

Report for: Cabinet Member Signing – 7 March 2022

Title: School Streets (Batch 1a and 1b) - review of 10 School Streets introduced under experimental traffic management order procedures.

Report authorised by: Stephen McDonnell, Director of Environment and Neighbourhoods

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Ward(s) affected: Fortis Green, Highgate, Hornsey, Seven Sisters, St Ann's, Tottenham Green, Tottenham Hale, Woodside

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

1 Describe the issue under consideration

- 1.1 To report the impact of 10 School Streets introduced on an experimental basis across the borough between November 2020 and April 2021.
- 1.2 To consider any statutory objections made to the associated traffic orders.
- 1.3 To seek approval to make all 10 School Streets permanent.

2 Cabinet Member Introduction

- 2.1 N/A

3 Recommendations

The Cabinet Member for Environment, Transport and the Climate Emergency is asked:

- 3.1 To note the outcome of the trial/experimental period of the 10 School Streets, as detailed in the Monitoring Report (Appendix A);
- 3.2 To consider the scheme objections (Appendix B) and officer's responses to the themes raised (Appendix C);
- 3.3 To approve the amendment (a reduction) to the hours of operation of Rokesly School Street to 8:15am to 9:15am and 2:45pm to 3:45pm, for reasons given in paragraph 8.9 and 8.10;
- 3.4 To approve the making permanent of the 10 School Streets, subject to the outcome of any statutory traffic order procedures.

4 Reasons for decisions

- 4.1 As set out in Haringey Council's School Streets Plan¹, the Council took the decision to implement its School Streets using experimental traffic orders (ETOs).
- 4.2 The procedures for an ETO are defined by legislation². An ETO can last for a maximum of 18 months and will involve a 6-month statutory consultation that runs concurrently with the delivery of a scheme. After 6 months (but before 18 months), the Council must decide whether to revoke the ETO, amend the ETO (and invoke another 6-month consultation window) or make the order, and thus the scheme, permanent.
- 4.3 The use of ETOs has enabled the swift implementation of School Streets and were, in part, driven by a need to respond to the pandemic and to support social distancing and reduce the risk of a damaging car-led recovery. ETOs have allowed the Council and the public to assess the schemes in operation, rather than try and predict their impact. Implementation using ETOs also encourages local residents who may otherwise be unaware of proposals to gain a sense of how well they think a scheme is working and provide feedback on that basis.
- 4.4 As the latter half of the 18-month ETO period is being reached, it is now necessary for the Council to take a decision on whether to make permanent the 10 School Streets schemes that were introduced in late 2020 and early 2021.
- 4.5 The 10 School Streets under consideration in this report are:
1. Chestnuts School (SS02)
 2. Campsbourne Primary School (SS03)
 3. Coldfall Primary School (SS04)
 4. Earlsmead Primary School (SS06)
 5. Highgate Primary School and Blanche Neville School for the Deaf (SS10)
 6. Holy Trinity Primary School (SS11)
 7. Rokesly Infants and Junior School (SS13)
 8. St Pauls Catholic Primary School (SS16)
 9. Tiverton Primary School (SS17)
 10. Welbourne Primary School (SS18)
- 4.6 The decision to make permanent the above 10 schemes is based upon the evidence collected during the ETO period and the positive benefits that the School Streets have delivered in terms of:
- i. Reduced congestion and car use near schools
 - ii. Reduced road danger and improved safety for pupils and parents/carers travelling to and from school
 - iii. Encouraged active travel to schools
 - iv. Improved air quality around schools

¹ <https://www.minutes.haringey.gov.uk/ielssueDetails.aspx?IId=71809&PlanId=0&Opt=3#AI66280>

² <https://www.legislation.gov.uk/uksi/1996/2489/regulation/22/made>

5 Alternative options considered

5.1 Do Nothing – i.e. *let the experimental traffic orders lapse*

- 5.1.1 This option was rejected as it would mean the Council would need to remove the infrastructure associated with the 10 School Streets listed in paragraph 4.5.
- 5.1.2 The Council would therefore fail to deliver on the motion passed by Full Council in March 2019, which set out a commitment to deliver School Streets at primary schools across the borough.
- 5.1.3 Failure to deliver these School Streets would be contrary to the objectives set out in the Borough Plan, the Transport Strategy, the Climate Change Action Plan and the Draft Walking and Cycling Action Plan.

