



School Streets Monitoring Report #3

Review of six experimental School Streets launched March 2022
12 June 2023

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haringey.gov.uk

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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 38 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

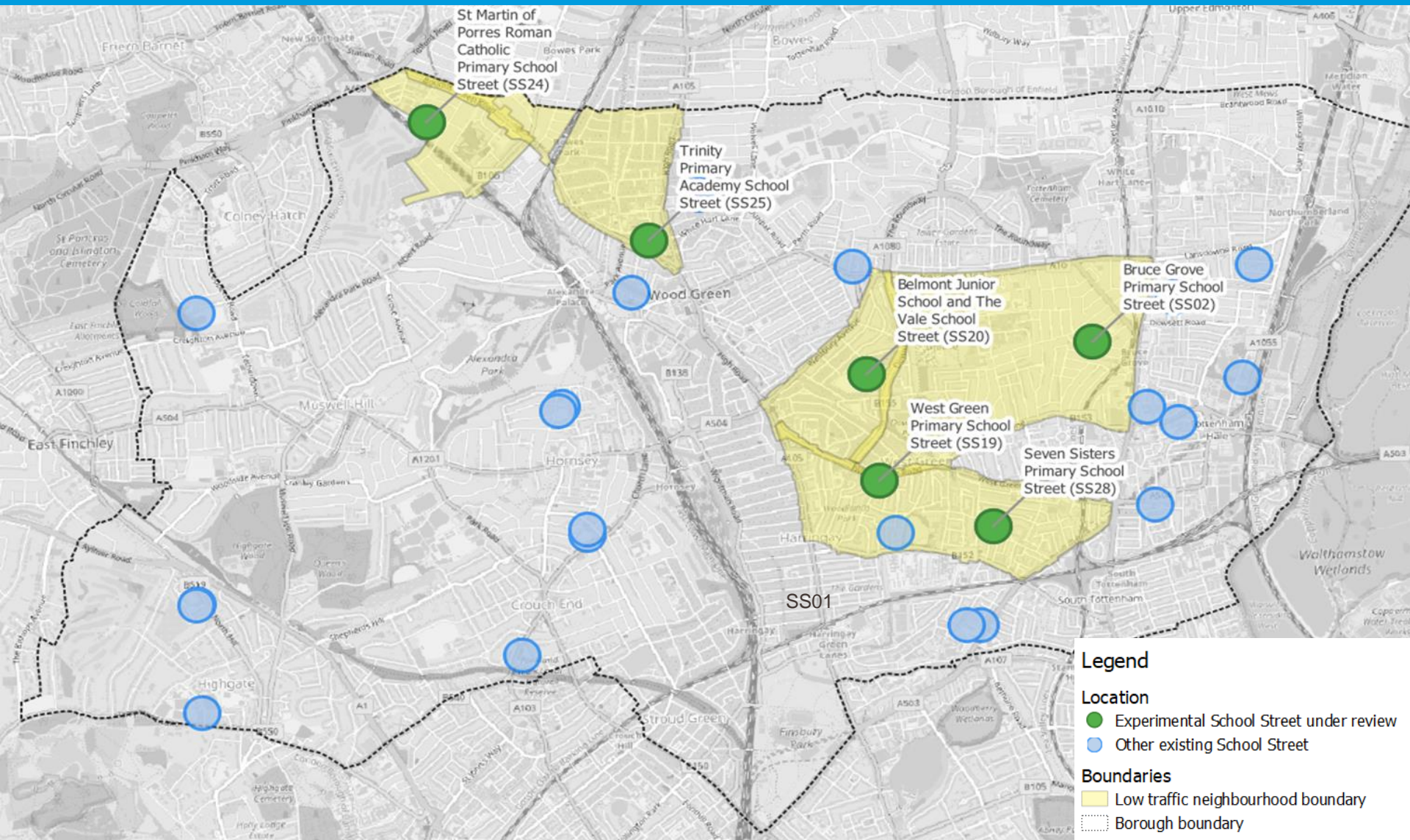
Report objectives

1. Review the outcome of six experimental School Streets launched in March 2022
2. Provide the evidence base for recommendations to the report to Cabinet to determine if the traffic orders associated with School Streets should be made permanent or revoked

Locations

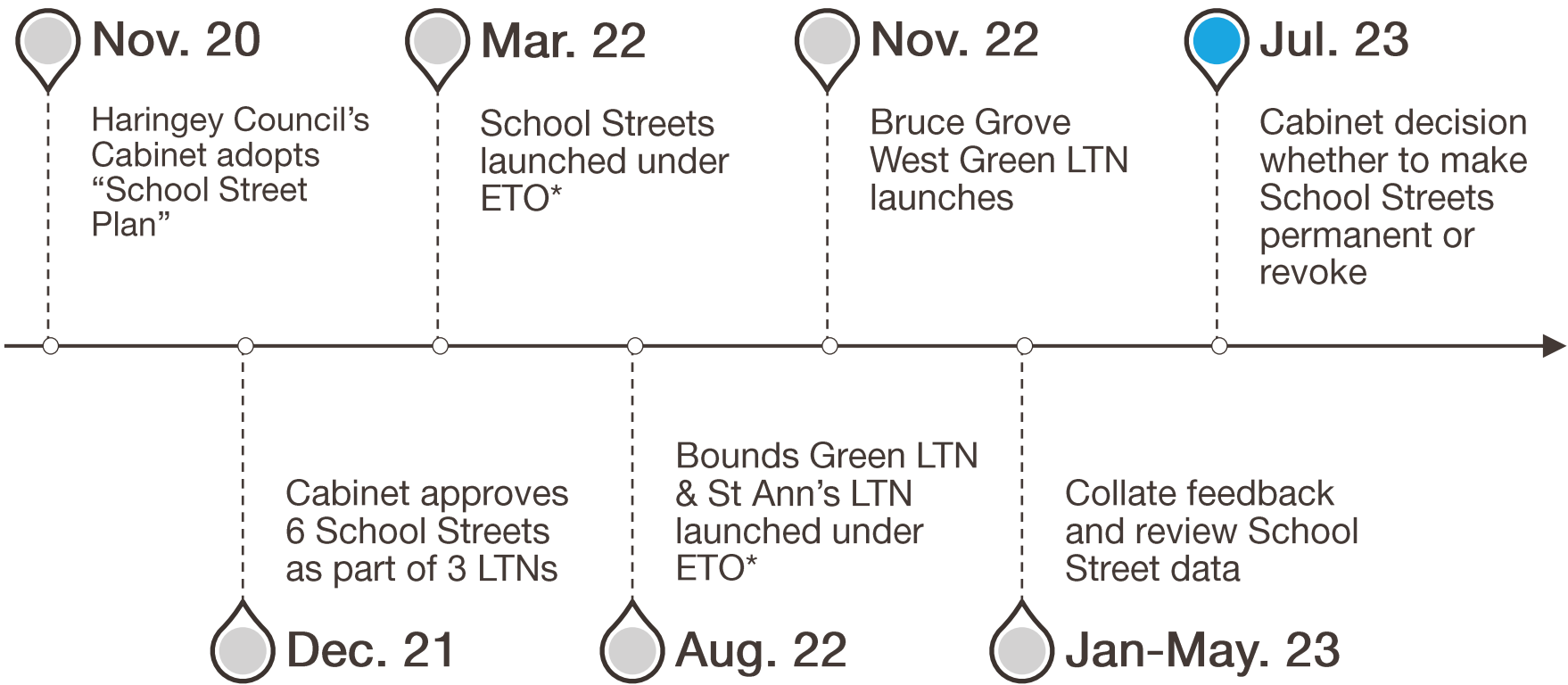
Delivery batch	SSID	School	Launch date	Postcode	Ward	Streets (wholly or partially) impacted by SS closure	Decision to make ETO
2021/22 (LTN)	SS02	Bruce Grove Primary School	01/03/22	N17 6UH	Bruce Grove	Sperling Road, Clacton Road	Approved 7/12/21
	SS19	West Green Primary School	01/03/22	N15 3RT	St Ann's	Woodlands Park Road	Approved 7/12/21
	SS20	Belmont Junior School and The Vale	01/03/22	N22 6RA	West Green	Rusper Road	Approved 7/12/21
	SS24	St Martin of Porres Roman Catholic Primary School	01/03/22	N11 2AF	Bounds Green	Blake Road, Lynton Gardens	Approved 7/12/21
	SS25	Trinity Primary Academy	01/03/22	N22 8ES	Woodside	Trinity Road	Approved 7/12/21
	SS28	Seven Sisters Primary School	01/03/22	N15 5QE	St Ann's	South Grove, Newsam Ave	Approved 7/12/21

