

Report for: Director of Environment & Resident Experience in consultation with the Cabinet Member for Climate Action, Environment and Transport – 14 November 2023

Title: 2022/2023 School Streets

Report authorised by: Mark Stevens, Assistant Director Direct Services

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

Ward(s) affected: Bruce Castle, Crouch End, Haringay, Hermitage and Gardens, Hornsey, Northumberland Park, St Ann's, Stroud Green, Tottenham Hale, Woodside

**Report for Key/
Non-key decision:** Non-key decision

1. Describe the issue under consideration

- 1.1. Determine whether 12 new School Streets in more than two wards but not resulting in expenditure in excess of £500,000 nor any virements, nor likely to result in substantial public interest or social, economic or environmental risk) should be implemented (subject to the outcome of statutory consultation), deferred or not progressed.

2. Recommendations

It is recommended that the Director of Environment and Resident Experience in consultation with the Cabinet Member for Climate Action, Environment and Transport:

- 2.1. Notes all feedback received as part of the informal consultations in Appendix A – Consultation Report.
- 2.2. Approves the following School Streets projects are implemented, as per the plans in Appendix B, subject to the outcome of statutory consultation:
 1. Coleridge Primary (Crescent Road) School Street (SS46)
 2. Lea Valley Primary, Duke's Aldridge Academy and The Vale Secondary School Street (SS37)
 3. North Haringay School Street (SS34 and SS35)
 4. South Haringay Primary School Street (SS40 and SS41)
 5. St Mary's CofE School Street (SS43)
 6. St Mary's Priory RC School Street (SS42)
 7. Stroud Green School Street (SS39)
- 2.3. Approves the deferral of the decision whether to implement Lancasterian Primary School and The Vale Primary School Street (SS12), pending redesign and being subject to further consultation (combined informal and statutory consultation).

- 2.4. Approves that the School Streets described below are not progressed at this time for the reasons given in paragraphs 5.21 to 5.22:
1. Hyland House School Street (SS36)
 2. St John Vianney Roman Catholic Primary School (SS45)
 3. St Paul's and All Hallows' Infant and Junior Schools (SS38)
 4. St Thomas More Catholic School (SS44)
- 2.5. Authorises the Head of Highways and Parking to make all necessary traffic management orders to give effect to the recommendations in 2.2, save that where substantial representations are received in respect of the proposed traffic management orders or where the decision to be taken following receipt of such representations is likely to result in significant social, economic or environmental risk, the decision whether to make such orders with or without modification will be reported to Cabinet to take having due regard to such representations.

3. Reasons for decision

- 3.1. School Streets are a key priority for the Council, as set out within the School Street Plan¹, the Walking and Cycling Action Plan² and the Corporate Delivery Plan 2022-2024³.
- 3.2. The reasons for recommendation 2.2 are:
- to improve the health of children by increasing active travel, and to reduce road danger and improve air quality near the school gate;
 - the schools are supportive of the plans;
 - the proposals contribute towards the strategic objectives of the Council (see Section 6).
- 3.3. The reason for recommendation 2.3 is to enable revisions to be made to the design of the proposed School Street, following feedback given during the informal consultation phase, and to provide further opportunity for stakeholders to input to those revised proposals.
- 3.4. The Council also recognises that, for School Streets to be effective, they need the support of each school involved. In view of this and following informal consultation with the schools and the wider public, the projects listed in recommendation 2.4 are not being progressed at this time. These School Streets remain a priority for the Council who will continue to work with those schools with the aim of gaining the school's support and subsequent delivery of the projects.

4. Alternative options considered

Do nothing

- 4.1. This option was rejected as not delivering School Streets would not meet the objectives set out in the Corporate Delivery Plan, the Transport Strategy, the

¹ <https://www.minutes.haringey.gov.uk/ie/IssueDetails.aspx?IIId=83410&PlanId=0&Opt=3#AI75755>

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

Climate Change Action Plan, the Walking and Cycling Action Plan and the School Street Plan.

