

Report for: Cabinet – 13 June 2023

Title: School Street Plan

Report authorised by: David Joyce, Director of Placemaking and Housing

Lead Officer: Joe Baker, Head of Carbon Management

Ward(s) affected: All

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

1. Describe the issue under consideration

- 1.1. This report recommends approval of the proposed School Streets Plan (which is contained in section 6 of this report) and sets out the recommended plan for delivery of School Streets in Haringey until 2025/26. It also provides an evaluation summary of the School Streets that have been delivered to-date and recommends minor changes to the exemption policy related to School Streets.
- 1.2. The report identifies the schools that will be considered within the Healthy School Zones programme. This programme will put in place measures to reduce exposure to air pollution and improve air quality.

2. Cabinet Member Introduction

- 2.1. School Streets are a proven way to make our streets safer and cleaner. They do this by preventing through-traffic from using the route outside and around schools as a shortcut. This traffic is more likely to be driving at higher speeds, which poses a serious risk to the safety of children walking to school.
- 2.2. Children under the age of 12 are the highest number of pedestrian fatalities, and most of these occur during the morning peak. Road collisions are a major public health problem, and they can have a devastating impact on families and communities. Even slight injuries can deter people from making active travel choices, such as walking or cycling to school.
- 2.3. As part of the Council's Streets for People and air pollution reduction programmes, we have been deploying a matrix of air quality monitors across the borough. The quality of air that people breathe is a national crisis, and it has a serious impact on the mental and physical development of children. By monitoring our air, we have been able to reveal that the air across Haringey is not fit to breathe when assessed by WHO standards.
- 2.4. School streets are a proven method of ensuring that the air outside schools is much cleaner and safer. Data reveals that people living in less affluent areas are more likely to breathe unclean air. Alongside other Streets for People programmes, such as the filtering of neighbourhood roads, School Streets play a crucial role in our ambition to create a greener and fairer borough.

- 2.5. The school run accounts for over a quarter of morning rush hour traffic, making those times of day the most congested. More cars on the road make it less safe for children to walk, cycle, wheel or scoot to school, which in turn leads to more parents driving their children to school, which in turn leads to more traffic. This is a vicious cycle.
- 2.6. For those who do not own a car, which is the majority of the population in Haringey, getting to and from school is the most dangerous time of day.
- 2.7. School streets can break this cycle by reducing road danger and encouraging healthier ways to get to school. With 35% of Year 6 children in Haringey classed as overweight or obese, this can go a long way in addressing the borough's health inequalities. Passengers in a car are also breathing in more toxic fumes than those outside.
- 2.8. The more parents who choose to ditch the car for a sustainable mode of transport to get their children to school, the more they are also giving their young lungs a chance. 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, scoot and wheel to school more safely – and in cleaner air – than before.
- 2.9. School Streets - and the new Healthy School Zones - sit alongside the boroughs successful Play Streets and Street Parties programmes. Together these schemes show the positives of a built environment where people and children, residents and businesses, can all benefit from Haringey's streets and build networks cross our communities.

3. Recommendations

Cabinet is asked to:

- 3.1. Approve the proposed direction that the Council intends to take in the School Street Plan (which is set out in section 6 of this report) to introduce School Streets in its area.
- 3.2. Approve the School Street programme identified in Appendix A, delivery of which will be subject to the outcome of design, consultation and delegated decision making.
- 3.3. Approve the Healthy School Zones programme identified in Appendix B.
- 3.4. Approve changes to the School Street exemptions as identified in Appendix C.

4. Reasons for decision

- 4.1. In 2020, Cabinet approved the first School Street Plan¹ (the '2020 Plan') which set out a funded delivery programme until 2024/25, focussing mainly upon primary schools. Over this 4-year programme, the Council set out that it would work to deliver 20 new School Streets within Batch 1 and its associated budget.

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

However, over the first 4 years of this programme, the Council has now delivered a total of 28 School Streets within this budget and, in doing so, became one of the most successful councils in terms of delivery.

