

Report for: Climate, Community & Culture Scrutiny Panel – 13 July 2023

Title: Update on Recent Cabinet Decisions

Report authorised by : Ayshe Simsek, Acting Democratic Services and Scrutiny Manager

Lead Officer: Philip Slawther, Principal Scrutiny Officer,
Tel: 020 8489 2957, e-mail: philip.slawther2@haringey.gov.uk

Ward(s) affected: N/A

**Report for Key/
Non Key Decision:** N/A

1. Describe the issue under consideration

1.1 A number of Key Decisions have been taken by Cabinet since this Panel last met in March 2023. This report provides an overview of the reports received by Cabinet, between March and June, that fall within the policy remit of this scrutiny panel.

1.2 The window for calling in the decisions taken at March, April & June Cabinet has passed and these decisions are no longer subject to call-In.

1.3 The report covers the following:

- Devonshire Hill School Street
- Review of the Essential Permit Scheme
- Footway Parking Review Policy
- Floodwater Management Investment Plan 2023/24
- Parking Investment Plan 2023/24
- Road Danger Reduction Investment Plan for 2023/24
- Highways and Street Lighting Investment Plan 2023/24
- Parking Schemes – Resident Engagement Policy
- Schools Streets Plan

2. Recommendations

2.1 The Panel is asked to note the update.

3. Reasons for decision

3.1 This report is an overview of some of the key policy developments that the Scrutiny Panel had responsibility for. It is envisaged that as well as providing a general update to Members, the contents of the report may be useful to Members when discussing what the Panel's future work programme may look like.

3.2 This report is intended to give a brief overview of these reports. If Members would like more detail, the links to the full reports are included, or alternatively, the Scrutiny Officer can you send you copies of these reports.

4. **Devonshire Hill Primary School Street – March Cabinet** [Click here](#)

4.1 At Cabinet on 14 March, it was agreed to set up a School Street in part of Weir Hall Road, adjacent to Devonshire Hill Primary School. As Weir Hall Road Straddles the borough boundary an agreement had been made with Enfield that they will introduce a similar scheme on the part of the road in that borough, in order to ensure delivery of a high quality, effective and enforceable School Street near Devonshire Hill Primary School.

4.2 The reasons for establishing the School Street were:

- To improve the health of children by increasing active travel, reducing road danger and improving air quality near the school gate;
- The school is supportive of the proposal;
- The London Borough of Enfield has proposed a scheme in Bull Lane that may reassign traffic into Weir Hall Road at times when children are arriving or departing this school; and
- The proposals contribute towards the strategic objectives of the Council.

Proposal

4.3 Following engagement with the school, an initial design was developed and later consulted upon. The initial design takes account of the feedback from the school, Enfield and Haringey Council officers and the Cabinet Member for Climate Action, Environment and Transport, and is aligned with the School Street General Design Principles. This initial design was consulted upon between November 2022 and January 2023.

4.4 The key elements of the proposed design were:

- That Weir Hall Road (between Barclay Road and Oak Avenue) is to become a School Street that would operate:
 - Term time only
 - Monday to Friday
 - 8:30am – 9:15am and 2:30pm – 3:45pm
- Relocation of parking places from the footway to the carriageway, to improve accessibility.
- A raised table at the junction of Weir Hall Road and The Weymarks, to the north of No. 35 Weir Hall Road
- Planting of new street trees on east side of Weir Hall Road
- Motor vehicles (cars, vans, motorcycles etc.) will not be allowed to enter the School Street during the above times unless they had been issued an exemption.
- To inform drivers, traffic signs will be installed and updates sent to sat-nav companies.

- Motor vehicles that enter the School Street without an exemption, during operational hours, will be identified by camera and may be issued a penalty charge notice (PCN).
- No one needs an exemption to drive out of a School Street. An exemption is only required to drive into a School Street during operational hours.
- School Streets remain open to people walking, cycling and wheeling.
- Emergency services will always have unhindered access.

4.5 In line with the exemption policy established within paragraph 7.5 of the School Streets Plan report to Cabinet on 10 November 2020, the following groups would be eligible to apply for an exemption:

- Residents or businesses who have an address within the School Street to a maximum of two per property.
- Blue Badge holders who require access to the School Street.
- Pupils with a disability that prevents them walking or cycling to school.
- Medical practitioners visiting someone with an address in the School Street
- School vehicles transporting special educational needs and disabled children.

4.6 An AutoCAD drawing showing the design of the scheme can be found here:



AppendixADesign.pdf

5. **Review of the Essential Service Permit Scheme – March Cabinet [Click here](#)**

- 5.1 The report set out the outcomes of a review into The Essential Service Permit (ESP) scheme and recommended a number of changes to the scheme.
- 5.2 The ESP scheme supports local authority services, NHS health professionals, charities, faith groups, and organisations who provide healthcare, counselling or social care to Haringey residents. The scheme is designed to meet the needs of those who rely on car use to deliver essential services to residents. It has been subject to minor reviews in recent years to address concerns about its impact on residential parking in roads near the Council office complex in Wood Green.

Background Information

- 5.3 The ESP scheme is important to those involved in the delivery of many local services including but not limited to food safety control, building control, nuisance control, pest control, Council fraud investigation, social services homecare (not contractors), child protection unit, waste management enforcement/inspection, highways inspection, town planning enforcement, children services, social services placement/assessment, social housing management (not contractors), residential and/or community care management.
- 5.4 Schools may submit a business case for ESPs. Schools have argued that this is an essential aid to the recruitment and retention of teachers, as well as the general running of the school.
- 5.5 The NHS and not-for-profit organisations also access the scheme which, in addition to the Health Emergency Badge, supports the delivery of many community-based services to borough residents.
- 5.6 This scheme offers a reduced charge for some category of users. The Council agreed this approach in 2008 when it was agreed that schools and faith groups (Ministers of Religion) should benefit from a reduced charge. This charge was intended to remain consistent with residential parking permit charges. The concessionary ESP charge has not always kept pace with changes to residential parking charges. ESPs are currently available as a vehicle-specific permit or a transferable permit to be shared by a team.
- 5.7 Restrictions were applied to the use of ESPs in the Wood Green Inner Controlled Parking Zone (CPZ) and Barratt Avenue, N22, Ranelagh Road N22, Selbourne Road N22 and Wolseley Road N22 in the Wood Green Outer CPZ in 2019. Those measures were introduced to resolve residents' concerns about congestion and displacement caused by the level of ESP parking in those streets.
- 5.8 Those restrictions involved prohibiting ESP use in those roads unless the vehicle is:
- being used to transport hazardous chemicals to and/or from a property located in that road;

- to transport heavy equipment to and/or from a property located in that road; or
 - to attend an emergency call out from a property located in that road.
- 5.9 Where a vehicle is being used for one of the above purposes, there is a maximum parking time of 2 hours, with no return to the same road within 2 hours.
- 5.10 Alternative free parking provision is available to those permit holders on the upper deck of Bury Road Car Park, which is quite central to the CPZ and within walking distance of the Council complex at Station Road, Wood Green N22.