5. Background information

- 5.1. School Streets transform roads to create a better environment for children to walk, cycle and wheel to school.
- 5.2. When a School Street is in operation, the road temporarily becomes a pedestrian and cycle zone at school drop-off and pick-up times.
- 5.3. By temporarily closing the road to motor vehicles at the start and end of the school day, School Streets 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
- 5.4. Residents and businesses can apply for exemptions giving them the ability to drive into the School Street if needed. Emergency service vehicles have access at all times.
- 5.5. There are over 500 School Streets in London and nearly 6km of Haringey's streets have already been converted to pedestrian and cycle zones at school-run times. This is helping our children to walk, cycle and wheel to school more safely – and in cleaner air - than before.

School Street Plan

- 5.6. In June 2023, the Council approved a new School Street Plan⁴ ('the Plan') which sets out a standard framework to deliver Haringey's School Streets programme, allowing for consistent, successful and efficient delivery of these measures.
- 5.7. The Council has introduced 24 School Streets and a further 15 are currently in design, consultation or decision-making stages. The Plan identifies the schools listed in this report for a School Street, subject to the outcome of consultation and decision making.

Objectives of a School Street

- 5.8. The key objectives of a School Street are as follows:
 - 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

⁴ <https://www.minutes.haringey.gov.uk/ieIssueDetails.aspx?IIId=83410&PlanId=0&Opt=3#AI75755>

- 5.9. Monitoring of recent experimental School Streets in Haringey⁵, as well as research carried out by other boroughs and Transport for London⁶, show that these objectives are consistently met.
- 5.10. In a broader context, School Streets help deliver targets set within the Mayor of London's Transport Strategy (MTS). These targets have since been adopted by Haringey through the Haringey Local Implementation Plan and Walking and Cycling Action Plan (2022):
- 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%)

Locations

- 5.11. Following agreement by the Cabinet Member for Climate Action, Environment and Transport, projects were initiated in 2022/23 for 12 School Streets at the following locations:

ID	Project name	Ward	Streets (wholly or partially) impacted by proposed School Street
SS46	Coleridge Primary School (Crescent Road)	Crouch End	Crescent Road
SS36	Hyland House School	Tottenham Hale	Holcombe Road
SS12	Lancasterian Primary School and The Vale Primary School	Bruce Castle	Kings Road, Bruce Castle Road
SS37	Lea Valley Primary, Duke's Aldridge Academy and The Vale Secondary School	Northumberland Park	Trulock Road, Commonwealth Road, Almond Road, Farningham Road, Somerford Grove
SS34 & SS35	North Haringay Primary School	Haringay	Falkland Road, Frobisher Road
SS40 & SS41	South Haringay Primary School	Haringay	Mattison Road, Pemberton Road
SS45	St John Vianney Roman Catholic Primary School	St Ann's	Stanley Road, Haringay Road
SS43	St Mary's CofE Primary School	Hornsey	Rectory Gardens
SS42	St Mary's Priory RC Infant and Junior School	Hermitage and Gardens	Hermitage Road
SS38	St Paul's and All Hallows' Infant and Junior Schools	Northumberland Park	Park Lane
SS44	St Thomas More Catholic School	Woodside	Glendale Avenue, Crofts Lane (not public highway)
SS39	Stroud Green Primary School	Stroud Green	Woodstock Road, Ennis Road, Perth Road, Florence Road, Oxford Road

Proposals

⁵ <https://www.minutes.haringey.gov.uk/ieIssueDetails.aspx?IIId=78374&Opt=3>

⁶ <https://content.tfl.gov.uk/getting-to-know-school-streets-case-studies-2022.pdf>

