



School Streets Monitoring Report #2

Assessment of five experimental School Streets launched between April 2021 and March 2022
20 December 2022 (v4)

Tim Walker

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Introduction

Background

1. In November 2020, Cabinet approved the current School Street programme through the [School Street Action Plan](#)
2. The Plan sets out the policy position for School Streets and a four year programme to implement School Streets outside 40 primary schools in the borough
3. The main reasons given in the Plan for implementing School Streets are to:
 - a) Keep London's air as clean as possible to protect everyone's health and tackle the climate emergency
 - b) Encourage people to walk, cycle or scoot more often, or take it up for the first time
 - c) Provide a safer, calmer street outside the school gate to benefit school children and local residents alike
 - d) Increase space for social distancing



A School Street is typically a road (or roads) outside a school with a timed restriction on motorised traffic at school drop-off and pick-up times

Report objectives

1. Review the outcome of five experimental School Streets launched between April 2021 and March 2022
2. Provide the evidence base for recommendations to the Cabinet Member for Environment, Transport and the Climate Emergency to determine if the five experimental School Streets should be made permanent, amended or revoked

Locations

Delivery batch	SSID	School	Launch date	Postcode	Ward	Streets (wholly or partially) impacted by SS closure	Decision to make ETO
1b	SS07	Harris Academy Coleraine Park	26/4/2020	N17 9XT	Northumberland Park	Glendish Road, Halefield Road (extended to Wycombe Road in December 2021)	Approved 22/2/21 Approved 14/9/21
1c	SS21	Coleridge Primary School	6/9/2021	N8 9QX	Crouch End	Waverley Road, Haslemere Road	Approved 8/7/21
1c	SS22	Earlham Primary School	6/9/2021	N22 5HJ	Woodside	Earlham Grove	Approved 8/7/21
1c	SS23	The Mulberry Primary School	6/9/2021	N17 9RB	Tottenham Hale	Parkhurst Road, Sherringham Avenue, Seymour Avenue	Approved 8/7/21
1d	SS08	Harris Academy Tottenham	28/3/2022	N17 9LN	Tottenham Hale	Ashley Road	Approved 15/2/22

Map



The five School Streets under review have designated ~2km of pedestrian and cycle zones

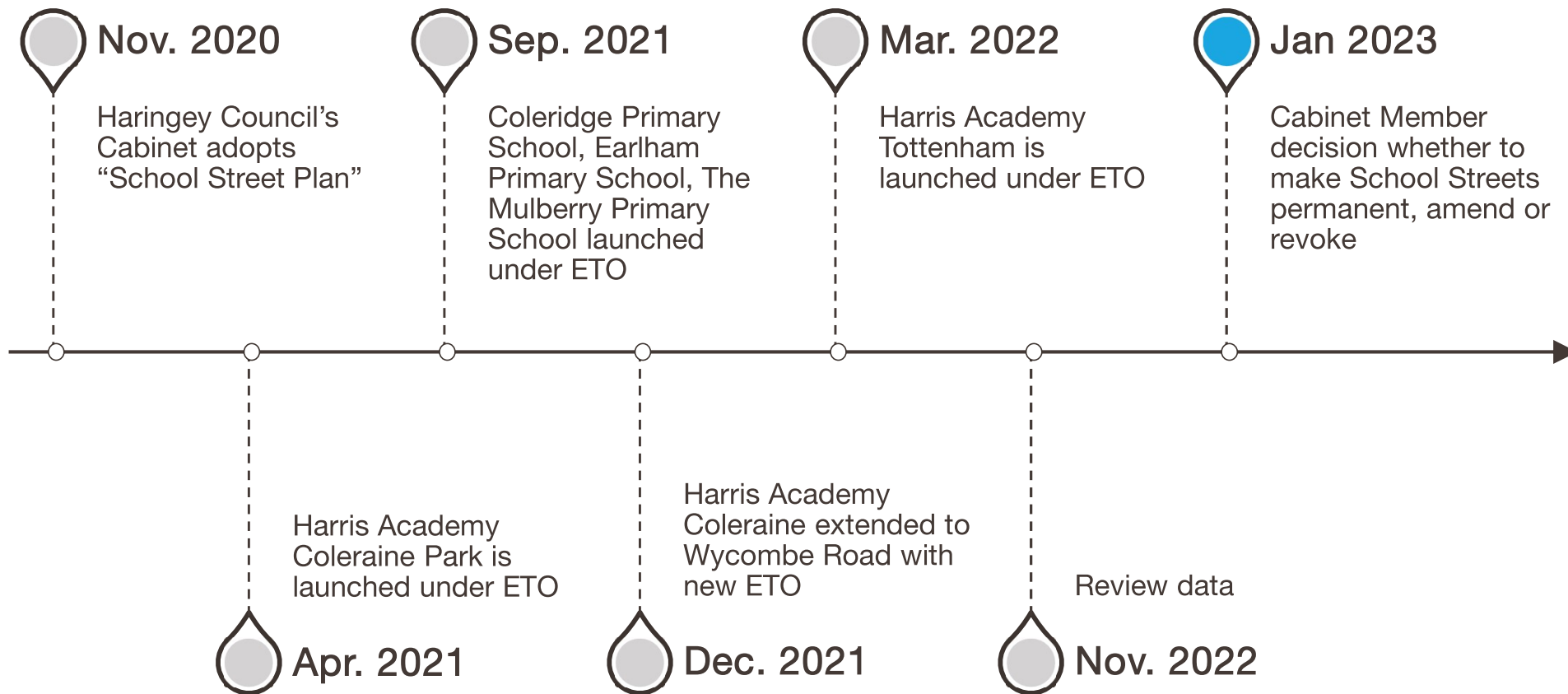
Key	
■	Under review
■	Existing
■	Planned

SS01	Chestnuts Primary School
SS07	Harris Academy Coleraine Park
SS03	Campsbourne Primary School
SS04	Coldfall Primary School
SS06	Earlsmead Primary School
SS10	Highgate Primary & Blanche Neville School for the Deaf
SS11	Holy Trinity Primary School
SS13	Rokesly Infants and Junior Schools

SS16	St Pauls Catholic Primary, Wood Green (Barratt Ave)
SS17	Tiverton Primary School
SS18	Welbourne Primary School
SS21	Coleridge Primary School
SS09	Highgate Junior School
SS22	Earlham Primary School
SS23	The Mulberry Primary School

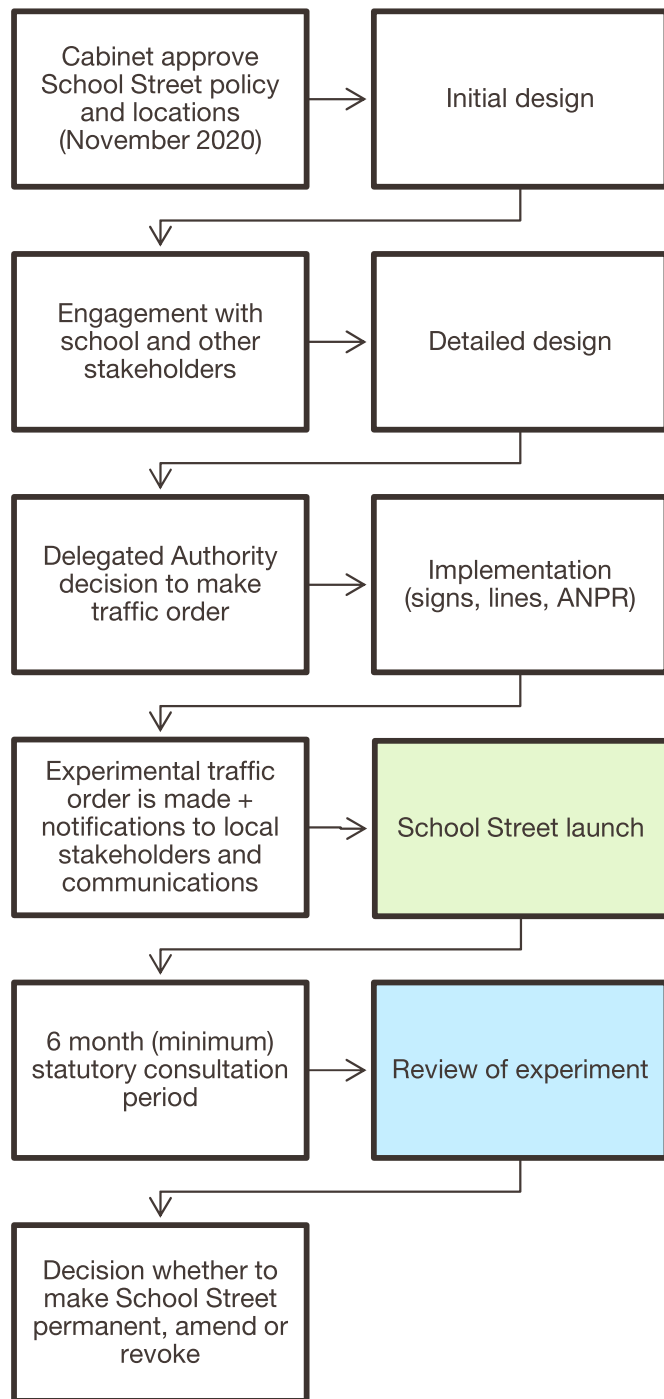
SS08	Harris Academy Tottenham
SS02	Bruce Grove Primary School
SS19	West Green Primary School
SS20	Belmont Junior School and The Vale
SS24	St Martin of Porres Roman Catholic Primary School
SS25	Trinity Primary Academy
SS28	Seven Sisters Primary School
SS30	Lordship Lane