Proposal

- 5.11 The existing arrangements in the Wood Green area as set out above were retained. It is anticipated that a review of staff car park arrangements will make some provision for ad hoc parking for staff who need the occasional off-street parking.
- 5.12 The ESPs issued to Council staff will become transferable permits that can be used by the respective teams. Working arrangements have altered post-Covid-19 pandemic, with higher levels of home working. The transferable permit will help manage impact on busy roads, while reducing the financial burden on services. Vehicle specific and daily ESPs will be retained for those who require them, but applications for those will need to be supported by a business case, with clear evidence of need. The use of all ESPs will be closely monitored, and any evidence of abuse or misuse will result in the permit being withdrawn.
- 5.13 While there are no changes proposed to the wider ESP scheme, permit charges will increase by inflation (10%) and a new £80 surcharge will be applied to diesel fuelled vehicles. This will bring the ESP scheme in line with wider parking permit charging policy. The increase in charge is required to fund the costs of running, maintaining, and enforcing the Council's parking infrastructure and to encourage use of greener vehicles. Any surplus that is generated is ring-fenced and invested back into road maintenance, highway improvements, concessionary fares, and to administer the disabled Blue Badge parking scheme.

Reduced Charge (concessionary) ESP Scheme

Schools

- 5.14 There are in the region of 350 ESPs in issue to schools. The current eligibility gives preference to those delivering the school curriculum. Schools require greater flexibility in deciding which category of employee requires a parking permit. They are best placed to make those decisions.
- 5.15 The report proposed that schools are removed from the reduced charge ESP scheme. An annual allocation of transferable school (ESP) permits, which can be allocated as and when required, will be made available to schools. The permit will be limited in use to specific streets close to the school.

- 5.16 An allocation of 10 ESPs will be made available at a charge of £200 per permit annually. This allocation will meet the needs of schools well served by public transport. Others may require a higher allocation, which will be limited in total to 20 per school. Each additional permit (above the standard 10 allocation) will attract a surcharge of £100 per annum. Those permits being shared by staff will also reduce the financial burden that parking places on schools.
- 5.17 In developing those proposals, due consideration has been given to the Council's transport objectives and section 122 duty in the Road Traffic Act 1984. A balance has been struck between the duty to secure the provision of suitable and adequate parking facilities on the highway and the potential pollution from staff vehicles being allowed to park within the vicinity of schools. It is important that the changes implemented to do not result in an increase in demand for permits, hence the need to set a maximum allocation per school.
- 5.18 It is expected that those schools will not have off-street parking facilities or will only have access to a very limited number of parking spaces. Applications from schools with off-street parking will be subject to a robust application process that will require schools to fully set out the relationship between those parking permits and the efficient running of the school. Those applications will then be considered on a case-by-case basis. All schools accessing the ESP scheme will also be Ofsted-registered and will need to have an up-to-date School Travel Plan.

Faith Groups (Ministers of Religion)

- 5.19 There are no changes to ESPs issued to this category of user. The charges applying to the reduced charge (concessionary) scheme will be aligned with residential parking charges. This will include the inflationary uplift expected to apply in 2023/24.

Foster Carers

- 5.20 Foster carers be included in the reduced charge (concessionary) ESP scheme. This will be managed through the Council's Safeguarding and Social Care Team. It will apply to those caring for children under the age of 15 years. It is estimated that, at present, 50 foster carers will qualify for this permit. This permit is intended for use when transporting children to their various appointments. It will not replace the requirement for foster carers residing in a CPZ to purchase a residential parking permit.

Discretionary cases

- 5.21 Police counterterrorism has been supported by temporary ESPs in the past. This has caused difficulty with audit trails, and it is proposed that in future, as most permits are now virtual, those vehicles are simply noted on an exemption list to avoid enforcement during those undercover operations.

Monitoring

5.22 The effectiveness of the proposed changes will be carefully monitored to ensure that the objectives of the scheme are met. This will ensure that those permits are used as intended and that any misuse or abuse is effectively dealt with.

Consultation

5.23 Informal consultation was undertaken with the main users of this permit scheme. The feedback from those discussions has shaped proposals. Statutory consultation will also be undertaken prior to changing the traffic management orders. This will give all stakeholders the opportunity to object to proposals, providing an opportunity to resolve any major objections prior to proceeding to implement measures.

5.24 The Charging schedule is set out below.

ESP charges (current and proposed)

CO ₂ emission band (CO ₂ g/km)	Current charge (per annum)	Proposed new charge (per annum)	
Up to 100	£165	£182	+ £80 diesel surcharge if applicable
101 -110	£207	£228	
111 – 120	£248	£273	
121 – 130	£289	£318	
131 -140	£331	£364	
141 -150	£372	£409	
151 -165	£517	£569	
166 -175	£558	£614	
176 – 185	£599	£659	
186- 200	£640	£704	
201-225	£682	£750	
226-255	£723	£795	
over 255	£764	£840	

Team (transferable) ESP

Current Charge (annual)	Proposed charge (annual)
£764	£851

Daily ESP

Current Charge	Proposed charge
£11	£12

Reduced (concessionary) charge ESP charges – Current and Proposed.

