

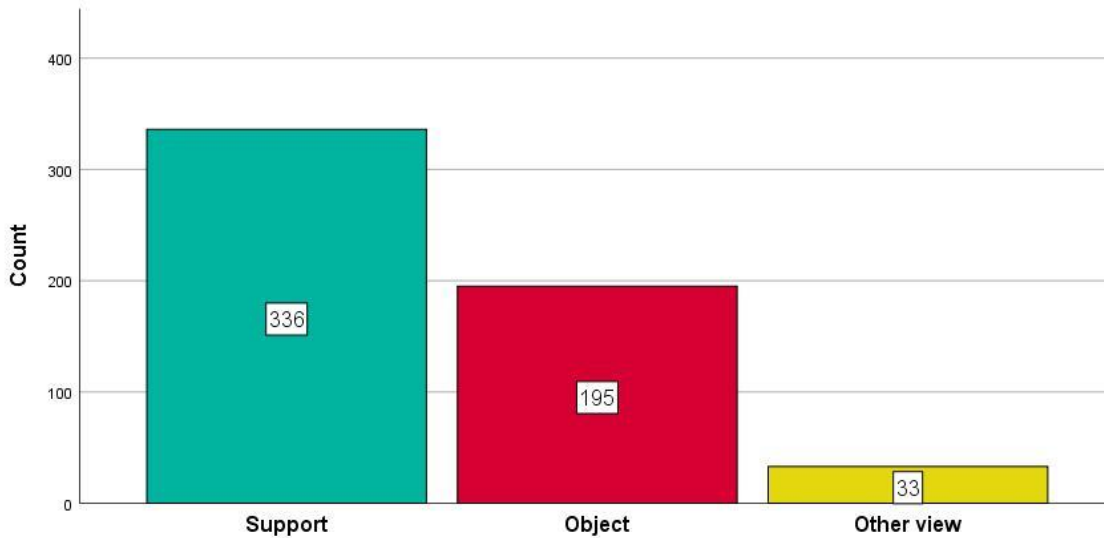
Statutory Consultation Feedback

As of 5 January 2024, 564 responses have been received.

**DATA ANALYSIS**

**1. Overview of support and objections**

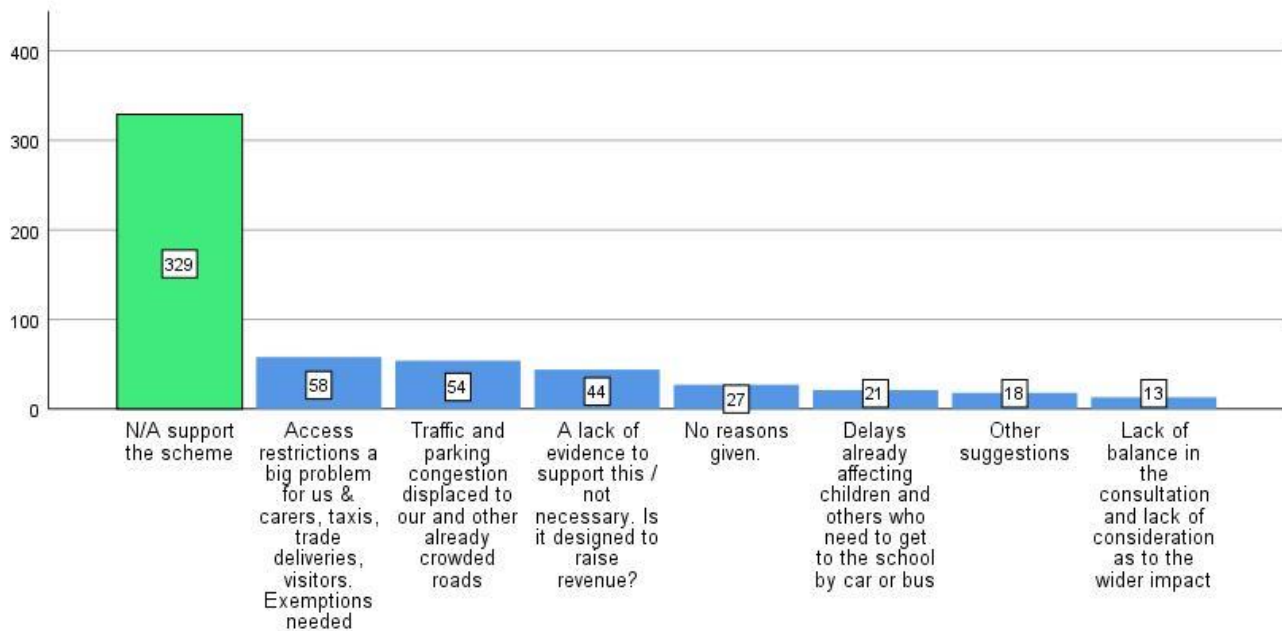
Table 1



		Count	%
Support or Object	Support	336	60%
	Object	195	35%
	Other view	33	6%
	Total	564	100%

**2. Summary of Reasons given for Objections**

Table 2



**Table 3**

	Count	%
N/A support the scheme	329	58%
Access restrictions a big problem for us & carers, taxis, trade deliveries, visitors. Exemptions needed	58	10%
Traffic and parking congestion displaced to our and other already crowded roads	54	10%
A lack of evidence to support this / not necessary. Is it designed to raise revenue?	44	8%
No reasons given.	27	5%
Delays already affecting children and others who need to get to the school by car or bus	21	4%
Other suggestions	18	3%
Lack of balance in the consultation and lack of consideration as to the wider impact	13	2%
Total	564	100%

Many of the objectors recognise the desirability of having safe roads for children coming in to the school, but there is considerable concern about the difficulty faced by residents driving in and out of their roads (especially in the ladder area) in part because driving in and out will take much longer because of the limited alternative routes, which are expected to become much more congested.

Businesses (9 in the SS zones) are also very concerned about loss of trade.

There is also significant concern amongst residents who are elderly or disabled and who need access for their family / carers / deliveries etc. Many of these and other residents living in or next to the school streets are requesting some exemption arrangements to deal with their concerns.

The development of LTNs and the associated negative publicity have affected some perceptions of the school streets, but in general, the positive aspects of school streets are widely recognised.

### 3. Support by individual School Street

Table 4

	Support		Support or 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 Harringay Primary SS34 & 35	66	72%	24	26%	2	2%
South Harringay 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%

- There is very strong support for: North Harringay and South Harringay and there is significant majority support for Coleridge Primary, and Stroud Green.
- There are mixed views for St Mary's Priory, St Mary's C of E, and Lancasterian school streets.

## Comments and suggestions – grouped by School Street

[Personal information such as addresses and names have been removed from this listing]

Comments are generally constructive, and the main concerns relate to access for services and deliveries; and requests for more information on facilities for elderly and vulnerable residents needing deliveries, taxis and visits. Comments also include a range of informed suggestions.

Name of School Street.	Support or Object	Any suggestions or recommendations
Coleridge Primary SS46	Support	<p>Dear Anne Cunningham</p> <p>As a fairly new resident in Crescent Road, I have been meaning to write to Lester Buxton for a while to ask about what traffic calming measures are being put in place for our road. So I was pleased to see the public notice re the proposed school street. In my opinion our road is an accident spot waiting to happen.</p> <p>Blame Waze or whatever but Avenue and Crescent road has become a cut through from the Archway road and traffic speeds down it irrespective of the poorly marked speed restrictions.</p> <p>While I am pleased to see the proposal to create a School Street Zone in the area around the entrance to Coleridge Primary school, I don't think this is enough to avoid the inevitable outside of the restricted hours.</p> <p>As you know the road curves, causing a blind corner, added to the fact that cars park on both sides of the street making passing very difficult, especially at speed. Daily we see drivers losing their temper as they are forced to reverse to allow an oncoming car to pass.</p> <p>We live in Standard Apartments no xxd and sleep on the front, cars speed down the roads day and night and would like to know if there is a bigger plan to help with this ? ie installing Cameras, speed humps or creating more passing places.</p>
Coleridge Primary SS46	Support	
Coleridge Primary SS46	Support	
Coleridge Primary SS46	Support	<p>1. Put more benches on the triangular green to make it more user-friendly!                      2. "Put up a sign saying: "No dogs exercised on Green"</p>
Coleridge Primary SS46	Support	<p>Adjacent and nearby streets need to be monitored for congestion, as people go there instead for drop-offs. This is currently happening in Crescent Rd.</p>
Coleridge Primary SS46	Support	<p>Excellent initiative. Maybe also encourage more bicycle lock-ups</p>
Coleridge Primary SS46	Support	<p>I fully support this scheme across all schools everywhere. Excellent initiative! Thank you.</p>
Coleridge Primary SS46	Support	<p>I recommend stopping all parking between the school and Parkland Walk in order to convert this into a pedestrian zone with planters etc. It is just a car park at the moment with fly tipping as well. Let's make it a green space. Regards.</p>
Coleridge Primary SS46	Support	<p>In addition to enforcement cameras, I would strongly urge for speed humps to be put in on Crescent / Avenue roads, as traffic often speeds past Williams Close and I'm worried about all the children who cross the road here. I have seen many near-misses, and fear there will be fatal accident. Speed humps please!</p>