Map



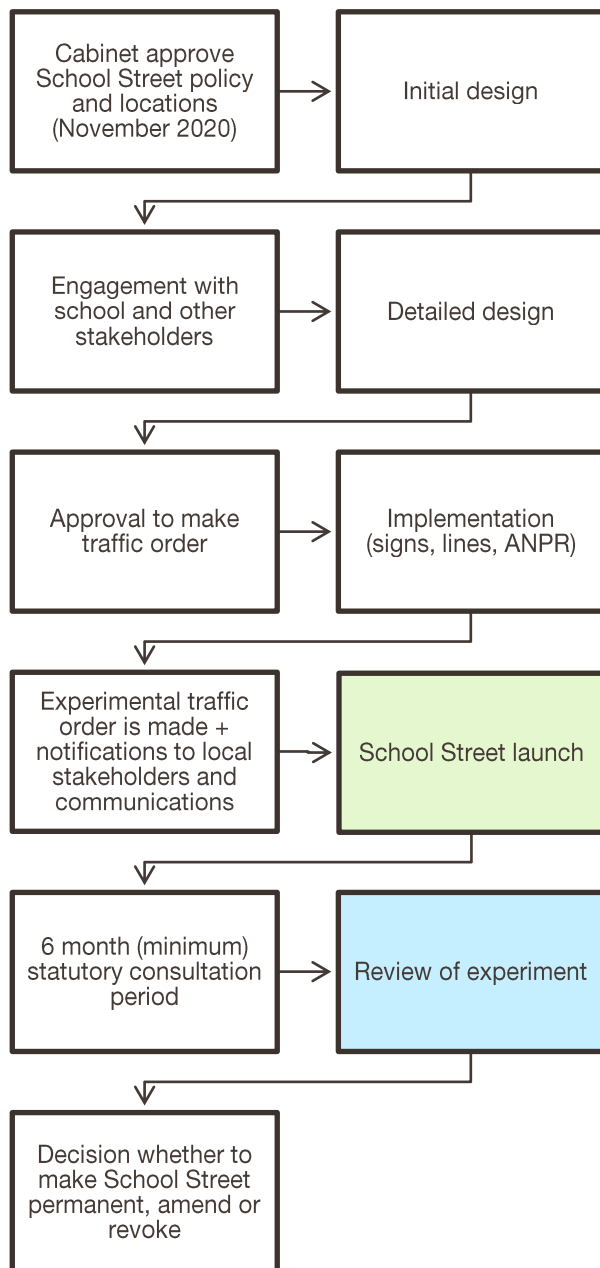
The five School Streets under review have designated 1.3km of pedestrian and cycle zones

Timeline



*Experimental Traffic Order

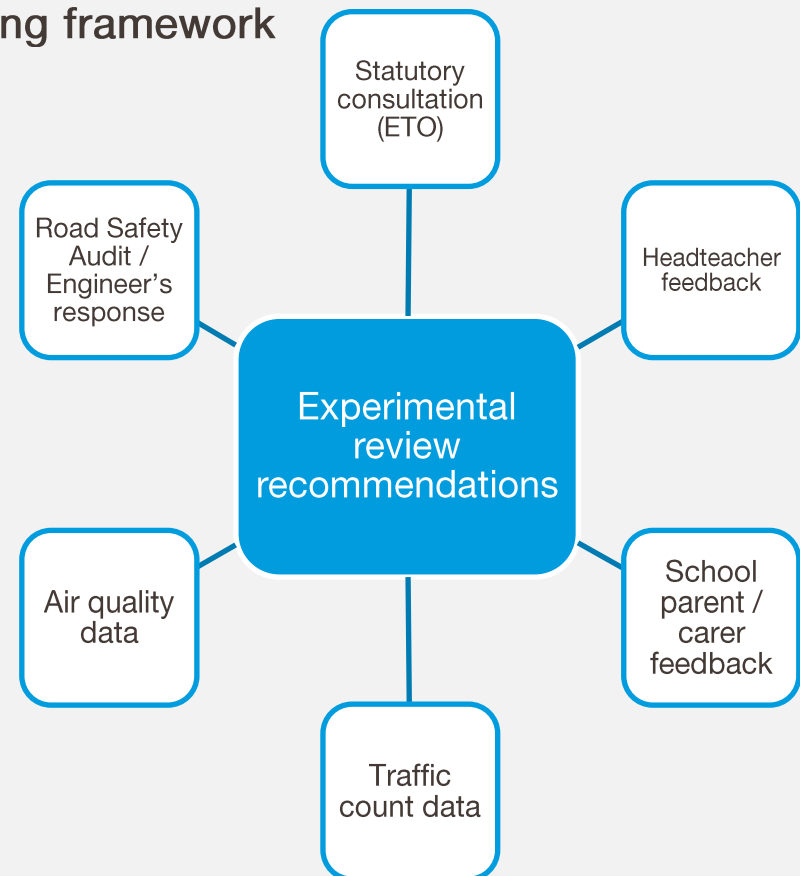
School Street launch and monitoring process



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

Public feedback and 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.