CO ₂ emission band (CO ₂ g/km)	Current charge (per annum)	Proposed new charge (aligned with residential parking charges).	
Up to 100	£21	£34.10	+ £80 diesel surcharge, if applicable
101 -110	£31	£45.10	
111 – 120	£41	£56.10	
121 – 130	£62	£79.20	
131 -140	£83	£102.30	
141 -150	£103	£124.30	

151 -165	£145	£170.50	
166 -175	£165	£192.50	
176 – 185	£186	£215.60	
186- 200	£207	£238.70	
201-225	£227	£260.70	
226-255	£269	£306.90	
over 255	£289	£328.90	

Engine size

Not over 1540cc	£72	£90.20	+ £80 diesel surcharge, if applicable
1550 cc to 3000cc	£186	£215.60	
3001cc and above	£289	£328.90	

Proposed school (transferable) ESP charges

Number of permits issued to school	Proposed charge (per annum)
1 to 10 permits	£200 per permit
11 to 20 (maximum number) permits	£300 per permit

6. Footway Parking Policy 2023/24. April Cabinet [Click here](#)

- 6.1 The report set out the framework for reviewing all existing footway parking. It also set out that footway parking will not be implemented in the future where Government guidelines cannot be met.
- 6.2 Many of Haringey's roads were not designed to accommodate current high traffic levels. At some locations, especially in residential areas with narrow roads and no driveways, permitted pavement parking was used to maximise spaces for residents and visitors. However, irrespective of whether pavement parking is deemed necessary to allow residents to park near their homes, there are inherent dangers for all pedestrians.
- 6.3 There are several factors that can act as a barrier to pedestrians, including those using mobility aids such as wheelchairs and those with other physical, sensory, or cognitive impairments travelling on foot, as well as those with prams and pushchairs. These include:
- Inadequate footway width due to lack of space.
 - Footway width reduced by overgrown hedges.
 - Parking on the footway (including protruding wing mirrors).
 - Placement of street furniture (both fixed and non-fixed, such as lamp columns, waste collection bins and boxes, etc.)
- 6.4 There are 102 roads across the borough with permitted footway parking arrangements, with most being made up of partial footway parking that involves two wheels on the footway.
- 6.5 Current legislation and Government guidance advises that there should be, where possible, a minimum width of clear footway space of 2m. Without this, footways can be prohibitive to pedestrian access, especially to those pushing buggies or in a wheelchair. In certain circumstances, the footway clearance may be reduced to 1.5m at pinch points in the footway or where it is deemed appropriate, but this should be assessed on a case-by-case basis and used over a short length.

Proposal

- 6.6. Each road with footway parking is being assessed against current legislation and national guidance. It is the intention that, where there is not a clear 2m clearance for pedestrians, consideration will be given to removing or reducing this parking. This will be considered in line with the new policy on a road-by-road basis, in consultation with residents.
- 6.7 The two main outcomes for the policy are to establish that:
- New footway parking will not be introduced anywhere in the borough that does not meet current Government guidance.
 - All existing footway parking not meeting current Government guidance will be removed.

7. Floodwater Management Investment Plan - April Cabinet. [Click here](#)

- 7.1 Surface water flooding is likely to become a more frequent event due to climate change, and the scale of flood events may increase in the future. Extreme rainfall can overload existing drainage systems, rivers and watercourses and result in surface water flooding.
- 7.2 Most of the borough is drained by surface water sewers (which receive surface runoff from roofs, roads, and other areas of hard standing) or combined water sewers (which receive surface water and foul water/effluent), all owned and managed by Thames Water. The main sewerage network was designed in the 1860's. Over time, the area connected to the sewer network has increased, progressively reducing its capacity to accommodate heavy rainfall. This presents challenges and risk of flooding in many parts of London, including Haringey.
- 7.3 Managing flooding risk require collaboration between the Council, public agencies, government bodies, the private sector, and the community.
- 7.4 Haringey's Local Flood Risk Management Strategy (adopted in 2019) sets out the Council's approach to managing flood risk. This strategy is due for review in 2024 and will seek to reflect changing climate patterns and new areas of potential flood risk. It will seek to further reduce floods risk through new developments and consider a sustainable and holistic approach to flood management. This strategy will also enable statutory organisations, interested stakeholders and the public to input into design development of certain individual major projects through the process of co-production.
- 7.5 The Council has invested £2.48m in the borough's flood defences and assets over the last 2 years to help reduce the risk of flooding and minimise its impact when it does occur.

Sustainable Drainage Systems (SuDS)

- 7.6 The Council is making significant progress in implementing measures that reduce the risk of flooding. Sustainable drainage systems (SuDS) are designed to slow down surface water run-off and manage the associated flood and pollution risks, while enhancing or greening the local environment. Those measures range from permeable paving and rain gardens to swales and basins to hold storm water. To date, 23 SuDS schemes have been implemented across the borough. This includes schemes in Crescent Gardens, Rectory Gardens, Adams Road, Priory Road, and Mayes Road, all completed in the last few years. Those schemes are delivering their objectives and have made a positive contribution to reducing flood risk, with the added benefits of improving the public realm.
- 7.7 Turnpike Lane has flooded several times during heavy rain in recent years. The main contributor is capacity issues with the sewer system and its inability to cope with flash flooding. This continues to impact upon many of the businesses operating in that road. As increased Thames Water sewer capacity is highly unlikely, the Turnpike Lane / Ducketts Common flood alleviation study planned for the coming year will explore ideas on how measures could be installed in the

common to hold storm water, reducing the risk of flooding, while enhancing the public amenities on that green space.

- 7.8 The implementation of SuDS schemes on the public highway reduces surface water runoff and provides the wider benefits of additional greening and public realm improvements.

Drainage

- 7.9 The maintenance and management of Thames Water assets, as well as the Council's drainage network, is essential to reducing flood risk. The remedial works undertaken by Thames Water last year included the cleansing of sewers in Turnpike Lane and Muswell Hill to increase capacity, the repair of three collapsed sewers in Park Road, and the rectification of misconceptions in Stanhope Road that resulted in sewerage discharge on the public highway. This work, combined with repairs and improvements to the Council's drainage network, targeted flooding in specific areas.
- 7.10 Progress is being made in the maintenance of the Council's drainage assets. The Council cleaned approximately 16,000 gullies last year, of which around 7,000 are in critical drainage areas. Approximately 50% of those gullies were cleansed at least twice throughout the year. The enhanced cleansing regime, supported by the additional funding, has significantly reduced the number of blocked gullies. Several hundred gullies were repaired, i.e., replacement gully pots, covers, and frames and 12 new gullies were installed at various locations across the borough.
- 7.11 The Council, as the lead local flood authority, will continue to work with Thames Water to request that it maintains its assets to mitigate the likelihood of future floodings. The ongoing Council investment in gully cleansing and maintenance will ensure the resilience of highways drainage network.
- 7.12 In addition to the flood alleviation measures and asset maintenance, the Council has also enhanced the monitoring and horizon scanning of heavy rainfall forecast allowing advance preparation by Council response teams. Resident and business engagement and readiness is also essential with many tools and information sources available to help them protect their own homes and businesses in the event of flooding.