Coleridge Primary SS46	Support	It's very important, in my view, to implement this scheme. Congestion and engine idling have reached ridiculous levels at school drop-off and pick-up times. Sadly, drivers are often verbally abusive as well if they block your driveway and you ask them to move.
Coleridge Primary SS46	Support	May the 'green' be planted with new trees and measures to slow cars on Avenue and Crescent roads, as these are used as rat-runs.
Coleridge Primary SS46	Support	More School Streets
Coleridge Primary SS46	Support	The school needs more DYL around the entrances of the school, as people park too close them, blocking the entrance for deliveries etc.
Coleridge Primary SS46	Support	We are concerned at the congestion the scheme will cause along Avenue Rd., the rest of Crescent Rd., and Coolhurst Road; and we believe that some sort of one-way system should concurrently be introduced to counter the knock-on effect of displaced and extra parking congestion created in the surrounding roads.
Coleridge Primary SS46	Support	Will there be monitoring - of the e-bikes and mopeds which cut through Crescent Rd from Crouch End Hill - as well please? Some delivery bikes such as Uber eats and Deliveroo are fine, but some of the e-bikes are inconsiderate.
Coleridge Primary SS46	Support	Would it be possible to pave the road at the same time? Avenue Rd was done earlier this year and the pedestrian walkways were in better condition than Crescent Rd.
Coleridge Primary SS46	Object	
Coleridge Primary SS46	Object	I object because I won't be able to park my car outside my property during SS hours. Most, if not all Coleridge children live locally and walk to the school. It makes the SS pointless. Some residents in my block are disabled and require to be dropped off at home by carers. The SS proposal restricts carer and other access and is unfair to residents who need services etc.
Coleridge Primary SS46	Object	In a school with 800, very few cars ever seen.
Coleridge Primary SS46	Object	The elderly lose out again. These schemes prevent carers and family coming in to look after elders and elderly relatives.
Coleridge Primary SS46	Object	This scheme is not worth the fuss and expense. Being a dead end, there is already minimal traffic and is pretty safe to walk in the road even at drop off and collection times.
Coleridge Primary SS46	Object	This will increase traffic congestion and pollution by concentrating cars in one spot. Crescent Rd already has bollards. It would be better to put in road humps and traffic calming devices on all of Crescent Rd and Avenue Rd for the safety of children and residents.
Coleridge Primary SS46	Object	Timing is incorrect. They should be 0830-0900 and 1500-1530 to be of any use. More importantly, if you are 4 - 8 Avenue Rd. and your car is facing the wrong way, you will struggle to turn the car around and might even hit a pedestrian or child; so the design is less safe than the current arrangement. Also it will make it very busy outside Avenue Rd again - making traffic more dangerous at the junction
Coleridge Primary SS46	Object	Totally unnecessary. Most parents walk children to school. Many have had to move out of the catchment because it's too expensive, and have no choice but to drive in. My disabled mother gets distressed worrying about whether the UBER / Taxi and / or family can pick her up or drop her off at home. School staff can't afford to live near the school or drive, and traffic is now bad on the bus routes as well. now. BTW the main pollution comes from Crouch Hill, NOT Crescent Rd.!

Coleridge Primary SS46	Other view	I submitted feedback on the website but it did not confirm it went through so I am emailing as well. This school street has already been proposed by post and I would assume was rejected due to feedback regarding traffic. That has not changed there are frequent long queues of backed up traffic on Crescent and Avenue Road already without the extra school traffic offloaded onto this road. Not only that but the sign is highly ambiguous and is posted on the section of road that is referenced on it, between the junction of avenue Road and Crouch End hill. This is not the proposed section of road though. As the proposed section does not have a junction to Crouch End hill it just ends there. So surely this public notice cannot be used anyway? There is not a single notice on the section of road that is being considered at all.
Coleridge Primary SS46	Other view	I'm generally supportive of school streets and measures to protect children's safety. However, the road which is the subject of this proposal is a no-through-road, so has no through traffic. Therefore this measure seems unnecessary and a waste of public funds.
Coleridge Primary SS46	Other view	Hello, I work for the Teachers H.A. and I'm constantly going in and out of the property doing maintenance work for tenants in Haringey. I don't live there but I use my vehicle from Crescent Rd. Can I get an exemption?
St Mary's C of E SS43	Support	Fully support
St Mary's C of E SS43	Support	<p>Hello, I live at xx Nightingale lane N8 and would like to lodge my request to make the whole of our road a school street as well as Eastfield road. Our road is incredibly busy as it's a cut through road and serves many of the roads around us as well as the estate. There is a primary school at the end of our road, so with the huge amount of traffic that we already have there are hundreds of children walking up and down it every day. With the proposed making of rectory road gardens a school street, this will make our already incredibly busy street, busier. With more motor vehicles pushed onto our road as they can't access the road around us. This is detrimental to the resident and school children that use this road daily. Please consider the knock on effect this will have and include nightingale lane (the whole road) and Eastfield in the school roads.</p> <p>Eastfield road has the entrance for reception, year 1 and year 2 children on it and yet this road has zero motor restrictions. It's on a crossroads with small children trying to enter their school every day - toddlers on scooter and bikes dodging traffic coming at them from 4 different ways with no adequate crossing - not to mention the fence has been being mended for several years so there's scaffolding forcing the kids to literally walk in the road.</p> <p>It's not acceptable to make Rectory road gardens a school road and not include the entire of nightingale lane and Eastfield in this. The school would massively benefit from some zebra crossings as well, so children and parents can cross safely outside of the school times. Honestly I'm shocked this hasn't been considered and that a road is being made a school road when it doesn't have a school on it - yet the road next to it that will be greatly impacted by additional traffic because of this, does ! Make it make sense.</p>
St Mary's C of E SS43	Support	I support this for environmental and safety reasons. This school and surrounding area suffer from horrible traffic and a school street would be transformative for the children and local residents.
St Mary's C of E SS43	Support	This is a street where kids are often trying to get to and from school safely. Either to St Mary's or other schools in the proximity such as St Anns, Seven Sisters, Chestnuts and Park View. Cars need to be controlled and restricted as they are dangerous and polluting. They are particularly dangerous for children. Priority should be children, then adult pedestrians and cyclists.

St Mary's C of E SS43	Support	Because Rectory Gdns is a cut-through via Nightingale Lane to Hornsey High St., it has increased traffic congestion and speeding. Road calming measures (speed humps) would greatly help - especially on the blind side bend by #17.
St Mary's C of E SS43	Support	I recommend this goes ahead A.S.A.P. The exhaust pollution is unbearable for my asthmatic child - particularly in the colder days at drop off and pick-up times; as parents sit in their cars waiting with engines idling.
St Mary's C of E SS43	Support	Pollution is awful. All non-electric cars should be banned. People can take the bus and stop polluting the air.
St Mary's C of E SS43	Object	<p>Hello I wish to object to the proposed school street.</p> <p>I live about 200 metres from the point the road will be closed during the times suggested. Both my children attended at Mary's priory school. I cycle to work and have done for 25 years.</p> <ol style="list-style-type: none"> <li>1. It would have a disproportionate impact on the residents who live east of the permanent barriers on Hermitage , Vale and Eade road. Those roads have had a permanent barriers preventing through traffic from green lanes to St Ann's road since 2000. As residents of Oakdale road, we have to use hermitage road to go anywhere north or west . Closing the road during the morning rush hour would push this traffic onto seven sisters road the narrow roads on the Tiverton estate.</li> <li>2. Morton and Tiverton road, which residents will be forced to use, are narrow roads with cars parked on both sides through a social housing estate. Visibility for both pedestrians and motorist is poor.</li> <li>3. There is no congestion or problem parking with drop off and pick up of kids at the beginning and end of the school day. St Mary's put out traffic cones and encourage walking to school. Even a cursory assessment of what happens outside this school would demonstrate that your proposal seeks to solve a problem that does not exist at this school.</li> <li>4. Closing the road will have no impact at all on childhood obesity. The parents who do drive their children to school will continue to do so, they will just drive through the narrow roads on the Tiverton estate.</li> <li>5. Pollution will be increased not decreased due to longer journey times in cars. For example a member of our household drives to work in Barnet. They will have to drive through Tiverton estate, along seven sisters, back along at Ann's road . Currently they can simply drive up hermitage road and turn left on to St Ann's.</li> <li>6. The LTN immediately north of this proposed school street has already made travel by car more difficult. The benefits and disbenefits of the LTN and other schemes like the school streets proposed are not shared equally by citizens, which undermines to their legitimacy weakens support for them.</li> </ol> <p>Oakdale road n4 .</p>
St Mary's C of E SS43	Object	<p>I don't know why I'm bothering to fill this out as it is quite clear that you are going to proceed with a School Street regardless despite 60% responding negatively to the 'consultation'.</p> <p>My objections are that the School Street is unnecessary since the street already has an all-day CPZ and that it restricts a large number of cars from over 1,000 households to only exiting via Nightingale Lane. If there are blockages as there sometime are - flooding, bin lorries, accidents - we are basically trapped in our road as there is no other easy exit</p>
St Mary's C of E SS43	Object	Please find attached my consultation response.

<p>St Mary's C of E SS43</p>	<p>Object</p>	<p>REFERENCE 2023-T10      We wish to strongly object to this proposal. Our house is in Nightingale Lane, very close to the junction with Rectory Gardens. We think no account has been taken of the increased pressure on our section of Nightingale Lane. At the proposed hours we already have constant back up outside our house, with motors running, and it includes many heavy vehicles, Thus is caused by the narrowness of the road and the junction itself.</p> <p>Our section on the road is very busy with pedestrians both on their way north, especially to Campsbourne School, and south towards Priory Road on to several secondary schools. There is a constant flow each way, before and after school, of young primary school children and younger siblings in pushchairs. We think the Planners have not taken into account how an increased level of particulates in our section will affect the very age group that it is supposed to be protecting. Rectory Gardens is already a quiet road, with well-established and observed extra protection at the school end. It also has such a successful CPZ that there are up to 30 empty spaces there every weekday, with some residents using our street area rather than the CPZ to park their cars presumably for financial reasons. We know that new traffic schemes inevitably bring inconvenience as well as benefits but since Nightingale Lane is already the main access and egress in our area, it is patently unfair to load it with even more vehicles, especially with stationary or low speed emissions .</p> <p>The consultation meeting, which we attended was very badly organised. Held in the school concerned, it was hardly a neutral affair and the people running the meeting did not make it clear who they were or what their stake was in the consultation. Only a few people on our street had received the information. We did not feel our points were actually listened to or that it was a formal consultation actually seeking our views. In our view the consultation process has not been valid. The effects on our section of Nightingale have not to our knowledge been properly analysed.</p> <p>The long delay in sorting out and effecting the CPZ for our street has added to our concerns that our air quality and road safety will deteriorate significantly. A final point is that although we have a 20mph limit, in clear times during the day cars routinely drive at much higher speeds without any fear of redress and it is becoming more and more hazardous to cross, for all ages of people.</p>
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St Mary's C of E SS43	Object	<p>I am writing to object to the proposed changes outlined by the council for school roads. Whilst I understand the benefits that a low traffic and clean air zone would bring to the immediate area outside of the school. Ultimately, this is a wider, regional problem, which is being tackled by TfL and the Mayor for London with the expansion of the ULEZ zone. These proposed changes by the council to restrict the movement of cars outside the school during certain times of the day will only compound traffic in the local area and move the problem else where, whilst complicating travel for many across the school and borough.</p> <p>Additionally, Staff at the school are concerned about the impact to children's punctuality and attendance - we have many children living and travelling into school, from outside the borough and these changes would impact on them the most. Due to a shortfall in Government funding and Haringey council rehousing and moving many families on social housing to cheaper, more affordable housing outside of the borough - this has lead to more families with ties to the school having to travel in. Ultimately, a reduction in the numbers of children attending school would compound these changes and further escalate recruitment and funding problems across the school in the near future. With numbers on roll potentially falling and recruitment becoming increasingly acute as a consequence, will Haringey Council step in to fund any short fall or take responsibility for any future redundancies because of their actions to implement school roads across the borough?</p> <p>Finally, being an active rider, I approached the council to improve the cycle to work scheme, as well as open the scheme up to include electric bikes. I was hoping to purchase an electric cargo bike to transport my two daughters to school and from school but the council cannot / will not improve their package - this could result in me having to purchase a car, thus adding to the pollution of the local area. The council should be actively supporting alternative means of travel and helping staff to make the switch from car to bike. Before the Council implements such actions, they should really engage with the local community, teaching staff from all schools and have drop in centres at each school site with a range of translators to communicate and engage with non-native English speakers about these changes and not rely upon a notifications on lampposts which could go amiss. I feel that this process has not been truly representative to all nor accessible - more should have been done to engage with all in the wider community.</p>
St Mary's C of E SS43	Object	
St Mary's C of E SS43	Object	Not necessary - as road is overwhelmingly residents' parking
St Mary's C of E SS43	Object	Rectory is one of the quietest roads in the area. If parents drop off children at school, they can't park in Rectory because it is a permit parking area. The entry to Rectory road from the High Street is very busy and drivers should concentrate on driving safely rather than being distracted by reading detailed signs. This is another money-making exercise.
St Mary's C of E SS43	Object	Your letter refers to the council commitment to tackling climate pollution, but common sense tells me that road closures always create more traffic and pollution in the surrounding area; unless my common sense is different from yours.
St Mary's C of E SS43	Other view	Concerned about increased traffic and pollution on Nightingale Lane as the morning school drop off time is outside the proposed CPZ restrictions (which include Nightingale Lane) and which will apply from 10am - 4pm. Maybe have the CPZ operating from 8am?