Timeline



*Experimental Traffic Order

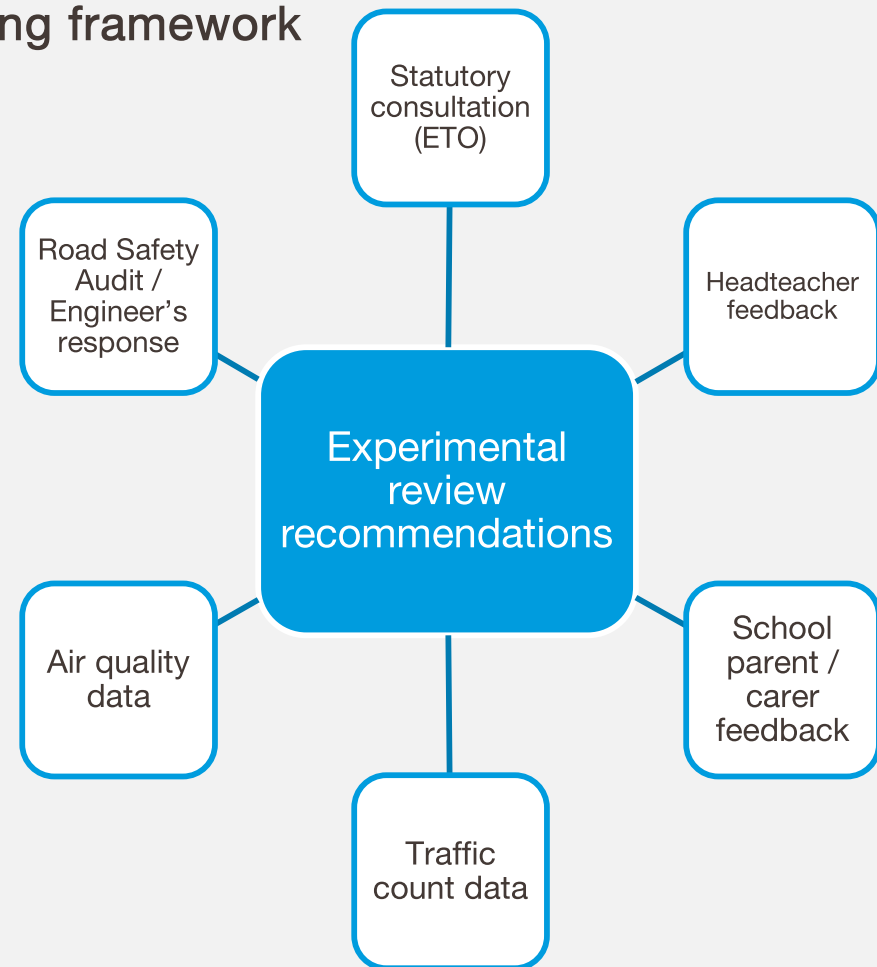
How we launch and monitor a School Street



Scheme Objectives

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

Monitoring framework



Summary

Statutory consultation (1/4)

This is feedback given in response to the statutory notice for the experimental traffic order.
Feedback was invited for at least 6 months from the order coming into effect.

60% of those responding to the consultation support or strongly support the School Street

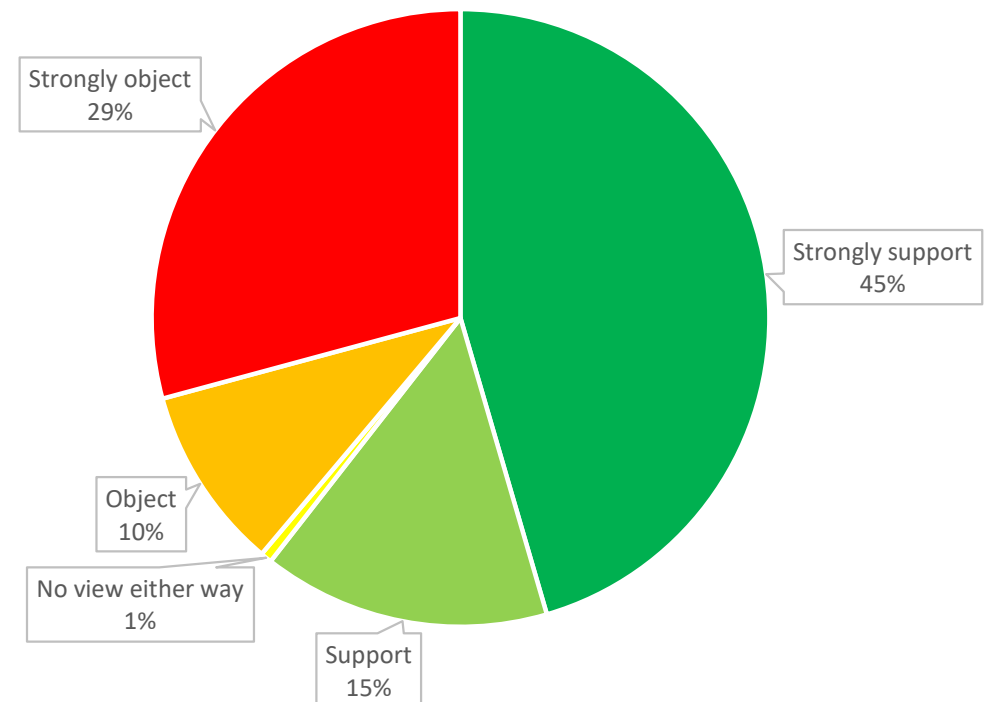
Communications methods

1. Traffic order notice
 - a) published in local press
 - b) attached to lamp columns
 - c) on council's TMO webpage
2. Three local letter drops
 - a) two before launch
 - b) one reminder to respond
3. Each school carried out their own communications supported by the council
4. School Street banners
5. Lamp column 'wraps' at each end of the School Street
6. Council website updates
7. Council social media posts
8. Sat-navs updated