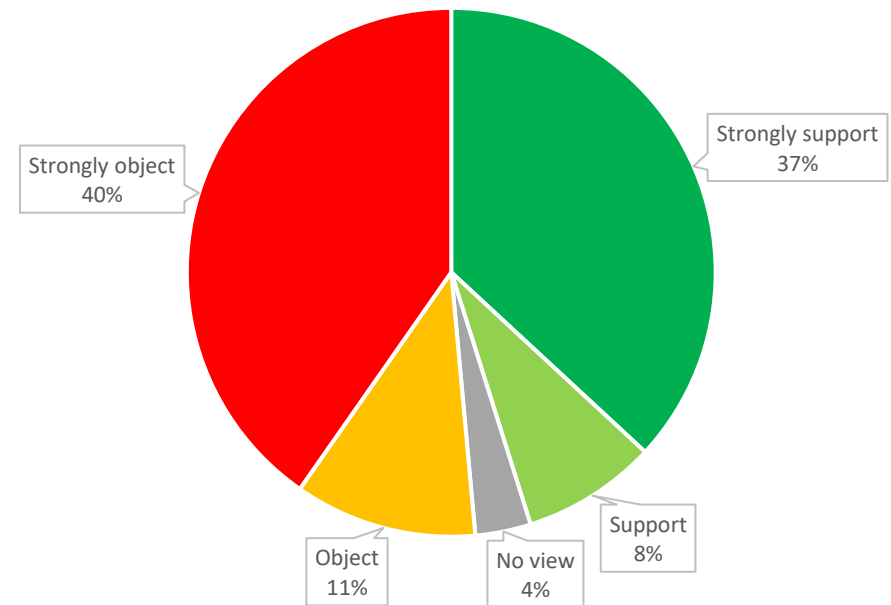
45% of those responding to the consultation support or strongly support the School Street

Communications methods

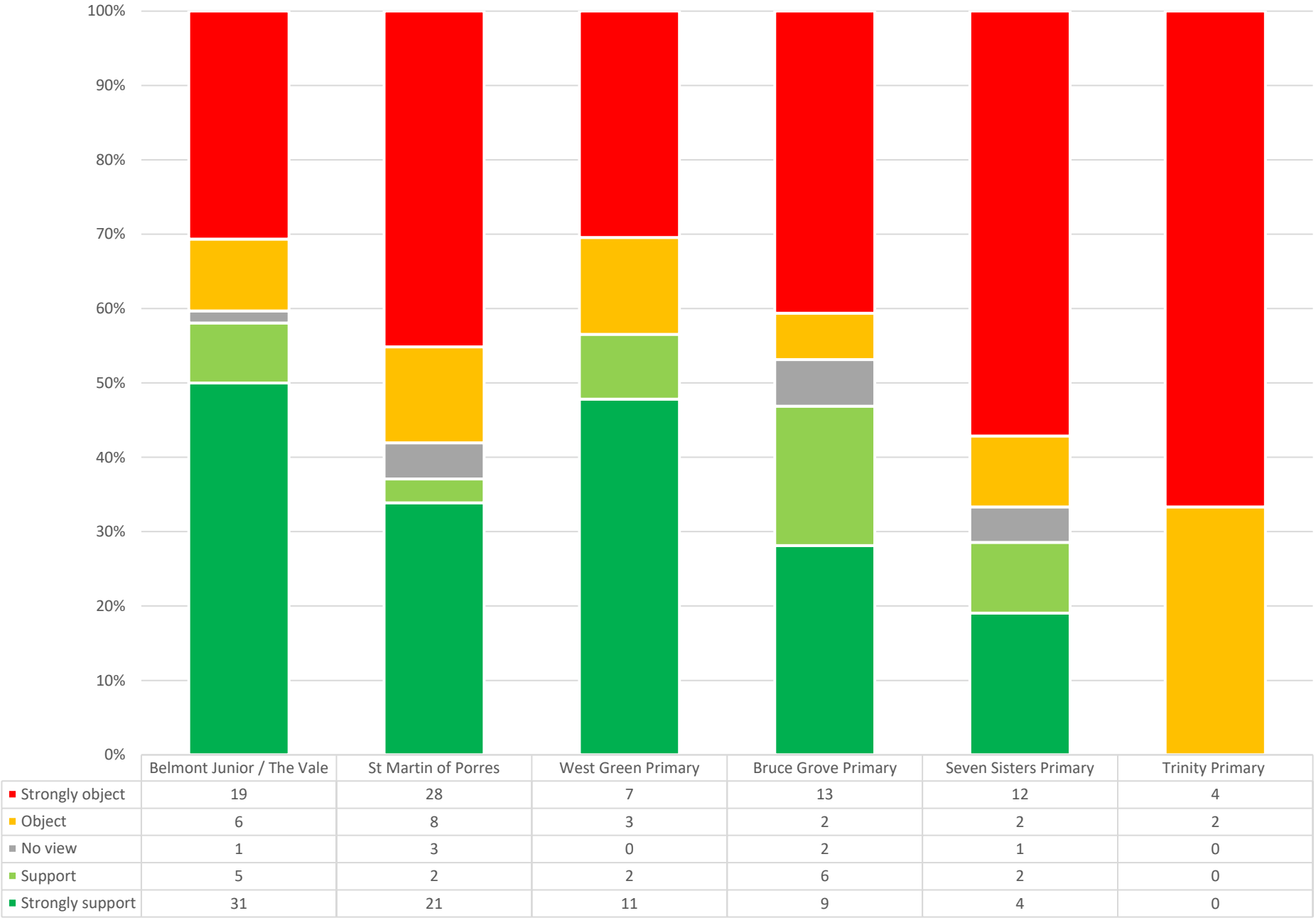
1. Traffic order notice
 - a) published in local press
 - b) attached to lamp columns
 - c) on council's TMO webpage
2. Two local letter drops
 - a) one before launch
 - b) one reminder to respond
3. Each school carried out their own communications supported by the council
4. School Street banners
5. 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	30%
Online form	70%

Public feedback and statutory consultation
(all 6 School Streets)
Total = 206 responses



Public feedback and statutory consultation (2/4)



Public feedback and statutory consultation (3/4)

Any person may respond to the statutory consultation. However, specific surveys were carried out with (a) headteachers and (b) parents / carers of school pupils and this feedback is reported in the following sections

		Support or Object?					
		Support		Object		No view	
		Count	Row %	Count	Row %	Count	Row %
Resident or business?	Resident	78	43%	95	53%	7	4%
	Business	2	22%	7	78%	0	0%
	Teacher / school staff	1	33%	2	67%	0	0%
	Parent / pupil	9	75%	3	25%	0	0%
	Total	90	44%	107	52%	7	3%

Statutory objections to the traffic orders

1 objection was formally made in response to the advertised traffic orders

Date	OrderSupport	FeedbackText
16/08/2022	WhollyObject	Please can you remove these restrictions immediately, they are very poorly thought through, the only access to Tunnel Gardens is via Blake Road or Winton Gardens. theres no access to local amenities for my mother who is disabled, I would be happy to meet your team who put together this ridiculous proposal and explain the ridiculous nature of this TMO. All you have done is restricted access for residents on Winton Avenue and Tunnel Gardens, they will have no easy access to the A406, this will cause considerable additional traffic along Bound Green Road.

Public feedback – comments (4/4)

Summary of comments and suggestions made by those who support/object.

