

Report for: Cabinet Member for Environment, Transport and the Climate Emergency

Title: Review of five School Streets

Report authorised by: Eubert Malcolm, Interim Director of Environment and Neighbourhoods

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Ward(s) affected: Crouch End, Northumberland Park, Tottenham Hale, Woodside

Report for Key/

Non-Key Decision: Key

1 Describe the issue under consideration

1.1 To report the impact of five School Streets introduced under experimental traffic orders (ETOs) made on the following dates:

- Coleridge Primary School Street (SS21) made on 20 August 2021
- Earlham Primary School Street (SS22) made on 20 August 2021
- The Mulberry Primary School Street (SS23) made on 20 August 2021
- Harris Primary Academy Coleraine Park School Street (SS07) made on 1 April 2021, subsequently revoked with a new ETO made on 23 November 2021
- Harris Academy Tottenham School Street (SS08) made on 11 March 2022

1.2 To consider all statutory objections made in response to the ETO consultations, as well as other feedback received.

1.3 To seek approval to make permanent all ETOs associated with the above five School Streets.

2 Recommendations

2.1 That the Cabinet Member for Environment, Transport and the Climate Emergency:

- a) Notes the outcome of the trial/experimental period of the five School Streets, as detailed in the Monitoring Report (Appendix A);
- b) Considers the objections to each School Street (Appendix B) and officer's responses to the themes raised (Appendix C);
- c) Approves the making permanent of all ETOs associated with the five School Streets shown in the plans contained in Appendix A4, subject to the outcome of any statutory traffic order procedures.

3 Reasons for decisions

- 3.1 As set out in Haringey Council's School Streets Plan¹ and subsequent delegated authority decisions, the Council agreed to implement five School Streets (shown in the plans contained in Appendix A4) using experimental traffic orders (ETOs).
- 3.2 The procedures for an ETO are defined by legislation². An ETO can last for a maximum of 18 months and involves a 6-month statutory consultation that commences from the date that the order comes into effect. It runs concurrently with the commencement of the scheme. After 6 months (but before 18 months has expired), 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.
- 3.3 The use of ETOs has enabled the swift implementation of School Streets. The decision to use ETOs was taken, in part, by a need to respond to the Covid-19 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.
- 3.4 As the 6-month statutory consultation period has completed on all five School Streets, it is possible for the Council to take a decision on whether to make permanent the traffic orders associated with those School Streets.
- 3.5 The five School Streets under consideration in this report are shown in the plans contained in Appendix A4 and referred to as:
- a) Coleridge Primary School Street (SS21)
 - b) Earlham Primary School Street (SS22)
 - c) Harris Academy Coleraine Park Street (SS07)
 - d) Harris Academy Tottenham School Street (SS08)
 - e) The Mulberry Primary School Street (SS23)
- 3.6 The decision to make permanent the above five School Streets 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

4 Alternative options considered

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

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

- 4.1 Do Nothing – i.e., let the experimental traffic orders lapse
 - 4.1.1 This option was rejected as it would mean the Council would need to remove the infrastructure associated with the five School Streets listed in paragraph 3.5.
 - 4.1.2 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.
 - 4.1.3 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 Walking and Cycling Action Plan.
- 4.2 Extend the length of the experimental period before a decision is made.
 - 4.2.1 This option was rejected because, if time runs out on the ETO, the default position is that the order lapses and is no longer enforceable. Alongside this, there is evidence from other School Streets projects that little would change or be gained within an extra 6-month time period (where possible).

5 Background Information

- 5.1 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 has 23 School Streets in Haringey. Nearly 6km of our streets have been converted to pedestrian and cycle zones at school-run times. This is helping our children to walk, cycle and wheel to school more safely – and in cleaner air - than before. This report marks the end of the experimental period for five of those School Streets.
- 5.2 The health of the borough’s children is one of the Council’s highest priorities. 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.
- 5.3 The 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.
- 5.4 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.
- 5.5 School Streets are a proven³ method for increasing active travel, reducing harmful air pollution and reducing road danger around schools.

