

Report for: Cabinet – 7 November 2023

Item number:

Title: Review of Highgate Junior School Street (SS09)

Report authorised by: Barry Francis, Director of Environment and Resident Experience

Lead Officer: Tim Walker, School Streets Programme Manager
Joe Baker, Head of Carbon Management

Ward(s) affected: Highgate

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

1. Describe the issue under consideration

- 1.1. To report on the impact of Highgate Junior School Street (SS09) introduced on a trial basis under experimental traffic orders (ETOs).
- 1.2. To seek approval to make permanent all ETOs associated with this School Street.

2. Cabinet Member Introduction – Deputy Leader of the Council

- 2.1. We want Haringey to be a fairer and greener borough – and school streets are essential if we're going to get there.
- 2.2. School Streets are traffic-free at school opening and closing times. That makes the arrival to school safer for children. It makes the air they arrive to less polluted. And it makes our roads less congested.
- 2.3. The main reason children come to school by car is safety. If we want to reduce congestion from the school run, we have to make our streets walkable and bikeable and scootable. They have to be streets for people – and for children.
- 2.4. The more we do that the more congestion, pollution and road danger will fall. At the same time the more health prospects go up – especially for children, as they build the patterns of exercise they'll carry through to later life.
- 2.5. To make our streets safe and walkable, we have to step back and rethink how we do things in the round – which is why Highgate is just one school street in our plan for more than sixty.
- 2.6. As the well-known transport and city planner Jeff Speck says, we shouldn't be reactive with street changes – it creates a patchwork that doesn't work. We should ask 'what kind of city do we want to be' and then go and build it.

- 2.7. We're asking what kind of borough we want to be in Haringey, how we can be a fairer, greener borough – one that's safe, easy and pleasant to walk around for everyone.

3. Recommendations

Cabinet is asked to:

- 3.1. Note the outcome of the trial, including feedback, as detailed in the Monitoring Report (Appendix A).
- 3.2. Note that no objections to the experimental traffic orders were received.
- 3.3. Agree that the Council shall not exercise its discretion to cause a public inquiry to be held for the reasons set out in paragraph 8.7 of this report.
- 3.4. Approve the making permanent of all ETOs associated with the School Street (SS09) as shown in Appendix E of this report.
- 3.5. Authorise the Head of Highways and Parking to take all consequent steps to make the ETOs permanent.

4. Reasons for decision

- 4.1. The reason for making permanent the traffic orders associated with the School Street is in summary as follows: School Streets are a key priority for the Council, as set out within the [School Street Plan](#)¹, the [Walking and Cycling Action Plan](#)² and the [Corporate Delivery Plan 2022-2024](#)³. See further sections 6, 7, 8, 9 and 10 below.

5. Alternative options considered

Do nothing - i.e. to let the experimental traffic orders lapse.

- 5.1. The Council would therefore fail to deliver on the motion passed by Full Council in March 2019, which set out a commitment to deliver School Streets at primary schools across the borough.
- 5.2. Failure to retain this School Street would not meet the objectives set out in the Transport Strategy and the Climate Change Action Plan and the Walking and Cycling Action Plan.

6. Background information

School Street Plan

- 6.1. In November 2020, Cabinet approved a [School Street Plan](#)⁴ which identified 38 potential School Streets over a period of four years. Pertinently, this plan identified that a School Street was suitable for Highgate Junior School.

¹ <https://www.minutes.haringey.gov.uk/ie/IssueDetails.aspx?IIId=83410&PlanId=0&Opt=3#A175755>

² <https://www.haringey.gov.uk/parking-roads-and-travel/roads-and-streets/haringey-streets-people/haringey-s-adopted-walking-and-cycling-action-plan>

³ www.haringey.gov.uk/sites/haringeygovuk/files/final_corporate_delivery_plan.pdf

⁴ <https://www.minutes.haringey.gov.uk/ie/IssueDetails.aspx?IIId=71809&PlanId=0&Opt=3#A166280>

- 6.2. The key objectives of School Streets are to:
- Objective 1: Reduce congestion and car use near schools
 - Objective 2: Reduce road danger and improve safety for pupils and parents/carers travelling to and from school
 - Objective 3: Encourage active travel to schools
 - Objective 4: Improve air quality around schools
- 6.3. Monitoring of other, recent experimental School Streets in Haringey, as well as research carried out by other boroughs and Transport for London, show that these objectives are consistently met.
- 6.4. The Council has introduced 24 School Streets and a further 15 are currently in design, consultation or decision-making stages.

