



School Streets Monitoring Report #4

Review of Highgate Junior School Street SS09, launched September 2021
25 October 2023

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haringey.gov.uk

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1. Introduction



Background

1. In June 2023, the Council approved a new [School Street Plan](#) which refreshed the programme and built upon the original [School Street Plan](#) approved in 2020
2. The 2020 and 2023 Plan set the policy position for School Streets alongside an ambitious delivery programme
3. The 2023 Plan set out the strategic importance of School Streets, identifying the benefits that they bring:
 - a) Road danger reduction
 - b) Improved air quality
 - c) Improved physical and mental health
 - d) Improved educational attainment
 - e) Safe places, full of life
 - f) Carbon reduction
 - g) Reduced traffic congestion

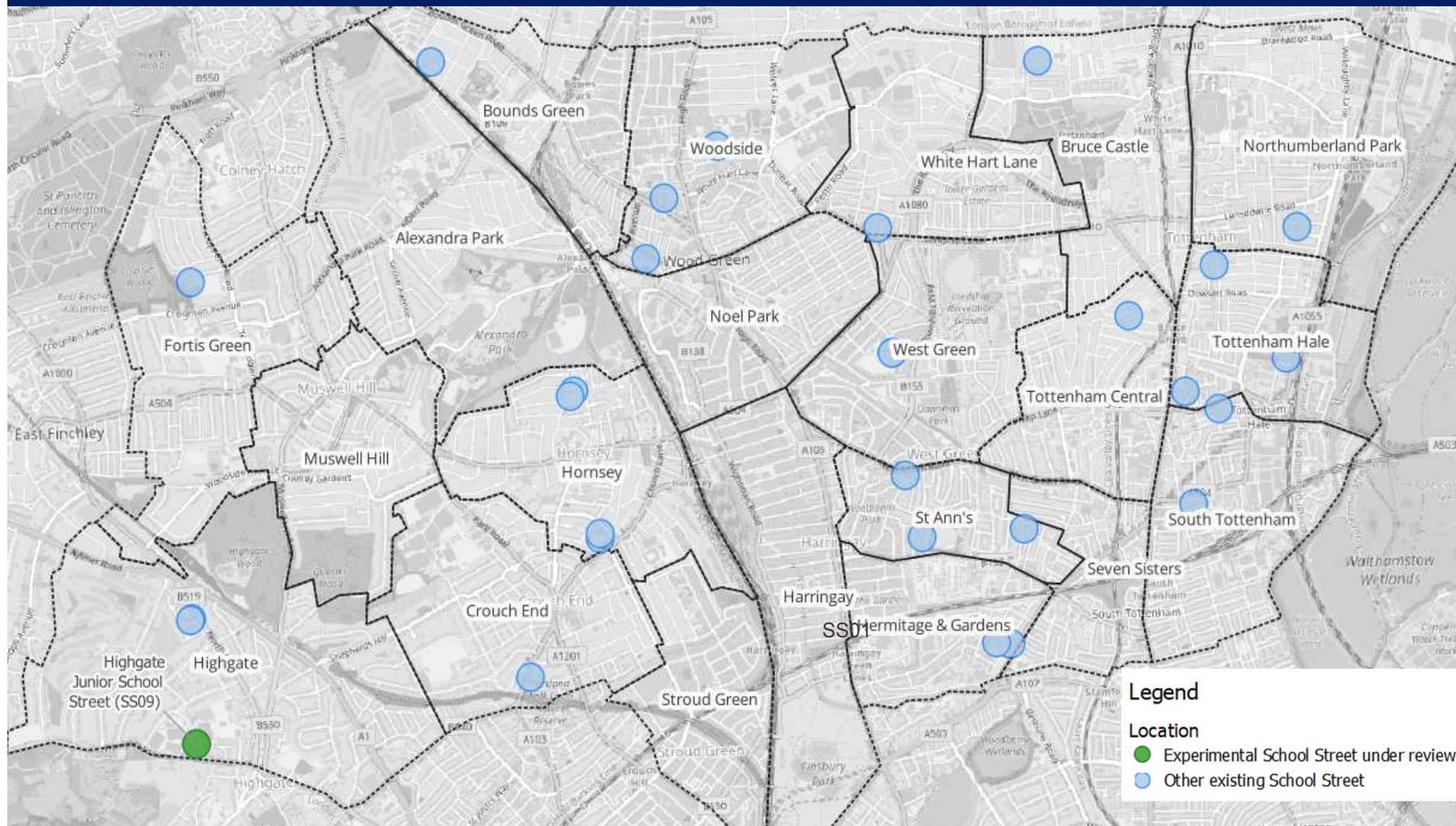


A School Street is typically a road (or roads) outside a school with a timed restriction on motorised traffic at school drop-off and pick-up times