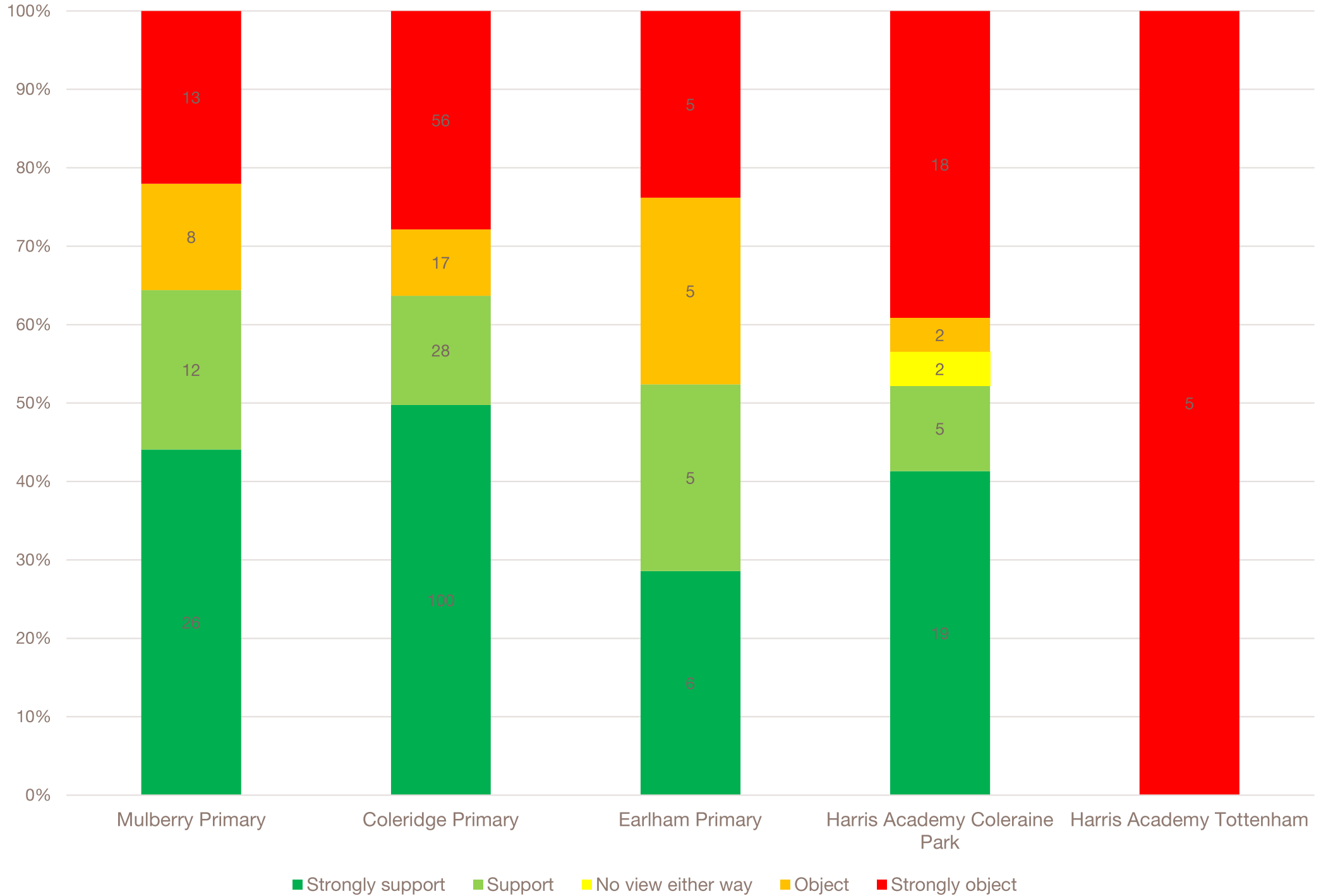
Return of paper questionnaire	108	67%
Online form	224	33%
Total	332	

Public feedback and statutory consultation (all 5 schools)

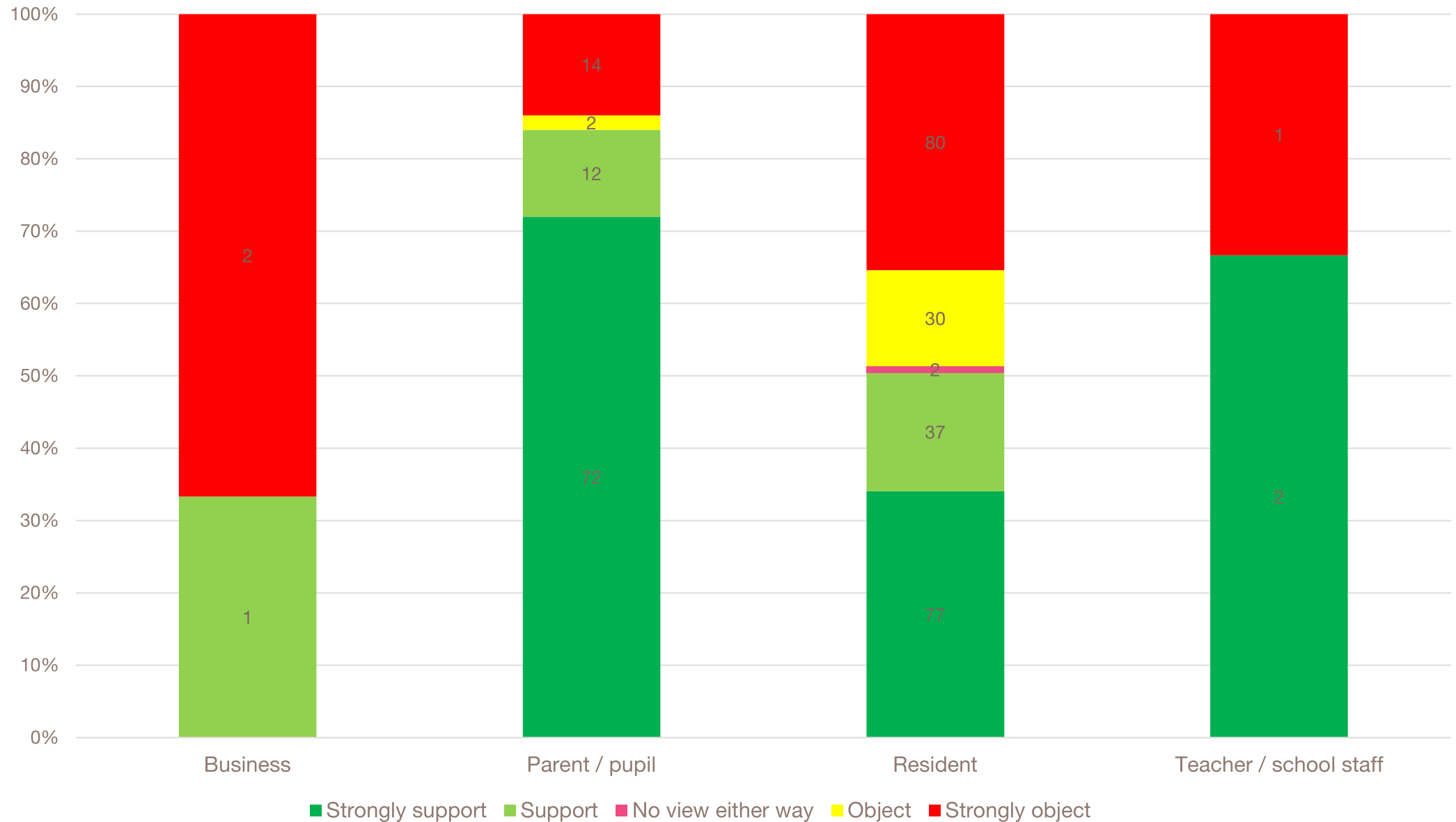
Total number of responses = 332



Statutory consultation (2/4 – by school)



Statutory consultation (3/4 – by respondent group)



Any person may respond to a statutory consultation. However a specific survey was carried out with (a) headteachers and (b) parents / carers of school pupils and this feedback is reported in a separate section

Statutory consultation (4/4 – comments)

See Appendix A1 for details

Summary of comments made by those who support the School Street

Comment	Count
Stops obstructive & careless parking, improves cycling and walking environment	90
Safer for children - with less traffic congestion, speeding & pollution	84
Support in principal, but concerned about access problems and congestion in surrounding roads	17
Support, but scheme needs to include additional roads	2

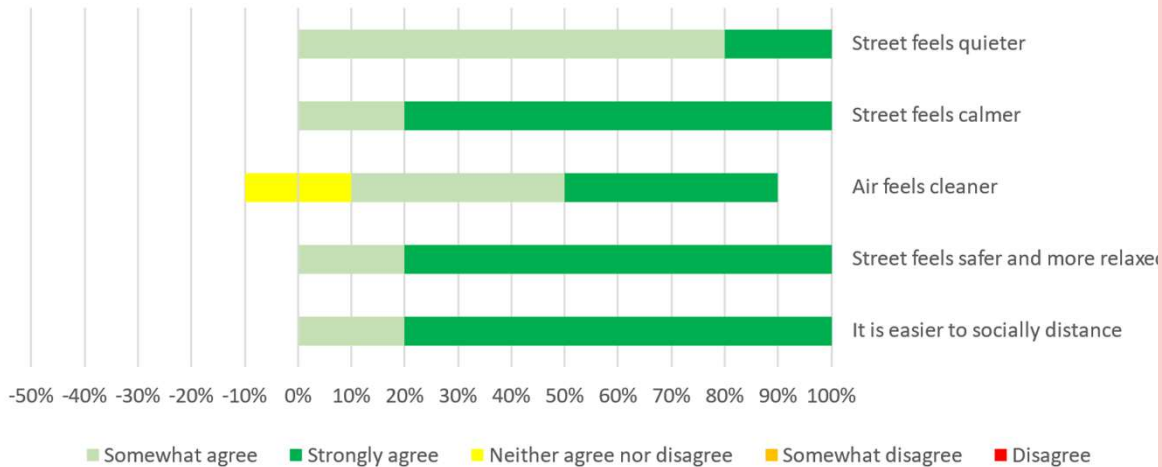
Summary of comments made by those who object to the School Street