2023/24 programme

- 7.13 The 2022/23 investment programme involves a total funding allocation of £1,562,500. This will be supported by a revenue budget of £448,162 for gully cleansing.
- 7.14 The programme can be summarised under 3 main categories.
- Strategic or local sustainable drainage schemes to help manage flood water (SuDS).
 - Projects or annual contributions to support the operation of Haringey Council as the lead local flood authority, including work to support new funding opportunities.

- Maintenance of the Council drainage system, including repairs to gullies and their connections and installing new gullies to minimise ponding on the road network.
- 7.15 The £67,500 secured recently from the Environment Agency, as a part of the 'Risk of Flooding from Surface Water' grant funding, will fund a borough-wide 'Surface Water Modelling and Mapping' exercise. This additional funding will help us fully understand the drainage of the western part of the borough, especially around the Hornsey and Crouch End area.
- 7.16 Building our community's resilience to flood risk is becoming increasingly important. While the projects and programmes in this report aim to reduce flood risk, they cannot eliminate it. It is important to improve our communities' understanding of when flooding is likely to occur such as by being aware of Met Office weather alert systems, developing an understanding of the protective measures a building owner can take to reduce flood risk (for example, through property protection including sandbags) and ensuring that neighbours, particularly those who may be vulnerable to flood risk, are supported to protect themselves. There will be proactive messaging, liaising with communities - especially those who have already been impacted by floods.
- 7.17 The Council will also look for community volunteers to help manage the blocked autumn gullies, where falling leaves are the main offenders. Their negative impact is strengthened by the wind and rain which can blow leaves into gullies, turning them into mulch that prevents water from flowing away.

8. Parking Investment Plan 2023/24 - April Cabinet. [Click here](#)

- 8.1 The report sets out the 2023/24 Parking Investment Plan which describes the priorities and funding levels for the coming year. The Council has a statutory obligation to manage its road network, and parking plays a key role in congestion reduction and improving road safety. It can also encourage healthier travel options, while making best use of limited kerb space.

Background Information

- 8.2 An extensive parking investment plan is proposed for the coming year. The schemes and programmes involved in the Parking Investment Plan can be summarised under the following categories.
- Footway parking removal
 - CPZ roll outs and reviews
 - Extension of disabled parking bays
 - Red route restrictions
 - The responsive programme, which will include minor parking works, motorcycle parking and doctors' bays.
- 8.3 In addition to the capital investment plan, work will continue to improve parking arrangements on housing estates. Where possible, this will align policies and operational practices with the current on-street parking regime. It is intended to make parking arrangements as seamless as possible, while managing capacity

on estates and in surrounding roads. It is acknowledged that those estates will have site-specific needs and therefore a standard design approach may not deliver the desired outcomes. This two-year programme will therefore involve extensive engagement with residents to design solutions to meet the specific needs of each estate.

- 8.4 A new online parking permit module will be implemented. This will improve the look and feel of the current online service, making it easier to navigate through the site to purchase or manage permits, including by mobile phone. It is anticipated that the implementation process will include direct involvement with residents in testing the new system, as well as an extensive communications strategy to support all users.
- 8.5 The Council will maintain progress made on reducing Blue Badge theft and wider abuse. The collective measures introduced in recent years (which includes the virtual Blue Badge holder permit and targeted enforcement of the use of stolen and lost Blue Badges) has reduced Blue Badge theft by 65% in our borough. The parking enforcement team identified 1264 lost or stolen Blue Badges being fraudulently used on vehicles in the borough between August and December 2022. Of those, 864 were subject to parking enforcement action, with 173 vehicles being removed to the Council's car pound and those badges seized. This pioneering work was recognised by being covered on BBC1's programme, 'Rip Off Britain'.

Controlled Parking Zones

- 8.6 The 2023/24 CPZ programme proposes public engagement on possible arrangements in 4 new roads (Willoughby Lane N17, Jarrow Road N17, Bounds Green East Review N22, St Ann's CPZ Review N15). There is support from residents and ward councillors for further engagement on parking controls in these roads. Public engagement is the initial stage of CPZ consultation, where the Council works with residents and stakeholders to understand the parking pressures and the level of support for controls as well as operational arrangements that would apply if controls were subsequently implemented.
- 8.7 The Council aims to review all CPZs every 5 years or more frequently if there are concerns that arrangements in place no longer meet local needs. The 2023/2024 programme proposes the review of 6 CPZs. The programme also includes the carry forward of 2022/23 schemes that are currently under way and, with delivery to be completed in 2023/24, subject to approvals.

Disabled parking bays

- 8.8 The Council has 1444 general use disabled parking bays installed on our roads for use by all Blue Badge holders. In addition, there 314 dedicated disabled bays in residential roads for the sole use of qualifying residents, with a further 40 applications at various stages of implementation. This will see the total number of disabled bays in Haringey increase by 141 since the start of the dedicated disabled bay programme in 2020. The Council is currently converting all disabled parking bays to 6.6m in length. Over the past year, the Council have lengthened 807 of the 1336 disabled bays requiring adjustment. As of February 2023, all statutory consultations and reporting for the remaining 529 disabled bays were

completed, with changes to the remaining bays continuing into 2023/2024. The installation of disabled and dedicated disabled parking bays will continue over the coming year.

- 8.9 The Council will, during 2023/24, review high streets and essential community attractors such as libraires, places of worship and community centres to ensure general used disabled parking provisions are provided. Where required, new disabled parking will be proposed and progressed through our usual engagement and decision-making process.
- 8.10 The Council will also continue to work with special educational needs and disabilities (SEND) transport and the parents of disabled children to ensure that accessibility and disabled parking provisions do not create additional barriers to those with complex needs. Where required, the Council will make changes to ensure safe and accessible measures are provided for disabled children accessing SEND buses.