- 4.2. As this successful programme moves towards its conclusion, a new – more ambitious – School Street Plan is necessary to bring the benefits of these projects to even more of our school children and communities. The new School Street Plan reflects the administration’s 2022 manifesto commitment and the specific targets contained within the Corporate Delivery Plan 2022/23 and 2023/24 (see Section 7).
- 4.3. To tackle toxic air around those schools that are considered unsuitable for a School Street, a separate programme of Healthy School Zones is considered appropriate and therefore approval is sought to commence delivery at those locations.
- 4.4. A consistent set of exemptions for School Streets have been in place since the 2020 Plan but, in light of experience during that period, minor changes are considered necessary and recommended within this report.

5. Alternative options considered

Do nothing

- 5.1. With the current School Street Plan nearing its conclusion, this option would result in, at best, an ad-hoc approach towards School Streets or, at worst, no more School Streets being delivered. This would not align with the administration’s manifesto commitment or Corporate Delivery Plan. Therefore, this option was rejected.

An alternative order of delivery

- 5.2. It would not be possible to deliver all School Streets at the same time. Therefore, this Plan sets out a three-year programme until 2025/26. The order of priority has been based upon (a) in-flight projects (b) a multi-criteria assessment (MCA) where each school has been scored against several criteria to provide a prioritised list (Appendix A). Whilst many alternative criteria could be applied, officers consider that the recommended approach is logical.
- 5.3. Where a School Street is not considered feasible or necessary, for example where a school is not on a borough road, on a classified road, has very low numbers of pupils or where existing highway layouts mean that measures similar to a School Street are already in place, then that school has been identified for a Healthy School Zone (Appendix B).

Alternative range of School Street exemptions

- 5.4. A range of exemptions to all School Streets are already provided for (see paragraphs 6.45 and 6.46). Whilst additional exemptions could, legally, be enabled (such as loading or taxis) these options are not compatible with the use of CCTV enforcement. Additionally, providing further exemptions for motor vehicles would undermine the key objectives of a School Street which aim to

reduce road danger by providing separation between motor vehicles and vulnerable road users.

6. Background information

What is a School Street?

- 6.1. School Streets transform roads to create a better environment for children to walk, cycle and wheel to school.
- 6.2. When a School Street is in operation, the road temporarily becomes a pedestrian and cycle zone at school drop-off and pick-up times.
- 6.3. Signage is used to communicate the closure to road users and ensure the closure is enforceable. Typically, the closure is enforced through the use of CCTV.
- 6.4. Residents and businesses can apply for exemptions giving them the ability to drive into the School Street if needed. Emergency service vehicles have access at all times.

The strategic importance of School Streets

- 6.5. 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 - walking and cycling numbers are up wherever they are implemented.
- 6.6. Since 2017, over 500 School Streets have been delivered across London. They have also been implemented in towns and cities across the UK and abroad, for example Edinburgh, Manchester, Cambridge, Bristol, York, Liverpool, Paris, Barcelona, Bogota, Oslo, Auckland, Melbourne. The global expansion of School Streets is indicative of the growing understanding of the benefits that they bring:
- 6.7. **Road danger reduction:** One of the most significant benefits is the improved safety they provide for children. By closing roads outside schools to most traffic during peak drop-off and pick-up times, studies show that School Streets can significantly reduce the number of collisions and create a safer environment for pupils and other road users.
- 6.8. **Improved air quality:** A reduction in the number of motor vehicles means a reduction in tailpipe emissions and improved air quality, benefiting the health of everyone in the street and the environment. A London-wide study² in 2021 showed that nitrogen oxide levels fell by 23% outside the monitored schools following implementation of a School Street.
- 6.9. **Improving physical and mental health:** School Streets encourage active travel to school. By making it easier and safer to walk, cycle, or scoot to school, School Streets help tackle childhood obesity – which affects one in three 10- and 11-year-olds living in the borough - and promote healthy habits. Regular exercise is

² <https://www.london.gov.uk/programmes-and-strategies/environment-and-climate-change/environment-publications/school-streets-air-quality-study>

also understood to improve mental health. School Streets create a safe and pleasant environment for walking and cycling and can also help children to develop important road safety skills.