Purpose of this report

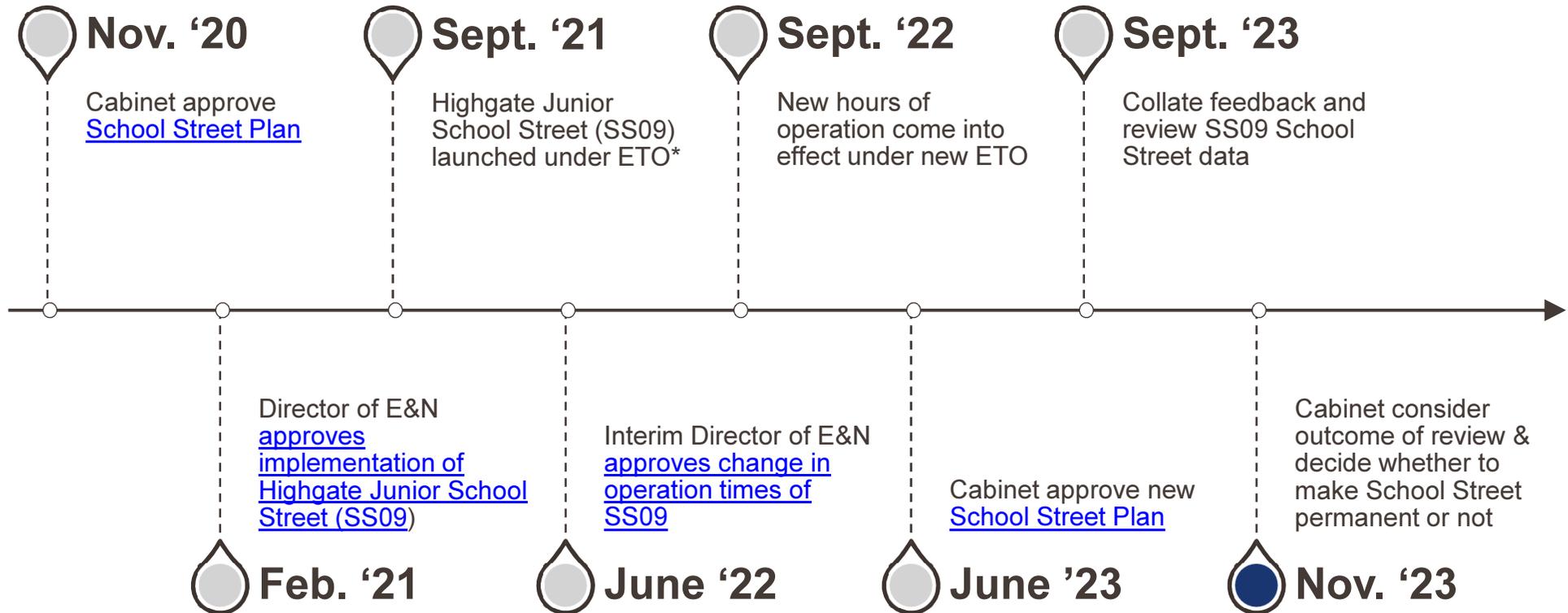
1. Review the outcome of experimental Highgate Junior School Street (SS09)
2. Provide the evidence base for the recommendations in the Cabinet report which will determine if the traffic orders associated with this School Street are made permanent or not

Map



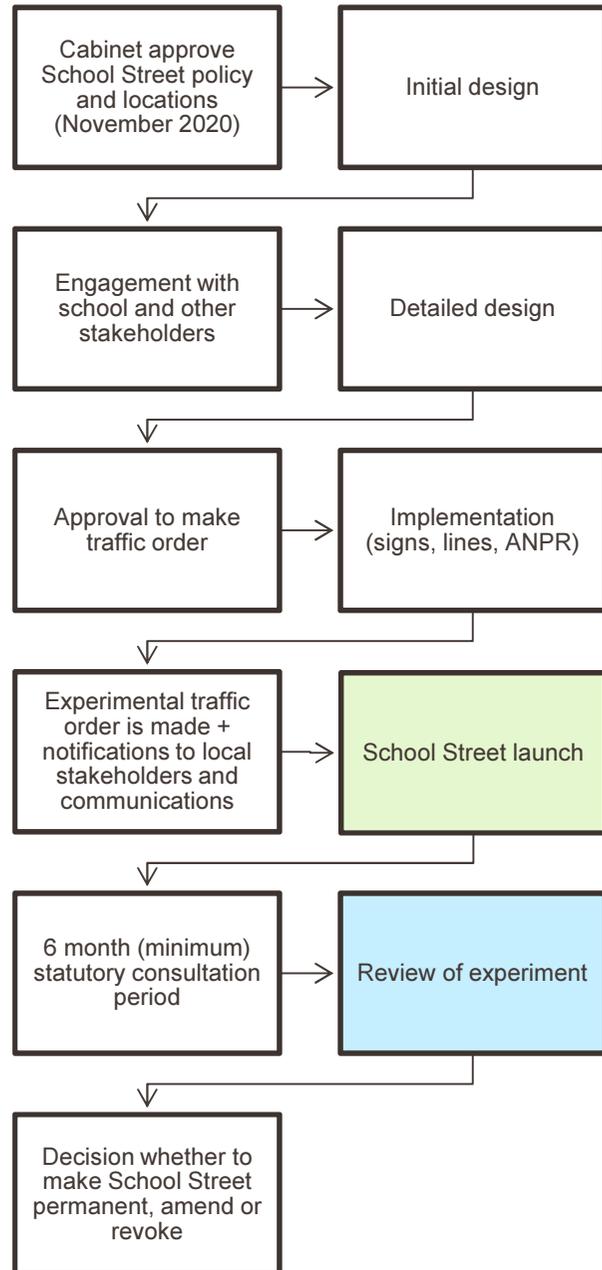
The School Street under review has designated 325m of pedestrian and cycle zone, out of 6.15km across the borough