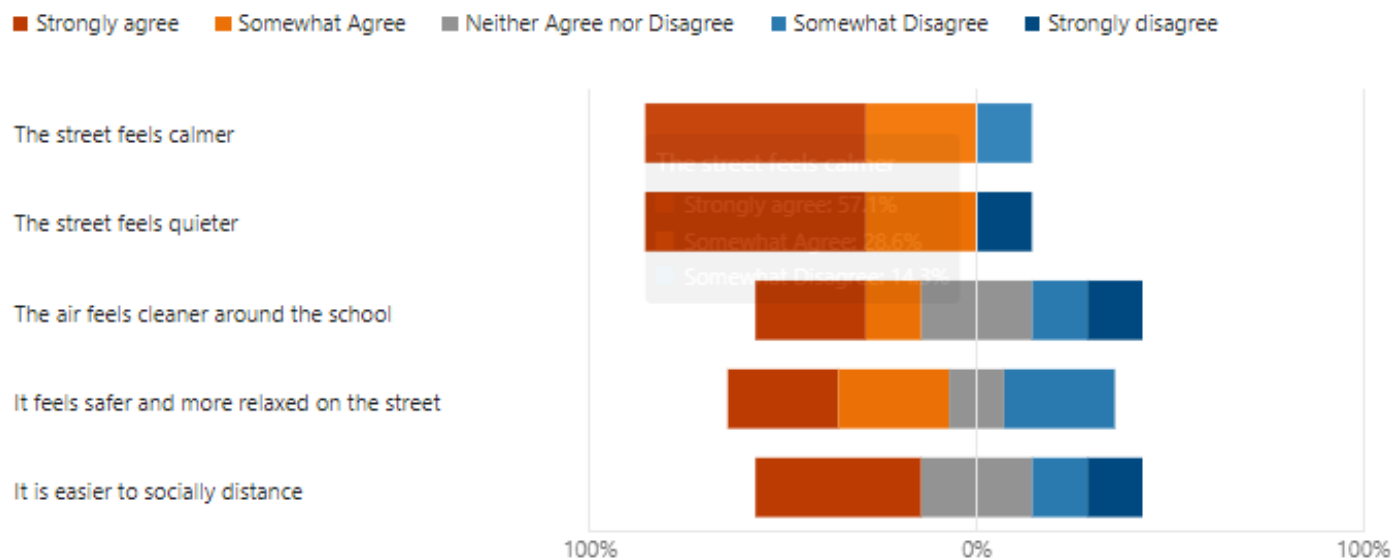
All comments, suggestions and traffic order objections provided in Appendix B to the Cabinet report

	Summary of reason for opinion / comments	Count
Support	Safer for children – with less traffic congestion, speeding and pollution	30
	Stops obstructive and careless parking, improves walking and cycling environment	17
	Support, but would like larger zone or longer hours	4
	Other	17

	Summary of reason for opinion / comments	Count
Object	Displaces traffic congestion, adds to pollution on other roads. Who benefits?	27
	Penalises many residents, restricts deliveries / services and access problems for elderly, disabled and others needing services/carers/family visits	22
	Principle may be OK but I do object to lack of consideration for impact on residents	7
	Physical traffic filters (e.g. Rusper Rd and Clacton Rd) should be reopened	4
	Money making scheme	3
	No associated infrastructure included e.g. cycling	1
	Other	14

Headteacher feedback

Dialogue between the school and the council has continued throughout the experiment
A specific survey was carried out with headteachers ~12 months after launch



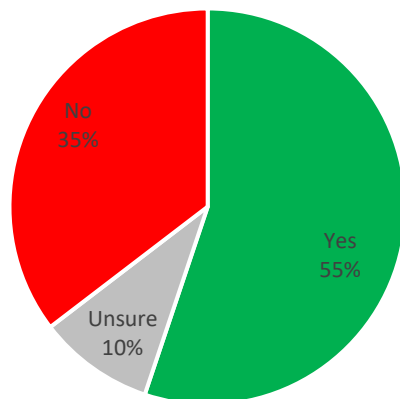
School Street	School	Make permanent?	Suggestions
Belmont Junior School and The Vale School Street (SS20)	Belmont Infant School	Unsure*	Extend school street to Boundary Road and possibly Downhills
	Belmont Junior School	Yes	
	Vale@Belmont	Response pending	
Bruce Grove Primary School Street (SS02)		Yes	
Seven Sisters Primary School (SS28)		Yes	
St Martin of Porres Roman Catholic Primary School (SS24)		Yes	
Trinity Primary Academy (SS25)		Yes	
West Green Primary School (SS19)		Yes	

*The entrance to Belmont Infant School is not within the boundary of the existing School Street. The Head at the Infant school would like to see a School Street added to Boundary Road (not in scope of this review).

Parent/carer feedback

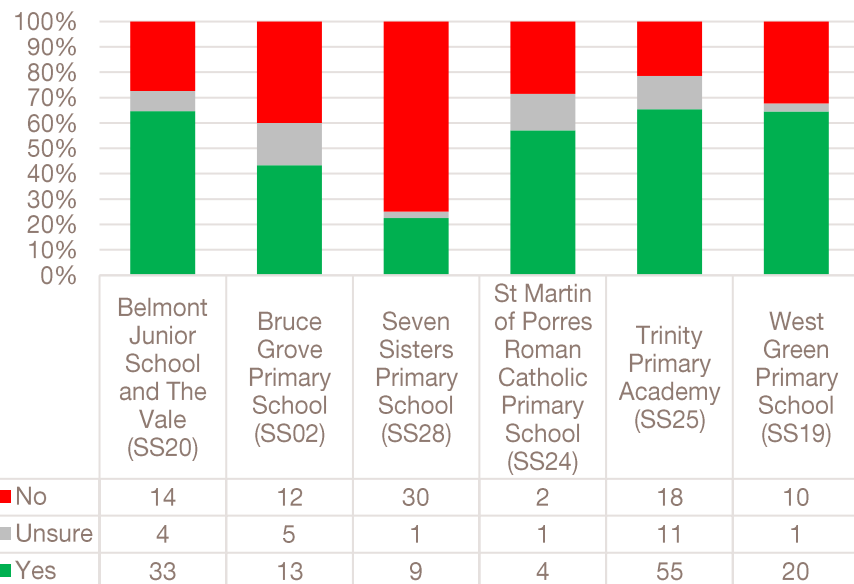
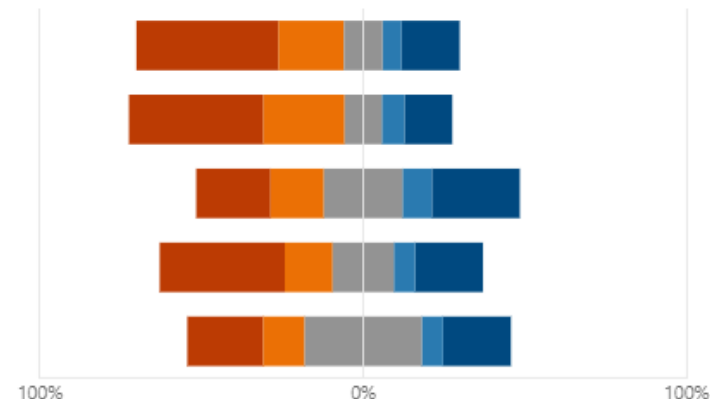
A survey was carried out, promoted by the school, with parents and carers of school children (243 responses from parents / carers)