Comment	Count
Displaces traffic congestion, adds to pollution on other roads. Who benefits?	70
Penalises many residents, restricts deliveries / services. Money making scheme	27
Access problems for elderly, disabled and others needing services/carers/family visits	14
Principle may be OK but I do object to lack of consideration for impact on residents	13

Headteacher feedback

Dialogue between the school and the Council has continued throughout the experiment
A specific survey was carried out with headteachers 6 months after launch

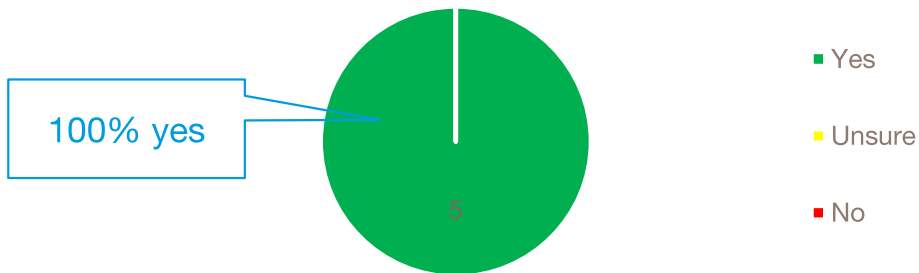
To what extent do you agree / disagree with how the street feels?



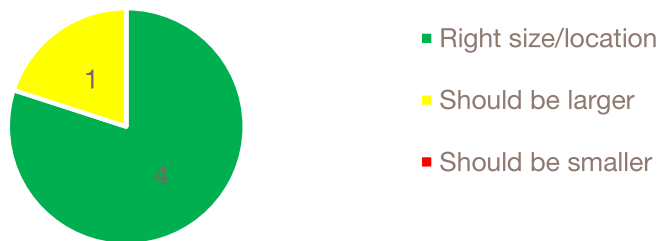
Having seen the School Streets in operation for 6 months, headteachers:

- unanimously want the School Streets made permanent
- clearly recognise calmer, quieter safer and more relaxed streets and that it became easier to socially distance
- mostly think the air feels cleaner

Would you like it to be made permanent?



Which option best describes how the design of the School Street?



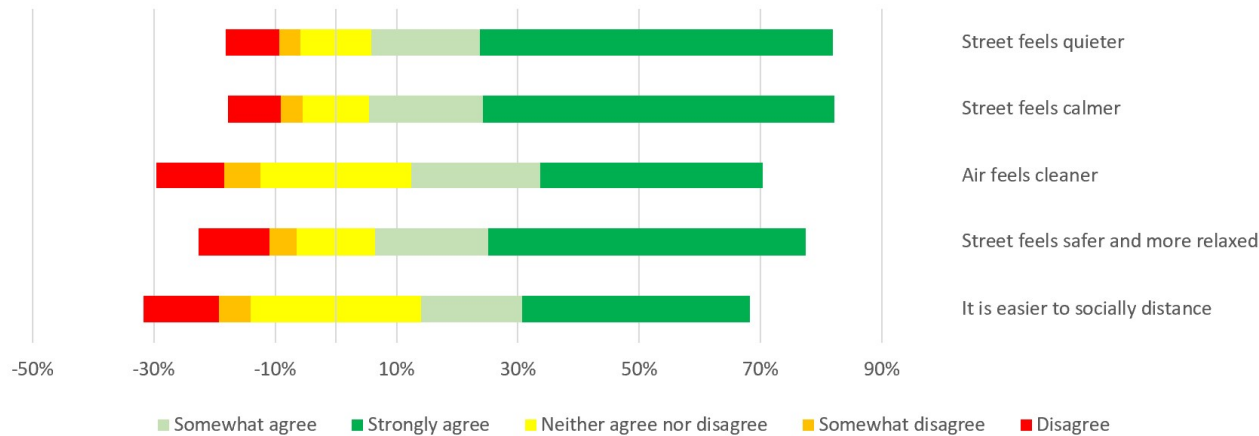
One school considers their School Street could be larger

	School comments	Council response
Coleridge Primary School	The existing School Street has made a huge difference but would like it extended to the cul-de-sac section of Crescent Road (adjacent to the school's western site)	This option is currently being consulted upon

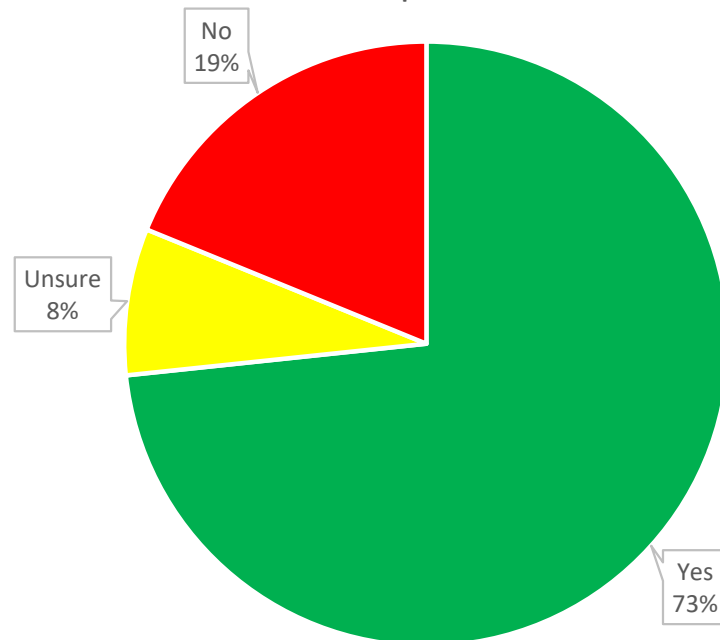
Parent/carer feedback

A survey was carried out, promoted by the school, with parents and carers of school children
(447 responses from parents / carers)

To what extent do you agree / disagree with how the street feels?



Having seen the School Street in operation, would you like it made permanent?

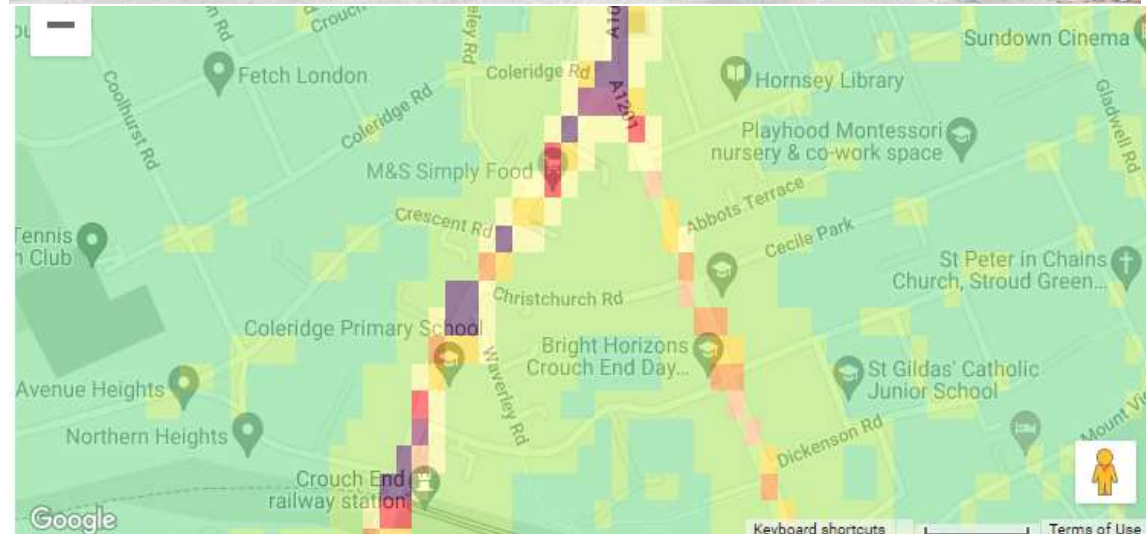


- Opinion is clear that School Streets have made it feel quieter and calmer, the air feels cleaner, the street feels safer and more relaxed and it is easier to socially distance
- Modal shift:
 - 4% increase in walking, cycling and wheeling
 - 5% decrease in car trips
- Overall, there is clear support to make them permanent (73%)
- All schools have over 75% support to make permanent except:
 - Harris Academy Coleraine 60%
 - Harris Academy Tottenham 50%

The impact of School Streets on travel behaviour is considered to be difficult to disentangle from the impact of Covid-19

Air quality

- Due to the rapid introduction of School Streets, many schools did not have the historic air quality data to compare.
- For the purpose of this report the 2019 data has been used (before the School Streets) as comparison to the 2021 (which is after the School Street has been implemented).
- Air quality monitoring was carried out at Coleridge Primary School which showed a 30% reduction in NO_x levels once the School Street was in operation
- See Appendix A3 for further details



The data available above shows a reduction of 30% in NO_x levels before and after the introduction of the School Street in Haringey.