5.2 Allow a further six months of experimental operation before a decision is made.

- 5.2.1 This option was rejected due to the pressure on resources required to review and then deliver any change within a shorter time period. Alongside this, there is evidence from other School Streets across London that little would change or be gained within an extra 6-month time period.
- 5.2.2 If time runs out on the ETO, the default position is that it lapses and is no longer enforceable. This would allow no time for any delays in making the School Streets permanent.

6 Background Information

- 6.1 In November 2020, the Council approved an action plan to introduce School Streets outside 40 schools over a period of four years. Following that decision, the borough had the fastest growing School Streets programme and now have 17 School Streets in Haringey. Over 4km of Haringey's streets have been converted to pedestrian and cycle zones at school-run times. This is helping Haringey's children to walk, cycle and wheel to school more safely – and in cleaner air - than before. This report marks the end of the first experimental period for 10 of those School Streets.
- 6.2 Nobody would argue against the health of the borough's children being one of our highest priorities and the responses to the individual scheme consultations bear out this fact. Not only do School Streets improve air quality and reduce road danger around schools but also act to incentivise healthier ways of getting to and from school with walking and cycling numbers up wherever they're implemented.
- 6.3 Haringey Council is committed to supporting active travel and making its roads safer for everyone living, working and visiting the borough. That's why the Council is delivering a wide range of measures to reduce road danger, improve air quality, promote physical activity and improve accessibility.

- 6.4 As part of this work, the Council is committed to promoting walking and cycling as a safe and attractive way to get around the borough, including for journeys to and from school.
- 6.5 School Streets are a proven³ method for increasing active travel, reducing harmful air pollution and reducing road danger around schools. A School Street is a timed street closure during drop-off and pick-up times outside a school. These typically last for 1-1.5hrs at the start and end of the school day, tailored to each school's start and finish times, and designed in partnership with each of the schools.
- 6.6 School Streets successfully remove the majority of vehicles from the roads outside of a school and encourage parents/carers and pupils to travel to school by sustainable modes, including walking, cycling or public transport. Exemptions are available for those who need it, including residents living within the scheme or those with reduced mobility to enable access to school.
- 6.7 In response to a motion⁴ passed by Full Council in March 2019, Haringey Council prepared a School Streets Plan. The purpose of this plan was to enable Haringey Council to target School Streets at those schools most in need. The plan and associated funding were approved by Cabinet on 10 November 2020. This set out a standard framework to understand Haringey's School Streets programme, allowing for consistent, successful and efficient delivery of these measures.
- 6.8 Further background information can be found in the School Streets Plan⁵ approved by Cabinet in November 2020.
- 6.9 Delegated decisions taken on 26 October 2020⁶ and 22 February 2021⁷ approved the implementation of the 10 School Streets set out in Section 4. Following the decision, Chestnuts Primary School was launched in November 2020, and the remaining nine launched in April 2021.
- 6.10 It is noted that a School Street at Harris Academy Coleraine Park was also launched in April 2021, but this scheme was amended in December 2021 to extend the area covered. Therefore, that particular School Street is now undergoing another 6-month statutory consultation period as the scope has changed. This means that it is excluded from this report and will be brought forward for a decision at a future date.

7 Evaluation of the experimental School Streets

- 7.1 As set out in the School Street Plan and Section 4 of this report, the objectives of School Streets are as follows:
- i. Objective 1: Reduce congestion and car use near schools

³ <http://schoolstreets.org.uk/>

⁴ <https://www.minutes.haringey.gov.uk/ieListDocuments.aspx?CId=143&MId=8670>

⁵ <https://www.minutes.haringey.gov.uk/ieIssueDetails.aspx?IId=71809&PlanId=0&Opt=3#AI66280>

⁶ <https://www.minutes.haringey.gov.uk/ieDecisionDetails.aspx?ID=2459>

⁷ <http://minutes.harinet.haringey.gov.uk/ieDecisionDetails.aspx?ID=2553>

- ii. Objective 2: Reduce road danger and improve safety for pupils and parents/carers travelling to and from school
- iii. Objective 3: Encourage active travel to schools
- iv. Objective 4: Improve air quality around schools

7.2 The Council has undertaken a review of the 10 schemes, taking into consideration the above objectives. Alongside this, the Council has sought the views of the local community in and around the School Streets and gathered feedback received during the 6-month statutory consultation period. The Council has written to all residents within and adjacent to the School Streets. The schools were asked to promote feedback from staff, parents, and carers. The schemes and invitations for feedback have been placed on the Council's social media networks and lamppost wraparounds on each School Street. Where there is also a key user of the School Street (such as place of worship or medical centre), specific engagement has taken place.