Overall support to make permanent



Strongly agree Somewhat Agree Neither Agree nor Disagree Somewhat Disagree Strongly disagree

The street feels calmer
The street feels quieter
The air feels cleaner around the school
I feel safer and more relaxed on the street
It is easier to socially distance



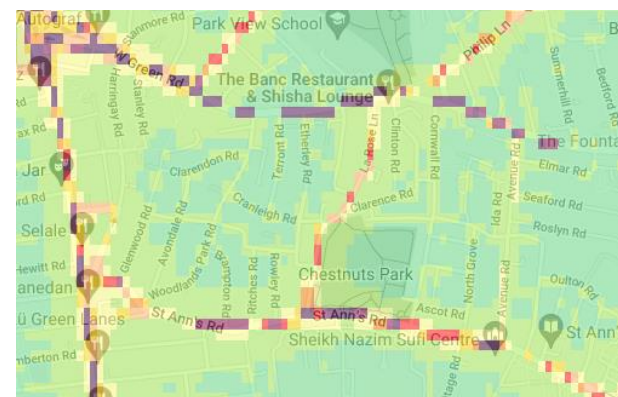
Analysis of data shows that...

- Across all 6 School Streets the majority (55%) want it made permanent
- Variety of opinion by school
- Lower levels of support than previous reviews, possibly due to connection with LTNs
- Opinion is clear that School Street have made it feel calmer and quieter and safer
- 5% increase in cycling and walking to school
- 5% decrease in driving to school

Air quality

Air quality monitoring sites were installed in mid-2021 at four of the six School Street locations. Belmont Junior School is monitored by a long-standing diffusion tube site. Trinity Road is not served by air quality monitoring and no data is available for that location.

- 1) In the post implementation period, average NO_x concentrations at all the monitoring locations are well below the annual national objective of 40 µg/m³.
- 2) 60% of the School Streets show an improvement.
- 3) Whilst monthly comparisons at some sites show no improvement, they performed slightly better or no worse than the average borough-wide trend (see point 5, below). Where there are worse results in individual months these in the main are below the 40 µg/m³ threshold. The threshold was exceeded in single months at Seven Sisters Primary and Bruce Grove Primary School.
- 4) Air Quality improvements range from 0.8 – 1.8 µg/m³.
- 5) Across Haringey as a borough, we have seen an increase in air pollutants in 2022 compared to 2021, with a 13% increase in NO₂ concentrations.
- 6) The results are encouraging being based on only seven months' worth of data. By continuing with the current schemes, more “after School Street” data will be available. This will allow for continued analysis to be undertaken, which can then provide insight in how best to alter and modify these and further School Streets schemes.
- 7) It is too early to say with certainty whether this data collected from the School Streets sites can be fully attributed to School Streets introduction, but from the limited data available, it would indicate that the objective to improve air quality is being met. From the analysis of the overall results, we would like to recommend the continuation of the scheme. Ongoing air quality monitoring will enable a clearer view about the extent to which this objective is being met going forward.



Previous London-wide studies [GLA data](#) on School Streets 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.

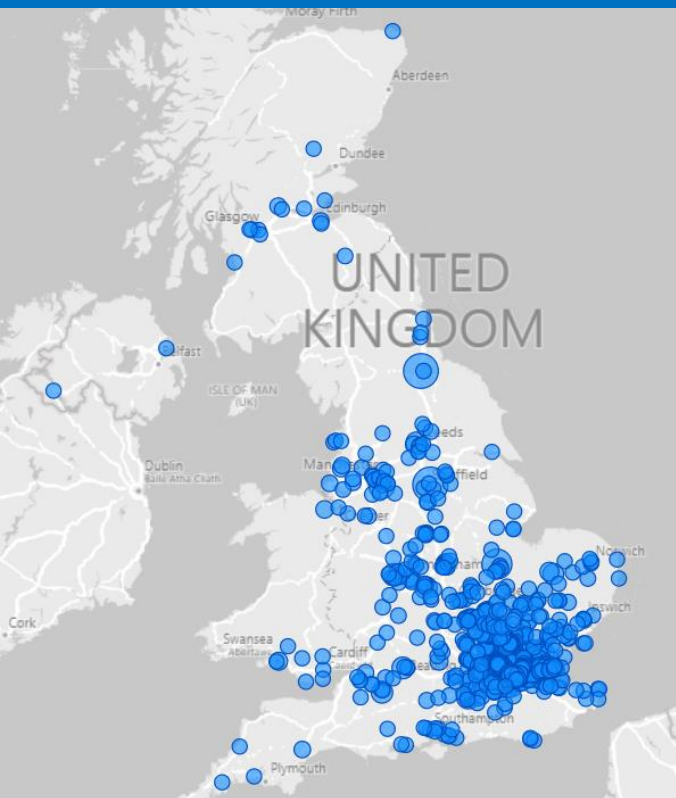
See Appendix A2 for further details

Traffic counts

School Street	DIFFERENCE IN BEFORE vs AFTER WITHIN THE SCHOOL STREET				
	CYCLING	AM MOTOR VEHICLE TRAFFIC	PM MOTOR VEHICLE TRAFFIC	MORNING AND AFTERNOON VEHICLE TRAFFIC	SPEED
Trinity Primary	-27%	0%	-29%	-16%	+17%
St Martin of Porres	+12%	-90%	-86%	-88%	-0.1%
West Green Primary	-31%	-80%	-83%	-82%	-3%
Seven Sisters Primary	-20%	+3%	-32%	-18%	-12%
Bruce Grove Primary	+45%	-87%	-79%	-83%	-28%
Belmont Junior	+42%	-92%	-94%	-93%	-15%