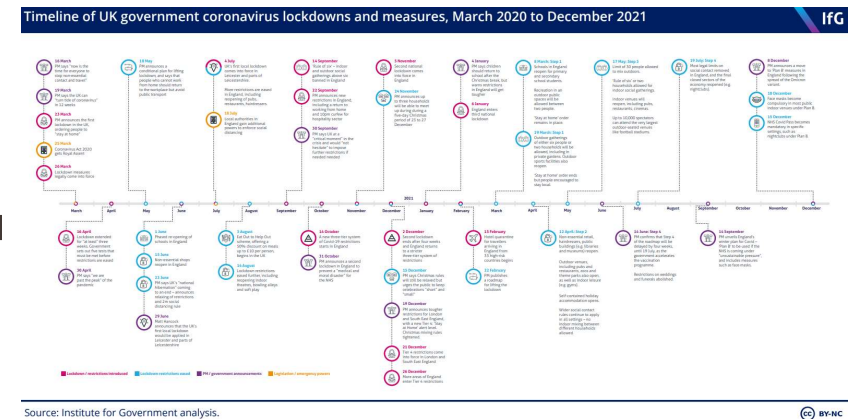
This is comparable to [GLA data](#) collected on School Streets in 2021. This study showed from a sample of 35 schools from Enfield, Brent, and Lambeth, that Nitrogen Oxide levels dropped by 23% outside the schools monitored where a School Street was implemented.

Traffic counts

Automatic Traffic Counts undertaken before and after launch of each School Street

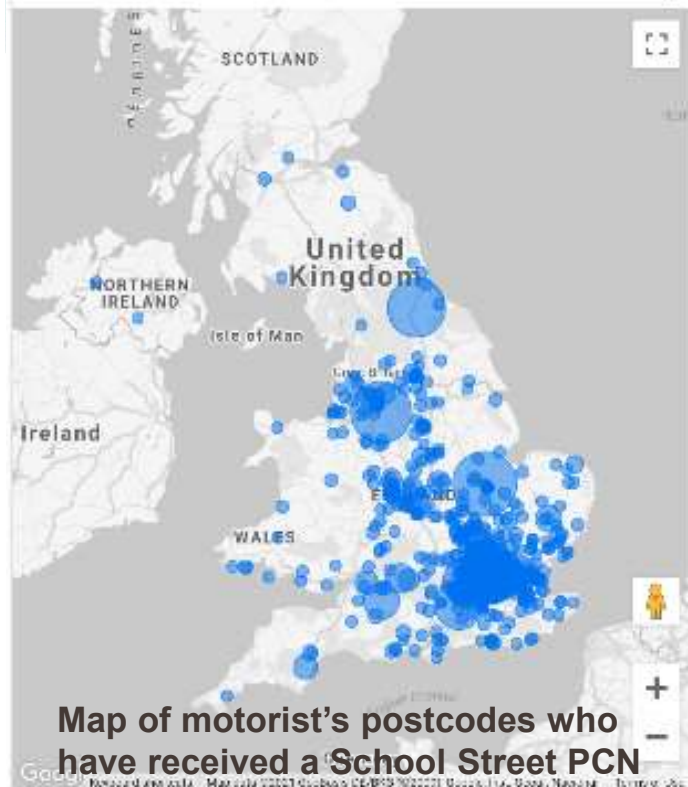
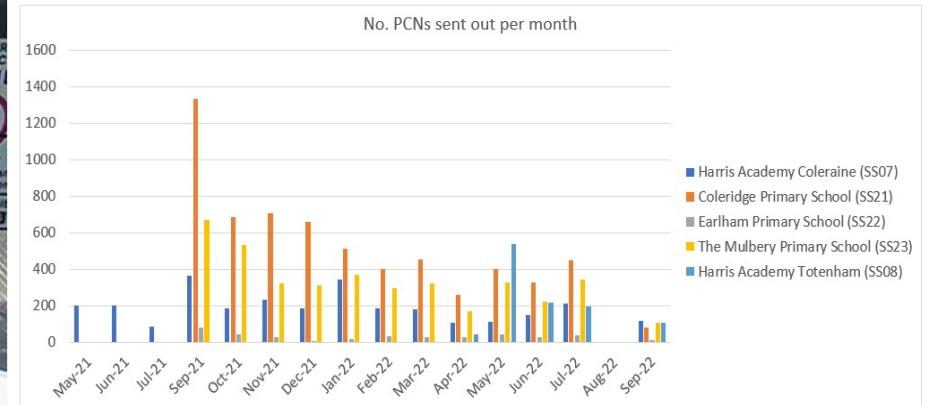
BEFORE Vs AFTER Summary of Automated Traffic Counts (ATC) <i>within</i> the School Street restriction	Change in traffic volume (AM)	Change in traffic volume (PM)	Change in traffic volume (AM+PM)	Change in traffic speed
Coleridge Primary School	-80%	-68%	-74%	-2%
Earlham Primary School	-41%	-65%	-54%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

- The above shows that traffic volumes were reduced by nearly two-thirds in the AM and PM operational hours within all School Streets and traffic speeds were also reduced.
- As identified by Transport for London and other authorities, travel behaviour and traffic volumes in London were significantly impacted by COVID19 (see timeline of Government restrictions to right).
- 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 and for that reason the data is presented ‘as-is’.
- Most schools have seen a significant reduction in traffic volumes, which reflects officer and school observations.
- See Appendix A2 for further summary information. Due to file size, full copies of the surveys are available upon request.



Compliance and Penalty Charge Notices

Motor vehicles that enter a School Street during restricted hours without a valid exemption may be issued a Penalty Charge Notice (PCN) through the council's traffic enforcement CCTV network which makes use of Automatic Number Plate Recognition (ANPR) technology

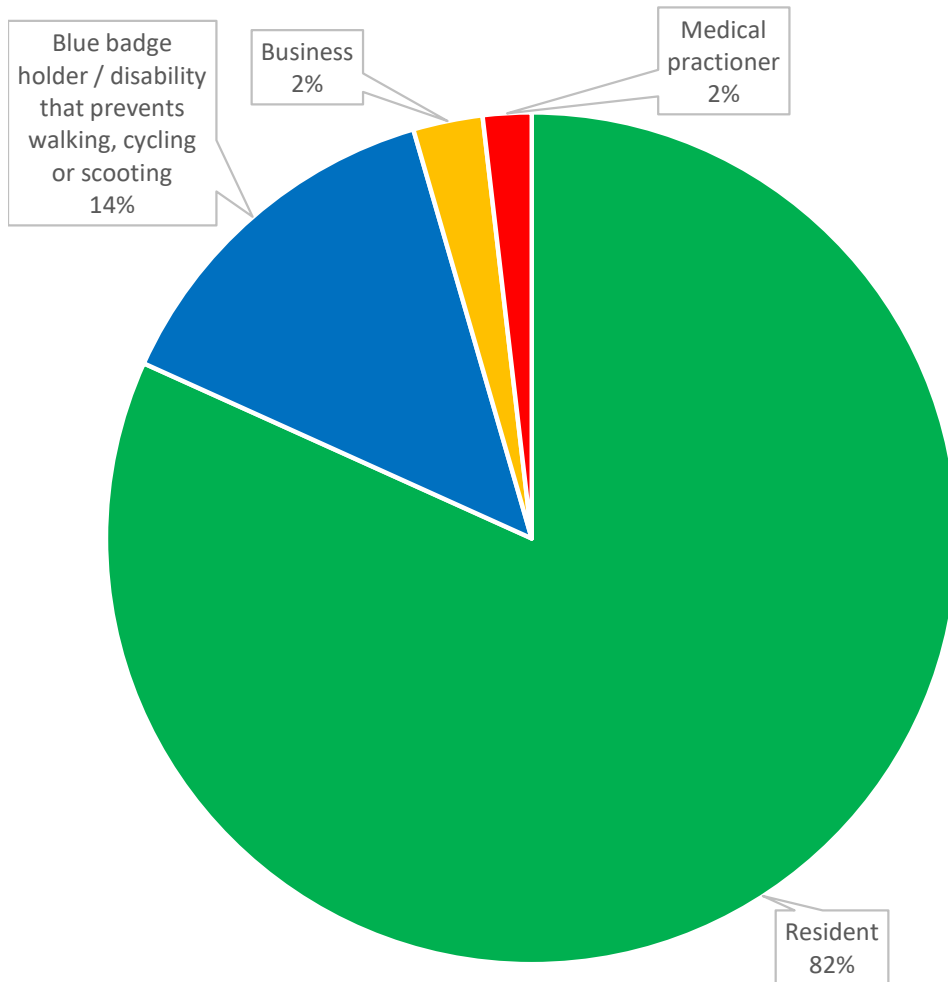


1. Compliance increases over time
 - After an initial spike in contraventions, compliance increases. Over the duration of the experiments, the trend has been to see PCNs reduce by more than one half (61% reduction)
 - All School Streets have seen similar increases in compliance during the summer term
2. Significant variation in compliance between locations
 - correlation exists between PCN numbers and road layout / traffic volume. i.e. cut-through roads (such as Waverley Road at Coleridge) have lower levels of compliance compared to a cul-de-sac (eg Earlham Grove Earlham Primary)
3. Previous analysis shows that ~70% contraventions were carried out by motorists whose vehicles are registered with the DVLA outside of Haringey (see map)