- 5.12. Following engagement with each school, an initial design was developed and subsequently informally consulted⁷ on with the local community between November 2022 and January 2023.
- 5.13. The informal consultation included one-to-one meetings with the schools, letter drops to all properties located within and close to the proposed School Street, school newsletters, events at the school gates and street posters (see paragraphs 5.18 to 5.19 for details of the process and feedback). The initial design took account of the feedback from the school, Haringey Council officers, the Cabinet Member for Climate Action, Environment and Transport and is aligned with the School Street design principles set out in the School Street Plan.
- 5.14. The key elements incorporated within each proposal:
- A time-limited School Street (Pedestrian and Cycle Zone) that will operate:
 - Term time only
 - Monday to Friday
 - For approximately 30 minutes before the school gates open until 15 minutes after they close, in the morning and afternoon
 - Motor vehicles (cars, vans, motorcycles etc.) are not allowed to enter the School Street unless they had been issued an exemption (details below).
 - Traffic signs will be installed to inform motorists of the restriction. The signs would be closed (and covered up) when the School Street is not in operation during the three main school holidays. Updates of the new restriction and times of operation will be sent to sat-nav companies.
 - Motor vehicles entering a School Street without an exemption, during operational hours, are committing a moving traffic contravention and may be identified by CCTV camera and issued a penalty charge notice (PCN).
 - Vehicles can drive out of a School Street at any time. 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.
- 5.15. In line with the exemption policy set out in paragraphs 6.44 to 6.59 of the School Streets Plan (summarised in Appendix C to this report), the following groups of would be 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.

⁷ With the exception of SS36 (Hyland House School) and SS38 (St Paul's and All Hallows School) where support from the school could not be reached. As such, those two projects were paused prior to informal consultation.

- 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.
 - 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.
- 5.16. 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.
- 5.17. As noted in paragraph 5.14, the proposed School Streets allow motor vehicles to proceed within and exit from the School Street during operational times. Thus, the proposal does not impose a prohibition upon loading or unloading within the School Street.