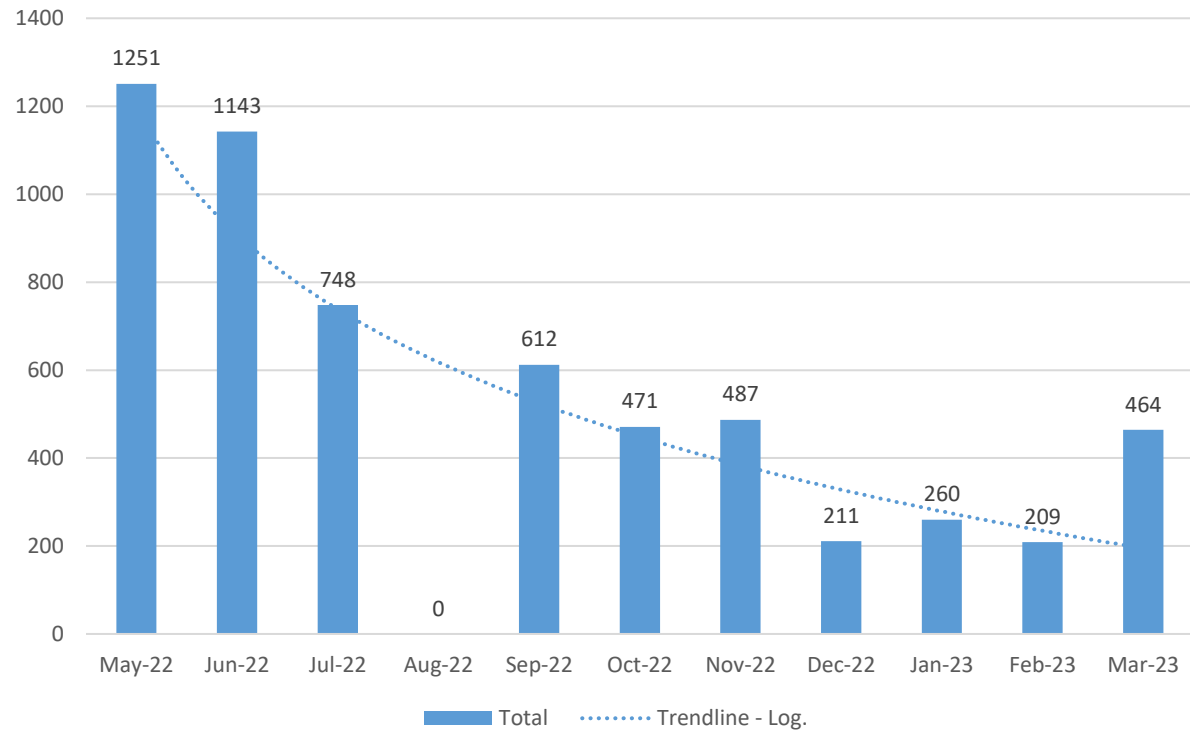
- The above shows that traffic volumes were reduced by nearly two-thirds (average reduction of 63%) in the AM and PM operational hours, this is comparable with previous School Street reviewed in Haringey
- Most schools have seen an increase in cycling counts and decrease in speed, exceptions are identified in red.
- In regard speeds at Trinity Primary (17% increase), the 85-percentile speed before the School Street was implemented in Trinity Road was 17.5 mph and that after School Street implementation, the speed was 20.4 mph. Although the School Street has seen an increase in average speed, this just remains within an acceptable level for the 20mph speed limit. The situation at this location will be monitored and speed management interventions may be considered in future if deemed necessary.
- As identified by Transport for London and other authorities, travel behaviour and traffic volumes in London were significantly impacted by COVID19. 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 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'.

Compliance of the moving traffic restriction



Map of motorist's postcodes who received a School Street PCN

Penalty Charge Notices (PCNs) associated with 10 cameras at 6 School Streets



Analysis of a Penalty Charge Notice (PCN) data:

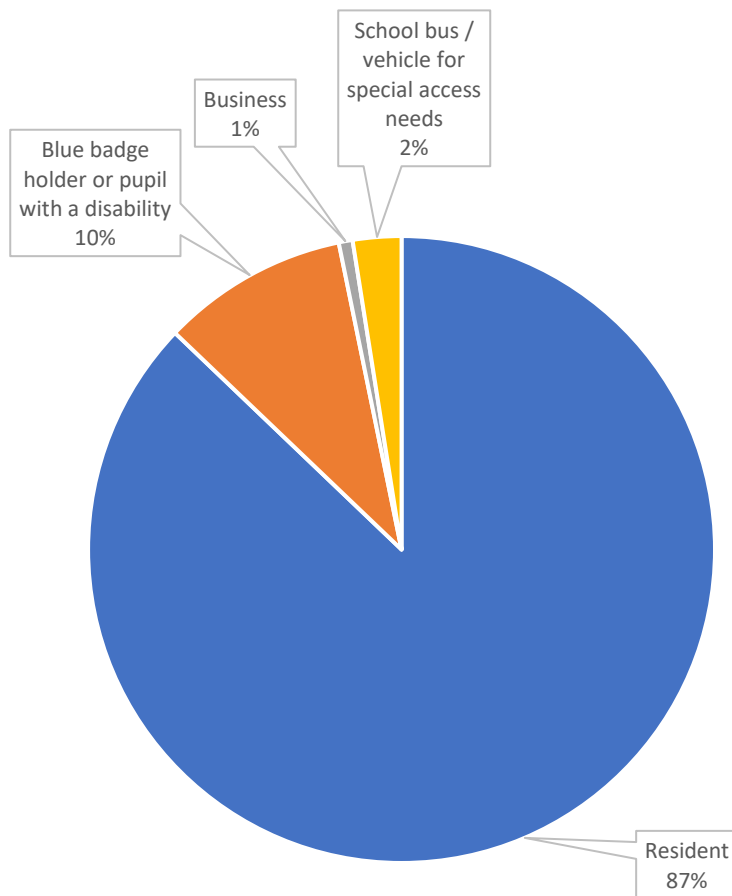
- Rapid increase in compliance following launch (i.e., decrease in PCNs)
- Average number of PCNs per month has more than halved
- Compliance 1.8x worse in afternoon (PM) than morning (AM) period
- Majority (58%) PCNs issued to motorists outside Haringey
- Significant variation of total PCNs per month between locations

Time period	% of PCN issued
AM	35%
PM	65%

Exemptions

Residents & businesses within 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



- 281 exemption applications approved (includes renewals)
- 10% 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, 24% of the addresses within a School Street applied for an annual resident exemption. Though there was significant variation between sites (58% at St Martin de Porres, 5% at Trinity) which is likely to be attributed to zone size and car ownership levels.

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 A4 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



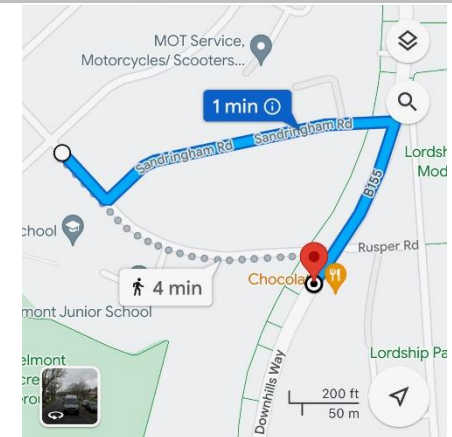
Two regulatory signs are installed at each entry point. Outside of term, signs are closed and School Street does not operate



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 additional 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



Rusper Road (btw Sandringham Road and Downhills Way) is a School Street. Google Maps recognises this motor vehicle restriction and navigates a car journey that avoids it.