Timeline



*Experimental Traffic Order

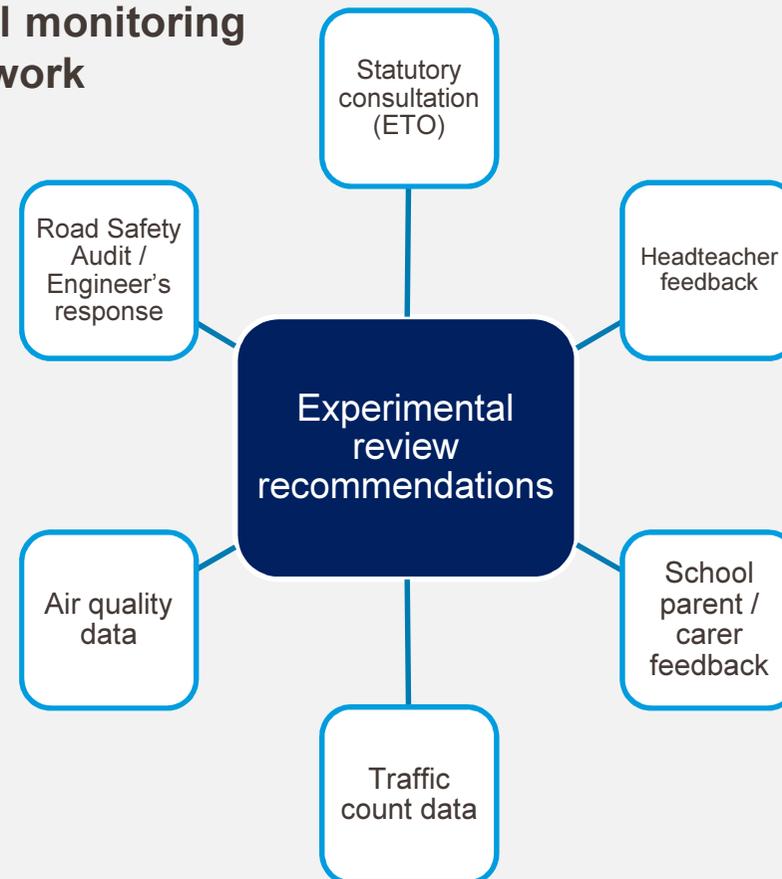
School Street launch and monitoring process