- 6.10. **Improving educational attainment:** Exercise has been shown to have numerous cognitive benefits, including improved attention, memory, and information processing. Regular physical activity has also been linked to better academic performance. Children who walk or bike to school are more likely to arrive on time. This can have a positive impact on their academic performance as they will have more opportunities to learn and participate in classroom activities.
- 6.11. **Safe places, full of life:** School Streets can foster a sense of community by encouraging social interactions and creating a space where neighbours can meet and interact. The space gained offers a meeting point, a safe place where children can play and where people can share neighbourhood life.
- 6.12. **Carbon reduction:** School Streets are one tool the Council is using to reduce the number of cars on the road. In turn, School Streets contribute to carbon reduction efforts and help to mitigate the impact of the climate emergency, in line with Council's commitment to become a zero-carbon borough by 2041.
- 6.13. **Reducing traffic congestion:** School Streets help to reduce traffic congestion outside the school gates. By reducing the number of cars on the roads during peak times, School Streets alleviate congestion. This can have a knock-on effect on the wider community, reducing journey times for those who need to travel by car.

Key objectives of our School Streets

- 6.14. The key objectives are to reduce air pollution, congestion, and road danger around schools, and promote active travel and healthier lifestyles among school children and their families.
- 6.15. The objectives and the measures we have used to monitor our School Street trials are set out in the table below:

Objective		Measures
1	Encourage active travel	<ul style="list-style-type: none"> • Pupil hands-up surveys • Parent / carer surveys • Automatic traffic counts
2	Reduce pollution	<ul style="list-style-type: none"> • Air quality monitoring stations
3	Reduce car use and congestion near schools	<ul style="list-style-type: none"> • Automatic traffic counts • Compliance analysis
4	Reduce road danger and improve safety for pupils and parents / carers travelling to and from school	<ul style="list-style-type: none"> • Road safety audits • Road collision data

Progress made to-date against the 2020 Plan

- 6.16. The 2020 Plan identified 38 potential new School Street projects, with funding set out to deliver 20 between 2020 and 2024.
- 6.17. As mapped in Appendix D and listed in Appendix F, the programme has overdelivered and by March 2023:
- 23 School Street projects had been delivered (1 School Street was delivered in 2019)
 - The 23 School Streets operate in proximity to 28 education establishments (as some School Streets bring benefit to more than one educational establishment), with nearly 11,000 pupils experiencing the benefit of a Haringey School Street project.
 - 36 roads, totalling 5.9km, have been changed to a School Street (pedestrian and cycling zone).
- 6.18. A further 13 new School Street projects are expected for completion in 2023 which, if approved, would bring benefit to a further 21 education establishments.
- 6.19. It is noted that, since 2020, the Council has added new schools to the School Street programme that were, originally, not considered feasible (e.g., The Devonshire Hill School, Trinity Primary School).
- 6.20. Appendix F provides a school-by-school list of every educational establishment in the borough (as defined by the Department for Education), the progress made against the 2020 Plan and the proposal contained within this plan. It is noted that the priority, date and cost is detailed separately in Appendix A.
- 6.21. 22 of the 23 existing School Street projects were introduced as an 18-month trial using experimental traffic orders. 15 of those 22 trials have been reviewed^{3,4} and subsequently made permanent with the remaining due for review shortly.
- 6.22. The completed reviews (15 out of 22 trials) have demonstrated that, even in the relatively short period of the trials, School Streets in Haringey are meeting their objectives and delivering the same benefits that have been observed in studies elsewhere:
- Motor vehicle traffic volumes reduced by 42% on average.
 - Nitrogen oxide (NOx) levels reduced by 26% on average.
 - Walking and cycling to school increased by 3.7% during the trials and trips to school by car fell by 4% on average.
 - Compliance of the restriction increased over time. By the end of the trials, the number of penalty charge notices (PCNs, sent out per month) had fallen by 55% and less than six PCNs were issued per camera per day on average.
 - High levels of support from parents and carers. 75% supported making them permanent on average.
 - Unanimous support from headteachers. At the end of the trials and full conclusion of formal review, 100% of headteachers (or nominated member

³ <https://www.minutes.haringey.gov.uk/ieIssueDetails.aspx?IIId=78374&Opt=3>

⁴ <https://www.minutes.haringey.gov.uk/ieListDocuments.aspx?CIId=435&MIId=10518&Ver=4>

of staff) considered them a success and supported making them permanent. They reported calmer, more pleasant and safer feeling streets.

