

DECISION MAKING REPORT

Report for: Head of Highways and Parking

Item number: N/A

Title: Amendments to Lordship Lane Primary School Street

Report
authorised by: Simi Shah, Group Engineer Traffic & Parking

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Ward(s) affected: Woodside

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

1 Describe the issue under consideration

- 1.1 This report seeks approval, in respect to Lordship Lane Primary School Street (SS30), to: amend the operational times, change the enforcement mechanism from removable bollards to CCTV and introduce ‘virtual’ (paperless) exemptions.

2 Recommendations

It is recommended that, the Head of Highways and Parking:

- 2.1 approves the plan set out in Appendix A and described in paragraphs 4.1 to 4.6 of this report for Lordship Lane Primary School Street (SS30) for statutory consultation;
- 2.2 authorises the Senior Traffic Order Maker to make all necessary changes to the Lordship Lane Primary School Street (SS30) traffic management orders to give effect to the recommendations in recommendations 2.1 save that all representations received in respect of the changes proposed to the traffic regulation orders will be reported back to Head of Highways and Parking to have due regard to before deciding whether to make the changes to the traffic regulation orders.

3 Background Information

- 3.1 A ‘School Street’ is a relatively simple traffic management scheme but it can have a significant effect in addressing problems associated with ‘school run’ traffic by designating a ‘pedestrian and cycle zone’ outside the school gates.
- 3.2 In September 2018¹ a delegated authority decision was taken to introduce the borough’s first School Street in Ellenborough Road (south of Granville Road) near Lordship Lane Primary School. The Lordship Lane Primary School Street came into effect in 2019.
- 3.3 In November 2020 the School Steet Action Plan was approved by Cabinet for the budget and implementation of ‘School Streets’ in proximity to most of the remaining 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

¹ <https://www.minutes.haringey.gov.uk/ieDecisionDetails.aspx?ID=2264>

4 Reasons for Decision

Lordship Lane School Street

- 4.1 As noted above, the introduction of Lordship Lane Primary School Street preceded the adoption of the School Street Action Plan which set out a consistent set of design principles for future School Streets.
- 4.2 This report aims to align the existing Lordship Lane Primary School Street to the policies subsequently approved and contained within the School Street Action Plan, notably by making a permanent traffic order to give effect to:
- a) Amending the hours of operation
From: 08.00 – 09.15 and 14.45 – 15.30
To: 08.15 – 09.15 and 14.45 – 15.45
 - b) Changing the method of enforcement of the moving traffic restriction from a drop-down lockable bollard (operated by school staff) to enforcement by Automated Number Plate Recognition (ANPR) CCTV
 - c) Giving properties on Ellenborough Road (south of Granville Road) the right to a virtual exemption (see criteria in Appendix B) so that exempt motor vehicles can pass through the restriction without risk of a Penalty Charge Notice (PCN).
- 4.3 The above changes are consistent with our existing policies and the approach taken at our 22 other School Streets in the borough.
- 4.4 Whilst the principle of the scheme is not under review it is worth noting that the School Street seems to be achieving its objectives. Annual Hands-Up surveys (carried out by the school) show that between 2017 and 2021 (before vs after the launch of the school street):
- car trips to school have reduced from 23% to 15%
 - active travel has increased from 62% to 77%
- 4.5 Whilst impossible to attribute solely to the School Street it would indicate that the scheme is successfully meeting its objectives.
- 4.6 The hours are recommended to be changed – by 15 minutes less in the morning and 15 minutes more in the afternoon – to ensure that they align with the policy established in paragraph 7.5.1 of the November 2020 Cabinet report (below) which is intended to provide a suitable operational window to help with school arrivals and departures:

“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 15 mins after the schools opening and closing times. Any traffic restrictions will operate rounded up to the nearest 15min period.”

5 Finance

- 5.1 The total cost of delivering this amendment is estimated to be £40,000. These costs can be contained within the capital budget assigned for Active Travel School Streets (10006236).

