

Report for: Cabinet – 6 February 2024

Title: School Streets - 2022/23 statutory consultation

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Lead Officer: Tim Walker, School Streets Programme Manager
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Ward(s) affected: Bruce Castle, Crouch End, Haringay, Hermitage and Gardens, Hornsey, Northumberland Park, Stroud Green

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

1. Describe the issue under consideration

1.1. Determine whether 8 new School Streets should be implemented in more than two wards. These have all undergone two rounds of consultation with the public, one informal seeking feedback and one formal following due process which allows anyone to make objections.

2. Cabinet Member Introduction

2.1. This report covers our plan to implement School Streets at 8 schools across the borough in order to reduce air pollution, enable active travel to school, and improve road safety for children. Haringey currently has 26 School Streets covering nearly 7km of roads, helping over 11,000 pupils walk, cycle, scoot and wheel to school in cleaner air and with less risk of traffic injury. The need and case for School Streets is clear and compelling. Globally, road traffic crashes are the leading cause of death for children and young people aged 5-29 years old. Over 90% of the world's population live in areas exceeding WHO air quality guidelines, with children especially vulnerable as their lungs are still developing. Most children and adolescents do not meet minimum recommendations for physical activity, which has significant consequences for long-term health.

2.2. School Streets directly address these issues by reducing congestion, air pollution exposure, road danger and encouraging active travel. A recent study in London found that closing roads at drop-off and pick-up times reduced nitrogen dioxide by 23%. Evaluations consistently show increased walking and cycling, with most parents supporting the schemes. School Streets provide children space to arrive and leave school in safety with space to socialise, play and develop independence. They are also simple and inexpensive to implement using barriers or cameras. Scheme after scheme I am always overwhelmed by the number of parents teachers and pupils who can't believe in the cultural change following implementation. Traffic, stress, bad tempers are replaced with calm and even joy. That's what the gates outside our schools should be like, right?!

2.3. The growth of School Streets has been exponential in recent years, expanding from just a handful in Northern Italy in the 1990s to over 1,250 globally today. They have spread across Europe, accelerated by COVID-19 responses seeking space for social distancing and active travel. There are now over 500 in London alone. Early pilots in cities like London, Paris and Bogotá have demonstrated the

concept is adaptable, popular and impactful - encouraging widespread replication.

- 2.4. Haringey's School Streets plans align with the Council's strategic objectives for responding to the climate emergency, improving air quality, enabling sustainable transport and investing in future generations. Implementing these schemes would continue positive progress already made, contributing to a just transition to low-carbon lifestyles. Evaluation of previous Haringey schemes show they have community support and evidence indicates the wider benefits. Approving these School Streets ensures Haringey builds on success to date for cleaner air and safer, healthier streets that put children first.

3. Recommendations

Cabinet is asked to:

- 3.1. Consider all feedback, including objections to the proposed traffic management orders, as set out in Appendix A together with officer's recommended response set out in Appendix G.
- 3.2. Agree that the Council shall exercise its discretion to not cause a public inquiry to be held (see paragraph 6.32).
- 3.3. Approve that the following School Streets projects (as shown in Appendix B) are implemented:
1. Coleridge Primary (Crescent Road) School Street (SS46)
 2. Lancasterian Primary School and The Vale Primary School (SS12)
 3. Lea Valley Primary, Duke's Aldridge Academy and The Vale Secondary School Street (SS37)
 4. North Haringay School Street (SS34 and SS35)
 5. South Haringay Primary School Street (SS40 and SS41)
 6. St Mary's CofE School Street (SS43)
 7. St Mary's Priory RC School Street (SS42)
 8. Stroud Green School Street (SS39)
- 3.4. Authorise the Head of Highways and Parking to make all necessary traffic management orders (TMOs) and install/undertake all necessary highway infrastructure and works necessary to give effect to the School Street design set out in Appendix B of this report.

4. Reasons for decision

- 4.1. 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.
- 4.2. The reasons for recommendation 3.3 are:
- to improve the health of children by increasing active travel, and to reduce road danger and improve air quality near the school gate;

¹ <https://www.minutes.haringey.gov.uk/ieIssueDetails.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

- the schools are supportive of the plans;
 - the proposals contribute towards the strategic objectives of the Council (see Section 7).
- 4.3. The reason that this is a non-key decision is because, although it discusses the implementation of 8 School Streets which cover more than two wards, it will not result in expenditure of £500,000 or more. It also will not be significant in terms of its effects on communities living or working in an area covering two or more wards or electoral divisions in the area of the local authority, hence is unlikely to result in substantial public interest or social, economic or environmental risk.