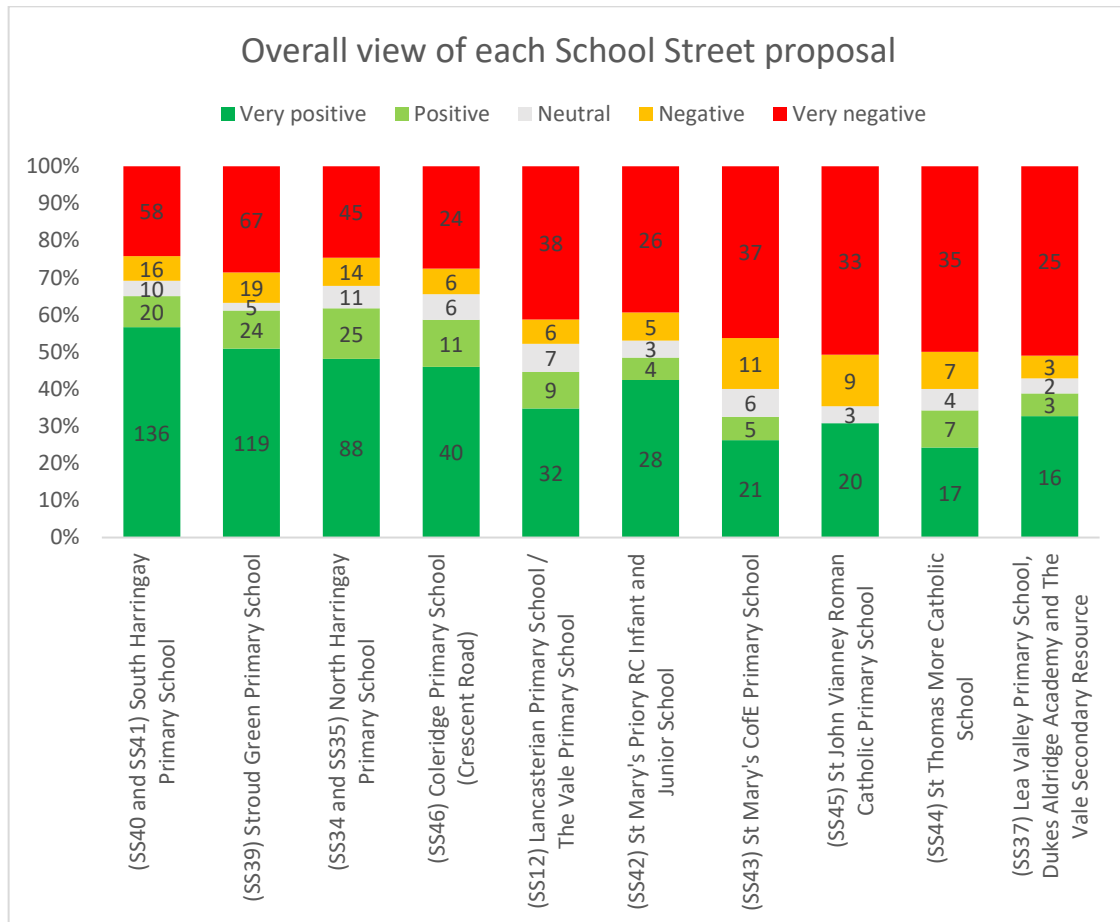
Consultation and engagement

- 5.18. The Consultation Report, Appendix A, provides full details of the consultation process, summarised as:
- Summer / autumn 2022 – engagement between school staff and Council officers leading to proposals that were publicly⁸ consulted upon.
 - 21 November to 12 December 2022 – informal consultation (all properties in vicinity of proposals and any other interested parties).
 - 13 December to 8 January 2023 – stakeholder consultation (statutory bodies, transport groups and groups representing those with protected characteristics).
 - Informal consultation document for 10 School Streets hand-delivered to approx. 7,000 properties in Haringey.
 - Materials provided to schools to distribute to staff, parents and carers.
 - Pop-up stalls outside school gates. Aimed at school parents and carers, Council representatives were on hand to answer questions and distribute a postcard explaining how to respond to the consultation.
 - A3 posters put up on street lighting columns.
 - Ward members informed
 - Social media

⁸ With the exception of SS36 (Hyland House School) and SS38 (St Paul's and All Hallows School) where support from the school could not be reached. As such, those two projects were paused prior to informal consultation.

- School Street webpages – downloads of all documents available
- [Haringey e-newsletter](#) on 2 December 2022

5.19. Full details of the feedback provided through the informal consultation are provided in Appendix A and are summarised in the following figure. No objections were made by stakeholders, but useful feedback was provided by both the Metropolitan Police and Haringey Cycle Campaign.



Changes to the proposals in response to consultation feedback

5.20. Having taken into consideration all conversations with the schools and consultation feedback, the following approach and changes are recommended.

ID	Project name	Changes
SS46	Coleridge Primary School (Crescent Road)	No changes recommended. Implement subject to statutory consultation.
SS36	Hyland House School	Scheme paused (prior to informal consultation) as the school is unable to support the proposals at the current time.
SS12	Lancasterian Primary School and The Vale Primary School	Redesign on larger School Street and reconsult in 2023. Final decision to be taken at a future date.
SS37	Lea Valley Primary, Duke's Aldridge Academy and The Vale Secondary School	No changes recommended. Implement subject to statutory consultation.
SS34 & SS35	North Harringay Primary School	No changes recommended.

		Implement subject to statutory consultation.
SS40 & SS41	South Harringay Primary School	No changes recommended. Implement subject to statutory consultation.
SS45	St John Vianney Roman Catholic Primary School	Scheme paused as the school is unable to support the proposals at the current time.
SS43	St Mary's CofE Primary School	No changes recommended. Implement subject to statutory consultation.
SS42	St Mary's Priory RC Infant and Junior School	Following discussions with St Ann's NHS, remove the proposed "except for access" exemption which is now considered unnecessary. Continue to work with St. Ann's NHS and review exemptions in 12 months. Implement subject to statutory consultation/
SS38	St Paul's and All Hallows' Infant and Junior Schools	Scheme paused (prior to informal consultation) as the school is unable to support the proposals at the current time.
SS44	St Thomas More Catholic School	Scheme paused as the school is unable to support the proposals at the current time.
SS39	Stroud Green Primary School	No changes recommended. Implement subject to statutory consultation.