6 Consultation

- 6.1 The Cabinet Member for Environment, Transport and the Climate Emergency was consulted regarding the changes proposed in recommendations 2.1 and 2.2.
- 6.2 Ward members will be advised of the decisions contained within this report in due course.
- 6.3 The Active Travel Team worked closely with the schools in the preparation of the proposed amendments for Lordship Lane Primary School Street.
- 6.4 Informal comment has already been sought from the police in respect to Lordship Lane Primary School Street.
- 6.5 The changes recommended in this report will be subject to statutory consultation procedures set out in Part II and schedule 1 and II of The Local **Authorities’** Traffic Orders (Procedure) (England and Wales) Regulations 1996 (the Regulations), this includes the publication of proposals and statutory consultation for 21 days.
- 6.6 In addition to the statutory consultation requirements the council will consult residents and businesses in the immediate vicinity by way of a letter drop that explains:
- the Council’s decision
 - the reasons for the amendment to the scheme
 - who may apply for an exemption, and how to apply
 - how anyone may object to or comment upon the amended scheme (for a period of three weeks from the notice of proposal)
- 6.7 Should representations be received, a further delegated report will be brought to the Head of Highways and Parking to consider those representations and decide whether to make the traffic order with or without modification.
- 6.8 If no representations are received a written record of this fact will be prepared.

7 Alternative options considered

- 7.1 Do nothing. This is not considered an option as the current hours of operation are not fully aligned with the scheme objectives and the use of a drop-down bollard is proving to be operationally difficult for the school.

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 of the Borough Plan, which aims to make Haringey a more attractive place for active travel.
- 8.3 The School Streets Plan, by promoting active travel and reducing car usage, **will support the Council's Climate Change Action Plan** and complement the Walking and Cycling Action Plan.
- 8.4 School Streets improve road safety outside of schools, contributing to the **Mayor of London's Vision Zero** target.

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).
- 9.2 Before an order is made the measures proposed to regulate or control traffic in the order must be consulted on as described in section 6 of this report, and where representations are received, they must be considered before an order is made.
- 9.3 Section 122 of the RTRA requires the Council to have regard to factors pointing in favour of imposing a restriction on the movement of traffic and those pointing in favour of securing the convenient and safe movement of such traffic, balancing the various considerations and concluding that the restrictions represent an appropriate outcome.
- 9.4 The factors which have pointed in favour of amending the restrictions on the movement of traffic in the traffic orders for Lordship Lane Primary School Street have included the objective of securing the safe movement of pedestrians and cycle traffic.

The approval of changes to the traffic management orders for Lordship Lane Primary School Street can be exercised by Head of Highways and Parking in

accordance with the delegation given by the Director of the Environment and Neighbourhood in his scheme of authorisation dated 14 December 2021 and the delegation to Senior Traffic Order Maker to make all necessary changes to the traffic management orders in accordance with Section E of Part Three of the Council's Constitution.

Finance

- 9.5 This report seeks approval from the Head of Highways and Parking for amendments to the School Street design at Lordship Lane Primary School, for £40,000.
- 9.6 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

- 9.7 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.
- 9.8 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.
- 9.9 The School Street Action Plan was subject to an equalities impact assessment (EqIA) subsequently reviewed in March 2022². The report and EqIA identified in Section 3 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.

² <https://www.minutes.haringey.gov.uk/ielssueDetails.aspx?lId=78374&Opt=3>

- 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.

9.10 The recommendations contained within this report are considered to be consistent with the EQIA detailed above

9.11 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.

9.12 Consultation will be carried out prior to the scheme amendment. This provides everyone the opportunity to comment prior to coming into effect.

9.13 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.

9.14 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

- Appendix A – School Street plan
- Appendix B – Exemption criteria

11 Local Government (Access to Information) Act 1985

- N/A