Red Route projects

- 8.11 Red Route restrictions are generally used on the strategic road network in London and prohibit stopping where it can cause an obstruction or is unsafe. London Boroughs may use these powers where there is a need to control parking to maintain traffic flows. It is normally sufficient to prohibit waiting and loading at specific times of day. However, this does not prevent vehicles stopping or parking on yellow lines, causing obstructions on busy routes, contributing to traffic congestion which impacts on public transport road safety.
- 8.12 They are intended to be used strategically to deal with traffic problems on a whole-route basis, and not to deal with issues on relatively short lengths of road. Those restrictions can be enforced by ANPR cameras and are therefore very effective in keeping routes clear.
- 8.13 London Boroughs may use Red Route powers to address problems, but their use on borough road networks is still quite limited. The Council has implemented Red Route restrictions in West Road N17, under an experimental order. Consideration will be given to three new locations in the coming years. This includes Wood Green High Road, West Green Road, and the Tottenham Event Day emergency corridor. These all have complex parking-related problems that Red Route restrictions may help resolve.

Minor Parking Improvements Programme

- 8.14 The Council will also continue its responsive service, to ensure parking infrastructure is maintained to a high standard. Requests for doctors' parking bays are considered upon request. While motorcycle parking will also be subject to request, additional bays will be installed to cope with the increase in mopeds delivering from local restaurants. Minor improvements will also be progressed in response to complaints or service requests, for example, additional double yellow lines to allow access or improve visibility around junctions or changes to parking bays to suit local requirements. These changes would need to be contained within existing revenue budgets or where appropriate from the capital programme.

Resident Blue Badge Holder Permit

- 8.15 The Disabled Virtual Residential Parking Permit was introduced in December 2021 to replace the Companion Badge. Both schemes were introduced to reduce the theft of Blue Badges and associated car break-ins. The original Companion Badge allowed Blue Badge holders to park in disabled bays, residential and shared parking bays, as well as pay to park bays and for up to 3 hours on single or double yellow lines (where no loading restrictions apply), across the borough, without the need of displaying the Blue Badge thereby reducing the risk of theft.
- 8.16 This permit has since been branded as the new Resident Blue Badge Holder Permit and was originally introduced with slightly less favourable conditions in an attempt to balance the benefits of the scheme with the risk of abuse. The Resident Blue Badge Holder Permit scheme has since been reviewed to fully align with the original Companion Badge, was consulted on in December 2021 and reported and approved on in March 2023. These changes are now being rolled out in and will be made available by the end of Spring 2023.

9. **Road Danger Reduction Investment Plan for 2023/24 - April Cabinet.** [Click Here](#)

9.1 The report sets out the proposed investment in the road danger reduction programme for 2023/24 and to note the progress made against the overall Road Danger Reduction Action Plan during 2022/23.

Background information

9.2 In March 2022, Cabinet approved the road danger reduction action plan element of the Road Danger Reduction Action Plan and Investment Plan¹ (the “Action Plan”) which set out how Haringey Council would respond, at a local level, to the Mayor of London’s ‘Vision Zero for London’. The aim of Vision Zero is to eliminate all deaths and serious injuries on London's transport system by 2041.

9.3 The Council’s Action Plan sets out an overarching ‘Safe Systems’ approach to reducing road danger on Haringey’s streets.



9.4 This system covers four main areas:

1. Safe Speeds – delivering speeds appropriate to the street (encouraging more walking and cycling whilst reducing collisions).
2. Safe Streets – designing an environment that is forgiving of mistakes and ensuring safety is the forefront of all designs.
3. Safe Vehicles – vehicles designed to operate as safely as possible.
4. Safe Behaviours – reducing the likelihood of road users making mistakes or behaving in a way that is risky for them.

¹ <https://www.minutes.haringey.gov.uk/mgIssueHistoryHome.aspx?IIId=78803>

- 9.5 Despite steps having been made to reduce the number of fatalities and serious injuries on Haringey’s roads, the statistics in Figure 1 below indicate there is still much more to do. Figure 1 includes data for the 2021 calendar year which was not available when presenting the March 2022 Cabinet report.

	2017	2018	2019	2020	2021
Fatal	1	2	2	1	5
Serious	112	84	77	52	68
Slight	869	699	690	581	652
Total	982	785	769	634	725

Figure 1 – Casualties on Haringey's public highway

- 9.6 The data for 2020 and, to a lesser degree, for 2021 was affected by the pandemic, hence this needs to be considered when comparing to previous time periods. 2021 saw an increase in the number of fatalities; however, there is no pattern to these as they all occurred on different roads. One of the fatalities occurred on Lordship Lane and one along White Hart Lane. The provision of a zebra crossing has been consulted upon at White Hart Lane at the same location as the fatality to help mitigate against a similar collision occurring again. Plans are also underway to assess the collision data for the Lordship Lane and White Hart Lane corridors to address the collisions that have occurred there.
- 9.7 The majority of roads in Haringey are 20mph now, following the introduction of a borough-wide 20mph speed limit. However, there are still some parts of the road network in the borough which are either 30mph or 40mph.
- 9.8 TfL has reduced the speed limit by 10mph on its network within Haringey along the A10 High Road (30mph), Monument Way (20mph) and Broad Lane (20mph) and more recently launched a 20mph speed limit along A503 Seven Sisters Road. However, the speed limit of some parts of the TfL-managed network remain above 20mph. Haringey Council has committed to make all roads within the borough a 20mph limit - assessment of the roads that are currently over the 20mph limit will commence in 2023/24.

Progress made on the March 2022 Road Danger Reduction Action Plan

- 9.9 The 2022/23 year was focused on gathering this vital data and to start undertaking detailed analysis of some of the streets where speeds were exceeding the set limit. This has led to a number of proposals to reduce motor vehicle speeds undergoing public consultation, the outcome of which is currently being analysed with decisions expected shortly. Alongside this, three zebra crossings were delivered, together with other smaller scale road crossing measures.
- 9.10 The resurfacing of 30 carriageways in 2022/23 helped improve road conditions for cyclists and powered-two wheelers. Other programmes such as provision of cycle lanes, School Streets and the creation of three low traffic neighbourhoods in Haringey all contribute to achieving Vision Zero.