Scheme Objectives

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

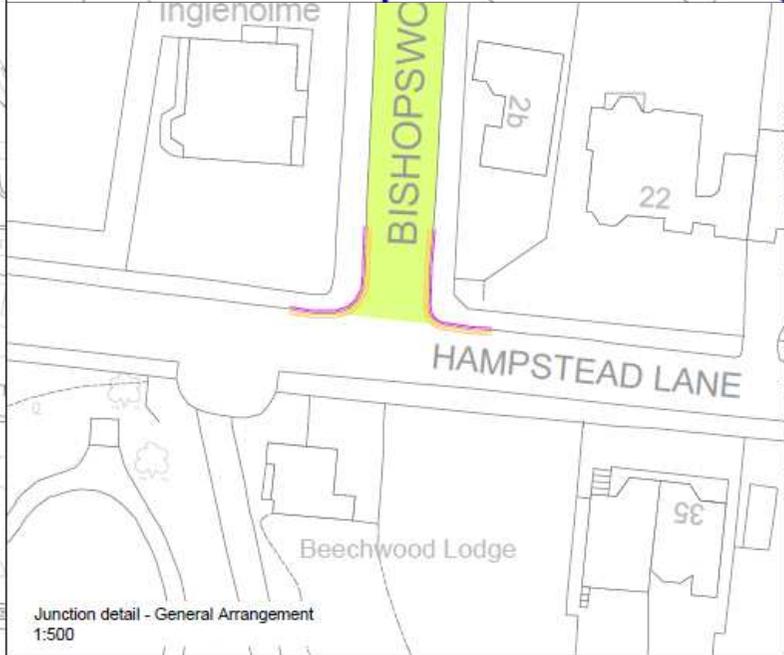
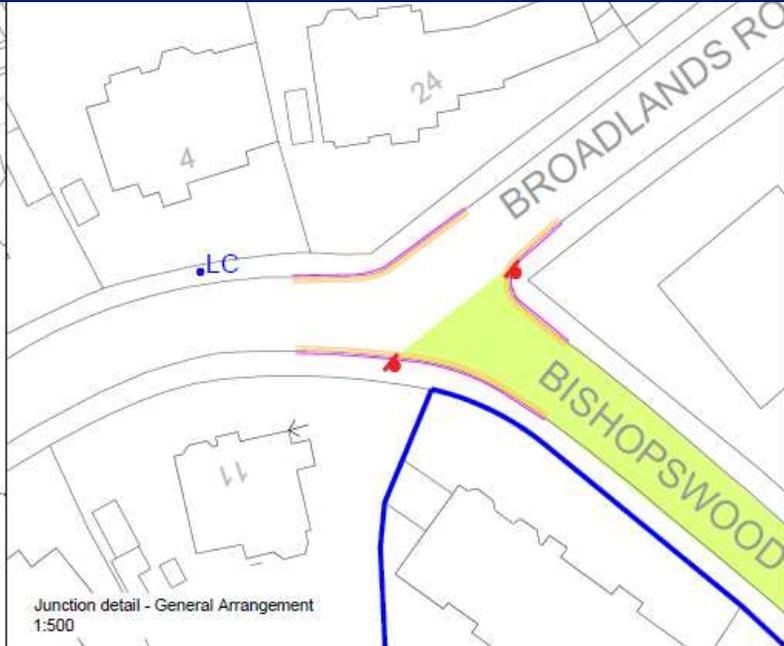
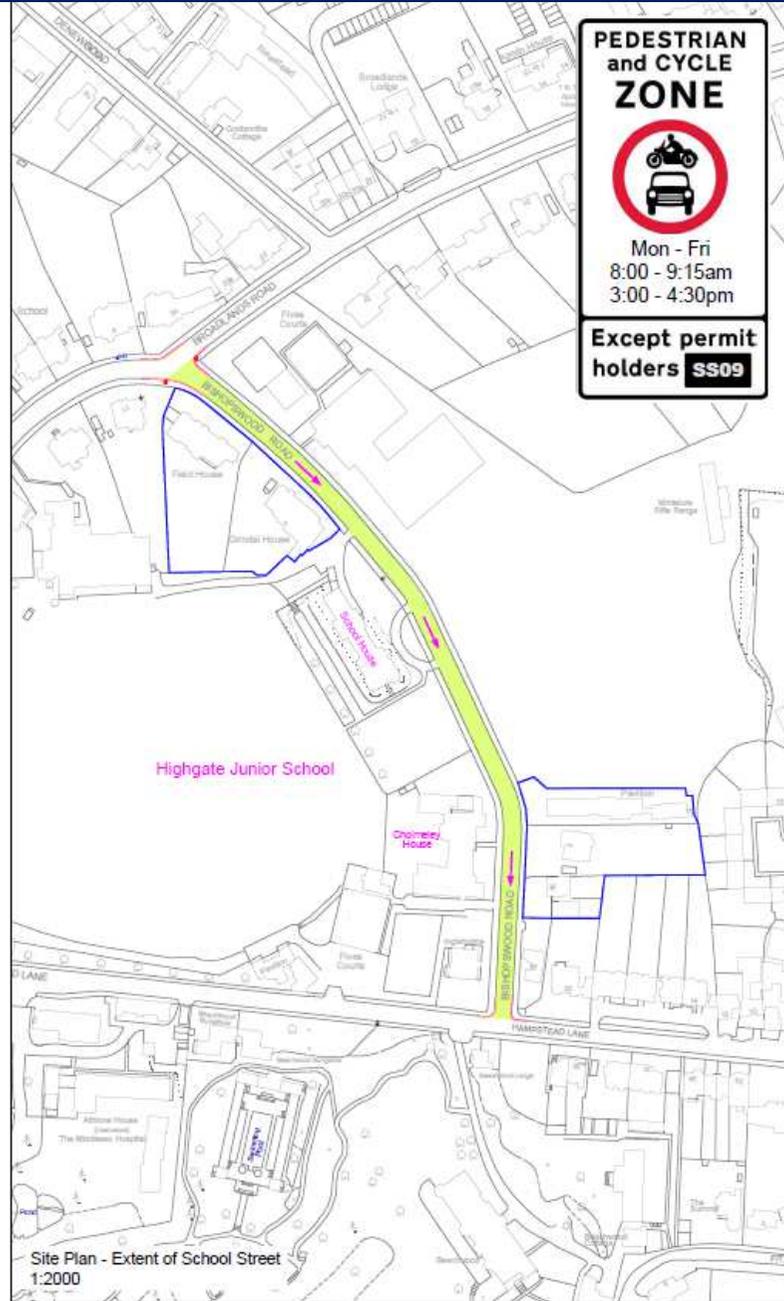
Typical monitoring framework



2. Summary



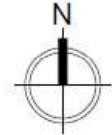
Highgate Junior School Street (SS09) design



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NOTES:

- Proposed School Street
- Proposed cycle/ped zone sign & post
- Properties eligible for a school street exemption permit
- Existing double yellow road marking
- Proposed no loading at any time restriction (double kerb blips)
- LC Proposed lamp column for CCTV installation
- Existing one-way traffic flow



Rev	Description	Checked	Date
Project: School Street Batch 1			
Site: The Highgate Junior School			
Drawn: AH			
Scale: 1:2000 & 1:500 @A3		Date Drawing Created: 21.01.21	
Fig Ref: RJHWP-###-ref			Rev: A

ENVIRONMENT & NEIGHBOURHOODS

30, Place, Alameda House, 13 Station Road, Wood Green, London N22 7TE
Tel: 020 8439 0200 Fax: 020 8439 0201