7.3 The full analysis undertaken during the review is set out in the Monitoring Report, contained in Appendix A.

7.4 Future School Streets are set out in section 9 of this report.

7.5 **Objective 1: Reduce congestion and car use near schools**

7.5.1 Traffic flow data

7.5.2 Automated traffic counts (ATCs) were undertaken within the School Street boundary before (March 2021) and after (November 2021) the schemes launched, as shown in Table 1 below.

7.5.3 As identified by Transport for London and other authorities, travel behaviour and traffic volumes in London were significantly impacted by COVID19. Therefore, the normal approach of attributing 'before' and 'after' traffic count data to a project such this is difficult and not necessarily accurate. Accordingly, any assumptions drawn from the following data should be considered in the context of the impact of COVID19 upon traffic levels.

TABLE 1: BEFORE -v- AFTER Summary of Automated Traffic Counts (ATC) within the School Street restriction	Change in cycle number counted	Change in traffic volume (AM)	Change in traffic volume (PM)	Change in traffic volume (AM+PM)	Change in traffic speed
Campsbourne	189%	-23%	16%	-3%	-33%
Chestnuts	189%	-83%	-91%	-88%	73%
Coldfall	100%	-61%	-53%	-57%	3%
Earlsmead	30%	-46%	-42%	-44%	-1%
Highgate Primary & Blanche Neville	860%	273%	169%	215%	-5%
Rokesly (Elmfield)	84%	-37%	0%	-20%	-5%
Rokesly (Hermiston)	145%	-21%	-13%	-17%	3%
St. Paul's	-20%	-77%	-69%	-74%	48%
Tiverton	363%	-22%	-83%	-66%	-20%
Welbourne	-79%	0%	-67%	-52%	17%
Average	186%	-10%	-23%	-21%	8%

- 7.5.4 Whilst the last column in Table 1 above indicates percentage increases in traffic speed that suggest cause for concern at Chestnuts (73% increase) and St Paul's (48% increase), the recorded speeds associated with these School Streets is worth noting. Appendix A3 shows the average speed before the School Street was implemented for Chestnuts School was 6.9mph and this rose to 11.9mph. For St Paul's School, the average speed before the School Street was introduced was 11.8mph and that rose to 17.5mph. Although both schools have seen an increase in average speed, these both remain below the 20mph speed limit. The situation at both locations will be monitored and speed management interventions will be considered if necessary.
- 7.5.5 Across all 10 School Streets, the data indicates there has been an average 21% reduction in vehicle volumes, representing a re-balancing of movement on the streets from motor-vehicle dominated, to pedestrian and cycle dominated spaces.
- 7.5.6 This is evident not only by the reduced number of vehicles recorded by the ATCs as illustrated above, but also by observation and anecdotally from the schools.
- 7.5.7 With the exception of Holy Trinity Primary School (see paragraph 7.5.14), the School Streets are not physically closed to motor vehicles and rely upon standard traffic signs with camera enforcement. Therefore, the ATCs will have counted all vehicles entering the zone during operating hours, including exempt vehicles (e.g. zone residents or registered Blue Badge holders) as well as unauthorised vehicles that may have received a PCN.
- 7.5.8 It is further noted that Highgate Primary indicates an increase in traffic volumes. Officers consider that this data is not representative of the real-world situation and that an error in the 'before' (March 2021) count may have taken place. Officers will be carrying out an additional manual count to understand what has occurred at this location.
- 7.5.9 It is noted that the number of bicycles counted has risen substantially (up 186%). It is also noted that the data indicates there has been a slight increase (8%) in vehicle speeds; albeit accounted for by fewer vehicles. The council are currently producing a leaflet aimed that will be aimed at all road users about 'how to behave' and 'what to expect' in a School Street as a mechanism to reduce road danger and encourage lower speeds within School Streets.
- 7.5.10 Even accounting for all authorised and unauthorised vehicle movements, the traffic reduction objective has clearly been achieved with a 21% reduction in traffic overall and, in some places, reductions of up to 88%.

7.5.11 Enforcement data

- 7.5.12 With the exception of Holy Trinity Primary School, the School Streets are enforced by automatic number plate recognition (ANPR) cameras which issue a penalty charge notice (PCN) to vehicles that contravene the restriction⁸.