Exemptions

Residents & businesses with the School Street and blue badge holders and medical practitioners who require access can apply for an exemption to the restriction

Exemptions approved by category



- 378 exemption applications approved
- 14% of exemption applicants were Blue Badge holders who required access to that street or were parents/carers of children who had a disability that prevented them from walking, cycling or scooting
- Unsurprisingly, larger School Streets have more exemptions issued which, potentially, reduces some of the benefits of a School Street.
- On average* 43% of the addresses within a School Street applied for an annual resident exemption. This broadly matches with car ownership levels in Haringey.

**Excludes Harris Academy Tottenham which has 0 addresses eligible for a resident exemption*

Traffic signs and communicating the traffic restriction

The main way of communicating any traffic restriction is through traffic signs. The size, type and position of traffic signs are defined by national [Regulations](#). See appendix A5 for scheme designs.

The Council far exceeds what is required by the Regulations (which is just one pedestrian / cycle zone sign at each entrance). It installs:

- two regulatory zone signs at every entry (1m² in size)
- a variety of advisory map-based advance warning signs
- text-based information signs
- camera enforcement warning signs



Two regulatory signs are installed at each entry point. Outside of term, signs are closed and School Street does not operate

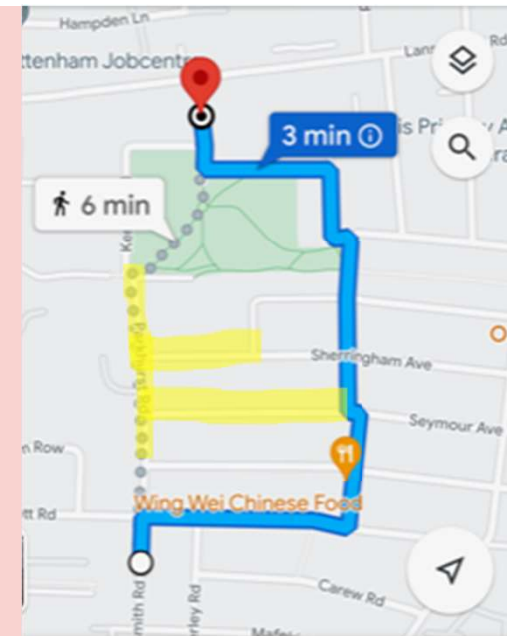


Advance warning signs are installed to alert drivers to an upcoming restriction. There is no legal requirement for these signs nor does it provide the council with any enforcement powers.



In addition to traffic signs we inform via:

- Letter drops
- Statutory notification
- Social media
- Updates to navigation apps (Google Maps, Waze etc.)
- Messaging from the schools
- On-street banners and posters with QR codes



Parkhurst Ave is a School Street in the AM and PM. Google Maps recognises this motor vehicle restriction and plans a car journey that avoids it

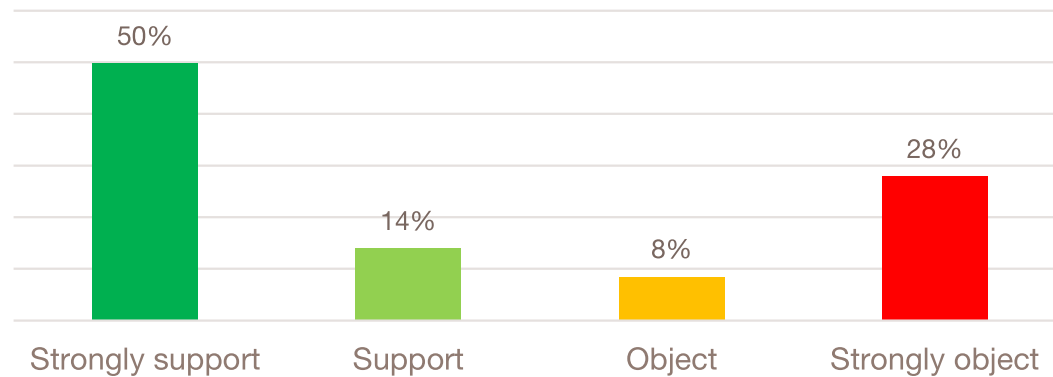
School by school analysis

SS21: Coleridge Primary School

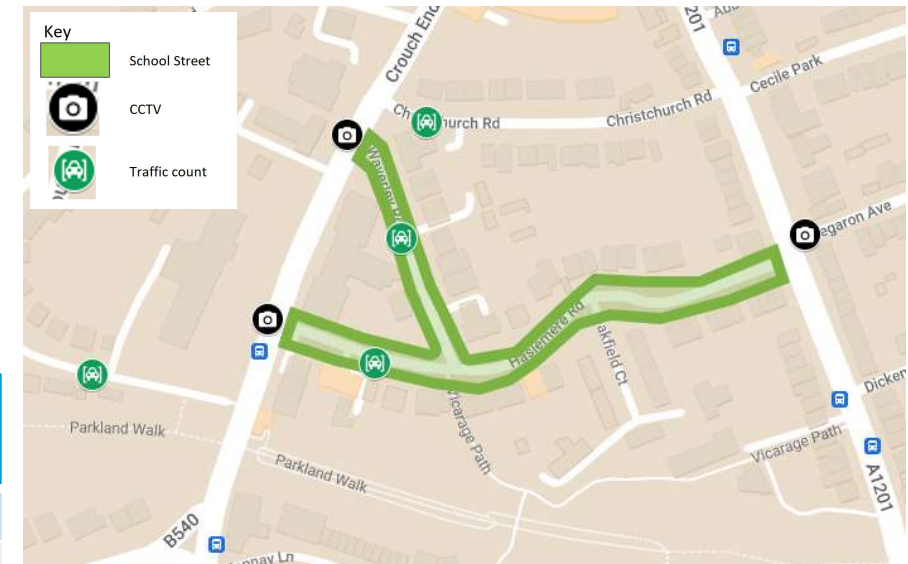
Key info	Streets	Waverley Road, Haslemere Road
	Times	Term Time, Monday to Friday 8:30 - 9:30am and 2:30 - 3:30pm
	Length	460m
	No. addresses within School Street	307
	No. exemptions (annual)	109
	Approx % addresses with an exemption	36%



Public feedback via statutory consultation (count = 201)



School feedback	Parent / carers agree (count = 256)	Headteacher
	The street feels calmer	84%
The street feels quieter	84%	Strongly agree
The air feels cleaner	62%	Somewhat agree
Feel safer and more relaxed in street	79%	Strongly agree
It's easier to socially distance	55%	Strongly agree
Having seen the experiment, make it permanent?	82%	Yes
How effective is the design	n/a	Increase size
Walk, cycle or wheel	Up 1%	n/a
Using a car	Down 4%	n/a