³ <http://schoolstreets.org.uk/>; <https://content.tfl.gov.uk/school-streets-evaluation-report-website.pdf>

- 5.6 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 as per the policy established in the School Street Plan, and designed in partnership with each of the schools.
- 5.7 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, for example children with SEND.
- 5.8 In response to a motion⁴ passed by Full Council in March 2019, a School Streets Plan was prepared. The purpose of this plan was to enable the 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.
- 5.9 Further background information can be found in the School Streets Plan⁵ approved by Cabinet in November 2020.
- 5.10 Delegated decisions taken by the Director of Environment and Neighbourhoods on 22 February 2021⁶, Assistant Director Direct Services on 8 July 2021⁷ and the Director of Environment and Neighbourhoods on 15 February 2022⁸ approved the implementation of the five School Streets set out in paragraph 3.5.
- 5.11 Following the above decisions, School Streets were launched near the following schools:
- 26 April 2021 - Harris Academy Coleraine Park
 - 6 September 2021 – Coleridge Primary, Earlham Primary and The Mulberry Primary schools
 - 1 March 2022 – Harris Academy Tottenham
- 5.12 It is noted that the Harris Academy Coleraine Park School Street was initially launched on 26 April 2021. However, the scheme was reviewed⁹ and amended in December 2021 to extend the size of the School Street. The initial ETO was revoked and a new ETO was made that came into effect in 6 December 2021.
- 5.13 The cost of delivering the infrastructure and the community engagement around the School Streets has been on average £90,000 per School Street. Measures 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

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

⁷ <https://www.minutes.haringey.gov.uk/ieDecisionDetails.aspx?id=2634&LLL=0>

⁸ <http://minutes.harinet.haringey.gov.uk/ieDecisionDetails.aspx?ID=2758>

⁹ <http://minutes.harinet.haringey.gov.uk/ieDecisionDetails.aspx?ID=2689>

drops and communications to the school and community. These costs and measures are required to enable the delivery of the experimental traffic orders and its requirements. These costs have been managed within the Capital Programme (School Streets) for the Council. The cost associated with making the experimental traffic orders permanent (which is the reason for this report) is approximately £5,000 per school; this will pay for the publishing of the required notices and any minor changes to traffic signs and infrastructure. These will be managed through the same budgets and process.

6 Evaluation of the experimental School Streets

6.1 As set out in the School Street Plan and Section 3 of this report, the objectives of School Streets are as follows:

- Objective 1: Reduce congestion and car use near schools
- Objective 2: Reduce road danger and improve safety for pupils and parents/carers travelling to and from school
- Objective 3: Encourage active travel to schools
- Objective 4: Improve air quality around schools

6.2 The Council has undertaken a review of the data available for the five 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.

6.3 The full review is provided in the Monitoring Report (Appendix A) with the key points set out in the following sections of this report.

6.4 Objective 1: Reduce congestion and car use near schools

6.4.1 Traffic data

6.4.2 Automated traffic counts (ATCs) were undertaken 'before' and 'after' the School Streets were launched. The data in Table 1 below shows the change in traffic volume within the School Streets (summarised from Appendix A2).

6.4.3 As identified by Transport for London and other authorities, travel behaviour and traffic volumes in London were significantly impacted by Covid-19. 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 Covid-19 upon traffic levels.