Why a new School Street Plan is required

- 6.23. As noted in paragraphs 6.19 there have been changes to the 2020 Plan – with some projects paused (whilst further work with the school is undertaken to develop viable a project) and new schools added.
- 6.24. The 2020 plan focussed mainly upon primary schools, however, the trial schemes completed to-date give confidence to the programme and, thus, a drive to be more ambitious.
- 6.25. In view of the above, a new feasibility study has been carried out of all education establishments recorded by the Department for Education (DfE)⁵, i.e., primary, secondary, 16-plus, ‘all-through’ and special schools - state, free or independent.
- 6.26. Feasibility has not been carried out for children’s centres (which are listed as an education establishment by the DfE but are not considered within scope for a Haringey School Street) except where such an establishment is located in close proximity to a primary or secondary school. In those instances, it has been counted within the project area as the children centre would also benefit from the School Street.
- 6.27. Appendix F sets out the full list of all education establishments in the borough and the status of any School Street or Healthy School Zone projects.

Feasibility study

- 6.28. A desktop assessment has been carried out on the technical feasibility of a School Street project at all remaining education establishments, except children’s centres as these establishments have a rolling timetable of opening and closing times.
- 6.29. The assessment has not considered the level of community or stakeholder support, nor the detail (physical extent, hours of operation etc.) of those projects. Therefore, delivery of the projects listed will be subject to design, consultation and approval at a later stage. This is the same approach as was taken following approval of the 2020 Plan.
- 6.30. The assessment considered whether a School Street was feasible by considering the following factors:
- Highway responsibility. Only schools which are on Haringey’s road network (as ‘highway authority’) have been considered feasible.
 - Classified roads. In general, School Streets on classified (i.e., ‘A’ or ‘B’ classified roads) have not been considered feasible due to the road’s strategic importance in the movement of traffic.

⁵ <https://www.get-information-schools.service.gov.uk/Establishments/Search?SelectedTab=Establishments&SelectedTab=Establishments&SearchType=ByLocalAuthority&SearchType=ByLocalAuthority&LocalAuthorityToAdd=&d=22&OpenOnly=true&OpenOnly=false&b=1&b=4>

- Existing features. Where a school has existing features that have a similar effect to a School Street then these locations have not been considered necessary/feasible.
- 6.31. Including current 'in-flight' projects, this report recommends (Appendix A) 38 School Street projects potentially bringing benefits to 59 more education establishments totalling over 25,000 pupils. This is mapped in Appendix F.
- 6.32. As explained in paragraph 6.34, the number of education establishments to benefit from a School Street is greater than the number of projects recommended for delivery. This is because, in some locations, more than one school will share the same School Street.
- 6.33. Where a school is not considered feasible (Appendix B), other interventions will be considered through the Healthy School Zones programme, such as tree planting and living walls.

Prioritisation

- 6.34. Feasible schools have been clustered together into projects where they are in close geographic proximity, i.e., if two schools are in proximity to one another then one feasible project is recommended. There are clear benefits in delivering in clusters as it enables comprehensive scheme design as well as enabling financial and resource efficiencies. For example, in the current tranche, Alexandra Primary School and Heartlands High School are clustered together because many pupils use the same road, Western Road, to reach the schools, so a single intervention can deliver benefits to more than one.
- 6.35. Each cluster has been ranked against the following criteria:
- air quality
 - number of pupils
 - number of collisions within 200 metres of the school in past 5 years. Not all collisions will be associated with children on the school-run. However, this value provides a proxy for general road safety around the school
- 6.36. The total score for each project is provided in Appendix A and has assisted in the order of project priority, with the lowest score being considered the highest priority.
- 6.37. It is noted that, in line with the 2020 Plan, the Council will support School Streets outside independent (private) schools and nurseries. However, as these are, in essence private businesses, they would have to contribute to the costs of delivery.

