situation in nearby streets seems to get worse (eg crescent road n8) The restriction time range seems excessive, an hour is a lot of time, who would be in the street 30 minutes after the school day starts? 15 minutes, from 08:45 until 09:00 seems more appropriate to the need, and reflects the times the nearby roads are blocked anyway.
		may ease congestion in school roads, thus reducing particle pollution. Suggest start at 8am to make the scheme more effective
		Reduced pollution and encouraging walking. However, these measures will just shift the problem to the other school entrance on Bradley Rd. It should be enforced on both roads
		Reduced the amount of cars on road
		Support on condition that this operates ONLY during term time and on weekdays. There is already too much traffic on Station Road - I suspect much of it is displaced from other roads. Awful. Exemptions should be applied to delivery drivers too. Station Road also has a school and is constantly busy. Traffic displacement is a problem and pollution affects residents on the road as well as children playing in the park.
		The traffic on Barratt Avenue during school drop off and pick up times is terrible. Cars take all the residents parking spaces and park on yellow lines / across the corner, and often leave their engines running. I drive to take my own children to a different primary school and often can't park when I return. The school street scheme will make air quality better in the street and will also stop non-school traffic from using it as a cut through to Station Road which is an ongoing problem. I would like to know how it will be monitored - by cameras? Or barriers? I would also like to know if it is possible to get an exemption permit for a non-resident - my mum regularly picks my kids up from school and brings them home when I work.
	Don't know	It's hard to say whether the school street is having any impact on traffic on Station Road from displaced cars. The school drop off and unenforced illegal parking from Heartlands is more disruptive and dangerous but you're not going to introduce a school street on Station Road are you? Inevitably we're just left to suffer.
		Need very clear signage on when restrictions are in place - do they include school holidays, inset days or other times schools are closed
	Object	Grossly unfair to residents. No provision for visitors or trade deliveries / services. What about nurses and carers? This has not been properly thought through. What happens in school holidays? Such inconvenience for residents is indefensible. There has been no consultation with residents and this notification gives less than 4 weeks notice. Haringey seems to have abandoned local democracy. Why is there no provision for people without internet access or smart phones who cannot apply online. Why aren't exemption permits issued automatically to residents who already have parking permits? This is an unnecessary burden especially when the notice period is less than a month during lockdown.

St Paul's RC Primary	Object	<p>I would like to thank you for the letter and as a direct resident of that school, parent to a 5 years old daughter and person who have successfully applied for exemption permit I would like to inform you that in my view the scheme is full of nonsense. While I support schools and children fourheartly you scheme actually causes more destructions than what it was before where all parents were able to drop off their children to school. Please, note my sensible reasoning below. Highgate School is positioned next to a very busy road called North Hill and A1 red route. Your recent restrictions created more chaos than good. Desperate parents are trying to park on main road of North Hill that is not only dangerous but also destructive to other motorists. Fumes from their cars are polluting on the main roads as parents have not given up dropping off their kids to school by car. It is very well to say to parents to walk, to cycle or use public transport when actually we don't have facility in this country for such grand ideas. For simple reasons: London is a very old city and their new cycle paths crated are simple very dangerous. Public transport like buses is very unreliable and don't meet demand of public. I personally bought a bike and I am scared to cycle around my neighborhood as it's dangerous for me and my daughter. Secondly, England is a country of rain and windy weather - I would not put my child at heatlh risk to travel in such harsh conditions. It is simple not sustainable. Therdly, you enforced on us to walk more, in theory it is a great idea, indeed, but practically children have their own moods and their parents need to get quickly to work so your idea is designed for not working parents who have time in the world to care for their children. I believe that there is enough poverty in this particularly area and we as community should make life of our children and parents as easy as possible, not to make their daily journey as hell. I would like to reiterate that walking people, not only children and their parents, on the bend of A1 (Archway Road) going towards North Hill haven't got zebra crossing nor pedestrian lighting allowing them crossing the road safely. Motorists on A1 drive like a lunatic as they are frustrated to stay in constant traffic which is always there. I suggest you should improve that issue rather than crate a new issue of poor working-class parents trying to juggle their narental responsibilities with work. Please, kind revert as it was before</p>
		<p>Many parents drop off children on their way to work - likewise at pick up times. Stopping parking on Barratt Avenue will cause problems elsewhere. I notice you do nothing about teh many cars using Barratt Avenue as a rat run.</p>
		<p>St Paul's school has seen a drop in applications and this scheme will make more parents take their child out of the school. Additionally many of our parishioners of St Paul's church who attend daily mass are finding parking places hard to find. Mass starts at 9:30 and the school playground which is used for parking at weekends is unavailable doing the school day. Finally the signs put up at the end of the road are not visible until you actually turn into the road. It has just turned into a nightmare. Who actually benefits from these restrictions? Has there ever been an accident on the road during school run hours?</p>
		<p>Station Road is really busy anyway at these times. Quite unnecessary scheme.</p>
		<p>Traffic being forced back on to the already busy Station Road. There is the Heartlands secondary school on this road and Alexandra school round the corner. The pavements are already congested and Station Road jam packed with cars and buses making it difficult for residents to get around at these times of the day. It also forces parents and children to walk on the edge of pavements closer to the displaced cars.</p>
		<p>Children can walk to the school safely.</p>
Tiverton Primary	Support	<p>Children desrve safer streets. Well done Haringey</p>
		<p>Good for the local community, safer, less pollution, ensures more walking, fitter adults and pupils, no idling outside the school, cleaner air.</p>
		<p>I like the scheme as it makes it safer for children outside schools and reduces air pollution outside the school. It also stops people driving/parking where they shouldn't e.g. diagonal yellow lines. However, as school staff I wish I were exempt from the rule as now myself and other staff have to arrived at school earlier than we would usually as the road is our only access to our car park and it causes additional anxiety for staff if they get stuck in traffic.</p>
		<p>I support the scheme as it keeps children safer at school times from the parents driving and parking outside the gates.</p>