Director: Peter and Sarah-Jane
www.haringey.gov.uk

Public feedback

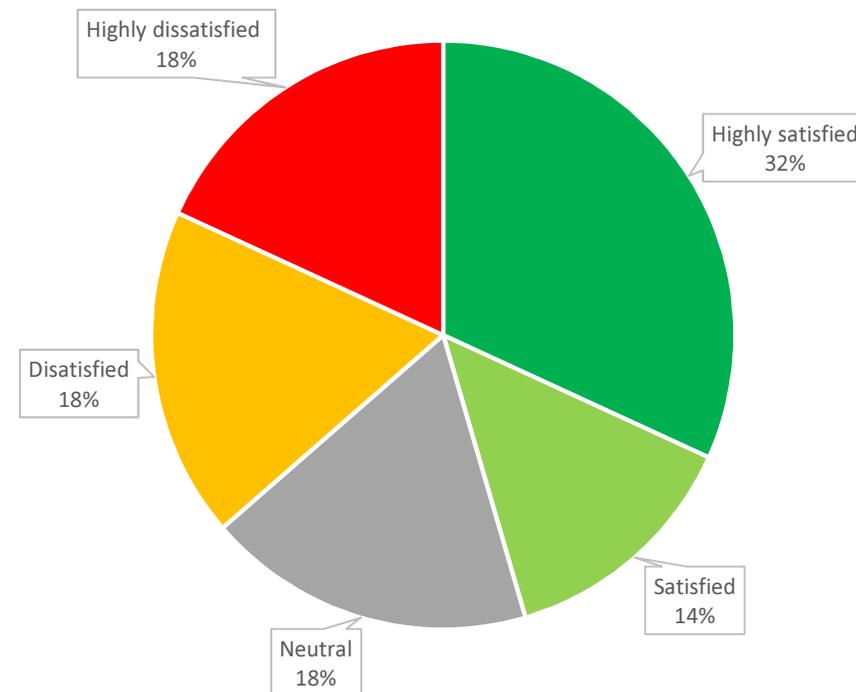
This is feedback provided via a paper and online form available during the experimental period of the traffic order and for at least 6 months from the order coming into effect

46% of those responding to the consultation support or strongly support the School Street

Communications methods

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

General feedback
Total = 22 responses



In what capacity are you responding?	Highly satisfied	Satisfied	Neutral	Dissatisfied	Highly dissatisfied	Grand Total
Resident living within the School Street	25%	50%	0%	25%	0%	100%
Resident living outside the School Street	35%	6%	18%	18%	24%	100%
I pay 100% road tax	0%	0%	100%	0%	0%	100%
Grand Total	32%	14%	18%	18%	18%	100%

Public feedback (comments)

General view	Further comments about the School Street
Highly satisfied	Always pleased to see any measures which make things safer for schoolchildren, cyclists and pedestrians.
Highly satisfied	Anything that reduces pollution levels and looks after children's health is also a step towards resolving the climate emergency
Highly satisfied	Cycle through highgate most mornings at school drop off time. Traffic, potential for incidents, and air pollution is terrible. Pupils and all people should be safeguarded against this.
Highly satisfied	I think this is an excellent idea and would be pleased if the same regulations were applied to The Bank
Highly satisfied	There are still people who regularly ignore the closure. Are there (or will there be) cameras to enforce the School Street?
Highly satisfied	We are happy with the School Street as this prevents parents blocking our drive-way with their vehicles when dropping off and picking up their children from school.
Satisfied	Idea is great, but the afternoon hours should be extended to around 5pm as there are still a lot of kids being picked up from school up until this time (presumably from after school activities).
Neutral	Although our building on Broadlands Road is fortunately not immediately beside the School Street there are occasions when the traffic builds up and cars are not able to pass each other as cars are parked on both sides of the road. This causes traffic flow delays.
Neutral	There are now a considerable number of School Streets in this area & although I can understand the benefits to the school in having them they are an increased complication to the traffic flow for drivers in the area. These two factors need to be balanced in decisions about adding more school streets to the area
Neutral	Why are you destroying the road network of London. When you stop cars from driving in one area where do you think they go ?
Dissatisfied	<ol style="list-style-type: none"> Hours far too long. Should be reduced to 8-9AM and 3-4pm maximum (very few children arrive or leave outside those hours. The existing hours make it very difficult for residents to arrange deliveries/workmen. Residents should be allowed three, not two, exemption permits. This would make a big difference to us, but scarcely any to the traffic levels as there are very few residents in the street.
Dissatisfied	I live around the corner from the school street area and have found that the introduction of the scheme at Highgate Junior School has led to more traffic in my road, Denewood Road, at school drop off and pick-up times. Parents' cars are often parked across the entrance to my driveway and there are frequent traffic jams. This situation always existed but the School Street scheme has made it worse by forcing parents who might have just dropped their kids off at the school entrance in Bishopwood Rd to park in Denewood Road and walk their kids to the school gate. I suspect that the problem has not been dealt with but merely moved round the corner.
Dissatisfied	It hasn't seemed to reduce the traffic around the school (ie. by encouraging people to walk/cycle), all that's happened is that Bishopswood Road is absolute chaos with cars stopped/turning/parking. Massive land rovers blocking the whole road. It makes leaving/arriving home at those times impossible. Maybe the school street has helped slightly, but it's not the solution to the issue. The school have so much land, if they can't get parents to stop driving kids to school in massive cars, why not build a dedicated drop off loop/ car park, rather than using public roads for this purpose.
Dissatisfied	It just pushed the congestion into Bishopswood Road and denewood road - it's chaos in the mornings. Parents are lazy and drop off as close to the school as possible blocking drives and clogging the street.
Highly dissatisfied	<p>Although the quality of the air in the school street is improved, and benefits the pupils at Highgate Junior School, the result of the closure has been to displace the considerable traffic bringing children to school, often in large range rover-type vehicles bringing a single pupil, is to worsen considerably the quality of the air in the surrounding streets, like Denewood Road and Broadlands Road. These roads have a large number of elderly people living on them, for whom poor air quality is at least as serious as it is for the pupils of Highgate School, many of whom live outside the neighbourhood, or indeed outside Haringey.</p> <p>In addition the increased parking on Broadlands Road sometimes makes it impossible for the Haringey refuse department and Veolia to collect waste and recyclables on their collection days. This is certainly detrimental to the health and safety of the area.</p> <p>Finally, the school street is itself full of parked cars, left there for the whole day, possibly by employees of Highgate School, making it dangerous for the street to be crossed by pupils who may need to access school buildings on the opposite side of the street.</p> <p>It is time that attention is paid to the wellbeing of the residents of the roads neighbouring Highgate Junior School, who are Haringey ratepayers. This submission is made on behalf the residents of Broadlands Lodge, N6 4AW, by the Broadlands Lodge Management Company.</p>
Highly dissatisfied	The summer has been blissful. No traffic jams twice a day, no densely parked cars and no car fumes for us the residents. I doubt the school street makes much difference to the children with all that empty space behind the school. But for us in Broadlands Road the cars, many of whom arrive early to bag their space. sit with their engines running, creating pollution. Also why is Bishopswood road, where the school is, not a CPZ? The road is jam packed with cars presumably also creating pollution.
Highly dissatisfied	There should be no school street blockages as it only diverts traffic elsewhere and is yet another revenue raising project.
Highly dissatisfied	This is another restriction for motorists which creates more traffic and pollution in adjacent street and brings additional fines to the council.