Design of School Streets

- 6.38. Each school will be carefully assessed to respond to the local situation, but the following design approach will generally be applied:
- designate a pedestrian and cycle zone in the street(s) outside the school gates i.e., no motor vehicles;
 - only operate for a limited time each day which aligns with the times that the school gates open and close;

- operate in a logical section of street or streets (known as a zone) that removes or reduces the need for vehicle U-turns at the closure point, i.e., School Streets should generally start at a junction where vehicles can safely choose another route, if they find the street closed;
 - provide exemptions to motorists who are 'permit holders' – this includes those residents and businesses who live or operate in a property within the zone (as per the 2020 Plan and set out in Appendix C);
 - introduce at any time waiting and loading restrictions close to the boundary of the zone to deter inconsiderate or dangerous parking just outside the boundary of the zone.
- 6.39. The size of the School Street (i.e., the number of roads included) will be guided by the location of the school gates in relation to the surrounding road network. In some cases, a short length of road will work effectively (e.g., a cul-de-sac or one-way street) but, in other locations, a more extensive network of streets will be required to have a similar effect.
- 6.40. Larger zones may (in some circumstances) make driving to school even less appealing (and can minimise the potential for displacement) but a larger zone will also result in more exemptions being issued. More exemptions per zone will increase the frequency that school children and cars are on the road at the same time and therefore larger zones will reduce the road safety benefits that might be achieved through a smaller zone.
- 6.41. The hours of operation will be determined in conjunction with the school gate opening and closing times, and will remain consistent with the 2020 Plan, i.e., the restriction will operate in the morning and the afternoon, for 30 minutes before the gate opens until 15 minutes after it closes.
- 6.42. It is noted that a recent University of Westminster study⁶ showed that *“as intended, School Streets bring about a notable decrease in motorised traffic at school pick up and drop off times during operation. However, the data also shows a general decrease in motorised traffic along the School Street which persists throughout the day, outside of closure times. This ‘afterglow’ effect suggests that temporary closures could lead to drivers avoiding School Streets altogether.”*
- 6.43. Typically, the restriction upon motor vehicles using School Streets is implemented through the installation of a 'pedestrian and cycle zone' traffic sign⁷. Under the London Local Authorities and Transport for London Act, 2003, restrictions indicated by this traffic sign are civilly enforceable. This means that the Council, in its role as traffic authority, has the power to issue penalty charge notices (PCNs) for contraventions of the restriction and is permitted to use CCTV with automatic number plate recognition (ANPR) for enforcement purposes.

⁶ <https://vivacitylabs.com/evaluating-impact-of-school-streets/>

⁷ Diagram 618.3C (Schedule 8, Part 2, item 2) of the Traffic Signs Regulations and General Directions 2016 (as amended)

Exemption policy

- 6.44. In line with the 2020 Plan, exemptions to the restriction are currently available as set out in the following two paragraphs:
- 6.45. Automatically exempt by way of the traffic order and traffic signs:
- a. Emergency services
 - b. Statutory undertakers
 - c. Local authority in pursuance of statutory powers, including refuse collection
 - d. Exemptions stated in the Highway Code, such as a medical emergency or with the permission or at the direction of a police officer
 - e. Any vehicle parked when the School Street comes into operation and subsequently wishing to exit the School Street
- 6.46. Subject to an online application, a virtual exemption permit may be issued to:
- f. Residents who live within the School Street (maximum 2 per property)
 - g. Businesses with premises within the School Street (maximum 2 per property)
 - h. Blue Badge (disabled) holders that require access to the street during the restricted hours
 - i. School buses and vehicles used in the transport of children or adults with special access requirements
 - j. Medical practitioners attending those with an address within the School Street
- 6.47. In general, the exemption policy is considered to be working well, with an average of 50 exemptions⁸ issued per School Street but, as would be expected, there are significant local variations between School Streets.
- 6.48. Of the exemptions approved to date, 84% were for residents, 14% were for Blue Badge holders and 1% for businesses.
- 6.49. It is noted that the [exemptions available for School Streets](#) are different than the [exemptions available for Low Traffic Neighbourhoods \(LTNs\)](#). This is because the two project types have different objectives. Exemptions to School Streets are typically more limited than exemptions for LTNs because the primary objective of school streets is to create a safer environment for children, while LTNs aim to reduce overall traffic volume and speed in residential areas. For example, exemptions within LTNs allow vehicles to pass through a traffic filter even if the journey could be taken via another route. However, in School Streets, this is not the case and exemptions are only provided where motorists have a requirement to access premises within the School Street.
- 6.50. In response to feedback, one change to the policy is recommended. The revised exemption policy is set out in Appendix C and is discussed below.