Schools not in favour of a School Street

5.21. The success of a School Street depends on several factors, including community engagement, effective communication, good design and adequate resources. However, the Council takes the firm view that support from the school's administration is critical if a scheme is to be implemented. The main reasons being:

- **Influence:** The school's administration, including the headteacher, teachers and school governors, have significant influence over the behaviour of parents and caregivers during school drop-off and pick-up times. If they actively promote the School Street and encourage parents to participate, it is more likely to be successful.
- **Communication:** The school's administration can play a key role in communicating the benefits of the School Street to parents, caregivers, and the wider school community. They can also communicate any changes to drop-off and pick-up procedures that may be required because of the School Street.
- **Implementation:** The school's administration can provide practical support for the implementation of the School Street, including displaying banners on their premises.
- **Monitoring:** The school's administration can also play a role in monitoring the effectiveness of the School Street and identifying areas for improvement. They can gather feedback from parents, caregivers, and the wider school community, and work with the council to make any necessary changes to the scheme.

5.22. In view of the above and where a school has given due consideration to the proposal but is unable to support a School Street at this time, it is recommended that the project is paused. The Council retains its ambition to introduce a School Street at these locations and will continue to discuss with the school the possibility of restarting those projects.

Memorandum of Understanding

- 5.23. Before any School Street is fully implemented, a Memorandum of Understanding (MoU) will be signed by the Council and the school. This is in progress for all those schools recommended for implementation within this report.
- 5.24. The MoU sets out what each party is expected to do in the arrangement. It includes tasks for the Council such as making traffic orders, installing traffic signs and providing supporting material and matters for the school such as educating pupils, staff and parents/carers about the scheme, compiling a School Travel Plan and committing to TfL's 'Sustainable Travel: Active, Responsible, Safe (STARS) active travel programme.

Finance

- 5.25. £527,000 has already been spent (or committed) to date to progress the proposals to consultation, undertake engagement with schools, capture traffic volumes and arrange surveys and purchase of CCTV for the School Streets programme. This report is recommending 7 School Streets being delivered and the cost to do this is £173,000.
- 5.26. The estimated remaining costs (£173,000) will be fully met from the Council's capital programme under Scheme 119 – Schools Street.
- 5.27. Aspects covered by the total costs include active travel engagement with the school and community, highways signage and notifications, independent road safety audits, traffic counts, cameras and set up, letter drops and communications to the school and community.
- 5.28. These costs and measures are required to enable the delivery of each project. These costs will be managed within the Capital Programme (School Streets) for the Council.

6. Contribution to the Corporate Delivery Plan 2022-2024 high-level strategic outcomes

- 6.1. 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.
- 6.2. 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"
- 6.3. 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

7. Carbon and Climate Change

- 7.1. School Streets contribute positively to carbon emission reduction and mitigate climate change in the following six ways:
- 7.2. 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.
- 7.3. 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.
- 7.4. 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.
- 7.5. 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.
- 7.6. 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.
- 7.7. 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.

8. Transport policy objectives

- 8.1. 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%)

8.2. The Council has a duty under section 122 of the Road Traffic Regulation Act (RTRA) 1984 to (in summary) “*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.*” 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 projects⁹ demonstrates that they improve air quality in the vicinity of schools. It is expected that this will also be the case in relation to this project. Therefore, the proposal has due regard to the national air quality strategy, prepared under section 80 of the Environment Act 1995.
- The School Street proposal does not restrict the passage of public service vehicles.
- The project aims to address the risk of road danger by reducing the volume of traffic close to 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.

9. Statutory Officer Comments

Finance

- 9.1. This report seeks approval for the implementation of School Streets projects as highlighted in section 2 of this report.
- 9.2. The agreed funding delivery of the School Streets programme is via a combination of both external and LBH borrowing at approximately 1:1 ratio, from financial years 20/21 to 23/24. As stated in the budget setting report agreed by Council in March 2023 for financial years 24/25, and beyond, the funding assumption is that the proposed expenditure would be funded via external sources only. The table below shows a detailed breakdown of the earmarked capital budget for the programme over the medium term, it also includes the

⁹ <https://www.london.gov.uk/press-releases/mayoral/school-streets-improve-air-quality>

expenditure incurred from inception to date as well as details of the funding of that expenditure.

- 9.3. The costs associated with the proposal of this report will be fully met from the approved General Fund capital programme.