Statutory objections to the traffic orders

No objections were received in response to the experimental traffic orders

Headteacher / Principal feedback

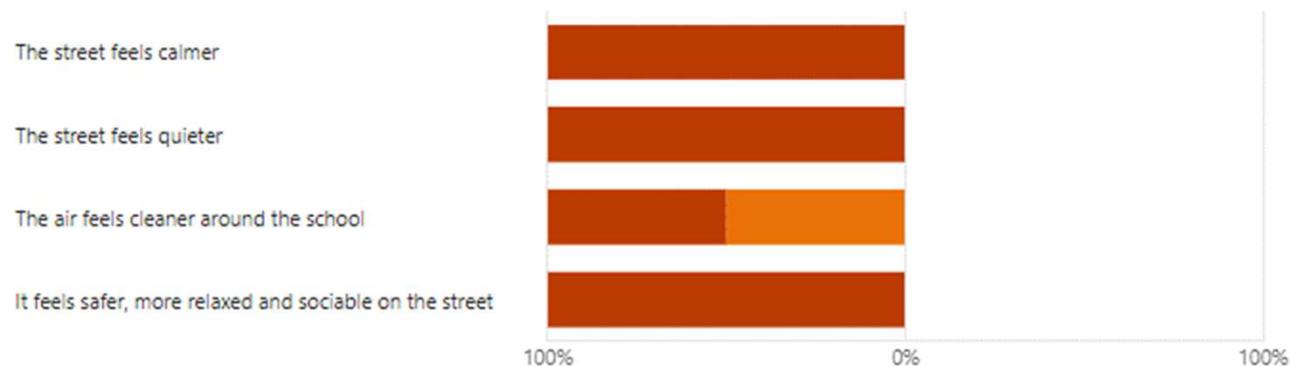
Dialogue between the school and the Council has continued throughout the experiment

A specific survey was carried out with the Headteacher in September 2023

4. To what extent do you agree/disagree with the following statements?

[More Details](#)

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



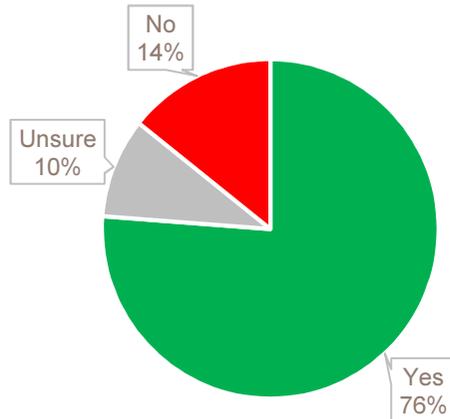
“The increased feeling of calmness at peak pick up and drop off is dramatic and unexpected. I see parents walking hand in hand to school with their children instead of hustling them out of the car and rushing off.”

Parent and carer feedback

A survey was carried out, promoted by the school, with parents and carers of school children

(315 responses from parents / carers)

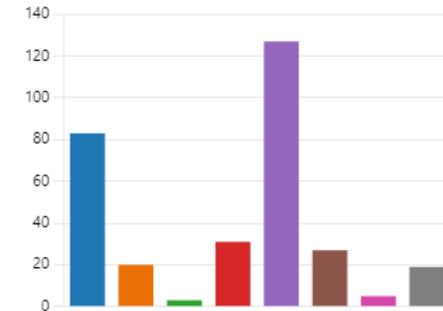
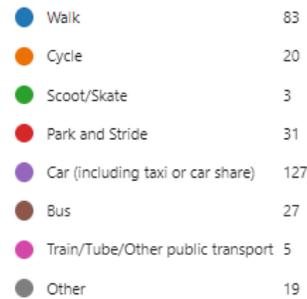
Do you support making the School Street permanent?