⁸ Excludes renewals

- 6.51. **School staff.** Currently this is not formally provided in the 2020 Plan. However, exemptions have been provided where circumstances have required it.
- 6.52. Currently, we do not place a limit on the maximum number of staff exemptions that are issued to any one school. The average take-up of exemptions is 18% of staff.
- 6.53. However, this range varies substantially between schools with some schools having 0% and others as high as 45%. This range is a consequence of a number of variables that are unique to each school, e.g.:
- Whether the school has off-street parking or not and, if so, whether it is accessed via the School Street
 - Proportion of staff relying upon a car to get to work
 - Operational times of the School Street
 - Staff retention issues
- 6.54. As a general principle, the Council wants as few motor vehicles to drive through a School Street as possible. This is to ensure that the primary aims of safer roads, cleaner air and more active travel for children are met. In this context, we hope that most vehicles can re-mode (use another mode of transport), retime or reroute. However, we do understand that some schools want exemptions and have therefore provided this (but it is noted that not all boroughs do). As leaders within our community, we hope that the schools can see the benefit of active travel and road safety for their students and that they promote this and can demonstrate this in their own staff and operations.
- 6.55. In view of the above, it is recommended that, from September 2023, the maximum number of staff exemptions for any one school will be equivalent to 10% of the total number of staff at that school. If a school is to take the maximum permitted exemptions, a school and staff travel plan will also be required to support the active travel agenda.
- 6.56. Schools are free to allocate those staff exemptions as they see best, and the new school year will allow time for those decisions to be made by each school.
- 6.57. In addition, any school with staff that have a blue badge and off-street parking for these staff, those Blue Badge holders will be given exemption on top of the permitted 10%.
- 6.58. It is noted that the above recommendation is in specific relation to staff travel and is not a limitation on school transport vehicles.
- 6.59. An update to the Equalities Impact Assessment has been carried out as part of this report and is provided in Appendix G.

Funding for the School Streets

- 6.60. At this time the costs within this report (Appendix A) are indicative. Once detailed design and local feedback is gathered and responded to, a final budget will be confirmed. The measures installed as part of this final design will be delivered within the budget envelope agreed within Capital Programme set in March 2023, alongside any new external funding secured. Should the Council be unable to secure match funding from other organisations the project will be scaled back accordingly.
- 6.61. In some School Streets, physical measures such as footway build-outs, tree pits, Sustainable urban Drainage Systems (SuDS) or planters may be desired and, as such, they will cost more with ongoing maintenance costs. Any infrastructure that requires ongoing maintenance (such as planters) will only be delivered where the local community agrees to maintain and manage.
- 6.62. As a part of the School Street programme, the School Travel Plan will be reviewed to identify road danger reduction measures that may be required, in line with the Road Danger Reduction Plan. Where other measures are identified then additional funding will be sought and, wherever possible, a holistic project will be delivered.

Consultation and decision making

- 6.63. To date, most of the live School Streets have been delivered under experimental traffic orders. This legislative procedure⁹ can shorten the timescale to deliver the project and allows stakeholders to see the School Street in operation before commenting or objecting. This approach was particularly valuable when the initial pilot schemes were introduced.
- 6.64. As the trials have been successful and the principle of School Streets has become well accepted it is considered that a move to a business-as-usual approach through the use of permanent traffic orders is appropriate.
- 6.65. Permanent traffic orders have the following benefits:
- Greater accountability: permanent orders are subject to a public consultation process before being made. The authority must demonstrate that they have considered the views of all objections prior to making the order.
 - Greater certainty and stability: once a permanent order has been made, it is less likely to be challenged, providing greater certainty and stability for road users and local residents.
 - Less resource intensive as on-going monitoring is not required.
- 6.66. In view of the above, it is expected that the Council will introduce most new School Streets via permanent traffic orders. However, there may be occasions where –

⁹ <https://www.legislation.gov.uk/ukpga/1984/27/section/9>

during the design and consultation phase – it becomes clear that an experimental traffic order with ongoing monitoring would be preferable.

- 6.67. The above approach is consistent with the Haringey Deal and Participation Framework in that the Council will consult and involve schools, residents and other local stakeholders during the design phase by making use of questionnaires and holding engagement events. In the longer term, the Active Travel Team will maintain its close relationships with schools, not just on School Streets.
- 6.68. Prior to the making of any traffic orders, a Council decision will be necessary. Those decisions will be taken by the relevant decision maker, as defined by the Constitution and scheme of delegation.