⁸ The School Street is, technically, a Pedestrian and Cycle Zone. A contravention occurs (and a PCN may be issued) when a motor vehicle without an exemption drives into the School Street during operating hours

- 7.5.13 The level of compliance of the traffic signs has risen rapidly since the cameras became operational. Over the period May to November 2021, the number of PCNs sent out per month has fallen by nearly 50%. The average number of PCNs sent out per camera has decreased from 15 per day to 6 per day.
- 7.5.14 At Holy Trinity Primary School, the scheme is enforced by way of two planters that physically prevent vehicles from entering the School Street but provide sufficient space for emergency services to pass through – should access be required. As there is a physical barrier in place, site observations indicate that there are high levels of compliance for this School Street.
- 7.5.15 Therefore, it can be concluded that Haringey's methods of enforcement are effective in achieving high levels of compliance. The data clearly demonstrates that levels of compliance grow as a School Street becomes more established, not least because of greater awareness and the resulting behaviour change. Higher levels of compliance are fundamental to achieving the scheme objectives of reduced congestion, reduced road danger, increased active travel and better air quality.

7.6 Objective 2: Reduce road danger and improve safety for pupils and parents/carers travelling to and from school

- 7.6.1 As the School Streets have only been in place for a relatively short period of time, the evidence for this objective is mostly anecdotal at this stage. That is because casualty numbers reported to Transport for London, via the Metropolitan Police⁹, are not yet available for the review period. In addition, at least three years' worth of casualty data is usually required to identify trends.
- 7.6.2 However, road danger was raised as a concern on numerous occasions by each of the schools before the School Streets were implemented, with reports of near-misses or collisions outside of the school gate. These insights were a significant factor in prioritising this batch of School Streets.
- 7.6.3 It is worth noting that there are limitations to this sort of anecdotal evidence as there will inevitably be some incidents not reported, both before and after School Streets were implemented. However, the feedback from each of the school's management, who had previously been informed of incidents, is that near-misses and/or collisions have been reduced or eliminated.

7.7 Objective 3: Encourage active travel to school

- 7.7.1 During September and October 2021, a survey was carried out with parents and carers asking them a number of questions about School Streets. This included a question about how they travelled to school before and after the launch of the School Street.

⁹ <https://tfl.gov.uk/corporate/publications-and-reports/road-safety>

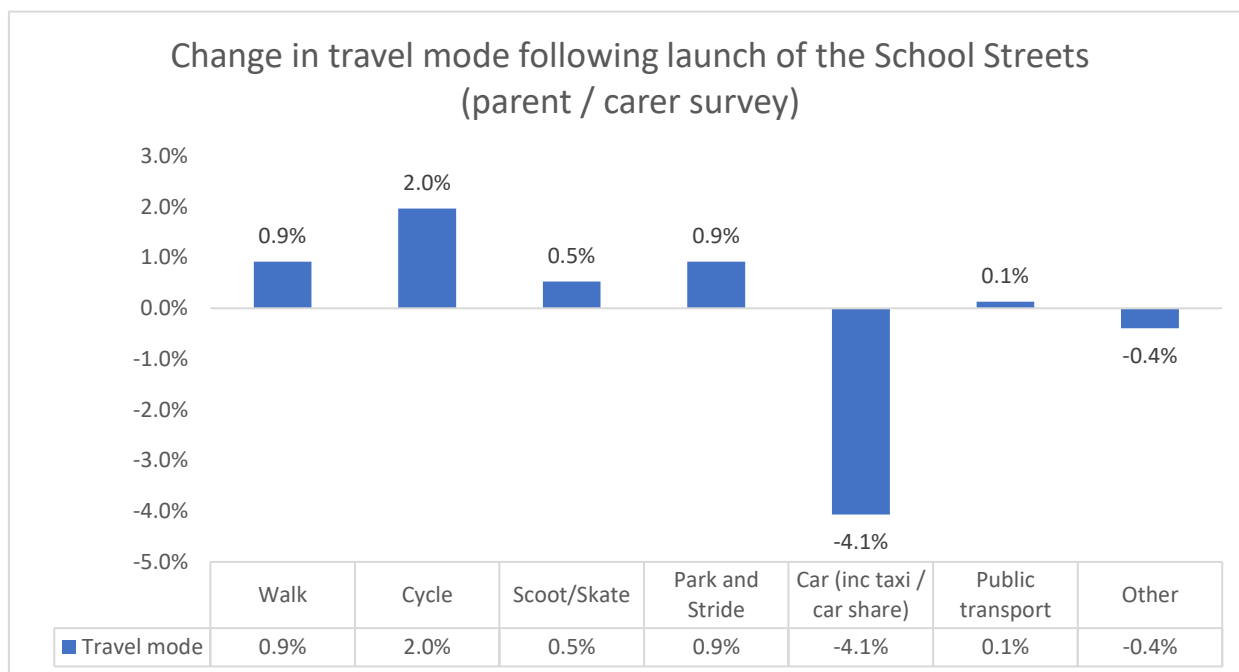


Figure 1 – Summary of parent and carer survey - travel mode before and after launch of School Street