BEFORE Vs AFTER Summary of Automated Traffic Counts (ATC) within the School Street restriction	Change in traffic volume (AM)	Change in traffic volume (PM)	Change in traffic volume (AM+PM)	Change in traffic speed
Coleridge Primary School	-80%	-68%	-74%	-2%
Earlham Primary School	-41%	-65%	-54%	5%

The Mulberry Primary School	-69%	-55%	-62%	-21%
Harris Academy Tottenham	-88%	-89%	-88%	-8%
Harris Primary Academy Coleraine Park	-55%	-23%	-38%	2%
Average	-67%	-60%	-63%	-5%

- 6.4.4 Across all five School Streets, the ATC data indicates there has been an average reduction in vehicle volumes by 63%. This represents a significant re-balancing of the street space: from motor-vehicle dominated, to pedestrian and cycle dominated spaces.
- 6.4.5 This transition is evident not only by the reduced number of vehicles recorded by the ATCs as illustrated above, but also by observation by officers and anecdotally from the schools.
- 6.4.6 The School Streets are not physically closed to motor vehicles and rely upon standard traffic signs with enforcement by CCTV. Therefore, the ATCs will have counted all vehicles entering the zone during operating hours, including exempt vehicles (e.g., School Street residents or registered Blue Badge holders) as well as unauthorised vehicles that may have received a PCN.
- 6.4.7 It is noted that the total number of bicycles counted via the ATC in and around the School Streets has risen at all School Streets (average increase of 24%) except Earlham Primary where a reduction was recorded. However, this is not corroborated in the parent/carer survey which included a question on pupil's travel patterns (see section 6.7).
- 6.4.8 The table above does show a small increase in traffic speeds at Earlham School Street (in Earlham Grove) and at Harris Tottenham (in Ashley Road) albeit accounted for by far fewer vehicles. However, analysis shows that the average speed after introduction of the School Street remained below the 20mph speed limit and the changes were very modest (eg an increase from an average of 10.9mph to 11.4mph in Earlham Grove) and therefore well within the speed limit of the road.
- 6.4.9 Having taken into account all authorised and unauthorised motor vehicle movements, the traffic reduction objective has clearly been achieved with an average 63% reduction in traffic volume.

6.5 Enforcement data

- 6.5.1 The School Streets are enforced by automatic number plate recognition (ANPR) cameras which issue a penalty charge notice (PCN) to vehicles that contravene the restriction¹⁰.
- 6.5.2 The level of compliance of the traffic signs has risen rapidly since the cameras became operational. Over the experimental period, the number of PCNs sent out per month has fallen by more than a half (61%). The average number of PCNs sent out per camera has decreased from a maximum of 12.3 per day (Sept '21) to 5.6 per day (July '22).
- 6.5.3 In view of the above, 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.

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

- 6.6.1 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 Police¹¹, are not yet available for the review period. In addition, at least three years' worth of casualty data is usually required to identify trends.
- 6.6.2 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.
- 6.6.3 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.

6.7 Objective 3: Encourage active travel to school

- 6.7.1 During March-May and October-November 2022, 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.