Healthy School Zones

- 6.69. There are 31 education establishments where a School Street is not considered feasible (Appendix B). The main reason for these educational establishments not being suitable for a School Street is due to the nature of the roads that they face onto, with many of these establishments facing onto strategic roads such as A-roads or B-roads, including bus routes. For this reason, a temporary walking and cycling zone would have wider highways impacts.
- 6.70. In response to this, the Council considers that a Healthy School Zone Programme will be more suitable around these schools. This will focus on improving the air quality around these education establishments and reducing the exposure levels of common air pollutants to the students and the staff. This may include increased urban greening such as trees and living fences / green screens which may help absorb the pollution, or classroom air filtration systems to improve the air quality within classrooms.
- 6.71. Each school will be assessed, and individual air quality plans will be developed with the school and its community. These will set out the measures that will be installed, and suggestions for future work. Work for this will commence in 2023/24.
- 6.72. As with the School Streets delivery, the measures installed and the works timetable for the Healthy School Zones will be delivered within the budget envelope agreed within Capital Programme set in March 2023 and any external funding secured.
- 6.73. As a part of the Health School Zones programme, the School Travel Plan will be reviewed to identify road danger reduction measures that may be required, in line with the Road Danger Reduction Plan. Where other measures are identified then additional funding will be sought and, wherever possible, a holistic project will be delivered.

7. Contribution to the Corporate Delivery Plan 2022-2024 High level Strategic outcomes

- 7.1. School Streets are specifically identified within the “Responding to the Climate Emergency” theme of the Corporate Delivery Plan, under High Level Outcome 2 - “A Just Transition.” This outcome relates to ensuring the transition to a low

carbon economy is just, equitable and benefits everyone by improving air quality and road safety around schools. This will be achieved through a number of activities including:

- School Streets – create 30 School Streets by 2024 (approximately 15 per year) to improve air quality and road safety around schools.
- Healthy School Zones – install green pollution barriers at all schools on main roads in the borough at a rate of 4 per year. Supported by air quality audits to assess measures to implement.

7.2. School Streets also contribute to other high-level outcomes contained within the “Responding to the Climate Emergency” theme:

- High Level Outcome 1 “A Greener and Climate Resilient Haringey”
- High Level Outcome 3 “A Low Carbon Place”

7.3. School Streets contribute further to high-level outcomes contained within the “Placemaking and Economy Theme” within High Level Outcome 5 “Placemaking.” Specific areas of social and economic renewal will benefit from air quality improvements resulting from the delivery of School Streets in:

- Wood Green
- Bruce Grove
- Seven Sisters

8. Statutory Officers comments

8.1. Finance

8.1.1. The recommendation of the report is to approve the school street plan and programme as set out in appendix A. The appendix identifies schemes that are already in progress and expected to complete in 2023. These total £0.645m of which £0.528m was expended in 2022/23 with the estimated balance of £0.117m to be spent in 2023/24. There is a provisional carry forward of £0.588m (subject to the agreement of Cabinet).

8.1.2. Within the approved General Fund capital programme there is a budget of £0.6m (of which £0.3m is assumed to be from external sources) plus a budget of £0.4m agreed by Council at its budget setting meeting in March 2023. If the carry forward is agreed, then there will be a Haringey funded budget of £1.288m in 2023/24.

Provisional carry forward from 2022/23	£0.588m
Previously agreed budget	£0.3m
Agreed March 2023 budget	£0.4m
Total	1.288m

8.1.3. The budgets in the approved General Fund capital programme for future years (2024/2025 onwards) assume that external funds will be generated and that there is no Council borrowing undertaken in the delivery of the projects in those years.

8.1.4. For the Healthy School Zones there is a Haringey funded capital programme budget £0.4m as agreed by Council at its budget setting meeting in March 2023. The budgets for future years assume that external funding is available to fund

that expenditure and that there will be no Council borrowing undertaken in the delivery of the projects in those years.

8.2. Strategic Procurement

8.2.1. Strategic Procurement note the recommendations in section 3 of this report and that they do not relate to a procurement activity.