St Mary's C of E SS43	Object	<p>I have received a letter through the post regarding a proposed school street on Hermitage Road near St. Mary's school and I am responding to object to these proposals. The boundaries given restrict access to the residential areas of Oakdale Road, Ashfield Road, Beechfield Road and further along Hermitage road without granting an exemption for those properties. Access through Hermitage Road next to the school is the only practical way for residents to leave and return to their properties. Any residents in these properties would have to drive to the a504 and return through Templeton road to access their own homes, meaning more time spent and congestion on this already busy road.</p> <p>Furthermore, I do not see the reasoning behind restricting traffic on these roads. Due to the barrier in place on Hermitage Road, the road cannot be used to move between Seven Sister's and Green lanes. Traffic is already very minimal on Hermitage road and as such a School Street is not necessary.</p> <p>The implementation of a school street would only seek to disadvantage nearby residents and would mean that any school-time traffic would just spill out onto St Ann's Road, further disrupting any other passing motorists. I think this proposal has been ill thought out and doesn't take into account the issues that it would cause for the local residents and passing motorists.</p> <p>Oakdale Road</p>
St Mary's C of E SS43	Object	Causes way too much backup of traffic for business. Our customers are always having parking and traffic issues because of congested roads. The scheme is not good for local businesses and causes added pollution, more traffic, and less business.
St Mary's C of E SS43	Object	Object to the SS because of further traffic displacement and congestion. Hornsey High St has become blocked with the load of traffic and road works. The SS will result in even heavier traffic and pollution in the area.
St Mary's C of E SS43	Support	I fully support this proposal
St Mary's C of E SS43	Support	Our children have a right to clean air and we have a duty to protect them from the harmful effects of pollution, regardless of the inconvenience to any and all drivers affected by the changes.
Lea Valley, Dukes Aldridge, the Vale SS37	Support	The timings in the morning, 8.30 - 9.15, are too late. There is a considerable amount of traffic entering the arrears between 8.15 and 8.30. With these roads before small and narrow this puts young people coming to school at risk of an accident. It also increases the car pollution in the area. With the changes my concern is that there will be an increase in cars between 8.15 - 8.30 in order to avoid the school street. Having restrictions from 8.15 until 9.15 would help mitigate these problems.
Lea Valley, Dukes Aldridge, the Vale SS37	Support	
Lea Valley, Dukes Aldridge, the Vale SS37	Support	Brilliant idea! I would support longer periods of restricted access.
Lea Valley, Dukes Aldridge, the Vale SS37	Support	It would be great if we could also stop school staff parking in residents' bays across the road from Dukes Aldridge. If you go out at the wrong time, you lose your spot for the bay! They are residents-only bays, but the parents still park there.
Lea Valley, Dukes Aldridge, the Vale SS37	Support	Many cars sit with engines idling outside the school. This is bad for residents and children, so I'm very happy to hear this road will now be a school street

<p>Lea Valley, Dukes Aldridge, the Vale SS37</p>	<p>Object</p>	<p>DUPLICATE SUBMISSION</p> <p>I am writing to object to the proposed changes outlined by the council for school roads. Whilst I understand the benefits that a low traffic and clean air zone would bring to the immediate area outside of the school. Ultimately, this is a wider, regional problem, which is being tackled by TfL and the Mayor for London with the expansion of the ULEZ zone. These proposed changes by the council to restrict the movement of cars outside the school during certain times of the day will only compound traffic in the local area and move the problem elsewhere, whilst complicating travel for many across the school and borough.</p> <p>Additionally, Staff at the school are concerned about the impact to children's punctuality and attendance - we have many children living and travelling into school, from outside the borough and these changes would impact on them the most. Due to a shortfall in Government funding and Haringey council rehousing and moving many families on social housing to cheaper, more affordable housing outside of the borough - this has led to more families with ties to the school having to travel in. Ultimately, a reduction in the numbers of children attending school would compound these changes and further escalate recruitment and funding problems across the school in the near future. With numbers on roll potentially falling and recruitment becoming increasingly acute as a consequence, will Haringey Council step in to fund any short fall or take responsibility for any future redundancies because of their actions to implement school roads across the borough?</p> <p>Finally, being an active rider, I approached the council to improve the cycle to work scheme, as well as open the scheme up to include electric bikes. I was hoping to purchase an electric cargo bike to transport my two daughters to school and from school, but the council cannot / will not improve their package - this could result in me having to purchase a car, thus adding to the pollution of the local area. The council should be actively supporting alternative means of travel and helping staff to make the switch from car to bike.</p> <p>Before the Council implements such actions, they should really engage with the local community, teaching staff from all schools and have drop in centres at each school site with a range of translators to communicate and engage with non-native English speakers about these changes and not rely upon a notifications on lampposts which could go amiss.</p> <p>I feel that this process has not been truly representative to all nor accessible - more should have been done to engage with all in the wider community.</p>
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<p>Lea Valley, Dukes Aldridge, the Vale SS37</p>	<p>Object</p>	<p>DUPLICATE SUBMISSION To whom it may concern,</p> <p>I am writing to object to the proposed changes outlined by the council for school roads. Whilst I understand the benefits that a low traffic and clean air zone would bring to the immediate area outside of the school. Ultimately, this is a wider, regional problem, which is being tackled by TfL and the Mayor for London with the expansion of the ULEZ zone. These proposed changes by the council to restrict the movement of cars outside the school during certain times of the day will only compound traffic in the local area and move the problem elsewhere, whilst complicating travel for many across the school and borough.</p> <p>Additionally, Staff at the school are concerned about the impact to children's punctuality and attendance - we have many children living and travelling into school, from outside the borough and these changes would impact on them the most. Due to a shortfall in Government funding and Haringey council rehousing and moving many families on social housing to cheaper, more affordable housing outside of the borough - this has led to more families with ties to the school having to travel in. Ultimately, a reduction in the numbers of children attending school would compound these changes and further escalate recruitment and funding problems across the school in the near future. With numbers on roll potentially falling and recruitment becoming increasingly acute as a consequence, will Haringey Council step in to fund any short fall or take responsibility for any future redundancies because of their actions to implement school roads across the borough?</p> <p>Finally, being an active rider, I approached the council to improve the cycle to work scheme, as well as open the scheme up to include electric bikes. I was hoping to purchase an electric cargo bike to transport my two daughters to school and from school, but the council cannot / will not improve their package - this could result in me having to purchase a car, thus adding to the pollution of the local area. The council should be actively supporting alternative means of travel and helping staff to make the switch from car to bike.</p> <p>Before the Council implements such actions, they should really engage with the local community, teaching staff from all schools and have drop in centres at each school site with a range of translators to communicate and engage with non-native English speakers about these changes and not rely upon a notifications on lampposts which could go amiss.</p> <p>I feel that this process has not been truly representative to all nor accessible - more should have been done to engage with all in the wider community. Additionally, only providing 10% of staff with a permit to enter and exit roads during the operating times of the restrictions does not take into consideration that they might need to leave early due to family commitments or emergencies. More permits should be provided to staff in the operational zones.</p>
<p>Lea Valley, Dukes Aldridge, the Vale SS37</p>	<p>Object</p>	<p>If this SS is approved, please allow 1 or 2 nominated relatives / close friends (who are not technically carers, but who do provide support) to be given exemptions.</p>
<p>Lea Valley, Dukes Aldridge, the Vale SS37</p>	<p>Object</p>	<p>Signage should also be painted on the road (as with 20 mph), so as to give drivers every chance to be aware and turn off in good time. If drivers are looking up and around at signs, they might hit a child who suddenly runs in front of the car!</p>
<p>Lea Valley, Dukes Aldridge, the Vale SS37</p>	<p>Object</p>	<p>We don't get a lot of cars. There are so many mums and children walking that I have to walk in the road! If the small park at the bottom of my road was tarmacked, it could be used as a pick-up and drop-off point, as well as a car park for teachers.</p>