¹⁰ 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

¹¹ <https://tfl.gov.uk/corporate/publications-and-reports/road-safety>

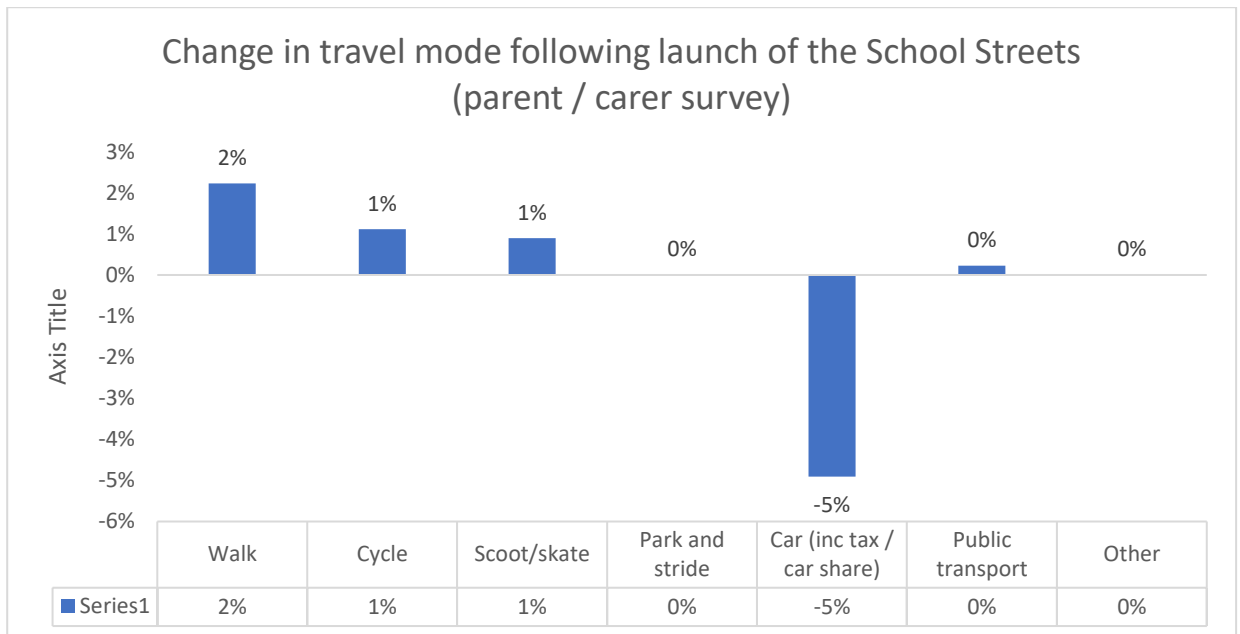


Figure 1 - Summary of parent and carer survey - travel mode before and after launch of School Street

- 6.7.2 The survey indicated that, overall, there had been a 4% increase in walking, cycling and scooting to school and a 5% decrease in car-based trips (including park and stride). This data is shown in Figure 1.
- 6.7.3 The data indicates that the objective to encourage more active travel has been met.
- 6.7.4 There is some variation in the levels of change achieved at the different School Streets, as set out in more detail in the Monitoring Report.
- 6.7.5 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. It is intended that, in future and if resources allow, the plan is to carry out 'hands-up' surveys with pupils before and after, to supplement the parent survey data.
- 6.7.6 Further data on modal shift will be collated on an annual basis through the Sustainable Travel: Active, Responsible, Safe (STARS12) accreditation scheme enabling further conclusions to be drawn on the objective's success.
- 6.7.7 It is also worth noting that changes in travel behaviour often take a while to take hold. As one of the School Streets has only been in for 7 months, this change may not have been fully realised. However, as the reduction in motor vehicles around the school gates becomes more accepted and safety demonstrated, it is hoped that more people will use active travel journeys as a matter of course.

¹² <https://stars.tfl.gov.uk/About/About>

6.8 Objective 4: Reduction in pollution

- 6.8.1 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.
- 6.8.2 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.
- 6.8.3 Of the schools under review, historic nitrogen oxide (NOx) data is only available for Coleridge Primary School.
- 6.8.4 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).

	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
NOx Levels (2019)	41	46	34	44	38	26	Missing data	34	40	36	38	38
NOx Levels (2020)	38	34	21	25	16	28	28	30	34	40	37	21
NOx Levels (2021)	32	33	31	33	32	28	28	22	41	30	28	29
NOx Levels (2022)	31	31										

Table 1. shows the NOx Levels (in $\mu\text{g}/\text{m}^3$) outside Coleridge School by month.

- 6.8.5 Table 1 shows that there is an average reduction in NOx levels of 30% outside the school with a School Street.
- 6.8.6 The data collected in Haringey is comparable to a Greater London Authority (GLA) study¹³ 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.
- 6.8.7 This data indicates a significant reduction in NOx during pick up and drop off times delivered by School Streets between 2019 and 2021.
- 6.8.8 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

¹³ <https://www.london.gov.uk/press-releases/mayoral/school-streets-improve-air-quality>

Council to form a clearer view about the extent to which this objective has been achieved.