9.11 Progress made in 2022/23 against the Road Danger Reduction Action Plan is summarised below:

Safe Speeds -

- Boroughwide speed data captured, to be analysed in 2023/24, to understand where speeds are higher in roads where a 20mph limit already applies and capture speeds driven at for roads that are 30 and 40mph. Progress to be made in 2023/24 on measures to make all roads 20mph and measures to reduce speeds for roads where they exceed the current 20mph speed limit.
- Speed reducing measures consulted upon at Dunsford Road, Shepherd's Hill, Cranley Gardens and Shelbourne Road; decisions to be taken in early 2023/24.

Safe Streets –

- Protecting junctions through introduction of waiting and some loading restrictions – assessment completed for junctions within 5 wards (Stroud Green, Highgate, Muswell Hill, Fortis Green, Alexandra Park), all to be consulted in early 2023/24.
- Engagement and feasibility undertaken for Ferme Park Road corridor and the Ferme Park Road/Tottenham Lane junction; further engagement to commence shortly and proposals to improve safety to be consulted upon in 2023/24.
- Assessment of collisions along Lordship Lane commenced; proposals to improve safety to be designed and consulted upon in 2023/24.
- Zebra crossings delivered along Wakefield Road, Colney Hatch Lane and Alexandra Park Road. New zebra crossings consulted upon at Alexandra Park Road, Park Road and White Hart Lane; decisions to be taken in early 2023/24.

Safe Behaviours –

- A powered-two-wheeler study was undertaken in January/February 2023 whereby views of various stakeholders were gathered. The findings of this will be considered in 2023/24 and this may lead to potential changes to address collisions involving powered-two-wheelers and decisions around whether to allow powered-two-wheelers in all of Haringey's bus lanes.

9.12 The expectation is that improvements will be progressed and delivered at a faster pace in 2023/24, now that some of the assessment work has concluded.

9.13 As highlighted in the previous year's report, significant additional funding will be required beyond the scope of the current Medium Term Financial Strategy (MTFS) as well as greater certainty over TfL funding. Without this, the Council will not be able to meet the Vision Zero target. Should the Council not be successful in generating the external funding 'in full or in part' then, as is the normal practice, the service will bid for the capital funds as part of next year's MTFS process.

Investment Plan 2023/24

- 9.14 Highlights of the year's proposed investment include £465,695k for Safe Speeds projects, £2.53m for Safe Street projects, £50k for Safe Vehicles projects and £531k for Safe Behaviour projects.
- 9.15 The total value of funding within this programme is £3.53m and is funded by Council Strategic CIL (£1.065m) Transport for London (£632k), and Council capital (£1.83m) The total TfL funding includes £26k carry forward £606k for road danger reduction projects. In addition, developer-funded schemes will be delivered in 2023/24 through monies secured through S278 and S106 agreements and for bus priority schemes through the LIP allocation from TfL for £200k. All of these will help contribute towards Vision Zero.

10. Highways and Street Lighting Investment Plan. - April Cabinet. [Click here](#)

- 10.1 The report sets out the 2023/24 investment in the Council's local highways infrastructure. The Council is the highways authority responsible for managing and maintaining the highway assets that fall within its 355km highway network. This requires the Council to ensure that those assets are safe, fit for purpose and able to fulfil their function in an efficient and sustainable manner.
- 10.2 The investment in Haringey's highways infrastructure for 2023/24 relates to footways, carriageways, structures, non-illuminated street furniture, street lighting and illuminated street furniture assets, but excludes investment in drainage assets (such as road gully cleansing and repairs) as that detail is provided as part of the Flood Water Management Investment Plan report to Cabinet.

Footway, carriageway, structure and non-illuminated street furniture infrastructure assets

- 10.3 Investment in Haringey's (non-lighting related) highway infrastructure assets is broken down in this report into the following programmes:
- Planned carriageway and footway maintenance.
 - Highways structures, e.g., bridges and walls
 - Non-illuminated street furniture e.g., bollards and posts

Planned carriageway and footway maintenance – £8.974m investment.

- 10.4 A well-maintained road network contributes to road safety through improved road conditions whilst reducing trip hazards and likelihood of road traffic collisions. It also encourages active travel and reshapes the way that people travel in the borough.
- 10.5 The 5-year long-term investment in footways and carriageways maintenance will make a significant impact to the highway condition and the investment aims to deliver up to 60km of footway reconstruction and 50km of carriageway resurfacing works.
- 10.6 £8.974m is being invested in our roads and footways, as well as in responsive maintenance, and other ad hoc improvements. in 2023/24. This investment will allow the Council to resurface approximately 10km of road and reconstruct 15km of footway. Historically, this investment has included Transport for London (TfL) funding for resurfacing the borough principal road network. At the date of this report, there is no indication that TfL will make funding available in 2023/24. However, should funding become available in year, it will be added to the Council's capital investment.
- 10.7 This year's investment includes for resurfacing the carriageway in 65 roads and the relaying of 32 footways (exclusive of short sections works) throughout the borough in 2023/24. Included within the overall investment is £1.099m allocated to support reactive maintenance issues, ad hoc asset improvements, responsive

works, and small-scale highways maintenance schemes. These maintenance works will include for the repair of potholes and fixing footway trip hazards. It is noted that the investment outlined in this report excludes £448k for gully cleansing revenue maintenance and £355k for drainage improvements, which are reported in the Flood Water Management Investment Plan 2023/24 Cabinet report.