Lea Valley, Dukes Aldridge, the Vale SS37	Other view	Instead of wasting taxpayers' money on stupid road signs; cut the council tax and help the people you c**** !!
Lea Valley, Dukes Aldridge, the Vale SS37	Other view	I think that our flat at the top on Level 9 all the bad people come, and my children are getting scared. This is a main concern that I have; and my recommendation is that we want a park for our children. We have containers in the garden, and we don't want these.
Lea Valley, Dukes Aldridge, the Vale SS37	Support	Our children have a right to clean air, and we have a duty to protect them from the harmful effects of pollution, regardless of the inconvenience to any and all drivers affected by the changes.
North Harringay Primary SS34 & 35	Support	I think it's great that these proposals will encourage children and parents to walk/ take public transport to school and discourage using their own vehicles to come to the area. This area includes Wightman Road and all roads connecting off Wightman as there will be a knock on effect from added pick-ups from private vehicles. It's therefore imperative that the school gives a clear message to parents that no stopping will be allowed on Wightman Road unless there is an exemption and these should be limited to special circumstances under the disability act. The schools will have to arrange for volunteers or members of staff to police this daily, twice/ day at arrival and departure times of the school day.
North Harringay Primary SS34 & 35	Support	100% in support of reducing traffic, particularly around the school, for both safety, sustainability, and pollution reasons.
North Harringay Primary SS34 & 35	Support	A school street would be great for all children living near and attending North Harringay Primary School. It would improve air quality and street safety, and make it much easier for children to walk and cycle to school. Living opposite the school I have seen near misses with traffic using Frobisher Road at drop off and pick up time - I think it's so important to make these changes before a terrible accident, rather than waiting for something to force us to act. A school street would benefit the whole community, as would wider traffic reduction measures across the Ladder. It can't happen soon enough.
North Harringay Primary SS34 & 35	Support	Agree
North Harringay Primary SS34 & 35	Support	As a local resident and parent I cannot wait to see some changes in traffic levels in the area. This is hopefully the start of many other positive changes to come.
North Harringay Primary SS34 & 35	Support	As a resident, I wholly support the introduction of school streets in Harringay and has been long awaited. In addition, to make streets even safer, the introduction of the council's LTN plans should be agreed without further delay. It's imperative children, young people, adults and families not only feel safe around School opening and closing times, but on ALL roads in the area and sadly that is far from the reality. Reduced traffic on our roads has been needed since C19 lockdown and I would like it noted that as a resident the delay to curb increased traffic since lockdown restrictions were lifted has been disastrous for residents mental/physical health, wellbeing, and the environment. ACTION IS NEEDED NOW!
North Harringay Primary SS34 & 35	Support	Cars speed up the road relentlessly, groups of children cross the road at school time, it's only a matter of time until a child is hit.
North Harringay Primary SS34 & 35	Support	Crossings need to be added on Wightman Road, allowing children, parents and all residents to cross Wightman Road close to the proposed changes on Frobisher Road

North Harringay Primary SS34 & 35	Support	Good idea
North Harringay Primary SS34 & 35	Support	Great idea
North Harringay Primary SS34 & 35	Support	I agree with these measures, for children and adult safety from pollution and traffic. If anything they would ideally be extended to whole school hours (for pollution reasons) and on the surrounding streets to encourage more active travel.
North Harringay Primary SS34 & 35	Support	I full support the school streets for the ladders as it will improve safety and air quality directly out the front of the schools. However, given the nature of the Ladder streets, vehicles will simply use another rung not reducing traffic overall. As traffic will be concentrated down fewer streets, it will make it more difficult for children to cross these streets. This is my current experience on Fairfax Road. Therefore additional safety crossing measures are required along the Ladder streets that are not directly part of the school street closures - such as zebra crossing, raised crossing, increased pavement width and decreased road width at crossing points. This is also important for older children crossing the ladder streets that may have less patience to wait.
North Harringay Primary SS34 & 35	Support	I fully approve of prioritising the needs of children by creating play streets
North Harringay Primary SS34 & 35	Support	I fully support the introduction of school streets on the Harringay Ladder.
North Harringay Primary SS34 & 35	Support	I fully support these proposals to make children safer and improve the experience of those using green and active ways to get to school. Traffic at school drop off and pickup can be intimidating and poorly behaved.
North Harringay Primary SS34 & 35	Support	I fully support this proposal - it will encourage walking and cycling to school and reduce road danger for everyone involved in the school
North Harringay Primary SS34 & 35	Support	I support the proposed school street provided residents of the street are exempt. I would also support a cycling contraflow in Ladder one way streets, and I would like to see enforcement of the speed limit.
North Harringay Primary SS34 & 35	Support	I support this initiative. However, ongoing review is needed on how much this impacts adjacent streets and/or whether this pushes the problem of parents dropping their kids using cars into the adjacent streets.
North Harringay Primary SS34 & 35	Support	I wholly support the proposal, which will help improve the health and safety of pupils
North Harringay Primary SS34 & 35	Support	I wholly support this proposal as it has clear safety benefits for children and parents.
North Harringay Primary SS34 & 35	Support	I would support any measure that has the effect of reducing traffic movements on ladder roads. If this school street proposal goes ahead it may well lead to some determined school drivers lingering near the passage in adjacent ladder roads (i.e. Frobisher and Fairfax) so I welcome the proposal to apply restrictions to Frobisher. Perhaps Fairfax should be added too.

North Harringay Primary SS34 & 35	Support	Love the idea! Fully support.
North Harringay Primary SS34 & 35	Support	Our children have a right to clean air, and we have a duty to protect them from the harmful effects of pollution, regardless of the inconvenience to any and all drivers affected by the changes.
North Harringay Primary SS34 & 35	Support	School streets are a total no-brainer - why would you want to risk children's lives for the convenience of a few drivers who pollute the air?
North Harringay Primary SS34 & 35	Support	The health and safety is paramount, by reducing traffic and resulting air pollution a healthy environment can be achieved benefiting all concerned.
North Harringay Primary SS34 & 35	Support	The Ladder desperately needs less through motor traffic, particularly to ensure the safety of school students
North Harringay Primary SS34 & 35	Support	The road is clogged up every day with parents dropping their kids off, leaving their cars running and taking up parking spaces so residents can no longer park there. I think this measure would be very helpful in reducing this congestion and pollution.
North Harringay Primary SS34 & 35	Support	This is a much needed addition to increase safety and improve air quality
North Harringay Primary SS34 & 35	Support	This is an excellent idea to make the streets safer for children, reduce pollution and encourage active travel. Please install these around every school.
North Harringay Primary SS34 & 35	Support	Traffic is dreadful on the ladder we need this and more Wightman road calming measures have not worked something else needed on Turnpike Lane
North Harringay Primary SS34 & 35	Support	Whilst I generally support the implementation of school streets, the nature of the Harringay Ladder will mean that the traffic that currently uses Falkland Rd and Frobisher Rd during the proposed period of motor vehicle traffic prohibition will be pushed onto neighbouring roads. Other traffic calming initiatives in the borough have already increased traffic levels on these roads to an unacceptable level, with rush hour traffic jams now being the norm. This is already having a negative impact of the health of all residents of the affected streets, including children and will only get worse should the school streets be implemented as proposed. I would welcome the council introducing additional measures alongside the proposed school streets to control the resulting traffic displacement and the compounded impact on the health and wellbeing of affected residents.
North Harringay Primary SS34 & 35	Support	Would walk more with this.
North Harringay Primary SS34 & 35	Support	
North Harringay Primary SS34 & 35	Support	

North Harringay Primary SS34 & 35	Support	
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North Harringay Primary SS34 & 35	Support	
North Harringay Primary SS34 & 35	Support	
North Harringay Primary SS34 & 35	Support	Extend times from 8am to 10am in the morning, and form 2.30pm to 4.15pm in the afternoon. Falkland and Frobisher are ladder roads which are used as rat runs and are affected by traffic noise and air pollution
North Harringay Primary SS34 & 35	Support	Fix broken roads and pavements. Reduce speeding cars. Area needs cleaning
North Harringay Primary SS34 & 35	Support	Fully support this for N Harringay School. Obviously the measures will impact us - Fairfax Rd being adjacent; but we support any plans that may reduce the traffic overall. No one should be driving their children to primary school.
North Harringay Primary SS34 & 35	Support	Great idea, as there is too much traffic and noise on the road.
North Harringay Primary SS34 & 35	Support	It's going to be a good thing, There are far too many cars in London. People should walk, and use public transport more!
North Harringay Primary SS34 & 35	Support	Looking forward to fresher air on our walks to and from school!



North Harringay Primary SS34 & 35	Support	Looking forward to fresher air on our walks to school!
North Harringay Primary SS34 & 35	Support	need to avoid / mitigate congestion on Wightman Rd as a result of SS on Frobisher and Falkland roads
North Harringay Primary SS34 & 35	Support	Nothing to add - full support.
North Harringay Primary SS34 & 35	Support	Nursery children finish at midday and then some more arrive at that time. It would be good for you not to allow cars at this time as well. I also think times should start at 8.15am and run to 9.15, as some kids go in for breakfast club.
North Harringay Primary SS34 & 35	Support	Parking exemption extension: We live on Wightman Rd opposite Frobisher Rd. The limited parking space on Wightman is alleviated by spaces on Frobisher. I would ask that houses on the section of Wightman Rd. adjacent to Frobisher Road should be given SS exemption. Thanks
North Harringay Primary SS34 & 35	Support	Sounds good to me especially as I bike a lot on Frobisher
North Harringay Primary SS34 & 35	Support	Strongly support.. Question: How will the SS be enforced? Cameras?
North Harringay Primary SS34 & 35	Support	Support fully. Suggest further restrictions on ladder roads in future to avoid rat running. I also suggest providing more information on how you prevent an increase in traffic on adjacent ladder roads; given that the SS may have knock-on safety concerns.
North Harringay Primary SS34 & 35	Support	We are concerned about traffic displaced to neighbouring roads at school drop-off and collection times - especially around the Passage. Children walking through the passage to school will be equally affected by traffic on Lausanne Rd. Please monitor traffic levels and consider widening the area within the SS to include Lausanne and Fairfax roads.
North Harringay Primary SS34 & 35	Support	We are delighted that a new school street will be introduced, and we very much welcome the safer environment it will create for children in the area. Our child has asthma, and this project will really help her and other children to grow up with healthier air and safer streets.
North Harringay Primary SS34 & 35	Support	We strongly support the initiative!