What is a School Street and how do they help?

- 6.5. School Streets transform roads to create a better environment for children to walk, cycle and wheel to school.
- 6.6. When a School Street is in operation, the road temporarily becomes a pedestrian and cycle zone at school drop-off and pick-up times.
- 6.7. By temporarily closing the road to motor vehicles at the start and end of the school day, School Streets aim to help by:
- Reducing traffic outside the school, which reduces emissions and makes the air around the school cleaner at peak times for children.
 - Making it safer to walk, cycle, scoot, and wheel to school. Children will benefit from increased physical activity on their journey to and from school.
 - Reducing traffic congestion and parking problems outside the school and reducing road danger.
- 6.8. 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.

Previous decisions

- 6.9. As noted in paragraphs 6.1, a School Street was approved for this location by way of the School Street Plan (2020).
- 6.10. In February 2021, the design, approach to consultation and monitoring was [approved](#)⁵ by the Director of Environment and Neighbourhoods. The School Street was subsequently launched in September 2021.
- 6.11. In June 2022 and following a request from the school, the afternoon operational times of the School Street were [approved](#)⁶ for amendment by the

⁵ <https://www.minutes.haringey.gov.uk/ieDecisionDetails.aspx?ID=2553>

⁶ <https://www.minutes.haringey.gov.uk/ieDecisionDetails.aspx?ID=2806>

Interim Director of Environment and Neighbourhoods and the change came into effect in September 2022.

Experimental traffic orders (ETOs)

- 6.12. The procedures for an ETO are defined by [The Local Authorities' Traffic Orders \(Procedure\) \(England and Wales\) Regulations 1996](#)⁷ (LATOR). An ETO can last for a maximum of 18 months and involves a 6-month objection period that commences from the date that the order comes into effect. After 6 months (but before 18 months has expired), the Council should decide whether to revoke the ETO, amend the ETO (and invoke another 6-month consultation period) or make the order, and thus the scheme, permanent.
- 6.13. ETOs allow the Council and the public to assess the scheme in operation, rather than try and predict their impact. Implementation using ETOs also encourage the wider public (who may otherwise be unaware of the detail of a proposal) to assess the scheme and provide feedback on that basis.
- 6.14. The ETOs associated with this School Street were first [made](#)⁸ on 1 April 2021 and the scheme came into effect, when traffic signs were installed, on 2 September 2021.
- 6.15. As noted in paragraph 6.11, it was agreed that the afternoon hours of operation would be amended and, consequently, new ETOs were [made](#)⁹ on 19 August 2022, coming into effect on 5 September 2022.
- 6.16. The objection period has expired on this School Street. Therefore, it is now possible for the Council to take a decision on whether to make permanent traffic orders associated with this School Street.

Exemptions

- 6.17. In line with the exemption policy set out in paragraphs 6.44 to 6.59 of the School Streets Plan (summarised in Appendix B of this report), the following groups are eligible to apply for a motor vehicle exemption:
- Residents who live within the School Street (maximum of 2 vehicles per property).
 - Businesses with premises within the School Street (maximum of 2 vehicles per property).
 - Blue Badge (disabled) holders or those with a medical condition that require access to the street during the restricted hours.
 - School buses and vehicles used in the transport of children or adults with special access requirements.
 - Medical practitioners attending those with an address within the School Street.