5. Before the School Street launched, how would you usually travel to school with your child/children?

[More Details](#)

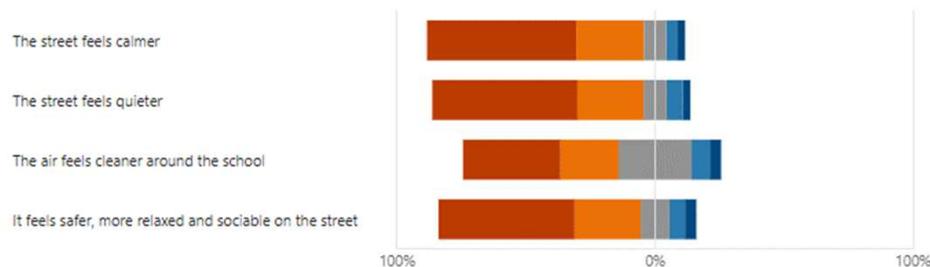
[Insights](#)



7. To what extent do you agree/disagree with the following statements?

[More Details](#)

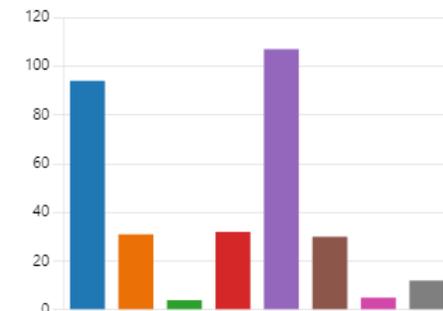
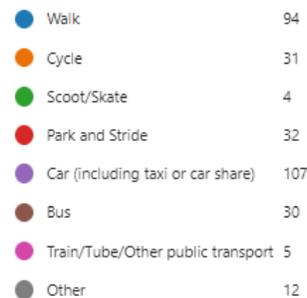
Strongly agree Somewhat Agree Neither Agree nor Disagree Somewhat Disagree Strongly disagree



6. Since the School Street has been in place, how do you usually travel to school with your child/children?

[More Details](#)

[Insights](#)



Analysis of data shows that...

- Clear majority (76%) of parent/carer respondents want it made permanent
- Opinion is clear that the School Street has made it feel calmer, quieter and safer
- 8% increase in active travel (cycling, walking, scooting) to school
- 6% decrease in driving to school

Traffic counts

	Traffic volume (AM)			Traffic volume (PM)			Traffic volume (AM & PM)		
	Before	After	% change	Before	After	% change	Before	After	% change
Bishopswood Road (within SS)	821	206	-75%	790	192	-76%	1611	398	-75%
Hampstead Lane (outside SS)	9579	5524	-42%	9037	4458	-51%	18816	10082	-46%

	Cycle count		
	Before	After	% change
Bishopswood Road (within SS)	45	119	164%
Hampstead Lane (outside SS)	352	398	13%

	Speed		
	Before	After	% change
Bishopswood Road (within SS)	13.0	12.6	-3.5%
Hampstead Lane (outside SS)	22.6	22.1	-2.4%

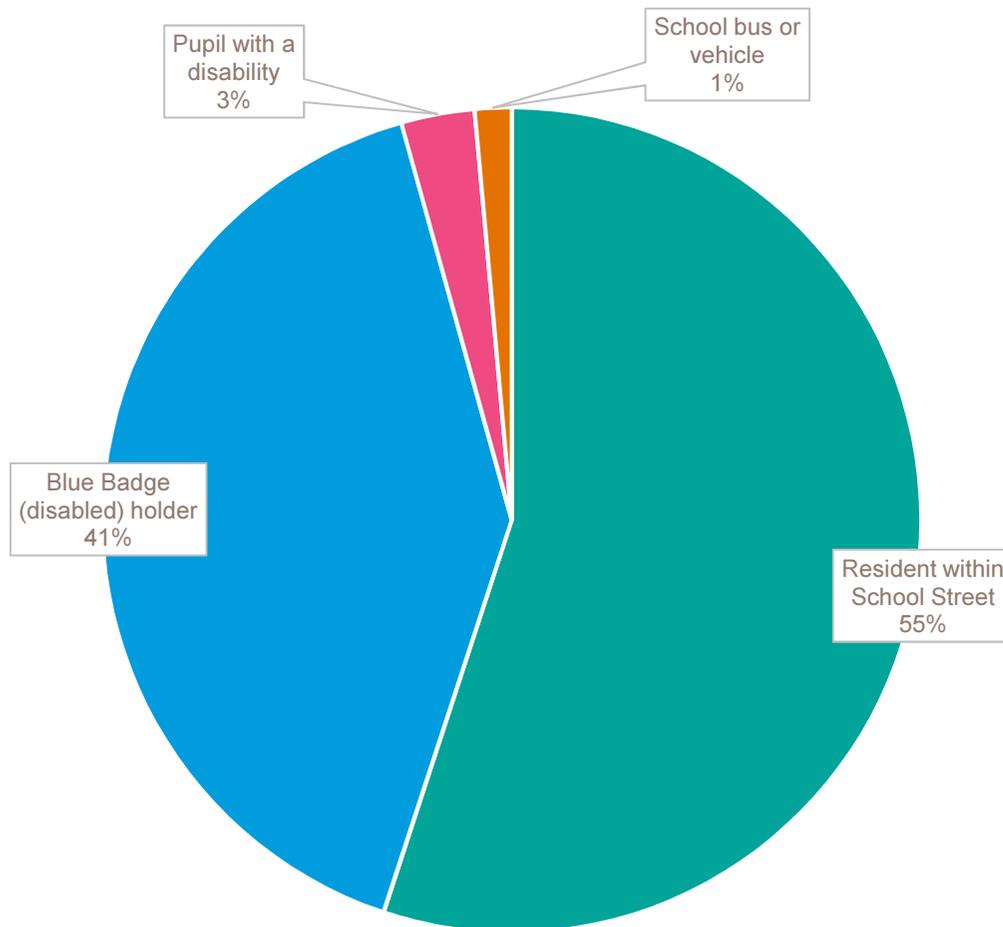
- These tables compare 'before' and 'after' traffic data, specifically within the hours of operation of the School Street.
 - Before: Monday 22/3/21 to Friday 26/3/21
 - After: Friday 30/6/21 to Thursday 6/7/23 (exc weekend)
- Note that the time intervals for 'Before school street hours' are from 8:00-9:00 AM and 3:00-4:00 PM, as data was gathered in hourly segments. This differs slightly from the hours of operation of the School Street which are 8:00 - 9:15am and 3:00 - 4.30pm