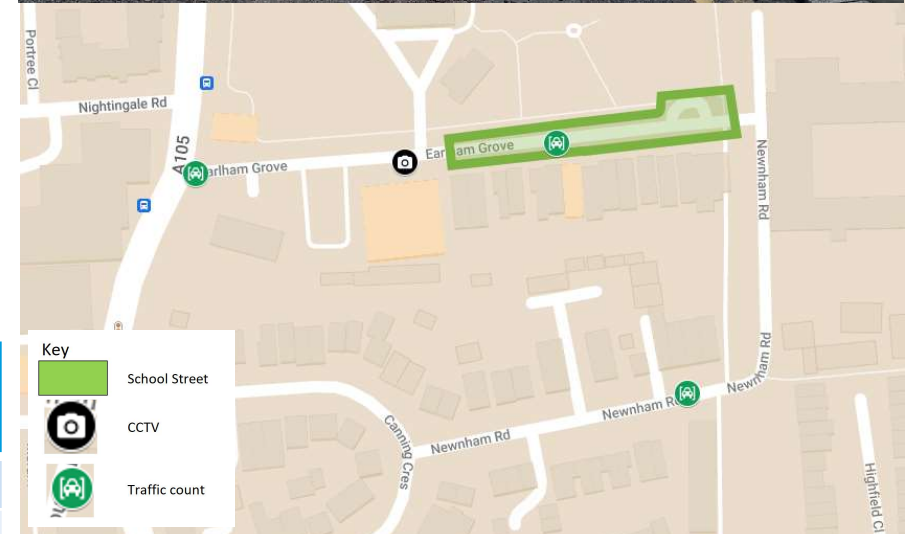


ATC data	Motor vehicles (within)	Down 74%
	Cycles (within & around)	Up 21%
	Speed (within)	Down 2%

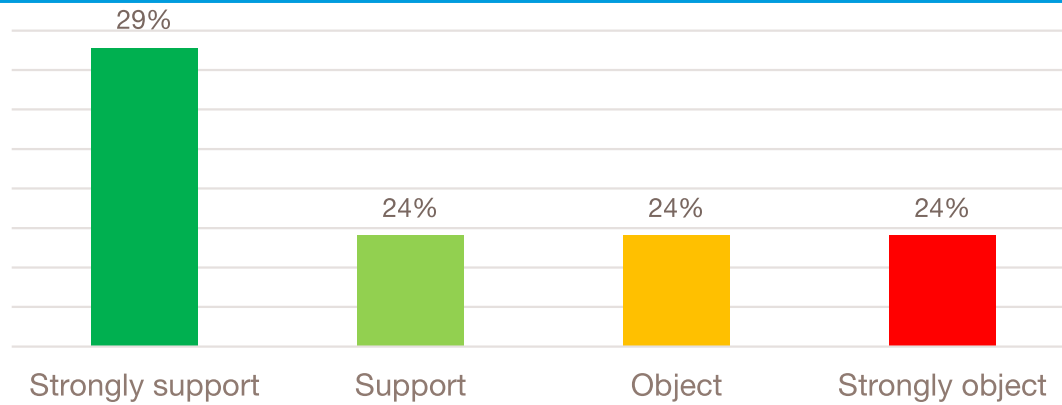
- Notes**
- School is split across two sites, separated by Crouch End Hill. Headteacher would like to see School Street introduced into the cul-de-sac of Crescent Road. This option is being consulted on.
 - Concerns raised about possible displacement of traffic from existing School Street to Christchurch Road. A study has been commissioned to investigate cause and possible solutions.

SS22: Earlham Primary School

Key info	Streets	Earlham Grove
	Times	Term Time, Monday to Friday 8:30 - 9:15am and 2:15 - 3:45pm
	Length	108m
	No. addresses within School Street	25
	No. exemptions (annual)	10
	Approx % addresses with an exemption	40%



Public feedback via statutory consultation (count = 21)



School feedback

School feedback	Parent / carers agree (count = 16)	Headteacher
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The street feels calmer	75%	Strongly agree
The street feels quieter	81%	Strongly agree
The air feels cleaner	69%	Somewhat agree
Feel safer and more relaxed in street	89%	Strongly agree
It's easier to socially distance	63%	Strongly agree
Having seen the experiment, make it permanent?	75%	Yes
How effective is the design	n/a	No changes
Walk, cycle or wheel	Up 7%	n/a
Using a car	Down 7%	n/a

ATC data	Motor vehicles (within)	Down 54%
	Cycles (within & around)	Down 58%
	Speed (within)	Up 5% (to 11.4mph)

Notes

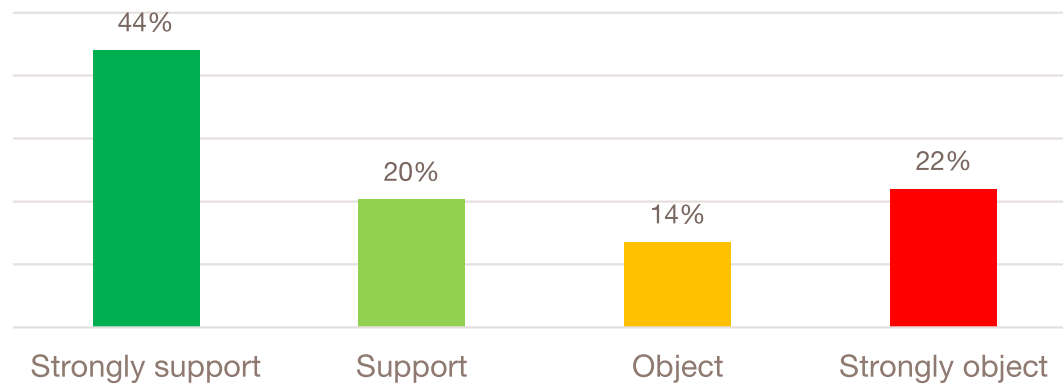
- Overall, good support for the scheme albeit relatively low levels of feedback from parents / carers
- ATC showed decrease in cycle counts, however parent/carers survey indicated more active travel to school and less reliance on cars

SS23: The Mulberry Primary School

Key info	Streets	Parkhurst Rd, Sherringham Ave, Seymour Ave
	Times	Term Time, Monday to Friday 8:15 - 9:15am and 3 - 4pm
	Length	486m
	No. addresses within School Street	174
	No. exemptions (annual)	74
	Approx % addresses with an exemption	43%



Public feedback via statutory consultation (count = 59)



School feedback	Parent / carers agree (count = 51)	Headteacher
	The street feels calmer	75%
The street feels quieter	69%	Strongly agree
The air feels cleaner	69%	Somewhat agree
Feel safer and more relaxed in street	71%	Strongly agree
It's easier to socially distance	63%	Strongly agree
Having seen the experiment, make it permanent?	80%	Yes
How effective is the design	n/a	No changes
Walk, cycle or wheel	Up 8%	n/a
Using a car	Down 12%	n/a

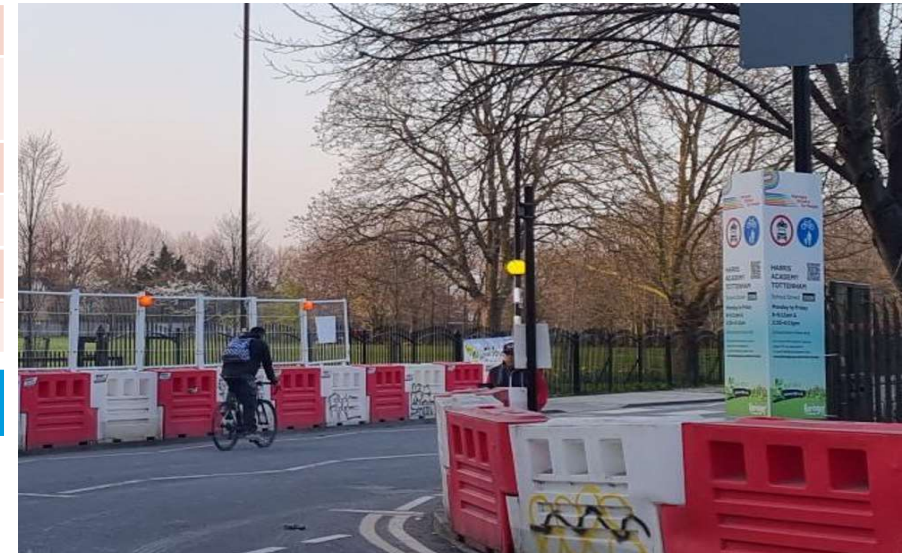


ATC data	Change
Motor vehicles (within)	Down 62%
Cycles (within & around)	Up 10%
Speed (within)	Down 21%