⁷ [The Local Authorities' Traffic Orders \(Procedure\) \(England and Wales\) Regulations 1996](#)

⁸ <https://www.thegazette.co.uk/notice/3779662>

⁹ <https://www.thegazette.co.uk/notice/4147878>

- School staff (to a maximum of 10% of the total number of staff at that school). In addition, any staff who are Blue Badge holders may apply for an exemption when the school has provided parking for those holders.
- 6.18. In addition to the above, exemptions are automatically provided for:
- Emergency services
 - Statutory undertakers if access to the School Street is necessary
 - Local authority, in pursuance of statutory powers if access to the School Street is necessary
 - Exemptions stated in the Highway Code, such as a medical emergency or with the permission or at the direction of a police officer.
- 6.19. The School Street allows motor vehicles to park, drive within and exit from the School Street during operational times, but not enter the said Street. The experimental traffic order associated with the School Street (a moving traffic restrictions order) does not impose a prohibition upon loading or unloading within the School Street. New loading restrictions were introduced on parts of the School Street at the junctions with Bishopswood Road and Hampstead Lane under a separate experimental traffic order.

Cost to implement the recommendations

- 6.20. The cost associated with the recommendations contained within this report is approximately £5,000; this covers the costs associated with publishing the required traffic notices. These costs will be fully met from the Council's current capital programme budget within capital scheme reference number: 119 – School Streets.

7. Review of the experimental School Street

- 7.1. The Council has undertaken a review of Highgate Junior School Street (SS09) taking into consideration the objectives, set out in the School Street Plan and paragraph 6.2 of this report.
- 7.2. The review considered quantitative and qualitative data on each School Street, including traffic counts and consultation with stakeholders.
- 7.3. The results of the review are detailed in Appendix A (Monitoring Report) and summarised in the following sections.

Objective 1: Reduce congestion and car use near school

Traffic volumes

- 7.4. Automated traffic counts (ATCs) were undertaken within the School Streets before (March 2021) and after (June 2023) it launched, to collect traffic volume, speed and cycle numbers.

- 7.5. Traffic volumes within the School Street have reduced by 75% (from 1611 to 398) during operational hours (AM and PM).
- 7.6. There has also been a reduction in traffic volume in adjacent Hampstead Lane (i.e., outside the School Street), although this is unlikely to be attributable to the School Street.
- 7.7. There has been an increase in cycling numbers both within (+164%) and outside (+13%) the School Street
- 7.8. Traffic speeds have fallen both within (-3.5%) and outside (-2.4%) the School Street.
- 7.9. The School Street is not physically closed to motor vehicles and operates with standard traffic signs with camera enforcement. Therefore, the ATCs will have counted all vehicles entering the zone during operating hours, including exempt vehicles (e.g., zone residents or registered Blue Badge holders) as well as unauthorised vehicles that may have received a PCN.
- 7.10. As noted in the Monitoring Report, Transport for London and other authorities have shown that travel behaviour and traffic volumes in London were significantly impacted by COVID19 and the subsequent recovery period. Therefore, assumptions drawn from the data should be considered in the context of the impact of COVID19 upon traffic levels.
- 7.11. Even accounting for all authorised and unauthorised motor vehicle movements, this objective has clearly been achieved with an average 75% reduction in motor vehicle traffic volume.

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

- 7.12. Road casualty data is measured through analysis of STATS19 data which is collected by the police and reported by Transport for London (TfL). A minimum of 3 years' data is usually considered necessary to identify trends in the data.
- 7.13. As the School Street has only been in place for two years, no trends can conclusively be drawn. However, there have been no reported collisions within the School Street since it launched.
- 7.14. It is noted that the Principal and Head of Health and Safety at the school have been surveyed and both consider that the street feels calmer, quieter and safer.
- 7.15. It is worth noting that there are limitations to surveys of this type as there will inevitably be some incidents that schools were not aware of, both before and after School Streets were implemented and therefore longer-term trends will need to be assessed in due course.