7 Consultation and engagement response

- 7.1 Residents and businesses within the five 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.
- 7.2 Full details of the consultation approach and communication methods can be found in Section 2 of the Monitoring Report (Appendix A).
- 7.3 Statutory consultation took place as follows:
- Harris Academy Coleraine Park – between 26 April 2021 and 26 October 2021, and subsequently between 5 December 2021 and 5 June 2022.
 - Coleridge Primary School, Earlham Primary School and The Mulberry Primary School (SS23) – between 6 September 2021 and 6 March 2022
 - Harris Academy Tottenham (SS08) – 27 March 2022 and 27 September 2022
- 7.4 Feedback received via the statutory consultation was generally very supportive with 60% 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 2 below and as detailed in the Monitoring Report, with some Schools Streets having higher levels of support than others.
- 7.5 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
- 7.6 Headteachers (or a delegated member of staff) were 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 five School Streets, with 100% saying they wanted their schools' scheme made permanent.

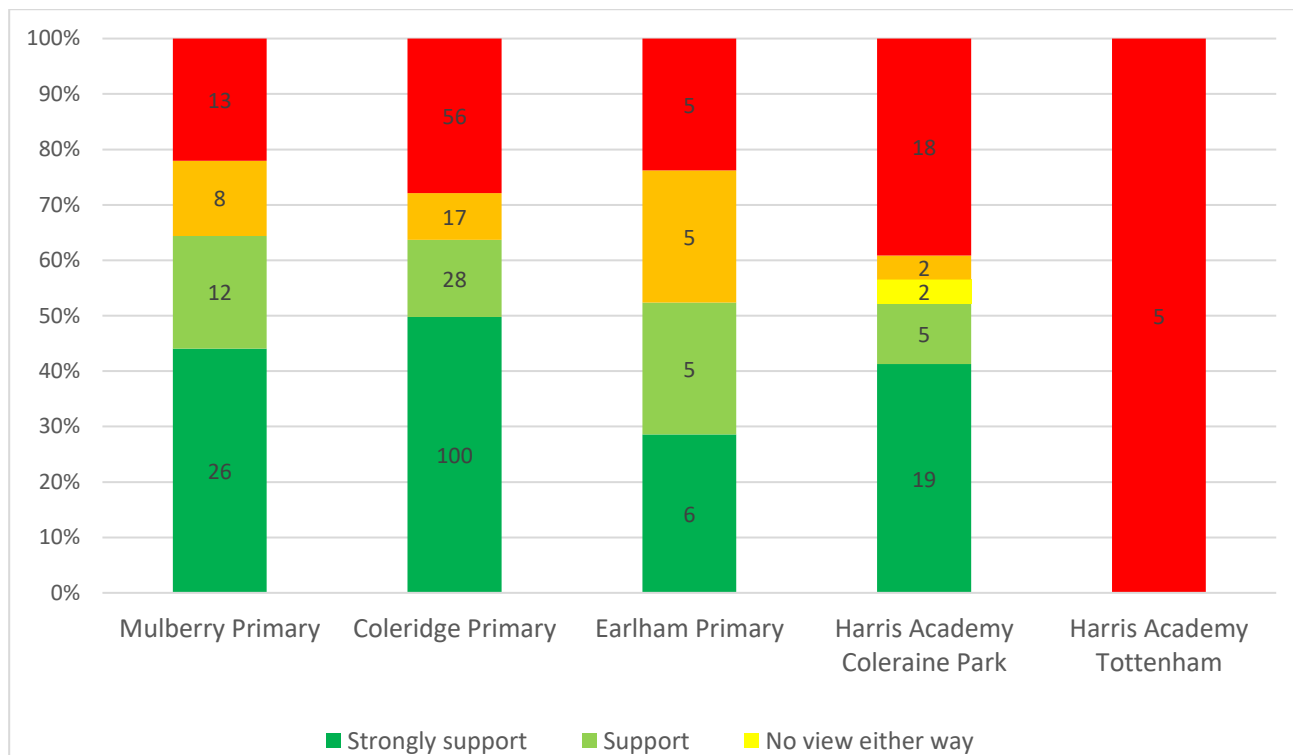


Figure 2 - Feedback to the statutory consultation

- 7.7 Feedback from the Head Teacher at Coleridge Primary was that the school was keen to extend the School Street into the cul-de-sac section of Crescent Road. At the time of writing this report, this option was being publicly consulted upon.
- 7.8 The parents and carers survey showed a slightly different picture to the statutory consultation results presented above in paragraph 7.4. 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 Harris Academy Coleraine Park (60%) and Harris Academy Tottenham (50%). It is noted that Earlham Primary and Harris Academy Coleraine Park had relatively low levels of response from parents and carers.
- 7.9 In accordance with The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations¹⁴, the Council must consider any objections that are made in writing, and which state the grounds on which they are 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).

¹⁴ <https://www.legislation.gov.uk/uksi/1996/2489/regulation/8/made>

8 Contribution to strategic outcomes

- 8.1 Haringey Council is fully committed to reducing car dependency and supporting active travel as laid out in its Borough Plan, Transport Strategy and Walking and Cycling Action Plan.
- 8.2 Making permanent the five School Streets considered in this report 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.
- 8.3 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](#).
- 8.4 School Streets also contribute to the delivery of the [Mayor of London's Vision Zero action plan](#), by reducing road danger outside of schools.

9 Statutory Officers' comments

Finance

- 9.1 This report is for the Cabinet Member for Environment, Transport and the Climate Emergency to approve the recommendations set out in para 2.1.