- 7.7.2 The survey indicated that, overall, there had been a 3.4% increase in walking, cycling and scooting to school and a 3.1% decrease in car-based trips (including park and stride). This data is shown in Figure 1.
- 7.7.3 It is worth noting that many of the respondents' schools had a high level of walking with a contrasting low level of car use prior to the introduction of the schemes, showing that many were starting from a good baseline.
- 7.7.4 The data indicates that the objective to encourage more active travel has been met.
- 7.7.5 Clearly, there is variation in the levels of change achieved at the different School Streets, as set out in more detail in the Monitoring Report. For example, at Highgate Primary School and Blanche Neville School for the Deaf, the shift from private car use to active modes was 8% but, at other (e.g. Tiverton Primary) schools, parents reported no change in travel mode.
- 7.7.6 It should be noted that self-selection bias may be a factor in this survey; i.e. individuals selected themselves into the survey, causing a biased sample. A 'lessons learnt' exercise was carried out (see Section 4 of the Monitoring Report) and, in future, the plan is to carry out 'hands-up' surveys with pupils before and after, to supplement the parent survey data.
- 7.7.7 Further data on modal shift will be collated on an annual basis through the Sustainable Travel: Active, Responsible, Safe (STARS¹⁰) accreditation scheme enabling further conclusions to be drawn on the objective's success.
- 7.7.8 It is also worth noting that changes in travel behaviour often take a while to take hold. As the School Streets have only been in for 6 months, this may not have been fully realised. However, as the reduction in motor vehicles around the

¹⁰ <https://stars.tfl.gov.uk/About/About>

school gates becomes more accepted and safety demonstrated, it is hoped that more people will be using active travel journeys as matter of course.

7.8 Objective 4: Reduction in pollution

7.8.1 As set out in the 2020 School Streets Plan, one of the criteria used to prioritise this batch of schools was air quality. Schools that had higher levels of air pollution received a higher weighting.

7.8.2 Due to the rapid deployment of the School Streets programme, many schools do not have site-specific historic air quality data available. However, this is changing for future School Streets and Low Traffic Neighbourhoods in the borough.

7.8.3 The following schools did have historic nitrogen oxides (NOx) data:

- Earlsmead Primary School
- Holy Trinity Primary School
- Welbourne Primary School

7.8.4 The Covid-19 pandemic and associated lockdowns meant that 2020 data is not representative of normal traffic and air quality values, nor would it reflect the schools' opening periods, which were intermittent across the different lockdowns. For this reason, 2019 data has been selected ('before' the School Streets) to compare against 2021 data ('after' the School Streets had been implemented).

	2019 'Before'					2021 'After'				
	April	May	June	July	Average Before	April	May	June	July	Average After
Earlsmead Primary School	52	47	41	-	47	34	33	-	28	32
Holy Trinity Primary School	31	39	31	32	33	24	30	24	25	26
Welbourne Primary School	33	27	16	23	25	21	21	20	18	20
Average	39	38	29	28	35	26	28	22	24	26

Table 2. Shows the mean NOx levels per month for the first four months of the School Street (in 2021) and the previous year of normal school transport options (2019).

7.8.5 Table 2 shows that, where there are complete data sets, there is an average reduction in NOx levels of 21% outside the schools with a School Street. The change in NOx levels for May is illustrated in Figure 3.