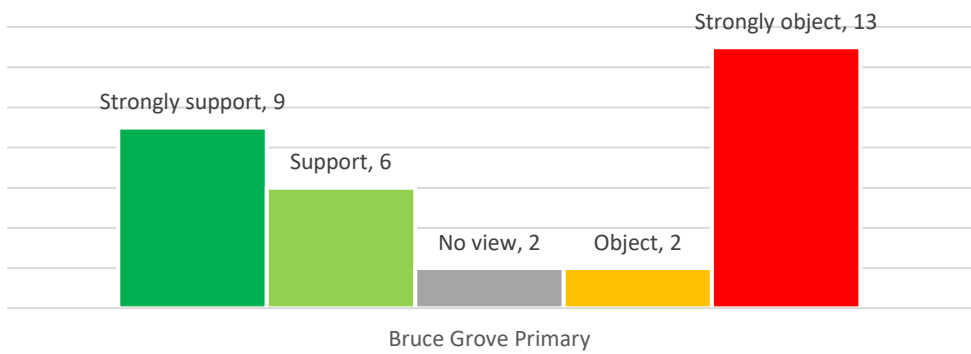
School by school analysis






SS02: Bruce Grove Primary School Street

Key info	Streets	Sperling Road, Clacton Road
	Times	Term Time, Monday to Friday 08:15 - 09:15 and 15:00 - 16:00
	Length	285m
	No. addresses within School Street	94
	No. exemptions (snapshot)	13
	Approx % addresses with an exemption	27%



Public feedback via statutory consultation (count = 32)



School feedback	Parent / carers agree (count = 30)	Headteacher
The street feels calmer	60%	Strongly agree
The street feels quieter	67%	Strongly agree
The air feels cleaner	40%	Strongly agree
Feel safer and more relaxed in street	43%	Strongly agree
It's easier to socially distance	17%	Strongly agree
Having seen the experiment, make it permanent?	43%	Yes
How effective is the design	n/a	Correct size
    Walk, cycle or wheel	Up 7%	n/a
 Using a car	Down 7%	n/a

ATC data	Motor vehicles (within)	Down 83%
	Cycles	Up 45%
	Speed (within)	Down 28%

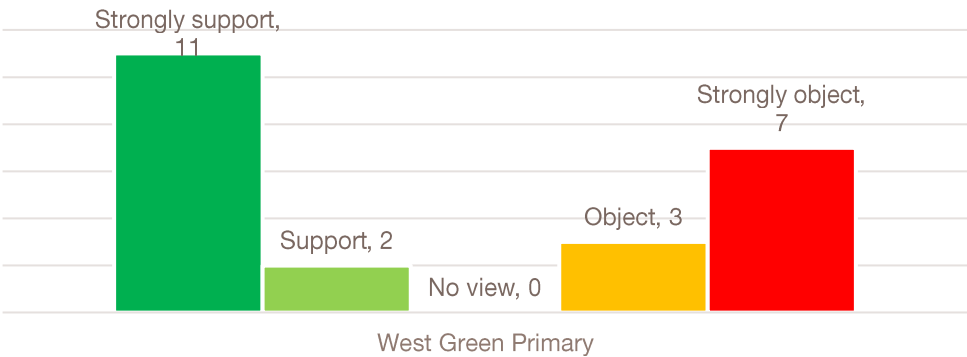
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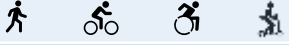

SS19: West Green Primary School Street

Key info	Streets	Woodlands Park Road
	Times	Term Time, Monday to Friday 08:30 - 09:30 and 15:00 - 16:00
	Length	73m
	No. addresses within School Street	68
	No. exemptions (snapshot)	6
	Approx % addresses with an exemption	9%



Public feedback via statutory consultation (count = 23)



Feedback	School feedback		Parent / carers agree (count = 31)	Headteacher (Inclusion Manager)
	The street feels calmer		71%	Somewhat agree
	The street feels quieter		71%	Somewhat agree
	The air feels cleaner		42%	Somewhat agree
	Feel safer and more relaxed in street		68%	Somewhat agree
	It's easier to socially distance		13%	Neutral
	Having seen the experiment, make it permanent?		65%	Yes
	How effective is the design		n/a	Correct size
	 Walk, cycle or wheel		Up 7%	n/a
	 Using a car		Down 7%	n/a

ATC data	Motor vehicles (within)	Down 82%
	Cycles	Down 31%
	Speed (within)	Down 3%

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SS20: Belmont Junior and The Vale School Street

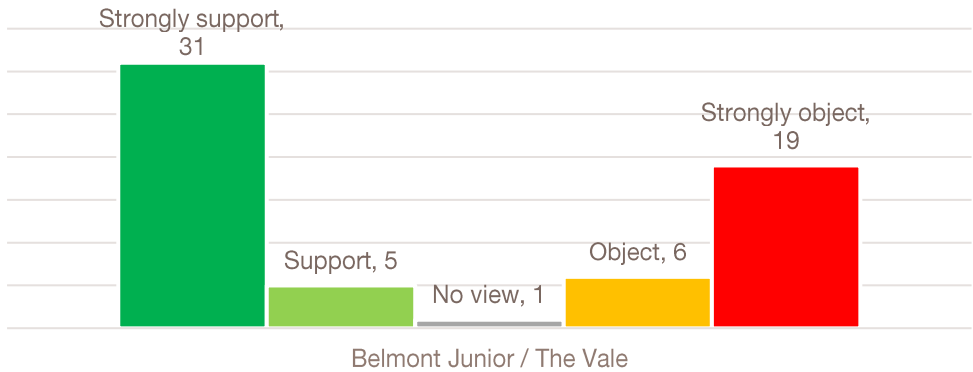
Key info

Streets	Rusper Road
Times	Term Time, Monday to Friday 08:30 - 09:30 and 15:00 - 16:00
Length	207m
No. addresses within School Street	58
No. exemptions (snapshot)	25
Approx % addresses with an exemption	43%



Feedback

Public feedback via statutory consultation (count = 62)



School feedback	Parent / carers agree (count = 51)	Headteacher (Belmont Junior)
The street feels calmer	76%	Strongly agree
The street feels quieter	76%	Strongly agree
The air feels cleaner	53%	Neutral
Feel safer and more relaxed in street	67%	Neutral
It's easier to socially distance	20%	Neutral
Having seen the experiment, make it permanent?	65%	Yes
How effective is the design	n/a	Correct size*
Walk, cycle or wheel	Up 4%	n/a
Using a car	Down 4%	n/a



ATC data

Motor vehicles (within)	Down 93%
Cycles	Up 42%
Speed (within)	Down 15%

Notes

- School Street serves pupils at Belmont Junior School and The Vale at Belmont
- Belmont Infants reach their school via Belmont Rec. The headteacher survey shows that Belmont Infants would like a School Street introduced on the roads approaching their entrances.