- 9.2 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.
- 9.3 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.
- 9.4 It is noted that, on average, each School Street has cost £90,000. 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

- 9.5 N/A

Legal

- 9.6 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").
- 9.7 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.

- 9.8 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.
- 9.9 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”).
- 9.10 Regulation 23 of the 1996 Regulations deals with making ETOs permanent.
- 9.11 A consultation will not be lawful unless it is (1) undertaken at a time when proposals are still at a formative stage; (2) sufficient reasons are given for any proposal to enable people who are interested in the same to consider the proposals and make representations; (3) adequate time has been given for such consideration and response; and (4) all representations have been conscientiously taken into account when finalising the proposals.
- 9.12 From the information within this report, it appears that the Council has complied with the 1996 regulations and the orders can be made permanent.

Equality

- 9.13 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.
- 9.14 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.
- 9.15 The School Street Action Plan was subject to an equalities impact assessment (EqIA) subsequently reviewed in March 2022¹⁵. The report (and section 3 of the EqIA) identified that:
- There is evidence that air pollution disproportionately affects children and young people. Therefore, the recommendations represent a step change to address a known inequality.
 - The primary beneficiaries of the School Street programme will be young people, with older people, those with disabilities, and pregnant women also benefitting from improved air quality.

¹⁵ <https://www.minutes.haringey.gov.uk/ielssueDetails.aspx?Ild=78374&Opt=3>

- Young people, older people, those with disabilities and pregnant women will benefit because they disproportionately suffer from poor air quality.
- Those people with disabilities will be accommodated by the School Streets scheme and their access to their areas of residence will not be negatively impacted by way of the exemption permit system, the criteria for which is set out in Appendix D.
- 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.

9.16 The recommendations contained within this report are considered to be consistent with the EqIA detailed above.

9.17 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. The groups currently provided for are set out in Appendix D. Those holding a valid exemption are allowed to drive into the School Street during operational times.

9.18 Consultation was carried out prior to the scheme being recommended to be made permanent. This has provided everyone the opportunity to comment prior to it becoming permanent.

10. 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 – Existing exemption policy

11. Local Government (Access to Information) Act 1985

N/A