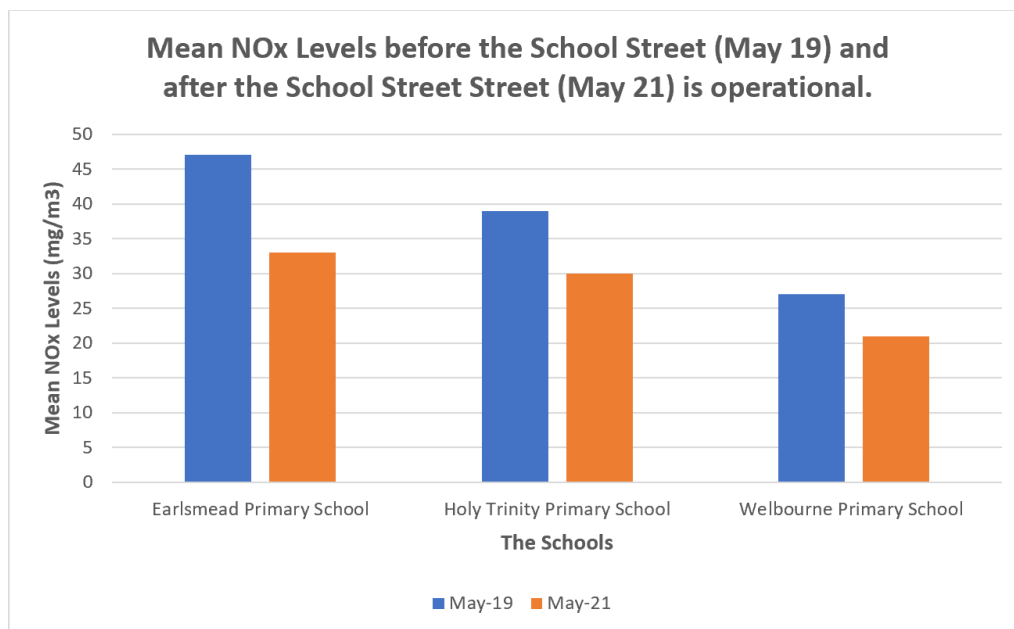


Figure 2 - Before and after NOx levels in the month of May

- 7.8.6 The data collected in Haringey is comparable to a Greater London Authority (GLA) study¹¹ on School Streets published in 2021. The GLA study showed that, from a sample of 35 schools in Enfield, Brent and Lambeth, nitrogen oxide levels dropped by 23% outside the schools monitored where a School Street was implemented.
- 7.8.7 This data indicates a significant reduction in NOx during pick up and drop off times delivered by School Streets between 2019 and 2021.
- 7.8.8 It is too early to say with certainty whether this data can be fully attributed to School Streets but, from the limited data available, it would indicate that the objective to improve air quality is being met. Ongoing monitoring will enable the Council to form a clearer view about the extent to which this objective has been achieved.

8 Consultation and engagement response

- 8.1 Residents and businesses within the 10 School Streets and in the surrounding streets were notified of the 6-month statutory consultation period prior to launch of the schemes and again reminded shortly before the end of that period. Press and street notices were also published. Responses could be made via a paper form or online.
- 8.2 Full details of the consultation approach and communication methods can be found in Section 2 of the Monitoring Report (Appendix A).
- 8.3 Statutory consultation took place as follows:
- Chestnuts Primary School – between November 2020 and May 2021
 - All other schools – between April 2021 and October 2021

¹¹ <https://www.london.gov.uk/press-releases/mayoral/school-streets-improve-air-quality>

8.4 Feedback received via the statutory consultation was generally very supportive with 56% of respondents saying that they support or strongly support the School Street in their area. However, there were variations in the result and the level of response, as shown in Figure 4 below and as detailed in the Monitoring Report, with some Schools Streets having higher levels of support than others.



Figure 3 - Feedback to the statutory consultation

8.5 In addition to the statutory consultation, feedback was also sought via two bespoke surveys (full details in the Monitoring Report):

- Headteacher surveys
- Parent / carer surveys

8.6 Headteachers (or a nominated member of staff) were all invited to respond to a survey that gave them the opportunity to provide formal feedback on the success of the schemes. The responses showed unanimous support for each of the 10 School Streets, with 100% saying they wanted their schools' scheme made permanent.

8.7 The parents and carers survey showed a slightly different picture to the statutory consultation results presented above in paragraph 8.4. Parents and carers showed excellent levels of support and all but two of the schools had over 75% of respondents supporting the principle of making the School Streets permanent. The two schools with lower levels of support were Highgate Primary (63%) and St. Paul's Primary with 39%.

8.8 In accordance with The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations¹², the Council must consider any objections that are made in writing and which state the grounds on which they are made.

¹² <https://www.legislation.gov.uk/uksi/1996/2489/regulation/8/made>

Therefore, the Cabinet Member for Environment, Transport and the Climate Emergency is asked to consider all comments made in response to the statutory consultation (Appendix B) alongside the Council's response to the themes of those objections (Appendix C).

8.9 It is recommended that the hours of operation of Rokesly Infants and Junior School Street are reduced:

- Existing: 8:15 to 9:45am and 2:30 to 3:45pm
- Proposed: 8:15 to 9:15am and 2:45 to 3:45pm

8.10 The proposed times are required because the school no longer has staggered entry and exit for classes, as they have moved out of Covid-19 restrictions, and therefore have compressed their gate opening times. The proposed change remains in line with Haringey's existing policy¹³. It is noted that this reduction in operational time does not require further statutory consultation.