North Harringay Primary SS34 & 35	Object	<p>Hello. I live on a neighbouring street to the school. I see no evidence in any of the materials that school streets truly improve child health. There is no data provided whatsoever. What I do hear from other school streets in the area is not that there has been an improvement in child health. But rather, that they believe this is a revenue driving initiative due to lack of any health data and the Penalty Charge Notices.</p> <p>So not only have you provided no proof that this is a beneficial arrangement but living on Fairfax Road, this will clearly increase traffic on my road. We have seen evidence of this whenever roadworks take place on surrounding roads. During a period where Thames Water was carrying out what it considered minor works, the road was filled with idling cars alongside the children's park on this road. Pollution was noticeably more.</p> <p>So I object to this proposal which simply moves the pollution away from two roads onto the other nearby roads. There is neither evidence this works presented; nor any other more useful schemes that might cut traffic (organised walks to school with a responsible adult, bike grants etc). I have extensively read such documents as this - <a href="https://content.tfl.gov.uk/getting-to-know-school-streets-case-studies-2022.pdf">https://content.tfl.gov.uk/getting-to-know-school-streets-case-studies-2022.pdf</a> - which present the case for school streets.</p> <p>But I note all the feedback is about the school streets with no real consideration given to surrounding streets. Most of the data is qualitative and the sources given for quantitative data are press releases! Unfortunately there is no independent scientific data about the impact on the surrounding area. I would certainly not approve any such research in my own professional role as it would be seen as simply a PR exercise rather than offering value.</p> <p>If you want to improve road safety near this school, I suggest improving the incredibly dangerous scenario on Wightman Road where I regularly see collisions or near collisions. I was involved in a near collision last week because the chicanes are very dangerous.</p> <p>I would like to support a real solution to improve child safety. I believe this is not a good proposal.</p>
North Harringay Primary SS34 & 35	Object	I agree with timed school streets for drop off and pick up. As a resident of the ladder for more than 15 years the traffic is low so any road closures on the ladder would have a severe effect on the surrounding areas effecting us all.
North Harringay Primary SS34 & 35	Object	I object to this proposal and SS34. I am a resident of Frobisher road and our home has 3 cars. The proposal states that only 2 cars can be allowed a permit. This would cause hassle for our house hold. Furthermore, if we ever had guests visiting with their cars we do not want the extra hassle of them possibly getting a ticket. This is just another money grab by the council and as residents on this street for more than 20 years, we want no part of it.
North Harringay Primary SS34 & 35	Object	DUPLICATE I object to this proposal and SS34. I am a resident of Frobisher road and our home has 3 cars. The proposal states that only 2 cars can be allowed a permit. This would cause hassle for our house hold. Furthermore, if we ever had guests visiting with their cars we do not want the extra hassle of them possibly getting a ticket. This is just another money grab by the council and as residents on this street for more than 20 years, we want no part of it.
North Harringay Primary SS34 & 35	Object	I strongly object to this proposal due to the additional traffic that we will suffer on Fairfax road. Fairfax road is already one of the busiest on the ladder and we already suffer an unfair proportion of traffic and pollution. This proposal will make the situation worse for us. Traffic will also idle and stop at the park to deliver children to school, as they do already. So rather than solving the problem, will just move it across and doubling the problem on Fairfax. We ask you not to make Fairfax road, a residential road where many children live, worse.

<p>North Haringay Primary SS34 &amp; 35</p>	<p>Object</p>	<p>I wholly object to the proposal of SS35 because I believe insufficient evidence has been provided to determine the need to implement school streets around North Haringey Primary School - SS35. The council HAS NOT provided sufficient evidence that the N02 levels or traffic levels are at a level that would cause concern for residents health and therefore clearly not demonstrating a need for implementation.</p> <p>The councils HAS shared the following data as a result of the informal consultation:</p> <ol style="list-style-type: none"> <li>1. 85% of pupils walks to the school. 5% take public transport to the school. 10% of go by car to the school.</li> <li>2. N02 levels provided are dated from 2016 which means this data is 7 years out of date and obsolete and does not provide an accurate picture of what those levels are in 2023.</li> </ol> <p>Currently only 10% of pupils are driven to school which I believe is a relatively low number (although agree this is subjective). I believe the implementation of SS35 will force any traffic to the neighbouring roads, increasing car fumes and traffic volume onto those roads. Fairfax Road is already very congested at peak times, and drivers will likely use Fairfax Road instead therefore increasing traffic and fumes on Fairfax Road and negatively impacting the health of those residents. I agree more needs to be done to reduce traffic and improve air quality, but I don't believe SS35 is a solution to that. It would only displace the traffic and air quality to neighbouring roads and does not solve the issue.</p> <p>I would like to see the following action from Haringey Council as part of this formal consultation:</p> <ol style="list-style-type: none"> <li>1. Hard evidence and data show clearly demonstrating the CURRENT N02 and traffic volume levels on the 2 proposed streets for SS35. By current, I mean data from the last 2 years. Anything older than 2 years old is obsolete.</li> <li>2. Hard evidence to show CURRENT N02 levels and traffic volume levels for neighbouring roads to SS35, by neighbouring I am referring to; Hampden Road, Lausanne Road, Fairfax Road, Effingham Road. By current, I mean data from the last 2 years. Anything older than 2 years old is obsolete.</li> <li>3. Any data to be compared to other inner city existing school streets and proposed school streets. The data CANNOT be used in isolation and must have some form of benchmark so it can be compared and contrasted. For example. <ul style="list-style-type: none"> <li>- a. For existing school streets, what % of pupils went to school by car BEFORE the school streets were implement so we can see if 10% for North Haringey Primary School is low / high compared to those schools with restrictions already implemented.</li> <li>- b. What were the N02 levels before and after school streets were implemented.</li> </ul> </li> <li>4. Open townhall / forum for residents to present cases for and against SS35.</li> <li>5. Revenue Haringey council makes from fines imposed on drivers driving into school street during restriction times. Haringey Council is a business funded (in part) by taxpayers money and therefore needs to be transparent about how much will be made from these fines.</li> </ol> <p>Unless Haringey Council is able to provide up-to-date, sufficient, hard data and evidence to clearly demonstrate the need to implement SS35, any implementation will be done so in a vacuum based on purely subjective and anecdotal desires and a misuse of taxpayers' money.</p>
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<p>North Harringay Primary SS34 &amp; 35</p>	<p>Object</p>	<p>DUPLICATE I am writing to object to the proposed changes outlined by the council for school roads. Whilst I understand the benefits that a low traffic and clean air zone would bring to the immediate area outside of the school. Ultimately, this is a wider, regional problem, which is being tackled by TfL and the Mayor for London with the expansion of the ULEZ zone. These proposed changes by the council to restrict the movement of cars outside the school during certain times of the day will only compound traffic in the local area and move the problem elsewhere, whilst complicating travel for many across the school and borough.</p> <p>Additionally, Staff at the school are concerned about the impact to children's punctuality and attendance - we have many children living and travelling into school, from outside the borough and these changes would impact on them the most. Due to a shortfall in Government funding and Harringey council rehousing and moving many families on social housing to cheaper, more affordable housing outside of the borough - this has led to more families with ties to the school having to travel in. Ultimately, a reduction in the numbers of children attending school would compound these changes and further escalate recruitment and funding problems across the school in the near future. With numbers on roll potentially falling and recruitment becoming increasingly acute as a consequence, will Harringey Council step in to fund any short fall or take responsibility for any future redundancies because of their actions to implement school roads across the borough?</p> <p>Finally, being an active rider, I approached the council to improve the cycle to work scheme, as well as open the scheme up to include electric bikes. I was hoping to purchase an electric cargo bike to transport my two daughters to school and from school, but the council cannot / will not improve their package - this could result in me having to purchase a car, thus adding to the pollution of the local area. The council should be actively supporting alternative means of travel and helping staff to make the switch from car to bike.</p> <p>Before the Council implements such actions, they should really engage with the local community, teaching staff from all schools and have drop in centres at each school site with a range of translators to communicate and engage with non-native English speakers about these changes and not rely upon a notifications on lampposts which could go amiss.</p> <p>I feel that this process has not been truly representative to all nor accessible - more should have been done to engage with all in the wider community.</p>
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North Harringay Primary SS34 & 35	Object	<p>I am writing to offer my objection to the proposed School Street, on the basis of lack of evidence. In the school street statement, you have stated 'the council is committed to tackling the climate emergency and the escalating levels of pollution at peak times on our road network. Childhood obesity in the borough is also one of the highest in London'. This is the justification of the project. I appreciate the traffic accident statement if there are traffic accidents on the street.</p> <p>With relation to these issues:</p> <ul style="list-style-type: none"> <li>- The climate emergency will only be addressed by this project is there is a reduction in car use across the borough. There is no evidence to suggest that parents will change their car use. As a resident of Fairfax road, we are actually quite concerned about the spill over into our road. I know some of the children live here too.</li> <li>- Escalating levels of pollution. Again, although I appreciate a reduction in pollution for one street, this will be a trade off, unless traffic reduces. The vast majority of children will live in other streets, that could in fact see a decrease in air quality as a result of this project. This will only be addressed by reducing car use. This is known as a negative spill over.</li> <li>- Childhood obesity. Again, there is no evidence to suggest that obesity will be affected at all by such a scheme.</li> </ul> <p>To be blunt, it is clear to our community that this is a revenue driver, and the business, sorry I meant economic, case for doing this is driven by an increase in fines from motorists. We have been given no scientific evidence for the overall reduction in NOx, SOx and PM2.5-10 for the community where these children live, carbon reductions and obesity reductions. No objectives or targets have been provided over any timeframe.</p> <p>I personally find it disappointing that the local members will hide behind spurious statements about tackling climate change, etc - when they have criticised the party in national power for doing just that. This is what makes people cynical about politics.</p> <p>I am a resident that has created businesses that have abated over 100,0</p>
North Harringay Primary SS34 & 35	Object	
North Harringay Primary SS34 & 35	Object	
North Harringay Primary SS34 & 35	Object	<p>All the traffic will come down our road which already has enough traffic. It is appalling to subject residents of this road to more congestion and pollution. The school does not need this, as parents and children use Harringay Passage to go to and from the school. Many people objected to this and it should not be happening. It's already very bad on this road at morning and evening rush hours</p>
North Harringay Primary SS34 & 35	Object	<p>Closing two main Ladder roads twice a day will only bring extreme congestion on to adjacent roads; as well as increasing pollution for the children you're trying to protect. It will also make life more difficult for residents.</p>

North Harringay Primary SS34 & 35	Object	Denying access to both Frobisher and Falkland roads every day will be a disaster for parents / carers who will have more difficulty getting to school. Also, elderly residents like me will have major difficulties getting deliveries and services. The SS will cause more congestion on outlying roads with motorists trying to go to and from Green Lanes to Wightman Rd. The ladder with present traffic cannot afford the daily closure of 2 roads. I'm totally against this as the only benefit will be for Haringey issuing fines.
North Harringay Primary SS34 & 35	Object	Frobisher is a one-way road with speed humps and a 20mph limit. Traffic is generally light, and the calming measures seem to work. I feel that the SS proposals are unnecessary. Maybe speed cameras (operating 24/7) would be more effective.
North Harringay Primary SS34 & 35	Object	I am disabled and have lived here for many years. My family need free access to me at all times as I need assistance. I will not be able to walk to the end of the road to meet them. few if any drive their children to school and this scheme will only serve to create more congestion and pollution in the surrounding area - just like the rubbish LTNs. Please don't do this.
North Harringay Primary SS34 & 35	Object	I think perhaps other measures should be used like stopping car use in certain zones and subsidise public transport. My concern is that spill over traffic will happen on adjacent roads like mine (Fairfax Rd).
North Harringay Primary SS34 & 35	Object	I'm fed up with piecemeal solutions. Pollution is a problem everywhere and I'm not keen on having even more traffic on neighbouring roads
North Harringay Primary SS34 & 35	Object	No adequate data provided on benefits / negatives for all SS. Doubt that air quality will be improved as cars will switch to Fairfax and Lausanne roads; and it will lead to more traffic jams and greater emissions. Simple. Cars will idle on Fairfax waiting for children. Blocked traffic will also increase emissions at Fairland Park. I have conducted my own survey;;;;; Mon 4 Dec: 3.30 -4.15 = 43 cars. Tues 5th Dec. 3.00- 4.00 = 41 cars. Wed 6 Dec. 3.35 - 4.45 = 56 cars. There is a tailback to the Park from Green Lanes. 72 cars were stationary pumping out fumes. Please consider this as evidence. Thank you
North Harringay Primary SS34 & 35	Object	None
North Harringay Primary SS34 & 35	Object	Strongly object. Traffic is already bad at the junction of Fairfax and Green Lanes, and the proposed scheme will lead to more traffic down Fairfax Rd - with more idling cars and pollution here. Also, more idling cars on Fairfax next to the park as parents wait for their children to come out of school. Children regularly play in the park after school.
North Harringay Primary SS34 & 35	Object	This will cause traffic congestion on both neighbouring roads - as well as more pollution. You are simply displacing congestion to Lausanne and Fairfax roads. There is already so much traffic congestion because of LTNs that this will be a nightmare
North Harringay Primary SS34 & 35	Object	You need to concentrate on road safety, not making money. Users need access to the road to drop off children and so on.