Objective 3: Encourage active travel to and from school

- 7.16. During September 2023, a survey was carried out with parents and carers of pupils at the school, seeking their views on the School Street trial. The survey results are contained in the Monitoring Report (Appendix A).

7.17. As part of the survey, parents and carers were asked how they travelled to school before and after the launch.

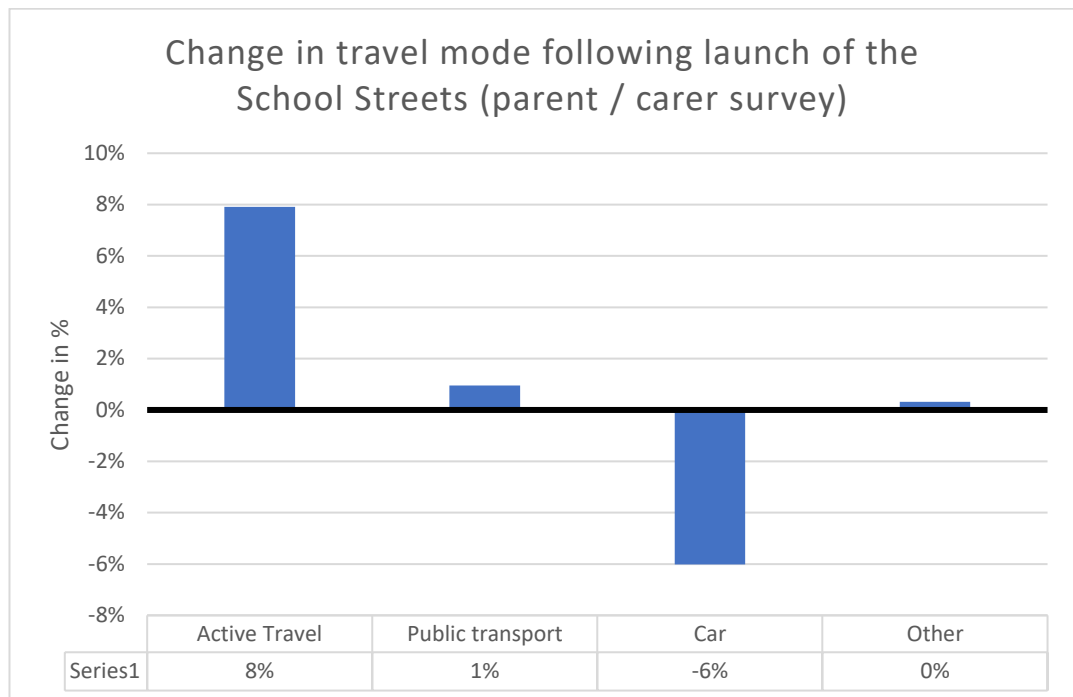


Figure 1 - Summary of parent and carer survey - travel mode before and after launch of School Street

7.18. The survey results indicate that, overall, there had been an 8% increase in walking, cycling and scooting to school and a 6% decrease in car-based trips. This data is shown in Figure 1 and is above average when compared with previous monitoring reports carried out at other School Streets.

7.19. It should be noted that self-selection bias may be a factor in this survey; i.e., individuals selected themselves into the survey, causing a biased sample. In future and where resources allow, 'hands-up' surveys with pupils will be carried out to supplement the parent survey data.

7.20. Further data on modal shift will be collated on an annual basis through the [Travel for Life accreditation scheme](#)¹⁰ enabling further conclusions to be drawn on the success of the objective.

7.21. It is also worth noting that changes in travel behaviour often take time and the full benefits are unlikely to be fully realised. However, as the reduction in motor vehicles around the school gates becomes more accepted and safety demonstrated, it is hoped that more people will use active travel journeys as a matter of course.

7.22. The data in paragraph 7.18 indicates that the objective to encourage more active travel is being met.

Objective 4: Improve air quality around schools

7.23. 'Air Quality' refers to the air around us and how many pollutants (harmful chemicals, particles or substances) it contains.

