

DECISION MAKING REPORT

Report for: Interim Director of Environment & Neighbourhoods

Item number: N/A

Title: School Streets – Highgate Junior School change to operational times

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

Cabinet Member for Environment, Transport and the Climate Emergency

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

Ward(s) affected: Highgate

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

1 Describe the issue under consideration

- 1.1 This report seeks approval to change the operational times of Highgate Junior School Street (SS09) by revoking the existing experimental traffic order (ETO) and the making of a new ETO for the scheme. The report also sets out the approach to consultation, implementation and monitoring of this amendment.
- 1.2 The decision is delegated to the Director of Environment and Neighbourhoods in accordance with recommendation 3.4 of the School Street Action Plan approved by Cabinet in November 2020¹.

2 Recommendations

- 2.1 It is recommended that the Interim Director of Environment and Neighbourhoods:
- 2.2 approves a change to the operational times of Highgate Junior School Street (SS09)

From: 08.00 – 09.15 and 14.30 – 15.45
To: 08.00 – 09.15 and 15.00 – 16.30
- 2.3 approves the revocation of the existing order and the making of a new experimental traffic management order, made under section 9 of the Road Traffic Regulation Act 1984², to give effect to the amended hours of operation;
- 2.4 approves a letter drop to local residents and businesses, explaining:
 - the **Council's decisions**
 - the reasons for the amendment to the scheme
 - who may apply for an exemption, and how to apply
 - how anyone may comment upon or object to the revised scheme (for a period of six months from the date the revised scheme comes into operation)
 - how and when the scheme will be reviewed
- 2.5 notes that a further report will be brought, before the expiry of the experimental traffic management order, to the relevant decision maker(s) to consider any objections and to take a further decision whether to make the order permanent, make modifications or let the order lapse which, in turn, would require the removal of the traffic scheme.

3 Background Information

- 3.1 A 'School Street' is a relatively simple traffic management scheme but it can have a dramatic effect in addressing problems associated with 'school run' traffic.

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

² [The Local Authorities' Traffic Orders \(Procedure\) \(England and Wales\) Regulations 1996](#)

3.2 In November 2020 a report was approved by Cabinet for the budget and implementation of ‘School Streets’ in proximity to most of the primary schools in the borough. It set out the benefits to school pupils and residents alike which align with the Council’s strategic outcomes listed in section 6 of this report and include:

- Reduced congestion and car use near schools
- Reduced road danger and improved safety for pupils and parents and carers travelling to and from school
- Encouraging active travel to schools
- Improved air quality around schools

3.3 On 22 February 2021³, a delegated authority decision was taken to introduce a School Street near this school.

3.4 On 25 August 2021⁴, notice was given that the council had made an experimental traffic management order which came into effect on 5 September 2021.

4 Reasons for Decision

4.1 On 5 September 2021, a new School Street was launched in Bishopswood Avenue (south of Broadlands Road) which bounds the eastern side of Highgate Junior School.

4.2 The hours of operation approved were 08.00 – 09.15 and 14.30 – 15.45. They were determined in conjunction with the school and aligned to the policy established in paragraph 7.5.1 of the November 2020 Cabinet report:

“7.5.1 In most instances School Streets will close the highway directly outside the schools, with a timed closure outside a school starting 30 mins before the schools opening and closing times. And ending 15mins after the schools opening and closing times. Any traffic restrictions will operate rounded up to the nearest 15min period.”

4.3 Since the scheme came into effect the school has advised the council the times in the morning work well, however in the afternoon a large number of parents time their arrival to enter the controlled area immediately after the controlled period ends, resulting in congestion and danger to pupils.

4.4 The school have requested that the council consider changing the hours to 08.00 – 09.15 (no change from existing) and 15.00 – 16.30 (starts and ends later than at present, 15 minutes longer than at present).

³ <http://minutes.harinet.haringey.gov.uk/ieDecisionDetails.aspx?ID=2553>

⁴ <https://www.haringey.gov.uk/parking-roads-and-travel/roads-and-streets/traffic-management-orders/list-traffic-management-orders-2021>

4.5 In terms of afternoon dismissal at the school:

- Pre Prep (infant) dismissal is at 15:30
- Junior school dismissal commences at 15:45
- There is significant co-curricular activity until at least 16:15 with large numbers of pupils leaving site at that time.