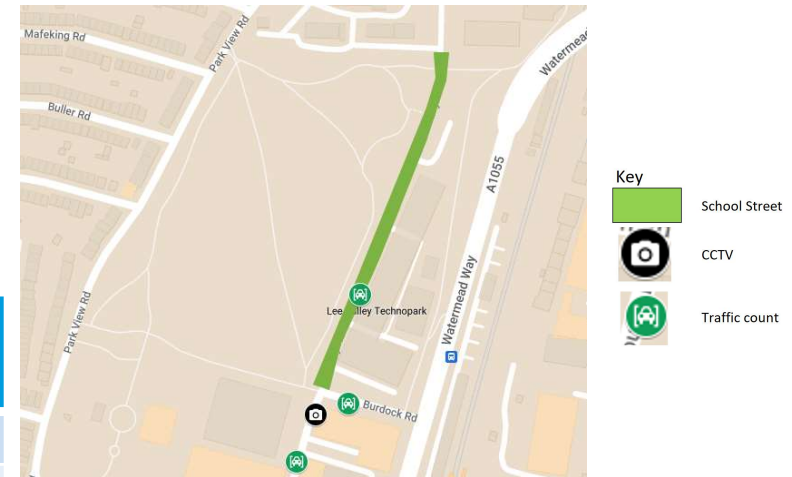
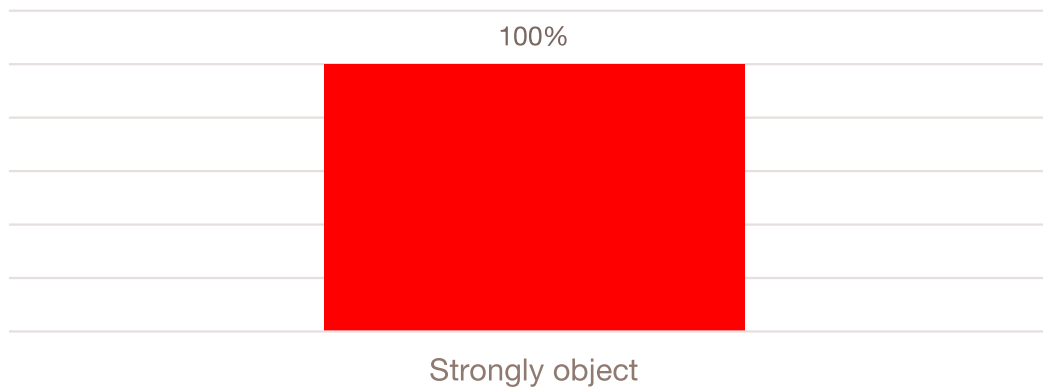
- Notes**
- Very good levels of public support and feedback from parents and carers
 - Traffic count and parent / carers surveys show increase in active travel and reduced reliance upon car to reach school

SS08: Harris Academy Tottenham

Key info	Streets	Ashley Road
	Times	Term Time, Monday to Friday 8 - 9:15am and 2:30 - 4:15pm
	Length	280m
	No. addresses within School Street	0
	No. exemptions (annual)	0
	Approx % addresses with an exemption	0%



Public feedback via statutory consultation (count = 5)



Feedback	School feedback	Parent / carers agree (count = 108)	Headteacher
	The street feels calmer	62%	Strongly agree
	The street feels quieter	61%	Strongly agree
	The air feels cleaner	44%	Strongly agree
	Feel safer and more relaxed in street	51%	Strongly agree
	It's easier to socially distance	45%	Strongly agree
	Having seen the experiment, make it permanent?	50%	Yes
	How effective is the design	n/a	No changes
	Walk, cycle or wheel	Up 9%	n/a
	Using a car	Down 8%	n/a

ATC data	Motor vehicles (within)	Down 88%
	Cycles (within & around)	Up 119%
	Speed (within)	Down 8%

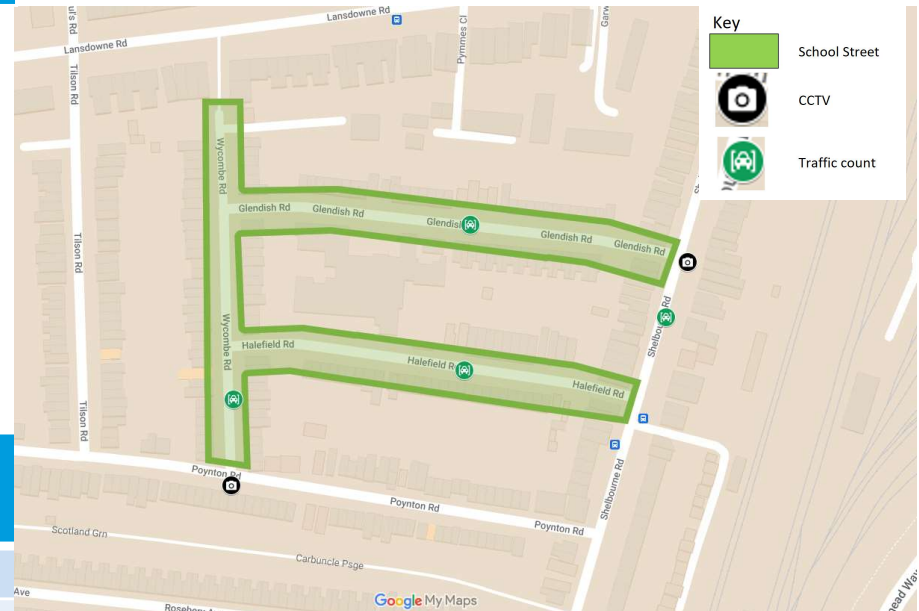
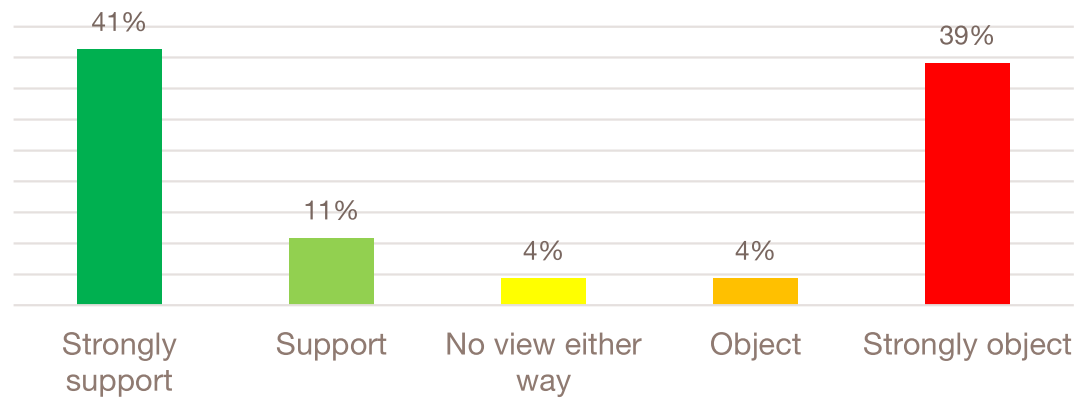
- Notes**
- An unusual School Street that has no residential or business addresses within it, as the school leads only to the (now closed) Ashley Road council depot.
 - Public feedback was received from just 5, all of whom objected
 - Parents/carers survey showed better levels of support and recognition of the benefits the scheme had brought

SS07: Harris Academy Coleraine Park

Key info	Streets	Glendish Road, Halefield Road, Wycombe Rd
	Times	Term Time, Monday to Friday 7.30 – 8.45am and 3 - 4:45pm
	Length	619m
	No. addresses within School Street	216
	No. exemptions (annual)	116
	Approx % addresses with an exemption	54%



Public feedback via statutory consultation (count = 46)



School feedback	Parent / carers agree (count = 16)	Headteacher
	The street feels calmer	63%
The street feels quieter	62%	Somewhat agree
The air feels cleaner	50%	Neither disagree nor agree
Feel safer and more relaxed in street	56%	Somewhat agree
It's easier to socially distance	44%	Neither disagree nor agree
Having seen the experiment, make it permanent?	60%	Yes
How effective is the design	n/a	No changes
Walk, cycle or wheel	Up 15%	n/a
Using a car	Down 15%	n/a

ATC data	Motor vehicles (within)	Down 38%
	Cycles (within & around)	Up 31%
	Speed (within)	Up 2% (to 13.1 mph)

- Notes**
- Scheme was extended into Wycombe Road in Dec 2021 to reduce school drop-offs and U-turns occurring in this cul-de-sac
 - A more mixed level of support via the public consultation however there does appear to be overall support to make the scheme permanent

Thanks

We want to give our thanks to the schools, the police and many other individuals who have been closely involved in this programme

Special thanks to...

- Staff, pupils and parents at all five schools
- Rosie Rooney at Sustrans
- Council teams including: Air quality, Streetspace, Highways, Active Travel, Parking and Traffic Enforcement and Notice Processing

Appendices

Appendix A1	Experimental traffic order statutory consultation
Appendix A2	Traffic count data
Appendix A3	Air quality data
Appendix A4	School Street designs