5. Alternative options considered

Do nothing

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

6. Background information

- 6.1. School Streets transform roads to create a better environment for children to walk, cycle and wheel (this covers those using a scooter or a wheelchair) to school, leading to improved health outcomes.
- 6.2. When a School Street is in operation, the road temporarily becomes a pedestrian and cycle zone at school drop-off and pick-up times.
- 6.3. By temporarily closing the road to motor vehicles at the start and end of the school day, School Streets help:
- Reduce traffic outside a school, which reduces emissions and makes the air around the school cleaner at peak times for children.
 - Make it safer to walk, cycle, scoot, and wheel to school. Children will benefit from increased physical activity on their journey to and from school.
 - Reduce traffic congestion and parking problems outside a school and thereby reducing road danger
- 6.4. Local 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.
- 6.5. There are over 500 School Streets in London, with 26 in Haringey. Nealy 7km 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

- 6.6. 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.
- 6.7. The Council has introduced 26 School Streets and a further 14 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

- 6.8. 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
- 6.9. 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.
- 6.10. The Mayor of London’s Transport Strategy (MTS) included the following targets:
- *“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%)”*

Haringey Council adopted these targets through the Haringey Local Implementation Plan and the [Walking and Cycling Action Plan](#) (WCAP) (2022). School Streets help to deliver these targets as they create a positive environment that encourages increased levels of walking, cycling, public transport and physical exercise.

Locations

- 6.11. This report considers proposals for School Streets at the following locations:

ID	Project / school name(s)	Ward	Streets (wholly or partially) impacted by proposed School Street
SS46	Coleridge Primary School (Crescent Road)	Crouch End	Crescent Road
SS12	Lancasterian Primary School and The Vale Primary School	Bruce Castle	Bruce Castle Road, Birkbeck Road, King’s Road, King Street, Church Road, New Road, Tebworth Road, Nursery Street
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

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

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>

ID	Project / school name(s)	Ward	Streets (wholly or partially) impacted by proposed School Street
SS34 & SS35	North Harringay Primary School	Harringay	Falkland Road, Frobisher Road
SS40 & SS41	South Harringay Primary School	Harringay	Mattison Road, Pemberton 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
SS39	Stroud Green Primary School	Stroud Green	Woodstock Road, Ennis Road, Perth Road, Florence Road, Oxford Road

Proposals

6.12. The key elements incorporated within each School Street proposal are:

- 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 can 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.

6.13. 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 parties 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.
- School buses and vehicles used in the transport of children or adults with special access requirements.

- Medical practitioners attending patients 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.
- 6.14. In addition to the above, exemptions are automatically provided for:
- Emergency services
 - Statutory undertakers, if access to the School Street is necessary
 - The local authority, in pursuance of its 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.
- 6.15. As noted in paragraph 6.12, the proposed School Streets allow motor vehicles to proceed within and exit from the School Street during operational times. Thus, the associated traffic management order does not impose a prohibition upon loading or unloading within the School Street.
- 6.16. The Council has previously introduced 22 School Streets on a trial basis, during which time thorough monitoring and evaluation processes have taken place. As noted in paragraph 6.22 of the [School Street Plan](#) (June 2023), the results of School Street trials completed until that date have seen:
- 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.

Consultation and engagement process

- 6.17. The consultation and decision-making process, to-date, is summarised as:
- Summer / autumn 2022 – engagement between school staff and Council officers leading to initial designs suitable for informal consultation.
 - November 2022 to January 2023 – informal consultation with all properties in vicinity of proposals, pop-up stalls outside schools and key stakeholder consultation (statutory bodies, transport groups and groups representing those with protected characteristics).

- October to November 2023 – reconsultation on revised design for SS12 Lancasterian and The Vale School Street (TMO consultation and letter drop with questionnaire hand delivered to all properties within ~150m of the proposed School Street)
- November 2023 – [decision](#)⁷ by the Director of Environment and Resident Experience following consultation with the Cabinet Member for Climate Action, Environment and Transport to proceed to statutory (traffic management order/TMO) consultation on seven School Streets⁸
- November to December 2023 – statutory (TMO) consultation, including street and press notices, letter drop to all properties in the vicinity and stakeholder consultation (statutory bodies, transport groups and groups representing those with protected characteristics).