4.6 The school considers that the proposed change to the times of operation remain **consistent with the council's policy**. Officers support the proposed hours in that the:

- proposed starting time in the afternoon (15:00) conforms to the policy of commencing 30 minutes before dismissal.
- proposed end time in the afternoon (16:30) ensures that pupils leaving site following co-curricular activities are offered the protection of the School Street.

4.7 Officers have sought reassurance that the school has taken steps to improve the situation. The school have explained that they have actively promoted and raised awareness of the School Street initiative by regular updates on our weekly 'Schoolpost' which is emailed to all parents, carers, and staff, in addition to including information on School streets on the School transport brochure available on our School website, which also promotes active and sustainable travel to the School.

4.8 The school also inform us that they contacted all staff and parents informing them of their desire to extend the controlled period and the possibility of a further 6-month trial. We understand that there were no objections, and the feedback was strongly supportive from the parents, carers, and staff.

5 Finance

5.1 The total cost of delivering this amendment is estimated to be £2,000. These costs can be contained within the capital budget assigned for Active Travel School Streets (10006236).

6 Consultation

6.1 The location and concept design was consulted through the decision-making process of the November 2020 Cabinet report.

6.2 The Active Travel Team worked closely with the schools in the preparation of the design.

6.3 The Cabinet Member for Environment, Transport and the Climate Emergency was consulted during the drafting of this report.

6.4 Ward members will be advised of the decision contained within this report.

- 6.5 Comment has been sought from the police and, in accordance with The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 (the Regulations), emergency services will be formally consulted prior to the making of the traffic order.
- 6.1 Residents and businesses have not yet been directly consulted on a change to the times of operation. This report recommends the use of an experimental traffic order which:
- can come into effect 7 days after notice is published in the press
 - will last for a maximum of 18 months after the order is put into effect
 - provides a 6-month statutory consultation period from the date when the scheme comes into effect
 - provides a further 6-month consultation period if the scheme is varied (after giving notice and only during the first 12 months of the scheme being in effect)
- 6.2 In addition to the statutory notification in the press and on-street, a letter explaining the change and how to comment or object will be distributed to residents in the vicinity. The letter will provide a link to a Council website form where people can comment or object to the scheme. Feedback can be made via a paper insert provided alongside the consultation document.
- 6.3 A review will be carried out once the statutory consultation period has ended. One month prior to the end of the statutory consultation period, a letter will be sent to those in the area, encouraging and reminding them to provide feedback on the experiment.

7 Alternative options considered

- 7.1 Do nothing. This is not considered an option as the current hours of operation are not meeting the scheme objectives of significantly reducing motor vehicles outside the school gate at school dismissal times.

8 Contribution to strategic outcomes

- 8.1 This action contributes to Outcome 9, Objective C of the Borough Plan – specifically the commitment to improve air quality around schools.
- 8.2 The implementation of an amendment to the design of this School Street will also contribute to Outcome 10, Objective A of the Borough Plan, which aims to make Haringey a more attractive place for active travel.
- 8.3 School Streets improve road safety outside of schools, contributing to the **Mayor of London's Vision Zero** target.
- 8.4 The School Streets Plan, by promoting active travel and reducing car usage, **will support the Council's Climate Change Action Plan and complement the forthcoming Walking and Cycling Action Plan.**

9 Statutory Officers' comments

Legal

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

Finance

- 9.3 This report seeks approval from the Interim Director of Environment and Neighbourhoods for amendments to the School Street design at Highgate Junior School, for £2,000.
- 9.4 **The cost of this proposal can be fully met from the Council's existing capital MTFs budget, under capital scheme reference 119 – Schools Street and internal order number: 10006236.**

Equality

- 9.5 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.
- 9.6 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.
- 9.7 The policy report for School Streets was subject to an equalities impact assessment (EqIA) subsequently reviewed in March 2022⁵. The report and EqIA identified that:
- There is evidence that air pollution disproportionately affects children and young people. Therefore, the recommendations represent a step change to address a known inequality.

⁵ <https://www.minutes.haringey.gov.uk/ielssueDetails.aspx?lId=78374&Opt=3>

- 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.

9.8 Mitigation is made through the implementation of an exemption permit system whereby certain groups can apply for an exemption to the restriction, where they meet the specified policy criteria.

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

9.10 Documents will be distributed to all households / businesses within the area to ensure that all stakeholders are made aware of the **Council's** decision to amend the scheme and how to give feedback. Feedback can be made online or via a paper insert provided alongside the consultation document.

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

10 Appendices

- None

11 Local Government (Access to Information) Act 1985

- N/A