- 10.8 The highways resurfacing, and footway proposals were prioritised using the:
- Current Highways Asset Management Plan,
 - borough wide survey inspection carried out in 2022,
 - the methodology used for scoring maintenance scheme proposals (set out in paragraph 7.8 below)
 - Highways Safety Inspection Manual.
- 10.9 The methodology used was a scoring system based on the below criteria. The roads that scored the highest were considered priority for resurfacing and footway works.
- Borough wide condition survey scoring,
 - Engineer's visual survey,
 - Network hierarchy,
 - Classification of the road,
 - Public and Members' requests,
 - Whether on a bus route and/or cycle route and/or institutions (e.g., school) are on the road.
- 10.10 Elected Members were invited to contribute to the development of the programme. The roads that they suggested for inclusion in the programme, along with any requests by residents, were also assessed in line with the methodology set out above.
- 10.11 Short sections footways and carriageways works are also proposed for next year's programme. This programme is for maintenance improvements of short lengths of roads which are not substantial enough to be included on the major footways and carriageways works programme. This work has been identified by Elected Members, officers and residents and includes for £50k of ad hoc maintenance and street furniture improvements in Lordship Lane.
- 10.12 The overall list of works proposed for this short-section treatment exceeds the available budget. Any new areas benefiting from 'short section' maintenance identified throughout the year through highways inspections, or those reported by Elected Members and residents, will be added to this list. They will be prioritised using the scoring matrix set out in paragraph 10.9 and against available budgets.
- 10.13 Additional capital investment in 2023/24 is being continued for highway carriageways, structures, drainage and street furniture assets - which are listed as follows:
- £1.950m resurfacing B, C and unclassified roads
 - £500k principal road maintenance
 - £280k structures
 - £200k non-illuminated street furniture

- (£355k gully maintenance - referenced in the FWMIP 2023/24 report)

Highway structures (e.g., bridges) and street furniture

- 10.14 Haringey's structures are generally maintained on an 'as needed' basis and close to the point of potential serious failings. These works can be funded via specific capital allocation from grant funding through LoBEG (London Bridges Engineers Group), or from Haringey Council. No funding, as in previous years, has been granted to Haringey through LoBEG. Costs for major bridge works are variable and are generally in the region of millions of pounds.
- 10.15 A number of structures require maintenance to extend their lifespan and greatly reduce the risk of significant disruption and future costs.
- 10.16 A programme of structural surveys and minor reactive/preventative maintenance is proposed to extend the life of the structure assets before major interventions are required. The proposed growth funding budget of £280k (as shown in Appendix 1: Table 1 and paragraph 7.14) will be used to carry out these repairs. The type of repairs typically will include bridge waterproofing, brickwork repairs, concrete repairs, painting, rectification of damage by vehicle strikes and vandalism.

Non-illuminated street furniture and replacement of bollards with trees

- 10.17 A capital investment of £200k will be used for the essential replacement and repair of highways street assets such as bollards, benches, signs, signposts, and planters. In addition, £50k has been allocated from highways capital to address parking problems and to replace bollards with trees, specifically in Lordship Lane. This road will also be subject to additional attention through the Road Danger Reduction Action Plan.

Street lighting - £1.500m investment

- 10.18 The investment in street lighting (£1.3m) and illuminated street furniture assets (£200k) on the highway network.
- 10.19 Street lighting plays a key role in reducing crime and fear of crime in our borough. Residents, in particular women, have told us through various surveys that they do not feel safe walking alone at night.
- 10.20 The Council maintains approximately 15,560 street lighting columns across the borough highway network. This is in addition to 49 lit bollards and 2,176 illuminated signs. The Council changed its light profile to the use of light emitting diodes (LED) technology, with most lanterns now converted to LED. This significantly reduces energy consumption, improving the Council's carbon footprint, contributing towards carbon emission reduction targets.
- 10.21 This light replacement programme also involved bringing lighting standards in all roads up to the national standards that applied at that time. This resulted in a net increase of 32 lighting columns borough wide. In addition, 34 additional lighting columns are being implemented on Downhills Way footpath, where residents raised concerns about lighting levels. Alexandra Gardens was also

identified as needing additional lighting, with 1 additional column being installed and other columns being relocated to improve the lighting levels in that road.

- 10.22 It is recognised that there are inconsistent levels of street lighting across the borough and variations along stretches of individual roads. Lighting designers will evaluate risk when determining the lighting class for the roads to be refurbished/relit. The lighting calculations will be dependent upon the levels set in an emerging lighting policy, which will consider electrical power consumption levels, local area knowledge and night-time crime statistics. This will help address the variability in lighting levels. This may include the installation of additional lighting columns to achieve a more uniform light distribution.
- 10.23 The Council is also inviting feedback from residents through a “Commonplace” consultation on where they believe that lighting on the public highways and other public areas such as transport hubs, or footpaths segregated from the carriageway needs improving. This programme will be developed in spring or early summer and commence delivery in 2023/24.
- 10.24 The street lighting central management system (CMS) - which is now operational - allows the Council to detect and rectify faulty lighting more quickly. This will reduce the potential for and duration of unplanned areas of darkness (which undoubtedly adds to the concerns around safety at night). The CMS also enables appropriate lighting levels in crime hotspots or during events where the risk of crime may be more prevalent. It also allows lighting to be set at a level in all roads which, used with the LED lighting, avoids light pollution and unnecessary electrical energy consumption, providing a safe night-time environment.
- 10.25 The currently approved annual allocation for street lighting maintenance is £1.3m. This is modelled on a replacement cycle of 50 years (the expected lifespan of a steel lighting column). The efficiencies gained through the conversion to LED, and the implementation of a central management system, will offset the cost of interim faults, repairs and damage until 2026/27.
- 10.26 At present, around 15% of the street lighting columns in the borough are at or close to their end-of-life expectancy. The Institution of Lighting Professionals reinforces the principle of considering lighting column residual life as good asset management, in line with the requirements of the Well-Managed Highway Infrastructure national code of practice. Haringey’s lighting stock is monitored by visual inspections and are further assessed via annual electrical and structural testing programmes (required to ascertain the levels of corrosion and deterioration).
- 10.27 The street lighting column maintenance programme will fund the replacement of any priority columns identified through the inspections and testing regime, as well as supporting a rolling programme of street-by-street replacement of the oldest stock. This approach mitigates against the risk of impromptu lighting column collapse.