Tiverton Primary	Support	I support the scheme to a certain extent. I believe it is good to avoid causing congestion on the street during school hours when children and parents are walking to and from school. This makes the road more safe.
		I support this scheme because it keeps the children safe from parents' cars pulling outside the gates.
		It encourages a healthier lifestyle.
		It is the wish of the council
		Keeping children safe and improving the air quality around the school.
		Makes the roads safer for the children at key times of the day
		Prefer that cars are blocked off
		Safe , greener streets for the local school community
		Safer for the pupils and less traffic on Pulford road during school drop off and pick up.
		We need to improve the area
		Why not close the street all the way down to Moreton Rd? I'm concerned there will be a lot of idling engines on Ossian and Tewkesbury at the drop off and pick up periods.
	Don't know	I like the idea behind trying to reduce excess cars around children when they are entering school, however, the way this scheme has affected me as a member of teaching staff has been very negative.
	Object	I am disgusted that as a resident I have received little information on how this school street affects us as residents that live right next to the school. I have received and am currently appealing a ticket for driving into my street to park my car, when I was NOT advised that as a resident I do not have an automatic exemption to these "rules" and my family members are unable to get to my door. My mother that is unwell has to limp down the street to get a taxi?? Unacceptable! I have also checked that with the exemptions in place only 2 cars are allowed per household?! again this is unacceptable for a large household and external family members. As a resident I strongly object this School Street unless reasonable exemptions are put in place.
		I do not think the hours/timings are convenient for members of staff who are trying to get to work I also think it is hugely unfair that a penalty is issued if a member of staff is running late to work as they could be late due to an emergency There is unnecessary stress
		I drive to work, when there is traffic I get stressed about being late and getting fined.
		I feel the hours are too long and for people who have working hours starting from 8.30 its not fair to have to arrive early everyday. Plus if there is really bad traffic and we arrive after the time as a staff member i will get a ticket. so i feel all staff members should all be given a permit so we can feel reassured about arriving to work without stressing about getting a ticket none of us can afford to pay which is adding to an already stressful job and will help our mental health. Also the hours should be from 8.35-9.30 and then from 3pm to 4pm.
		Inadequate notice, no provision for road closures due to works or emergency elsewhere. Increase in pollution in the area including the school streets.
		It is very stressful in the morning to make it before the times given.
		My reason for objecting is because I feel very anxious most mornings if I'll be making it into work before 8.15. I drop off my child to nursery and feel very rushed when dropping her off. Due to the new implemented camera I've even had to ask my child's nursery if I could drop her off from another entrance. This has caused me a lot of stress and anxiety especially to the start of my day.
		The school is on a no through road and has not made any difference. There have never been any problems in terms of the road being polluted, as mainly our families live locally which means they walk or take public transport.
	Welbourne Primary	Support
		Both streets which have entrances to this school can become clogged with cars. There are certain parents who are unwilling to turn off their engines when waiting and during Covid-19 measures with queuing at the school gates, this has been more problematic
		Cars drive very fast down the road. Although the scheme is in place parents still drive down although the scheme is put in place
		cars moving around near the school create pollution and also a danger to schoolkids. The school st. also promotes less car use.
		Danger of cars dropping kids off

Welbourne Primary	Support	Fast moving school run traffic poses a threat to the safety of children at the start and end of the school day. Given the small catchment area, driving to school is unnecessary and normalises car use for short local journeys that can be achieved with active travel or public transport.
		Health and Safety for children travelling to school. To decrease the use of cars ,specially with the engines still on parked up, giving more air pollution.
		I strongly support the idea of a School Street to make it safer for kids to walk/ bike/ scoot to school but I think another street that serves the school should be a school street too (Stainby Road).
		I support the scheme because it is so nice to see the kids running around without worrying about cars.
		I'm in support of anything that keeps pollution levels down
		It is unacceptable to have parents carers using cars and heavily pollute the area when schools are within walking distance. Statistically, a really small minority of parents/carers do need a vehicle because of mobility issues. Most of the time, car usage is not justified. I wholly support the school street scheme
		Need to extend much more road on both entrances of school. Currently only now one side but it's very small part. Parents drivers still no bother and parking and endanger children's anyway.
		People are driving right up to the school Gateshead keep their car engines on. We had an occasion with my daughter riding bikes to school we go locked in between 3 cars that was a stressful experience. People park on double yellow line all the time too. This is all bad for pupils health.
		Safer walk to school for everyone, cars are not trying to park on pavement etc
		Support for children and safety
		The scheme has been really successful for us! Especially as, due to the pandemic parents have had to wait outside for entering the premises, the absence of cars has really improved our quality of life. We live further away than many families, and we've not been negatively impacted in any way by not being able to drive into the school.
		This is a narrow street with no turning space. Cars leave engines running and it's dangerous for children. I would recommend extending the scheme to all of High Cross Rd
		Traffic volume on Monument Rd is more than enough already - so is pollution which affects the children. That said, this is a good idea in terms of thinking healthy, so I encourage the scheme. Develop a mind-catching slogan to encourage local residents to think healthy!
		We go past there during the hours of operation and feel a lot safer with fewer cars in the area.
		We need to reclaim the streets for pedestrians - esp young children
	Object	the school street scheme is unworkable and causes difficulty in collecting child on time. I have a round trip of 4-5 hours to collect my child from school and having to park so far away adds 20-30 min to my journey. Life in London has become unworkable. I already have to take time off work on the days I collect my child. It seems Haringey are doing everything to ensure I will not be able to return to living in the borough I was born.