¹⁰ <https://stars.tfl.gov.uk/About/Accreditation>

- 7.24. Air pollution is associated with several adverse health impacts; it is recognised as a contributing factor in the onset of heart disease and cancer. Additional air pollution particularly affects the most vulnerable in society: children and older people, and those with underlying heart and lung conditions.
- 7.25. No air quality monitoring sites were installed as part of this School Street project however, previous [London-wide studies collected by the Greater London Authority on School Streets](#)¹¹ 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. Thus, and when considered with the overall reduction in traffic volume (see paragraph 7.5), it is reasonable to assume that similar air quality improvements will have occurred at Highgate Junior School Street (SS09).

8. Consultation and engagement response

- 8.1. In addition to the objection period process associated with the ETOs (see paragraphs 6.12 to 6.16) the Council has, additionally, sought the view of stakeholders through a range of methods discussed in detail in the Monitoring Report (Appendix A):
- Residents and businesses. Letter drop and questionnaire prior to the launch and shortly before the end of the experimental period.
 - Headteacher survey
 - Survey of parents and carers of pupils at each school
- 8.2. No objections were made in respect of the ETOs.
- 8.3. 22 responses were received from the public via the questionnaire. Of those, 46% of respondents said they were 'satisfied' or 'highly satisfied' with the School Street. The number of responses is lower than other, similar consultations probably because of the lower housing density within and surrounding the School Street.
- 8.4. The Principal of the school was invited to respond to a survey that gave the opportunity to provide formal feedback on the success of the schemes. The response shows complete support for the School Street to be made permanent.
- 8.5. The parents and carers survey showed a higher level of support than from the public feedback discussed in paragraph 8.3. When asked if they wanted the School Street made permanent, 76% of parents / carers responding said 'yes'.

Public Inquiry

- 8.6. The effect of the proposed no loading prohibitions relates to a length of the side of a road extending 15 metres in either direction from the point where one road joins the side of another and taken with the prohibitions already imposed does not prohibit loading and unloading for a total distance of more

¹¹ <https://www.london.gov.uk/press-releases/mayoral/school-streets-improve-air-quality>

than 30 metres out of 50 metres and so there is no obligation to cause a public inquiry to be held.

- 8.7. It is also not considered necessary that the Council exercises its discretion and holds a public inquiry before the experimental traffic orders are made permanent as the holding of a public inquiry would lead to expense and delay while being unlikely to alter the ultimate decision as the scheme will contribute towards achieving a number of the Council's policy objectives.

9. Transport policy objectives

- 9.1. School Streets help deliver policies and targets set within the Mayor of London's Transport Strategy (MTS). These policies and targets have since been adopted by Haringey through the Haringey Local Implementation Plan and Walking and Cycling Action Plan (2022):

- The MTS uses the Healthy Streets Approach to improve air quality, reduce congestion and help make London's diverse communities greener, healthier and more attractive places to live, work, play and do business.
- Mode share - 88 per cent of all trips in London to be made on foot, by cycle or using public transport by 2041 (77% in 2019)
- Physical activity - all Londoners to do at least the 20 minutes of active travel they need to stay healthy each day by 2041 (currently 32%)

- 9.2. The Council has a duty under section 122 of the Road Traffic Regulation Act (RTRA) 1984 to "secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway having regard to securing and maintaining access to premises, preserving or improving the amenities of the areas through which school street runs, national air quality, facilitating the passage of public service vehicles and safety and convenience of people using such vehicles as far as practicable." Officers consider that the following are of particular relevance, given the objectives of the School Street:

- School Streets provide access at all times to pedestrians and cyclists. Reasonable access is maintained to vehicular traffic by way of a range of exemptions when the School Street is in operation.
- School Streets restrict the passage of heavy commercial vehicles and so, in turn, preserve or improve the amenities of the area affected.
- Evidence from other School Street projects¹² demonstrates that they improve air quality in the vicinity of schools. It is expected that this is also the case in relation to this project. Therefore, the recommendations have due regard to the national air quality strategy, prepared under section 80 of the Environment Act 1995.