- The above shows that traffic volumes within the School Street have reduced by 75% in operational hours (AM and PM). When benchmarked against other School Streets, SS09 is performing well in terms of this relative reduction.
- There has also been a reduction in traffic volumes in adjacent Hampstead Lane (i.e., outside the School Street), although this is unlikely to be attributable to the School Street
- There has been an increase in cycling numbers both within (+164%) and outside (+13%) the School Street
- Traffic speeds have fallen both within (-3.5%) and outside (-2.4%) the School Street
- As identified by Transport for London and other authorities, travel behaviour and traffic volumes in London were significantly impacted by COVID19. Therefore, the normal approach of attributing 'before' and 'after' traffic count data to a project such this is difficult and not necessarily accurate. Accordingly, any assumptions drawn from the data should be considered in the context of the impact of COVID19 upon traffic levels and for that reason the data is presented 'as-is'

Exemptions

Residents & businesses within the School Street and Blue Badge holders and medical practitioners who require access can apply for an exemption to the restriction

Exemptions approved by category



- 69 exemption applications approved (includes renewals)
- 44% of exemption applicants were Blue Badge holders who required access to that street or were parents/carers of children who had a disability that prevented them from walking, cycling or scooting

Traffic signs and communicating the traffic restriction

The main way of communicating any traffic restriction is through traffic signs. The size, type and position of traffic signs are defined by national [Regulations](#). See appendix A4 for scheme designs.

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

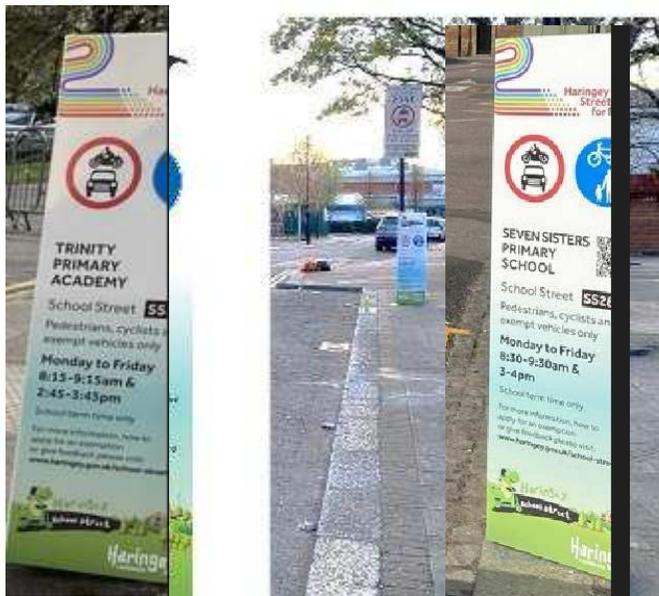
- two regulatory zone signs at every entry (1m² in size)
- a variety of advisory map-based advance warning signs
- text-based information signs
- camera enforcement warning signs



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

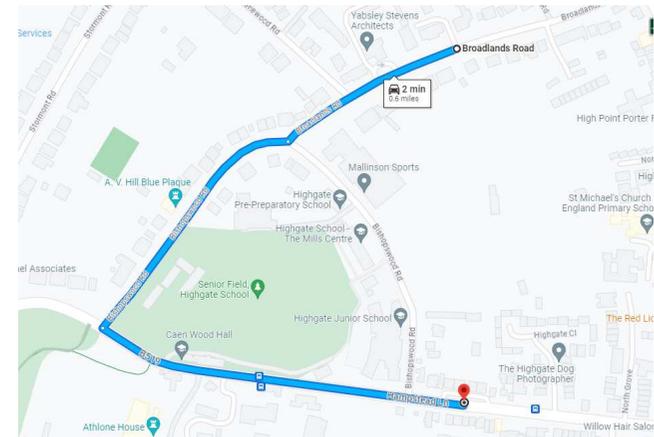


Advance warning signs are installed to alert drivers to an upcoming restriction. There is no legal requirement for these signs nor does it provide the council with any additional enforcement powers.



In addition to traffic signs we inform via:

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



Bishopswood Road (btw Hampstead Lane and Broadlands Road) is a School Street. Google Maps recognises this motor vehicle restriction and navigates a car journey that avoids it.

Acknowledgements

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

Special thanks to...

- Staff, pupils and parents at Highgate Junior School
- Council teams including: Streetspace, Highways, Carbon Management, Active Travel, Transport Planning, Parking and Traffic Enforcement and Notice Processing