North Harringay Primary SS34 & 35	Other view	<p>Dear Haringey School Streets Team, Thank you for your recent correspondence re. School Street - Falkland Road, N8 SS34 and SS35.</p> <p>Our ground floor flat is no. xxt Wightman Road, which has been omitted from the boundary zone. Our property has direct access onto Wightman Road through a back passage way, shared with 1 Falkland Road. This is often our main entrance to the house when unloading the car. We also usually park on Falkland Road, and have done since we moved here in 2018. Please could I make a request that our vehicle be given an exemption?</p> <p>With thanks in advance for your consideration,</p>
North Harringay Primary SS34 & 35	Other view	<p>Thank you for seeking our feedback regarding the proposal for a School Street on Falkland Road, N8 0NS. Although we are, in general, supportive of the underlying motivations for the scheme - reduction of congestion and pollution, and improvements in child safety and physical activity - we strongly object to the Council's proposed scheme. We set out our rationale below.</p> <p>1. The proposed School Street will prohibit vehicular access to Falkland Road for a substantial proportion of the working day. The exemption for residents is only useful to those households who own, and can therefore register, their own motor vehicle. It is not helpful to those who use car clubs or ride sharing apps, or to those who car share. The scheme therefore perversely increases the incentive to own and keep a motor vehicle in the School Street.</p> <p>The proposed scheme will make it extremely difficult to arrange for deliveries or tradespeople to attend addresses on Falkland Road. The proposed morning hours overlap substantially with when many tradespeople start work, and most delivery companies do not allow recipients to specify time to attend or avoid. The scheme will therefore bring increased costs and inconvenience to residents.</p> <p>2. There is a significant problem with antisocial driving, speeding and traffic law violation on the Harringay Ladder. The Council, in conjunction with the Metropolitan Police, need to embark on a much broader piece of work to address these issues. While the proposed scheme will prevent problematic driving on Falkland Road during the hours in which it is in operation, it will do nothing to tackle the underlying problem, and will simply shift traffic, congestion and poor behaviour to neighbouring streets.</p> <p>3. The proposed scheme does nothing to address the issues that prevent people on Falkland Road from walking or cycling. These issues include pavements that are blocked by bins, fly tipped rubbish and inappropriately parked hire bicycles, and the lack of on-street stabling facilities for bicycles.</p> <p>In summary, we are extremely concerned that basic and foreseeable issues with the proposal do not see</p>
North Harringay Primary SS34 & 35	Support	<p>Walking my children to school at North Harringay has been made more difficult and dangerous because of heavy motor vehicle traffic on the ladder roads - especially vehicles that are being driven too fast and drivers parking their vehicles on the marked no parking area outside the school.</p> <p>As the two roads by the school have the greatest footfall, with parents and pupils filling the pavement, this School Street would significantly reduce the risk.</p> <p>Reducing vehicle traffic throughout the ladder would be even better.</p>

<p>North Harringay Primary SS34 &amp; 35</p>	<p>Object</p>	<p>I was disappointed to learn of the proposed School Street initiative planned around North Harringay Primary School. My daughter attends the school (in Year 1) and the proposal appears to misunderstand how students travel to and from the school.</p> <p>The vast majority of students already walk, cycle, scoot, etc. with their parents. I note that the benefits highlighted include: i) reducing traffic volumes outside school; and ii) reducing traffic congestion. Please would you advise what studies were undertaken to analyse current traffic volumes? When has this been highlighted as an issue? I take my child too and from school regularly and have never borne witness to an excess level of traffic.</p> <p>What will of course be extremely frustrating for parents is that, when they do need to drop their child off or pick them up in a car, they will now need to do so on already very busy and congested streets (Wightman Road or Green Lanes) and then walk them down a quiet residential street to the school. As an example, my neighbour (who lives on Hewitt Rd) is a secondary school teacher in North London and often drops her daughter off before continuing on to her own school. She commutes using an electric vehicle. The new scheme will be an inconvenience for her.</p> <p>More frustrating, was the other benefit you highlight i.e. making it safer to walk, cycle, scoot, etc. to school. As I said, the vast majority of students and parents travel in one of these ways already. However, the vast majority do not live on Falkland Road or Frobisher Road (the streets impacted by the planned scheme). Though they do live on one of the surrounding roads. The route that is (pleasantly) congested in the mornings is the pedestrianised Haringey Passage which runs right beside the school.</p> <p>A much more effective mechanism for protecting kids and supporting those who walk, cycle, scoot, etc. would have been a scheme of zebra crossings where this passage intersects with the Haringey Ladder streets making it clear that pedestrians have the right of way. I pointed this out during the informal consultation process. Please would you explain</p>
<p>North Harringay Primary SS34 &amp; 35</p>	<p>Support</p>	<p>As a local resident and parent of two children, I am worried about the impact it will have neighbouring roads. We already have many people parking on Fairfax for school drop off, so I am concerned it will increase traffic, with more cars getting stuck in jams and more fumes being pumped into the air. We already have a number of points in the day when traffic gets very backed up. This will increase this issue.</p>
<p>North Harringay Primary SS34 &amp; 35</p>	<p>Support</p>	<p>I fully support the schools street proposals, which are proportionate and will be effective in promoting safer active travel to North Harringay. My daughter will likely start at this school in the next year, and I would be very pleased if these plans are in place by then.</p>
<p>North Harringay Primary SS34 &amp; 35</p>	<p>Support</p>	<p>My children go to North Haringey Primary School. We walk to school and are shocked by the number of people who drive down the school streets breaking the speed limits and creating danger for children. I wholly support the restriction on cars for environmental reasons as well.</p>
<p>North Harringay Primary SS34 &amp; 35</p>	<p>Support</p>	<p>My children have to walk through here on the way to their school (a different school) and making walking along the Harringay Passage to schools as safe as possible should be a priority - I think there are nearly a thousand children attending North and South Harringay schools and they all need a safe and healthy route to school.</p>
<p>North Harringay Primary SS34 &amp; 35</p>	<p>Support</p>	<p>I think the streets around school should be closed around drop off and pick up times for safety. The vast majority of families walk to school or take public transport. Visibility can be difficult, because of large numbers of people and cars, and young children especially are at risk. Also pollution is a big problem and children should be shielded from this at school.</p>



North Harringay Primary SS34 & 35	Object	My father is elderly and has to have carers attending 3 times a day. This scheme will badly affect him and the carers. Please reconsider
South Harringay Primary SS40 & 41	Support	
South Harringay Primary SS40 & 41	Support	
South Harringay Primary SS40 & 41	Support	.
South Harringay Primary SS40 & 41	Support	1. It seems odd to be simultaneously proposing the introduction of electric vehicle charging points (EVCPs) - 2023/24 Batch 1, on Pemberton Road when proposing the introduction of a School Street, which will encourage increased traffic - from occupants of adjoining streets wishing to use the charging facilities, and to prevent access to those charging points at key times of the day, Monday to Friday. 2. There should be specific provision for short term parking by delivery drivers, other than Royal Mail, on Wightman Road. accessible during the hours Pemberton Road is inaccessible for such deliveries.
South Harringay Primary SS40 & 41	Support	100% in support of reducing traffic, particularly around the school, for both safety, sustainability, and pollution reasons.
South Harringay Primary SS40 & 41	Support	agree on closed school streets
South Harringay Primary SS40 & 41	Support	Agree there should be traffic and parking restrictions near South Harringay School to improve air quality and child safety
South Harringay Primary SS40 & 41	Support	Agree with proposal
South Harringay Primary SS40 & 41	Support	any effort to reduce overall traffic and congestion during school times should be implemented, in my opinion
South Harringay Primary SS40 & 41	Support	as a local and a parent I'm concerned about the levels of traffic pollution around the school
South Harringay Primary SS40 & 41	Support	As a local resident and parent I cannot wait to see some changes in traffic levels in the area. This is hopefully the start of many other positive changes to come.
South Harringay Primary SS40 & 41	Support	As a resident of the ladder who cycles her own children past the roads leading to this school every day I fully support this proposal. I hope it will reduce the volume of traffic in the area around school drop off and pick up times and create a safer environment for the many families who walk, scoot and cycle to school.