¹² <https://www.london.gov.uk/press-releases/mayoral/school-streets-improve-air-quality>

- The School Street does not restrict the passage of public service vehicles.
- The recommendations, if approved, will continue indefinitely to reduce risk of road danger by reducing the volume of traffic close to the school gates. Not only do School Streets dissipate traffic over a larger area (as opposed to a concentration of traffic within a smaller section of road space outside the school entrance) but they also encourage modal shift (i.e., change school-run trips from car travel to active travel) and so reduce the overall volume of traffic on the road network, in turn, reducing the risk of road danger.

10. Contribution to the Corporate Delivery Plan 2022-2024 High Level Strategic Outcomes

10.1. School Streets are specifically identified within the “Responding to the Climate Emergency” theme of the Corporate Delivery Plan, under High Level Outcome 2 - “A Just Transition.” This outcome relates to ensuring the transition to a low carbon economy is just, equitable and benefits everyone by improving air quality and road safety around schools. This will be achieved through a number of activities including:

- School Streets – create 30 School Streets by 2024 (approximately 15 per year) to improve air quality and road safety around schools.

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

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

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

- Wood Green
- Bruce Grove
- Seven Sisters

11. Carbon and Climate Change

11.1. School Streets contribute positively to carbon emission reduction and mitigate climate change in the following six ways:

11.2. **Reduced Vehicle Emissions:** School Streets reduce vehicle emissions during drop-off and pick-up times. When motorised traffic is restricted, there is a reduction in tailpipe emissions of carbon dioxide (CO₂), nitrogen oxides (NO_x), and particulate matter (PM). Fewer emissions mean a direct decrease in the carbon footprint associated with school-related travel.

- 11.3. Promoting Active Travel: By making the area around schools more pedestrian and cyclist-friendly, School Streets encourage active transportation modes such as walking and cycling. This not only reduces greenhouse gas emissions but also promotes a healthier lifestyle, which, in the long run, can reduce healthcare-related emissions linked to sedentary lifestyles.
- 11.4. Behaviour Change: School Streets can also lead to behaviour change among parents and guardians. When motorised access to school is limited, parents may opt for alternative transportation methods, further reducing the number of vehicles on the road and associated emissions. Over time, this can lead to a shift in commuting habits with lasting environmental benefits.
- 11.5. Public Awareness: Implementing School Streets raises awareness about the environmental impact of transportation choices. It provides an opportunity for schools to engage students in discussions about sustainability, climate change, and the importance of reducing carbon emissions. This heightened awareness can influence future generations to make eco-conscious decisions about transport.
- 11.6. Long-Term Effects: While School Streets primarily target short-term reductions in emissions during school hours, their influence can extend beyond these times. Positive experiences with active transportation and reduced reliance on private vehicles can lead to long-term changes in commuting behaviour, resulting in sustained emissions reductions.
- 11.7. Synergy with Climate Change Action Plan: School Streets align with the goals set out within the Climate Change Action Plan by directly contributing to reduced carbon emissions within the community and contribute to the achievement of emissions reduction targets.

12. Statutory Officers' comments

Finance

- 12.1. This report seeks approval for the recommendations stated in section three above. As stated in section 6.21, the cost to implement the recommendations amount to £5,000.
- 12.2. The cost associated with recommendations of this report will be met from the Council's current capital programme plan under capital scheme 119 – School Streets.

Strategic Procurement

- 12.3. Strategic Procurement notes the report contents and recommendations in section 3 which do not require a procurement related decision.

Legal

- 12.4. The Head of Legal and Governance (Monitoring Officer) has been consulted in the preparation of this report.