8.3. Head of Legal & Governance

8.3.1. The School Street Plan is a non-statutory document that sets out the proposed direction that the Council intends to take to introduce school streets in its area.
Guidance

8.3.2. Guidance prepared by Transport for London¹⁰ and the Hackney School Streets Toolkit for Professionals¹¹ has been considered when preparing the School Street Strategy.

Power to approve the School Streets Strategy

8.3.3. The exercise of powers contained in the Road Traffic Regulation Act 1984 (the “1984 Act”) are executive functions.

8.3.4. The strategy aims to secure the expeditious, convenient and safe movement of pedestrian traffic within the vicinity of schools in the Borough facilitating the discharge of the Council’s traffic functions under the 1984 Act, and so may be authorised under powers contained in section 111 of the Local Government Act 1972.

8.3.5. The approval of the School Street Plan to facilitate the discharge of the Council’s traffic functions under the 1984 Act is an executive decision to be taken by the Cabinet in accordance with the Council’s Constitution.

8.4. Equality

8.4.1. 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.

8.4.2. 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.

8.4.3. The 2020 Plan was subject to an Equalities Impact Assessment (EqIA) which was [updated in 2022](#). The EqIA remains a live document and has been updated again for this report and is provided as Appendix G.

¹⁰ <https://content.tfl.gov.uk/appx-eight-lsp-school-streets-guidance.pdf>

¹¹ <https://drive.google.com/file/d/1UVVmMxxgFBIKSgE-h9sZn3s4sP7wKWmC/view>

8.4.4. This updated 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.
- Young people, older people, those with disabilities and pregnant women will benefit because they disproportionately suffer from poor air quality.
- Those people with a disability, who hold a blue badge and require access to a property within the School Street will be eligible for an exemption. The exemption policy is discussed in Section 6.44 of this report.
- It also notes that the Council will take steps to identify and prevent or mitigate any adverse impacts that may be identified (during later design stages of each project) 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.

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

8.4.6. Mitigation is made through the implementation of an exemption permit system whereby certain groups can apply for an exemption to the restriction. Those holding a valid exemption are allowed to drive into the School Street during operational times. Exemptions are discussed in Section 6.44 of this report and the revised exemption policy is set out in Appendix C.

8.4.7. Appendix C notes that a minor change is proposed to the exemptions for School Staff, as discussed in paragraphs 6.50 to 6.59.

8.4.8. Consultation will be carried out prior to the implementation of each project listed in within the School Street Programme (Appendix A). This will provide everyone the opportunity to comment prior to implementation.

9. Use of Appendices

Appendix A – Proposed School Street Programme (by project cluster) including Multi Criteria Assessment (MCA), timetable for delivery and estimated costs

Appendix B – Proposed Healthy School Zone Programme

Appendix C – Revised exemption policy

Appendix D – Map of existing School Streets

Appendix E – Map of proposed School Street projects

Appendix F – List of all education establishments and proposed measures

Appendix G – Updated Equalities Impact Assessment

10. Local Government (Access to Information) Act 1985

- [19/9/18 Head of Operations: Lordship Lane School Street](#)
- [26/10/20 Head of Operations: Chestnuts Primary School Street](#)
- [10/11/20 Cabinet: School Streets Plan](#)

- [23/2/21 Director of Environment and Resident Experience: Batch 1b](#)
- [14/9/21 Director of Environment and Resident Experience: Batch 1b amendments](#)
- [7/12/21 Cabinet: 6 School Streets as part of 3 LTN projects](#)
- [8/7/21 Assistant Director of Direct Services: Batch 1c](#)
- [3/3/22 Director of Environment and Resident Experience: Harris Academy Tottenham](#)
- [7/3/22 Cabinet Member Signing: Review of 10 School Streets](#)
- [7/3/22 Cabinet Member Signing: Updated to School Street Equality Impact Assessment](#)
- [13/6/22 Interim Director of Environment and Neighbourhoods: Change of operational times of Highgate Junior School](#)
- [1/9/22 Head of Highways and Parking: Amendment to Lordship Lane School Street](#)
- [9/11/22 Head of Highways and Parking: Consideration of statutory objections to amendment of Lordship Lane School Street](#)
- [26/1/23 Cabinet Member Signing: Review of 5 School Streets](#)
- [14/3/23 Cabinet: Devonshire Hill Primary School Street](#)