Informal consultation and changes made in response to feedback

- 6.18. Informal consultation was carried out during November 2022 to January 2023.
- 6.19. Having taken into consideration all feedback received, a [decision](#)⁹ was taken on 14 November 2023 by the Director of Environment and Resident Experience to progress seven School Streets to the statutory (TMO) consultation stage.
- 6.20. In the case of Lancasterian and The Vale (SS12), the results of the informal consultation identified that substantial changes were required to the design. As such, a further combined (informal and TMO) consultation was carried out. The results of which are discussed in the following section.

Reconsultation of SS12 Lancasterian and The Vale Primary School Street

- 6.21. During October and November 2023, a revised design was consulted upon with a larger area. The consultation was a statutory (TMO) consultation and letter drop and questionnaire hand delivered to all properties within ~150m of the proposed School Street.
- 6.22. The revised design took account of feedback received during the earlier stage of informal consultation, from the public and ward members, that the School Street was not large enough.
- 6.23. Objections made in response to the proposed TMOs for SS12 are discussed in the following section.

Statutory (TMO) consultation

- 6.24. In accordance with The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996, referred to as LATOR, the authority must carry out certain procedures before making a traffic management order. This includes consultation of specified consultees, publishing a notice of proposal and any other steps it considers appropriate.

⁷ <https://www.minutes.haringey.gov.uk/ieDecisionDetails.aspx?id=2966&LLL=0>

⁸ Lancasterian and The Vale School Street (SS12) was excluded from this decision as it was agreed that further consultation was required, which has now been completed and is discussed in this report

⁹ <https://www.minutes.haringey.gov.uk/ieDecisionDetails.aspx?id=2966&LLL=0>

6.25. The proposed traffic management orders were consulted upon as follows:

- SS12 – 25 October to 24 November 2023
- All other School Streets – 22 November to 13 December 2023

6.26. Publicity was carried out as follows:

- Notice of proposals (Appendix D) in:
 - London Gazette
 - Enfield and Haringey Independent
- Notice of proposal affixed to lamp columns
- Letter drop hand delivered to all properties within ~150m of the proposed School Street (letter and distribution map in Appendix E):
- Stakeholder consultation (list of stakeholders in Appendix F)
- Ward members informed
- [Social media](#)
- [School Street webpages](#) – downloads of all documents available

6.27. Response to the consultation could be made by either:

- Making a formal objection to the proposed traffic orders (online, email or by post)
- Providing comments via a (freepost) feedback card. This card also allowed respondents to ‘tick’ if they wanted their comments to be considered as an objection to the traffic order.

6.28. Responses to the statutory consultation are detailed in Appendix A and summarised in the following table.

	Support or Object					
	Support		Object		Other view	
	Count	Row %	Count	Row %	Count	Row %
Coleridge Primary SS46	16	59%	8	30%	3	11%
St Mary's C of E SS43	9	41%	12	55%	1	5%
Lea Valley, Dukes Aldridge, the Vale SS37	6	46%	5	38%	2	15%
North Haringay Primary SS34 & 35	66	72%	24	26%	2	2%
South Haringay Primary SS40 & 41	108	78%	25	18%	5	4%
Stroud Green SS39	40	51%	30	38%	9	11%
St Mary's Priory SS42	38	51%	37	49%	0	0%
Lancasterian SS12	53	45%	54	46%	11	9%
Total	336	60%	195	35%	33	6%

6.29. No objections, to any of the School Streets, were made by any key stakeholder, but objections were received from residents and other members of the public.

6.30. Officers have considered all feedback received and grouped them into themes in Appendix G, this appendix also includes officers recommended response to any objections.

6.31. In response to feedback and objections the following design changes are considered appropriate and have been included within the plans recommended for approval, as set out in Appendix B

- SS34/35 – extend exemption eligibility boundary to include Ground Floor Flat 258 Wightman Road as the property has direct access into the School Street via the rear.

6.32. It is noted that LATOR provides local authorities with the discretion of whether or not to hold a public inquiry prior to the making of a TMO. This report does not include the recommendation to hold a public inquiry on account of: the effect of the order (see paragraphs 6.15), the relatively small number of objections, the wider support for the project, that the project will contribute towards achieving a number of policy objectives and that holding a public inquiry would lead to expense and delay while being unlikely to alter the ultimate decision.

Memorandum of Understanding

6.33. 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.