11. Parking Schemes – Resident Engagement Policy. April Cabinet. [Click here](#)

- 11.1 The report set out the framework for how residents and businesses can request to have parking in their streets managed and protected through controlled parking zones and managed parking schemes.
- 11.2 The Council identifies areas proposed for parking controls through:
- Requests or petitions from residents, elected members, and other stakeholders.
 - The Council proactively reviewing its network and considering parking controls. This may relate to situations where parking stress is over 80% saturation or where commuter parking accounts for over 30% of vehicles parking.
 - The Council will also proactively review its network, which may result in discussions with communities regarding parking measures where parking occupancy levels are high.
- 11.3 The Council will review all controlled parking zones every 5 years or earlier if there are representations from residents and ward councillors or if significant developments are planned for the area. This will ensure that arrangements continue to work for residents, businesses, and visitors.
- 11.4 The policy review also looks at how we can make it easier for residents to let us know that they are experiencing parking problems. This will involve a simple online form that residents and other stakeholders can use to contact us.
- 11.5 The Council requires a minimum response rate of 10% to public engagement before any decision can be considered. The response rate for a managed parking area will be determined by 'calculating the percentage' from the total number of properties responding, against the total number of registered properties within the engagement area. A response rate below 10% is inconclusive, and the scheme will not be progressed.
- 11.6 Controls will be introduced based on the overall response from the area engaged or a defined sub-area achieving at least 51% vote in favour of controls. Some streets may vote against a CPZ, but if surrounded by roads that support controls, the Council may include them to ensure that single roads are not unduly affected by displaced parking. All responses (from the defined area) will count, including multiple responses from individual households, which is in line with local government guidance.
- 11.7 The operational days and times of controls are determined by the outcome of public engagement. Where public engagement fails to deliver a clear preference, further public engagement will be required.
- 11.8 The result of public engagement will determine if the Council proceeds to implementation. Ward councillors will be notified of the outcome of the public engagement and the recommendations in advance of the decision being made

public. While actively involved at the public engagement stage, ward councillors do not play a role in the subsequent decision-making process.

- 11.9 The results of statutory consultation must be considered as set out in legislation. As this is a legal process with objections having to be formally considered by the Council. The Council will take account of the following:
- Ensuring the Council has fulfilled its legal duties set out in RTRA 1984
 - That no substantial objections are received in relation to the wording, content or errors present within the legal Notice of Proposal.
 - That due consideration is given to objections and submissions and if required amend proposals to settle objections raised.
 - That recommendations contribute to Council's wider Policy, strategy, and other key areas of local authority governance.
 - That recommendations consider decisions set out in the public engagement decision report.

12. Schools Streets Plan. June Cabinet [Click here](#)

- 12.1 The report 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.
- 12.2 The report also proposes a separate programme of Healthy School Zones, to tackle toxic air around those schools that are considered unsuitable for a School Street.

What is a School Street?

- 12.3 School Streets transform roads to create a better environment for children to walk, cycle and wheel to school. When a School Street is in operation, the road temporarily becomes a pedestrian and cycle zone at school drop-off and pick-up times.
- 12.4 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. 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

- 12.5 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.

Key objectives of our School Streets

- 12.6 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. The objectives and the measures used to monitor Haringey's School Street trials are set out in the table below:

Objective		Measures
1	Encourage active travel	Pupil hands-up surveys Parent / carer surveys Automatic traffic counts
2	Reduce pollution	Air quality monitoring stations
3	Reduce car use and congestion near schools	Automatic traffic counts Compliance analysis
4	Reduce road danger and improve safety for pupils and parents / carers travelling to and from school	Road safety audits Road collision data

Progress made to-date against the 2020 Plan

- 12.7 The 2020 Plan identified 38 potential new School Street projects, with funding set out to deliver 20 between 2020 and 2024.
- 12.8 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).
- 12.9 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.
- 12.10 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).
- 12.11 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 and subsequently made permanent with the remaining due for review shortly.
- 12.12 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 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

- 12.13 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. 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.

12.14 In view of the above, a new feasibility study has been carried out of all education establishments recorded by the Department for Education (DfE)², i.e., primary, secondary, 16-plus, 'all-through' and special schools - state, free or independent.

Feasibility study

12.15 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.

12.16 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.
- 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.

12.17 Where a school is not considered feasible other interventions will be considered through the Healthy School Zones programme, such as tree planting and living walls.

Prioritisation

12.18 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.

12.19 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

² <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>

Design of School Streets

- 12.20 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.
 - 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.

Exemption policy

- 12.21 In general, the exemption policy is considered to be working well, with an average of 50 exemptions issued per School Street but there are significant local variations between School Streets.
- 12.22 Of the exemptions approved to date, 84% were for residents, 14% were for Blue Badge holders and 1% for businesses.
- 12.24 In response to feedback, one change to the policy was put forward. 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.
- 12.25 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.
- 12.26 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. 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%.

Healthy School Zones

- 12.27 There are 31 education establishments where a School Street is not considered feasible. 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.

12.28 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.

13. Contribution to strategic outcomes

Scrutiny has a key role in holding the executive to account and scrutinsing it's decisions. This report will help inform the panel's work planning process for 2023/24.

14. Statutory Officers' Comments

Finance and Procurement

14.1 There are no direct financial implications arising from the recommendations set out in this report. Should any of the work undertaken by Overview and Scrutiny generate recommendations with financial implications then these will be highlighted at that time.

Legal

14.2 Scrutiny Panels are non-decision making bodies and the work programme and any subsequent reports and recommendations that the scrutiny panel produces must be approved by the OSC. Such reports can then be referred to Cabinet or Council under agreed protocols.

Equality

14.3 The Council has a public sector equality duty under the Equalities Act (2010) to have due regard to:

- Tackle discrimination and victimisation of persons that share the characteristics protected under S4 of the Act. These include the characteristics of age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex (formerly gender) and sexual orientation;
- 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.

14.4 The information outlined in this report relates to Scrutiny Panel's work programme and carry no direct implications for the Council's general equality duty. However, the Panel should ensure that it addresses these duties by considering them within its work programme, as well as individual pieces of work. This should include considering and clearly stating;

- How policy issues impact on different groups within the community, particularly those that share the nine protected characteristics;
- Whether the impact on particular groups is fair and proportionate;
- Whether there is equality of access to services and fair representation of all groups within Haringey;
- Whether any positive opportunities to advance equality of opportunity and/or good relations between people, are being realised.

14.5 The Committee should ensure that equalities comments are based on evidence. Wherever possible this should include demographic and service level data and evidence of residents/service-users views gathered through consultation.

15. Use of Appendices

None

16. Local Government (Access to Information) Act 1985

N/A