South Harringay Primary SS40 & 41	Support	Consider exemptions for access to houses. For example dog walkers, deliveries etc. If we are allowed to drive our car for access, it makes sense (equivalent) to allow services for access. Otherwise we are not able to receive basic services. The intent is to eliminate cut through traffic and school drop offs. Not to disadvantage residents. Could we apply for an Exemption for a specific vehicle we know visits our property?
South Harringay Primary SS40 & 41	Support	Fully agree there should be traffic and parking restrictions for safety and also for air quality
South Harringay Primary SS40 & 41	Support	Fully support traffic reductions as children go in and out of school supporting active travel, improving air quality, and improving safety.
South Harringay Primary SS40 & 41	Support	I 100% support making schools safer and improving air quality for children.
South Harringay Primary SS40 & 41	Support	I agree with these measures, for children and adult safety from pollution and traffic. If anything they would ideally be extended to whole school hours (for pollution reasons) and on the surrounding streets to encourage more active travel.
South Harringay Primary SS40 & 41	Support	I full support the school streets for the ladder roads. However, traffic will be concentrated in fewer streets, it will make it more difficult for children to cross them.
South Harringay Primary SS40 & 41	Support	I fully support school streets being implemented on these roads. The council also need to address traffic calming measures along Green Lanes and the whole of the Ladder.
South Harringay Primary SS40 & 41	Support	I fully support this initiative to make the streets safer for children, reduce pollution and improve the environment.
South Harringay Primary SS40 & 41	Support	I fully support this proposal
South Harringay Primary SS40 & 41	Support	I support the intent, and many points of implementation. However, I am concerned that this could cause access issues for legitimate resident services, such as necessary workmen (conducting repairs or renovations), deliveries, or other important services (eg supporting care for dependents, welfare and animal welfare, etc).
South Harringay Primary SS40 & 41	Support	I support the introduction of this school street as I think it will make my children's journeys to and from their school safer and healthier.
South Harringay Primary SS40 & 41	Support	I support the proposal
South Harringay Primary SS40 & 41	Support	I support the proposal for Pemberton Road to become a school street provided residents are exempt. My only qualification is that I would like the residential exemption to extend to residents' visitors.
South Harringay Primary SS40 & 41	Support	I support this

South Harringay Primary SS40 & 41	Support	I wholly support the school street for safety reasons on Pemberton road. I live opposite the school and often see cars speeding down Pemberton road at time of drop off and pick up which poses a significant safety issue for children especially since the speed ramps either side of the school have been removed which is ludicrous!
South Harringay Primary SS40 & 41	Support	I wholly support this proposal and believe it will have a number of benefits including on safety and environmental effects.
South Harringay Primary SS40 & 41	Support	I wholly support this proposal to improve the safety of school pupils, parents/carers and staff. This will also encourage more walking to school and will have a positive impact on the environment. It will also be safer for pupils to walk to school by themselves when they are old enough and encourage use of scooters & bikes. Thank you
South Harringay Primary SS40 & 41	Support	I wholly support this proposal which will simultaneously make access to the school safer (less risk of hit and run incidents) and healthier (more walking and less fumes), and hopefully deter the use of the road as a shortcut by cars/vans that have no need to use the road itself.
South Harringay Primary SS40 & 41	Support	I would have liked to see extended hours beyond those proposed as this would cover before and after school activities too. Ideally for pollution to be reduced for the children, both Pemberton and Mattison would be residents only. A crossing at the passage would ensure additional safety. In addition when the road was resurfaced a speed bump just before the school crossing was removed, this needs to be reinstated as cars speed up right at the most crucial point that they should be driving slow.
South Harringay Primary SS40 & 41	Support	I would like air quality around the school to improve and create a healthier atmosphere for children. Also encourage walking and other forms of transportation
South Harringay Primary SS40 & 41	Support	Keep our kids safe and our air clean. Active travel in Haringey!
South Harringay Primary SS40 & 41	Support	Local
South Harringay Primary SS40 & 41	Support	Must go ahead. Traffic dangerous and polluting.
South Harringay Primary SS40 & 41	Support	My children attend the school and safety is the main concern
South Harringay Primary SS40 & 41	Support	
South Harringay Primary SS40 & 41	Support	
South Harringay Primary SS40 & 41	Support	No need for cars given the tiny catchment area
South Harringay Primary SS40 & 41	Support	No through traffic at school drop off/pick up hours?

South Haringay Primary SS40 & 41	Support	Our children already live in a polluted city. We want them to grow up here, but school streets would help clean the air and give them a healthier start in life. Please consider their lungs.
South Haringay Primary SS40 & 41	Support	Our children cross this road on way to/from school and this measure will make it much safer
South Haringay Primary SS40 & 41	Support	Please consider amending the times from and to: Kids go to School for Breakfast Club and sports starting at 8am. Also the junior school kids do not come out of school until 4.40pm.....so Restrictions need to be from 8 am - 4pm if possible I think to really make the roads safe.
South Haringay Primary SS40 & 41	Support	DUPLICATE Please consider the timings , kids go to Breakfast club and sports at 8am.....and the juniors school don't finish until 4.40pm. So kids will still be everywhere crossing the roads..... Restrictions need to be from 8 am - 4pm if possible please . For maximum safety
South Haringay Primary SS40 & 41	Support	Please extend to other nearby roads as many parents drop off children on parallel roads.
South Haringay Primary SS40 & 41	Support	Please extend to Warham road which is used as an alternative drop off point for many parents
South Haringay Primary SS40 & 41	Support	Restricting and reducing the level of pollution around the area is to be greatly supported and encouraged.
South Haringay Primary SS40 & 41	Support	Same reason I detailed for the other school street in Martinson road. Some drivers have no regard for the fact that there is a school on the street.
South Haringay Primary SS40 & 41	Support	The Ladder desperately needs less through motor traffic, particularly to ensure the safety of school students, and to encourage them to take active journeys to school.

South Harringay Primary SS40 & 41	Support	<p>The School Street itself is fully supported but there are two serious issues that seemingly were not considered as evidenced by the terms of the proposal:</p> <p>(1) The South Harringay School is right on the Harringay Passage and thereby is less than 100 metres from the roads immediately north and south of the School Streets (Warham Road and Ducketts Road, respectively). Many motorists displaced by the School Streets traffic order will simply drop and collect their children on these streets--this feedback provider lives on the Harringay Passage in Warham Road and has observed this practice regularly already; and,</p> <p>(2) The exemption to the School Streets ban on Pemberton Road in particular should not just be limited to those residents of Pemberton road: It should be extended to those persons who live in Warham Road immediately to the north of Pemberton Road. This is because with the one way road system in the Harringay Ladder, restricting Pemberton Road means that residents of Warham Road coming southbound on Wightman Road would have to drive an extra half mile to access their street as they would have to go down to Duckett Road and then come back to Warham Road via Green Lanes.</p> <p>It is not possible to access Warham Road going southbound on Wightman Road on any of the roads immediately north of Warham Road - Seymour Road runs in the same one way direction as Warham Road; Hewitt Road doesn't allow for a right turn on to Green Lanes; Allison Road also runs one way to the west. Moreover, when heading southbound on Green Lanes one is not able to make a right turn into Warham Road. Hence Warham Road residents will be unintentionally punished by the School Streets initiative unless the Warham Road residents are granted an exemption from the programme as will be the residents of Pemberton Road.</p>
South Harringay Primary SS40 & 41	Support	This is a brilliant idea and I fully support school traffic zones for safety and environmental reasons.
South Harringay Primary SS40 & 41	Support	This is a good idea for the safety and health of the school children.
South Harringay Primary SS40 & 41	Support	This is a much needed addition to increase safety and improve air quality
South Harringay Primary SS40 & 41	Support	This proposal is essential for child safety. The traffic at school drop off and pick up times is very dangerous
South Harringay Primary SS40 & 41	Support	Thus would make the environment safer and more pleasant
South Harringay Primary SS40 & 41	Support	Value school streets for their holistic approach to children's (and other school stakeholders) safety and quality of life
South Harringay Primary SS40 & 41	Support	<p>Wholeheartedly support. I think the school streets should be expanded to Duckett Road and Warham Road as well to avoid displacement as the Haringey Passage allows access within about 50m.</p> <p>To be honest I think every street should have limited traffic on it.</p>

South Haringay Primary SS40 & 41	Support	Yes
South Haringay Primary SS40 & 41	Support	
South Haringay Primary SS40 & 41	Support	
South Haringay Primary SS40 & 41	Support	
South Haringay Primary SS40 & 41	Support	
South Haringay Primary SS40 & 41	Support	
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South Haringay Primary SS40 & 41	Support	
South Haringay Primary SS40 & 41	Support	

South Harringay Primary SS40 & 41	Support	Very happy. However, why is the afternoon session so short? Normally they are 1 to 1.5 hours. Why is this one only 45 mins?
South Harringay Primary SS40 & 41	Support	Although I support this initiative, I would like LBH to consider Royal Mail and other deliveries who may have to drive on to the SS during restricted times to complete their work. I believe that Royal Mail at least should be given an exemption
South Harringay Primary SS40 & 41	Support	Ensure signage is clearly visible for approaching motorists - including in the adjoining streets, so that drivers don't accidentally turn in and get fined.
South Harringay Primary SS40 & 41	Support	Fully support this.
South Harringay Primary SS40 & 41	Support	Fully support. It will make a very positive difference.
South Harringay Primary SS40 & 41	Support	Great initiative. Please extend the time slots
South Harringay Primary SS40 & 41	Support	Hugely supportive of this proposal as a minimum to protect children from both RTAs and pollution. I wish this could be accompanied by reduced traffic flow on Warham Rd - which is already congested, dangerous and dirty.
South Harringay Primary SS40 & 41	Support	I support but strongly encourage allowance to be made for deliveries, builders and service calls. As residents we can drive our cars in but we cannot receive services. Please consider this
South Harringay Primary SS40 & 41	Support	I support the proposal in principle, but I encourage the council to increase the frequency of rubbish collections in surrounding roads. Children should not have to walk alongside dumped rubbish (a daily occurrence here); as it will detract from their enjoying the walks to school and might potentially discourage them.
South Harringay Primary SS40 & 41	Support	I've noticed fewer cars outside the schools these days; but it is still a good idea to reduce cars.
South Harringay Primary SS40 & 41	Support	Make Wightman Rd a "no through road" to stop rat running. No one - or least very few; adhere to the 20mph limit. and it makes it unsafe for pedestrians - including school children. the elderly and disabled. Thank you. Let's have a safe Haringey for all.
South Harringay Primary SS40 & 41	Support	Please take measures to avoid traffic displacement to neighbouring ladder roads including Warham. The roads already receive a lot of through traffic. Thanks
South Harringay Primary SS40 & 41	Support	Really strongly support this. Suggest you also use the cameras to monitor and ticket the HGVs which often use Pemberton Rd but should not.
South Harringay Primary SS40 & 41	Support	The most important thing to focus on in the initial states is communication. Once the SS system is in place you should put council staff at the entrance to the road for the first few days warning drivers that they are entering a SS, and explaining the consequences - and aims of the project. You should also consider a PCN amnesty for the first month or so, as this will ensure drivers get the message, but not the fine.