6.34. The MoU sets out what each party is expected to do in the arrangement. It includes tasks for the Council such as making traffic management 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 'Travel for Live' active travel programme, previously known as 'STARS'.

Project costs

6.35. £553,000 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 8 School Streets being delivered and the cost to do this is £152,000.

6.36. The estimated remaining costs (£152,000) will be fully met from the Council's capital programme under Scheme 119 – School Streets.

6.37. 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.

6.38. 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.

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

7.1. 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.

7.2. 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”

7.3. 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

8. Carbon and Climate Change

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

8.2. Reduced vehicle emissions: Vehicle emissions are reduced within School Streets 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.

8.3. 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.

8.4. 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.

8.5. 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.

8.6. 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.

- 8.7. 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.

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 (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 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 projects¹⁰ 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

¹⁰ <https://www.london.gov.uk/press-releases/mayoral/school-streets-improve-air-quality>

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. Statutory Officer Comments

Finance

- 10.1. This report seeks the approval for the points highlighted in section three of this report, particularly the delivery of eight School Streets projects (as shown in Appendix B) for a total cost of £152k.

The cost associated with the recommendations will be fully met from the current councils capital programme, under capital scheme number 119 – School Streets.

Legal

- 10.2. The Council's power 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).
- 10.3. A consultation on the restrictions on the movement of traffic in the TMOs for the School Streets has been undertaken as required under the RTRA and LATOR as described in paragraphs 6.23 to 6.25 of this report and the objections and responses received from stakeholders and members of the public set out in Appendix A together with officer's recommended response set out in Appendix G, which must be taken into account before the decision whether to make the TMOs is taken.
- 10.4. The Courts have held that a decision maker must consider consultation responses with 'a receptive mind' and be prepared to change course if persuaded by a response but is not under a duty to adopt the views of consultees.
- 10.5. Regulation 9(1) of LATOR sets out when an authority must hold a public inquiry before making an order and when it has a discretion to hold one. Given that there is no restriction on loading or unloading in the TMOs for the School Streets, there is a discretion but no obligation to hold an inquiry. Having considered the objections to the proposal, it would be lawful for the Council to decide not to hold a public inquiry for the reasons explained in paragraph 6.32 of this report.
- 10.6. As required under section 122 of the RTRA, the factors which point in favour of making the restrictions on the movement of traffic in the TMOs for the School Street are set out in paragraph 9.2 of this report.
- 10.7. Approving the making of the TMOs for the School Street is an executive decision that can be taken by the Cabinet in accordance with the Council's Constitution.

Equality

- 10.4. 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.
- 10.5. The three parts of the duty apply 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.
- 10.6. Although it is not enforced in legislation as a protected characteristic, Haringey Council treats socioeconomic status as a local protected characteristic
- 10.7. 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 H). Officers are satisfied that the information contained in the EqIA contained with the School Street Plan 2023 remain relevant.
- 10.8. 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.
- 10.9. The recommendations contained within this report are considered to be consistent with the EqIA detailed above.
- 10.10. 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.

- 10.11. 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 6.13 and 6.14. Those holding a valid exemption are allowed to drive into the School Street during operational times.
- 10.12. Consultation was carried out during the initial design stage. This has provided everyone with the opportunity to comment prior to it becoming permanent.
- 10.13. It is noted in the report that groups representing those with protected characteristics were consulted and no objections were received.

Strategic Procurement

- 10.14. Strategic Procurement has been consulted in the preparation of this report.
- 10.15. Strategic Procurement notes the contents of the report and recommendations in section 3 which do not necessitate a procurement process or decision.
- 10.16. Strategic Procurement has no objections to the recommendations in section 3 of this report.

11. Use of Appendices

Appendix A – Consultation and feedback report
Appendix B – Final designs
Appendix C – Exemption policy
Appendix D – Proposed traffic order notices
Appendix E – Letterdrop and distribution map
Appendix F – Stakeholder list
Appendix G – Objection themes and officer's recommended response
Appendix H – Equalities Impact Assessment

12. Background Papers

- [13/6/23 - Cabinet: School Street Plan](#)
- [Haringey's Corporate Delivery Plan](#)
- [Haringey's adopted Walking and Cycling Action Plan](#)
- [7/3/2022 - Cabinet Member signing: Review of 10 School Streets \(Batch 1a and 1b\)](#)
- [14/11/2023 - Director of Environment and Resident Experience:2022/2023 School Streets](#)