9 Next steps for other School Streets

9.1 Since the adoption of the School Street Action Plan in Oct 2020, there has been a significant demand for traffic interventions around our schools. Alongside this there has been increased government and Transport for London funding that supports the Council's School Street ambition. This has enabled the Council to deliver more School Streets than it had originally planned. This has been achieved by reviewing and adapting the School Street Action Plan to maximise the number of School Streets and strong organisational focus. The Council has also identified and secured opportunistic and geographically based funding to the schools within the criteria of the funding, to deliver more.

9.2 Of the initial 30 School Streets set out in Batch 1 and 2 of the School Street Action Plan that was planned to be delivered between 2020 and 2025. 10 are referenced within this report. This covers 11 schools and with a recommendation to make them permanent. 5 School Streets are currently operational under an experimental traffic order and being monitored, with a recommendation due in summer 2022. 6 School Streets are in the design process and about to go live, and 3 are at the design stage. It should also be noted that as part of the Council's Low Traffic Neighbourhood implementation two additional School Streets of St Martin of Porres Roman Catholic Primary School and Trinity Primary School are in the process of being designed and about to go live. This shows that the Council has responded positively to the funding opportunities and delivered more School Streets within the agreed timeframe. With a total of 26 School Streets about to become operational.

9.3 Those School Streets currently operating under ETOs or are in the pipeline for delivery, are summarised in the table below.

¹³ Paragraph 7.5.1 of School Street Plan: "School Streets will close the highway directly outside the schools, with a timed closure outside a school starting 30 mins before the schools opening and closing times. And ending 15mins after the schools opening and closing times. Any traffic restrictions will operate rounded up to the nearest 15min period."

Phase	Schools	Notes / next steps
Batch 1c - four existing School Streets that were launched in September 2021	<ul style="list-style-type: none"> Coleridge Primary School Earlham Primary School Highgate Junior School The Mulberry Primary School 	The review of these existing experimental School Streets will commence in Spring 2022
School Streets within 3 LTN project areas (Bounds Green; St. Ann's; Bruce Grove & West Green)	<ul style="list-style-type: none"> Belmont Junior School and The Vale Bruce Grove Primary School Seven Sisters Primary School St Ann's Church of England Primary School St Martin of Porres Roman Catholic Primary School Trinity Primary Academy West Green Primary School The Grove School 	New School Streets due to launch in early 2022
Batch 1d	Devonshire Hill Primary School	Early engagement underway on possible new School Street to launch in 2022
	Harris Academy Tottenham	New School Street planned to launch in early 2022
	Lordship Lane	Existing School Street to convert to ANPR in 2022
	Alexandra Primary School	New School Street due to launch in 2022
Batch 1b	Harris Academy Coleraine Park	Existing School Street was extended into Wycombe Road in December 2022. Start experimental review in May 2022
Batch 2 and Batch 3 These schools are identified for delivery of a School Street 2022/23 – 2024/25:	<ul style="list-style-type: none"> Crowland Primary School / Gladesmore Secondary Lancasterian Primary School / The Vale Primary School St Francis de Sales Roman Catholic Primary School Noel Park Primary School North Harringay Primary School Seven Sisters Primary School South Harringay Primary School Stroud Green Primary School Hyland House School Lea Valley Primary School Rhodes Avenue Primary School St John Vianney Roman Catholic Primary School St Marys Primary School N15 St Pauls and All Hallows Church of England Federation Weston Park Primary School 	Design work on Batch 2 to commence in Spring 2022
		Design work on Batch 3 to commence in 2023/24

- 9.4 In addition to School Streets, the Council will continue to explore non-traffic interventions on streets where a School Street is not possible. Where funding is available this may include:
- pavement widening,
 - improved crossings
 - 'school keep clear' road markings
 - cycle parking

10 Contribution to strategic outcomes

- 10.1 Haringey Council is fully committed to reducing car dependency and supporting active travel as laid out in its Borough Plan, Transport Strategy and draft Walking and Cycling Action Plan.
- 10.2 Making permanent the 10 School Streets listed in Section 4 contributes to Outcome 9, Objective C of the Borough Plan, specifically the commitment to improve air quality around schools. It will also contribute to Outcome 10, Objective A of the Borough Plan, which aims to make Haringey a more attractive place for active travel.
- 10.3 Delivery of the Council's School Streets Plan, by promoting active travel and reducing car usage, will support the delivery of the Council's [Climate Change Action Plan](#).
- 10.4 School Streets also contribute to the delivery of the [Mayor of London's Vision Zero action plan](#), by reducing road danger outside of schools.