SS24: St Martin of Porres RC Primary School Street

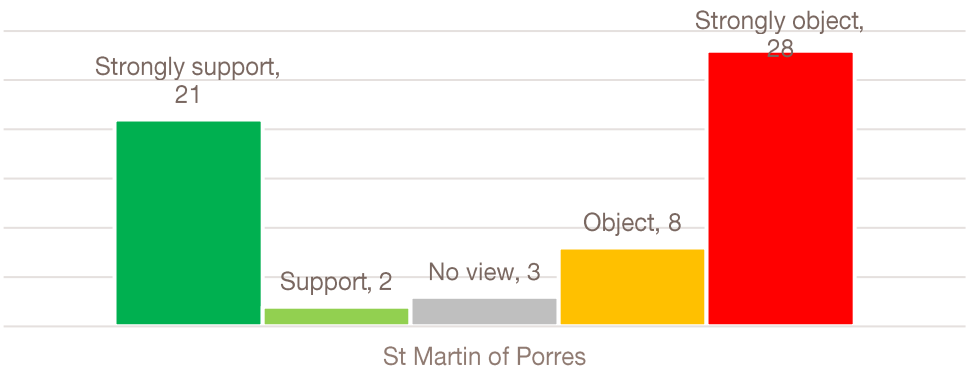
Key info






Streets	Blake Road, Lynton Gardens
Times	Term Time, Monday to Friday 08:15 - 09:15 and 15:00 - 16:00
Length	360m
No. addresses within School Street	67
No. exemptions (snapshot)	39
Approx % addresses with an exemption	58%



Feedback

Public feedback via statutory consultation (count = 62)



School feedback	Parent / carers agree (count = 7)	Executive Head teacher
The street feels calmer	100%	Strongly agree
The street feels quieter	100%	Strongly agree
The air feels cleaner	57%	Somewhat agree
Feel safer and more relaxed in street	57%	Strongly agree
It's easier to socially distance	14%	Strongly agree
Having seen the experiment, make it permanent?	57%	Yes
How effective is the design	n/a	Increase size
    Walk, cycle or wheel	No change	n/a
 Using a car	No change	n/a

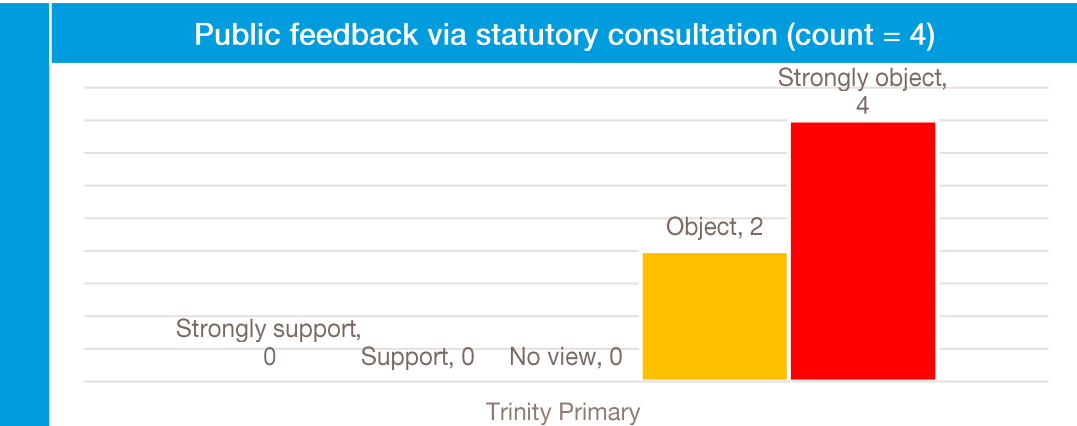
ATC data	Motor vehicles (within)	Down 88%
	Cycles	Up 12%
	Speed (within)	Down 0.1%

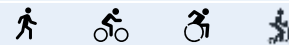

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SS25: Trinity Primary School Street

Key info	Streets	Trinity Road
	Times	Term Time, Monday to Friday 08:15 - 09:15 and 14:45 - 15:45
	Length	205m
	No. addresses within School Street	64
	No. exemptions (snapshot)	3
	Approx % addresses with an exemption	5%



Feedback	School feedback		Parent / carers agree (count = 84)	Principal
	The street feels calmer		71%	Strongly agree
	The street feels quieter		74%	Strongly agree
	The air feels cleaner		38%	Strongly agree
	Feel safer and more relaxed in street		62%	Strongly agree
	It's easier to socially distance		25%	Strongly agree
	Having seen the experiment, make it permanent?		65%	Yes
	How effective is the design		n/a	Correct size
	 Walk, cycle or wheel		Up 7%	n/a
	 Using a car		Down 7%	n/a

ATC data	Motor vehicles (within)	Down 16%
	Cycles	Down 27%
	Speed (within)	Up 17%

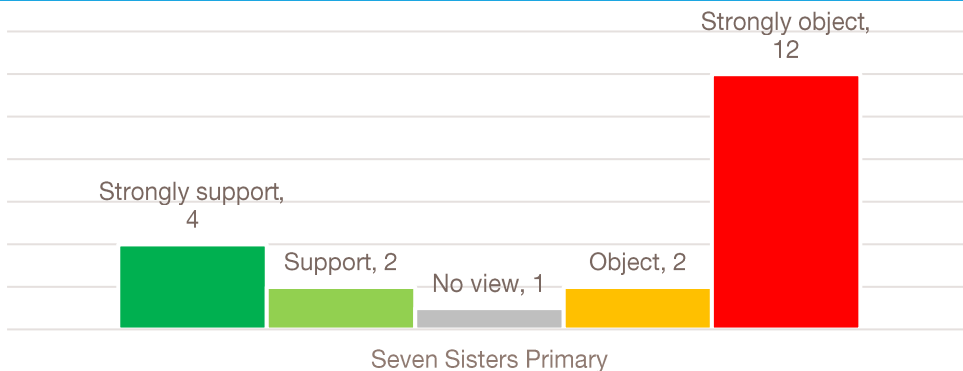
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



SS28: Seven Sisters Primary School Street

Key info	Streets	South Grove, Newsam Ave
	Times	Term Time, Monday to Friday 08:30 - 09:30 and 15:00 - 16:00
	Length	170m
	No. addresses within School Street	32
	No. exemptions (snapshot)	13
	Approx % addresses with an exemption	14%



Public feedback via statutory consultation (count = 21)



School feedback	Parent / carers agree (count = 40)	Assistant Head Teacher
The street feels calmer	25%	Somewhat agree
The street feels quieter	30%	Somewhat agree
The air feels cleaner	28%	Neutral
Feel safer and more relaxed in street	15%	Somewhat agree
It's easier to socially distance	15%	Strongly agree
Having seen the experiment, make it permanent?	23%	Yes
How effective is the design	n/a	Increase size
    Walk, cycle or wheel	Up 4%	n/a
 Using a car	Down 4%	n/a



ATC data	Motor vehicles (within)	Down 18%
	Cycles	Down 20%
	Speed (within)	Down 12%

Notes	<ul style="list-style-type: none"> A considerable number of teachers responded to the parent / carer survey which has skewed the results downward. It is noted that their issues related to provision of exemptions which have now been resolved, reflected by the Assistant Headteachers subsequent response to the headteacher survey supporting the School Street is made permanent
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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 six schools
- Council teams including: Streetspace, Highways, Carbon Management, Active Travel, Transport Planning, Parking and Traffic Enforcement and Notice Processing

Appendices

Appendix A1	Summary of feedback
Appendix A2	Air quality data
Appendix A3	School Street designs