Financial Year	Budget (£'000)	Estimated Spend (£'000)	Funded by			
			TfL	SCIL	Future High Streets Fund	Borrowing
2020/21	602	602	257	345	0	0
2021/22	869	869	280	313	276	0
2022/23	941	941	145	0	0	796
2023/24	660	660	173	487		0
2024/25	1,000	0	TBC	TBC	TBC	
2025/26	400	0	TBC	TBC	TBC	
2026/27	400	0	TBC	TBC	TBC	
2027/28	400	0	TBC	TBC	TBC	
	5,272	3,072	855	1,145	276	796

Legal

- 9.4. The power of a local authority to make an order regulating or controlling vehicular and other traffic is contained within section 6(1) of the Road Traffic Regulation Act 1984 (RTRA).
- 9.5. Before an order is made, the measures proposed to regulate or control traffic in the order must be consulted on in accordance with the requirements in the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996, which includes publication of proposals and statutory consultation for 21 days, and where representations are received, they must be considered before an order is made.
- 9.6. Where a consultation is embarked on, even where there is no legal requirement to do so, to be lawful the product of the consultation must be conscientiously taken into account in finalising any proposals having given sufficient reasons and adequate time to permit intelligent consideration and response.
- 9.7. Representations received regarding the consultation been considered by officers as set out in sections 5 of this report and have been attached in Appendix A for the Director to note.
- 9.8. Section 122 of the RTRA requires the Council to have regard to factors pointing in favour of imposing a restriction on the movement of traffic and those pointing in favour of securing the convenient and safe movement of such traffic, balancing the various considerations and concluding that the restrictions represent an appropriate outcome.
- 9.9. The factors which have pointed in favour of not introducing restrictions on the movement of traffic in the traffic orders for School Streets in recommendation 2.2 have included the objective of securing the safe movement of pedestrians and cycle traffic.

9.10. The approval of the final design for the School Streets in recommendation 2.2 and associated traffic management orders can be exercised by the Director Environment & Resident Experience in accordance with the delegation given by Cabinet to the Director when it approved the School Street Plan at a meeting in November 2020.

Equality

9.11. 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.

9.12. 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.

9.13. 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).

9.14. The current EqIA identifies that:

- There is evidence that air pollution disproportionately affects children and young people. Therefore, the recommendations represent a step change to address a known inequality.
- The primary beneficiaries of the School Street programme will be young people, with older people, those with disabilities, and pregnant women also benefitting from improved air quality.
- Young people, older people, those with disabilities and pregnant women will benefit because they disproportionately suffer from poor air quality.
- Those people with a disability, who hold a blue badge and require access to a property within the School Street will be eligible for an exemption.
- It also notes that the Council will take steps to identify and prevent or mitigate any adverse impacts that may be identified (during later design stages of each project) for people who depend on car travel, such as people with limited mobility, pregnant women, and people who depend on private vehicles to attend places of worship.

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

9.16. It is noted that the exemptions available for School Streets are different than the exemptions available for Low Traffic Neighbourhoods (LTNs). This is because the two project types have different objectives. Exemptions to School Streets

are typically more limited than exemptions for LTNs because the primary objective of School Streets is to create a safer environment for children (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 and proportionality of the School Street under the Equality Act.

- 9.17. Mitigation 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 paragraphs 5.15 and 5.16. Those holding a valid exemption are allowed to drive into the School Street during operational times.
- 9.18. Consultation was carried out during the initial design stage. This has provided everyone with the opportunity to comment prior to it becoming permanent.
- 9.19. It is noted in paragraphs 5.18 and 5.19 that groups representing those with protected characteristics were consulted and no objections were received.
- 9.20. It is further noted that, if approved, this decision will be subject to further consultation through the statutory consultation process associated with the making of the associated Traffic Management Order(s).

Procurement

- 9.21. N/A

10. Use of Appendices

Appendix A – Consultation report
Appendix B – Final designs
Appendix C – Exemption policy
Appendix D - EqIA

11. Background Papers

- [13/6/23 - Cabinet: School Street Plan](#)