11 Statutory Officers' comments

Finance

- 11.1 This report seeks approval from the Cabinet Member for Environment, Transport and the Climate Emergency to make permanent the traffic orders associated with 10 existing School Streets, detailed in Section 4.
- 11.2 The costs of publishing the required notices and changes to traffic signs and infrastructure are in the region of £5,000 and can be contained within the existing School Streets budget.
- 11.3 The operating costs of this service are already included within existing revenue resources; including Penalty Charge Notices (PCNs) issued for moving traffic contraventions to cover said costs. As noted in the report, compliance is increasing at each School Street and this is expected to continue over time.
- 11.4 The purpose of the School Streets is not to generate income for the Council and all fines received and costs incurred will be used by the Council, in accordance with the requirements of Schedule 2 to the Local Authorities and Transport for London Act 2003.

- 11.5 It is noted that, on average, each School Street has cost £90,00. Tasks covered by these costs include: active travel engagement with the school and community, highways signage and notifications, independent road safety audits, traffic counts, cameras and set up (average two cameras per scheme), letter drops and communications to the school and community. It should be noted that these are average costs, and where School Streets require more cameras or increased level of signage that these costs increase.

Procurement

- 11.6 N/A

Legal

- 11.7 The Council's powers to achieve the expeditious movement of traffic are found in sections 6 and 9 of the Road Traffic Regulation Act 1984 ("RTRA").
- 11.8 Section 6 allows for the making of permanent traffic orders restricting or prohibiting use of a road or part of one by particular types of vehicles or pedestrians, referred to as traffic management orders ("TMO"); section 9 relates to the making of experimental traffic orders ("ETOs"), which may not last longer than 18 months and may be continued from time to time during the period of up to 18 months from the date the order first came into force.
- 11.9 When exercising its functions under the RTRA, the Council must under section 122(1) so far as practicable having regard to the matters specified in subsection (2) secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway.
- 11.10 The procedures that must be followed in relation to the making of ETOs are set out in regulation 22 of the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996 (the "1996 Regulations").
- 11.11 Regulation 23 of the 1996 Regulations deals with making ETOs permanent.
- 11.12 From the information within this report, it appears that the Council has complied with the 1996 regulations and what is being proposed is in compliance with the law.

Equality

- 11.13 The Council has a Public Sector Equality Duty under the Equality Act (2010) to have due regard to the need to:
- Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act
 - Advance equality of opportunity between people who share those protected characteristics and people who do not

- Foster good relations between people who share those characteristics and people who do not.

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

11.15 The School Streets Plan approved in November 2020 was subject to an equalities impact assessment (EqIA). This EqIA was updated in December 2021 and is provided in Appendix D. The EqIA identifies that:

- There is evidence that air pollution disproportionately affects children and young people. Therefore, the recommendations represent a step change to address a known inequality.
- The primary beneficiaries of the School Street programme will be young people, with older people, those with disabilities, and pregnant women also benefitting from improved air quality.
- Most of the protected groups are experiencing the negative impacts of poor air quality at a disproportionate rate and therefore School Streets will be a net positive.
- Those belonging to a protected group, such as disabled residents, will be accommodated by the School Streets scheme and their access to their areas of residence will not be negatively impacted.
- Any negative impacts to protected groups are a proportionate means to achieve a legitimate outcome.
- It also notes that the Council will take steps to identify and prevent or mitigate any adverse impacts that may arise for people who depend on car travel, such as people with limited mobility, pregnant women, and people who depend on private vehicles to attend places of worship, due to disability or for operational reasons (e.g. funerals).

11.16 Mitigation is made through the operation of an exemption system whereby certain groups (see existing policy in Appendix E) can apply for an exemption to the restrictions, where they meet the policy. The eligibility for exemptions is set out on the [Council's website](#).

11.17 Consultation has been carried out concurrently with the start of each scheme, under ETOs This has provided everyone with the opportunity to see the scheme in operation and to make comments accordingly.

11.18 The Council ensured that consultation documents were distributed to all households / businesses within each of the 10 School Streets areas to ensure that all stakeholders were made aware of the Council's plans, given information on how to apply for exemptions and how to give feedback during the experimental period.

12 Use of Appendices

- Appendix A – Monitoring Report and associated appendices
- Appendix B – All comments received in response to statutory consultation (grouped by support/object and by school)
- Appendix C – Objection themes and officer responses
- Appendix D – Equalities Impact Assessment (updated December 2021)
- Appendix E – Existing exemption policy