- 12.5. The Council's power to make an order regulating or controlling vehicular and other traffic on an experimental basis is contained within section 9 of the Road Traffic Regulation Act 1984 (RTRA).
- 12.6. An experimental order can only be made permanent after considering the objections received in response to the notice of proposals.
- 12.7. There are no objections that must be considered as stated in paragraph 8.2 of this report, however the responses received from stakeholders and members of the public set out in the Monitoring Report attached to this report as Appendix A and summarised in paragraphs 8.1 to 8.5 must be taken into account before the decision whether the experimental traffic orders are made permanent is taken.
- 12.8. There is no obligation to hold a public inquiry before making the experimental traffic orders permanent for the reasons explained in paragraph 8.6 above as the restrictions in the said orders are not pursuant to regulation 9(4)(b) of the LATOR, to be taken to have the effect of prohibiting loading at any time nor would it be unlawful for the Council to decide not to hold a public inquiry for the reasons explained in paragraph 8.7 above.
- 12.9. As required under section 122(1) of the RTRA, the factors which have pointed in favour of making the restrictions on the movement of traffic in the experimental traffic orders for the School Street permanent are set out in paragraphs 9.2 of this report for Cabinet to consider.
- 12.10. Approving making the ETO for the School Street permanent is an executive decision that can be taken by the Cabinet in accordance with the Council's Constitution.

Equality

- 12.11. The Council has a Public Sector Equality Duty under the Equality Act (2010) to have due regard to the need to:
 - Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act
 - Advance equality of opportunity between people who share those protected characteristics and people who do not
 - Foster good relations between people who share those characteristics and people who do not.
- 12.12. The three parts of the duty applies to the following protected characteristics: age, disability, gender reassignment, pregnancy/maternity, race, religion/faith, sex and sexual orientation. Marriage and civil partnership status applies to the first part of the duty.
- 12.13. Although it is not enforced in legislation as a protected characteristic, Haringey Council treats socioeconomic status as a local protected characteristic.
- 12.14. The first School Street Plan (2020) was subject to an Equalities Impact Assessment (EqIA) which was updated in 2022 and again as part of the new

School Street Plan (2023). The current EqIA should be read in full (see Appendix D).

- 12.15. It is noted that the exemptions available for School Streets are different from the exemptions available for Low Traffic Neighbourhoods (LTNs). This is because the two project types have different objectives. Exemptions to School Streets are typically more limited than exemptions for LTNs because the primary objective of School Streets is to create a safer environment for children (a particularly vulnerable protected group), while LTNs aim to reduce the overall impact of traffic in residential areas. For example, exemptions within LTNs allow vehicles to pass through a traffic filter even if the journey could be taken via another route. However, in School Streets, this is not the case and exemptions are only provided where motorists have a requirement to access premises within the School Street. It is also important to note that School Streets only operate for a very limited time period (approximately one hour in the morning and one hour in the afternoon), Monday to Friday and during term time only. This contrasts to traffic filters within LTNs which operate 'at any time'. This difference is relevant when considering the justification for and proportionality of the School Street under the Equality Act.
- 12.16. Mitigation of potential adverse impacts on protected groups is made through the implementation of an exemption permit system whereby certain groups can apply for an exemption to the restriction, where they meet the specified policy criteria. The groups currently provided for are set out in paragraph 6.17 and 6.18. Those holding a valid exemption are allowed to drive into the School Street during operational times.
- 12.17. This decision is not expected to impose additional costs on residents or have a negative impact on residents of a lower socioeconomic status.
- 12.18. Consultation was carried during the operation of the experimental traffic orders prior to this School Street being recommended to be made permanent. This has provided everyone with the opportunity to experience and comment. Consultation documents provided details for those who required it in an alternative format, for example in audio or would like the materials translated. Consultation documents were also distributed to stakeholders representing protected groups (see Appendix D for details).

13. Use of Appendices

Appendix A – Monitoring report
Appendix B – Exemption policy summary
Appendix C – Stakeholder consultation list
Appendix D – EqIA 2023
Appendix E – School Street design

14. Background papers

- [10/11/20 – School Street Plan](#)
- [22/2/21 – School Streets \(Batch 1b\)](#)

- [13/6/22 – Highgate Junior School Street change to operational times](#)
- [13/6/23 - School Street Plan](#)