South Haringay Primary SS40 & 41	Support	There are 4 planters - 2 on each road. These should be given to the school - with an annual budget - to allow the school to take control and make use of when teaching children about growing plants and science; for KSI
South Haringay Primary SS40 & 41	Support	These measures as proposed, discriminate against people who can't afford a car. Taxis and minicabs should be able to access LTNs and SS - in which case the hours could be extended.
South Haringay Primary SS40 & 41	Support	Very happy not only for the children - but also it will reduce pollution from cars and lorries driving down our road in the mornings. I wish it could be 5 - 6 in the evenings too!
South Haringay Primary SS40 & 41	Support	We strongly support and endorse the plans. The roads are dangerous for pedestrians and children at the school.
South Haringay Primary SS40 & 41	Support	We strongly support this project. Please consider temporary exemptions for workmen's vehicles etc. for when building works are carried out. Thanks
South Haringay Primary SS40 & 41	Support	We'd support a longer SS period in the afternoon
South Haringay Primary SS40 & 41	Support	Why has this taken so long? Anything to reduce traffic on the ladder roads will be welcome.



<p>South Harringay Primary SS40 &amp; 41</p>	<p>Object</p>	<p>1) The Scheme will be dangerous: the attached shows the RTAs involving children near the roads since 1998. You will note the vast majority happened at junctions. The confusion caused to drivers by a scheme with variable restrictions and minimal signage will result in attempts to take evasive actions to avoid £120 fines. Evasive actions are often more dangerous manoeuvres, and confused drivers make mistakes, which can also be dangerous. Considering Pemberton and Mattison Roads are relatively narrow, one way roads and have busy Wightman Road and Green Lanes at either end, I'm concerned the result will be very dangerous junctions, and particularly dangerous at a time when the junctions are busy with children coming school. The danger will be increased because of the bus stop at the bottom of Mattison Road. The School Streets plans will make the junctions far more dangerous because the planned signage - if it works at all - will encourage drivers to make last minute diversions from their route. The plans for these roads will significantly increase risk of collisions and injuries, and I'm certain the School Streets scheme will be a factor in the collisions that result.</p> <p>2) The scheme fails to consider the decision in <i>Bladon v Westminster City Council</i>, especially regarding unusual and experimental traffic schemes. The School Streets schemes are unusual and experimental. The just-over-statutory-minimum approach is obviously not working otherwise there wouldn't be so many fines. Further the proposed School Streets signs are insufficient in terms of size of font and graphics, have far too much detail to be read in a manner that permits careful driving, - drivers will have to stop and read them to understand the detail- are extremely confusing particularly regarding when they apply, require a knowledge of numerous school term dates, and are too small in size, too insufficient in number, placed around too much street clutter, may be hidden by buses, and placed in the wrong locations, and fail to use painted warnings on the roads, so drivers are likely to fail to notice them. This will be dangerous particularly at the junctions of both Wightman Road and Green Lanes, and will encourage drivers to take evasive manoeuvres that will cause danger to pedestrians and other motor vehicles as well as congestion.</p> <p>3) Every fine issued, and ever pound collected by the authority on other School Streets is a measure of the failure of School Streets in their purported objective to stop vehicles travelling up the roads concerned. The true objective of the council's plans is to raise revenue. 70% of penalties were from vehicles not registered in Haringey. That stat alone shows that statutory minimum signage is not working.</p> <p>4) The consultation process has been biased and insufficient. It has been focused on parents attending the school - the vast majority are not affected by the scheme. The self-employed delivery drivers have not been notified about the scheme and are unaware of the plans. The delivery companies are not employers of the delivery drivers, and they do not represent or take responsibility for the self-employed delivery drivers. This is a significant failure of the consultation process. Unions such as the GMB, The App Drivers and Couriers Union and individual self-employed delivery drivers should have been consulted.</p> <p>5) The case for the reduction of pollution is not made out by the Council's research. The assessment of the reduction in pollution was done during the pandemic when traffic was vastly reduced. Moreover, the congestion that will be caused by the scheme will increase pollution on other roads nearby, so the scheme will be entirely counter productive. It is notable that low emission vehicles are not given any exemptions, so the scheme does not promote the reduction of pollution.</p> <p>6) Deliveries will fail to be delivered to residents, either going to collection hubs or not being delivered at all. This will increase the number of journeys for residents - particularly for larger items - thus impacting the use of the roads.</p>
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South Haringay Primary SS40 & 41	Object	<p>As a resident of xxb Wightman Road (opposite the end of Mattison Road and Pemberton Road on the opposite side) the proposals have not adequately considered the function of a one way traffic system that is in place in the ladder.</p> <p>My partner and I RELY on Mattison and Pemberton to safely unload our small toddler from our car given the dangers associated with traffic on Wightman Road.</p> <p>If this order is put in place, we would not adequately be able to park our permitted car in the bays safest for us - therefore this proposal puts us at adverse danger and let that be clear given the distance from the school to the end of Wightman Road -</p> <p>I cannot stress highly enough that the red line MUST be extended to properties that surround these two streets as my resident permit that I PAY FOR in GLA CPZ means these streets are safest for my family. This currently is a short sighted solution that does not consider the full impact of a one way street system and neighbouring properties.</p>
South Haringay Primary SS40 & 41	Object	<p>Good evening, I write to support the objection I have made on the consultation portal as I want this to be heard.</p> <p>As a resident of xxb Wightman Road (directly opposite both potential SS zones) I believe the proposals poorly consider the impact of a one way traffic system that exists on the ladder at present.</p> <p>My partner and I use both Mattison and Pemberton Road to SAFELY get our small toddler out of the car as Wightman Road is often busy to the point of dangerous, let alone speeding traffic.</p> <p>If the red line exclusion zone is not adequately extended to properties that are directly impacted by this i.e. mine, it will impact our safety significantly. The distance between the school entrance and exit is significant to the end of the street and therefore the impact is negligible in my opinion on safety, and I say that as a father.</p> <p>I wholeheartedly believe your system is flawed at present and the exemption boundary MUST be reconsidered.</p> <p>Business. London EC1V</p>
South Haringay Primary SS40 & 41	Object	<p>I'm concerned there seems to be no provision for residents to authorise deliveries, tradespeople or guests during operational hours. Is that correct? Can a penalty fine be retracted if a resident confirmed the driver was a genuine visitor?</p>

South Haringay Primary SS40 & 41	Object	<p>I feel the school street is unnecessary - there is not a problem with additional traffic in the mornings or afternoons.</p> <p>Furthermore it will place an unacceptable loss of access for authorised deliveries and visitors during operational hours.</p> <p>If approved, please can there be a way that residents can authorise exemption for deliveries and guests?</p>
South Haringay Primary SS40 & 41	Object	<p>I live in the road and see no issues around traffic at any time regardless of school opening and closing times. I have never seen any evidence of traffic incidents in the road so would like to see why safety is a factor. Similarly by closing the road there is likely to be more traffic, pollution and safety issues caused at either end of the road in Wightman Road and green lanes during school drop off time. How will this be mitigated? This is likely to cause more safety and congestion issues than it solves. In addition there will be:</p> <ul style="list-style-type: none"> <li>• More restrictions placed on residents</li> <li>• More admin &amp; form filling for residents</li> <li>• Disruption, denial of service &amp; fines caused to Friends &amp; Family Visitors, Deliveries, Amazon/Deliveroo, Uber &amp; Taxis, Carers, cleaners &amp; home help</li> </ul> <p>If safety was truly the priority, far more effective, cheaper &amp; respectful ways can achieve it through:</p> <ul style="list-style-type: none"> <li>• Temporary removable barriers</li> <li>• Deploying lollipop sign personnel</li> <li>• Civil Enforcement Officers</li> </ul> <p>I see little to no evidence of the problems this is trying to solve and without that I see this as little more than a money making scheme that will cause more detriment to the residents of the road than it would help.</p>
South Haringay Primary SS40 & 41	Object	<p>Object to the use of cameras to enforce with automatic PCNs.</p> <p>1) If this is not also income generating venture then physical barriers e.g mobile flower troughs could be used instead of cameras - this will prevent entry to the designated roads for the required time. These can be moved by street enforcement officers.</p> <p>2) What about deliveries ? Will these companies be fined?</p> <p>3) Knock on consequences for other ladder roads</p> <p>4) There should be an initial grace period and also if first time offence - any fines should be waived as driver will be unaware - and reading the plethora of signs at these junctions is dangerous.</p>
South Haringay Primary SS40 & 41	Object	<p>Proposed changes are wholly unnecessary. Safety of school children is already high as most of them walk to and from school along existing pedestrian routes with designated crossings and high visibility whilst under adult supervision. Restrictions would limit accessibility for residents with reduced mobility and reliance on carers, which is the far greater need in this scenario.</p>
South Haringay Primary SS40 & 41	Object	<p>There are ongoing concerns about high cut through traffic on Warham Rd. Traffic volume, noise cause disturbance, increased pollution as well as cracks to our homes. If Mattison Rd is closed drivers will seek alternative routes and as Warham is the next Rd along offering routes from Green Lanes to Wightman, it means Warham Rd residents will have to deal with the impact of increased volume of traffic. We have a very small number of pupils at South Haringay School and we're being asked to make even more personal sacrifices with no gains for the residents of Warham Rd</p>

South Harringay Primary SS40 & 41	Object	There is already a large amount of traffic within the area due to the LTNs, this is simply going to concentrate the in a single area which isn't fair on other residents. The traffic on Pemberton/ Mattison road isn't high in my opinion to implement the rule. Nearly all the drivers I encounter when crossing are pleasant and understanding when I'm walking with my child to school.
South Harringay Primary SS40 & 41	Object	<p>Won't improve anything. There will be more traffic on the other ladder roads so what is the point? Actually it might be even worse because there will be more traffic on the other roads where children also live, and they also walk to the school from there. Or you thought children only live on Mattison Road and Pemberton Road?</p> <p>Have any of you saw the crossings on the other ladder roads? Bushes/trees blocking the view. If you want safer environment for children maybe you should start there.</p> <p>What about permits for residents who lives on Wightman Road, just end of Mattison Road? I am not talking about driving through Mattison Road but to find a space on a ladder road to park. Since you changed the road layout on Wightman Road it's very difficult to find a space and have to use the ladder road(s) to park.</p>
South Harringay Primary SS40 & 41	Object	<p>DUPLICATE Won't improve anything. There will be more traffic on the other ladder roads so what is the point?</p> <p>Actually it might be even worse because there will be more traffic on the other roads where children also live and they also walk to the school from there. Or you thought children only live on Mattison Road and Pemberton Road?</p> <p>Have any of you saw the crossings on the other ladder roads? Bushes/trees blocking the view. If you want safer environment for children maybe you should start there.</p> <p>What about permits for residents who lives on Wightman Road, just end of Mattison Road/Pemberton Road? I am not talking about driving through Mattison Road/Pemberton Road but to find a space on a ladder road to park. Since you changed the road layout on Wightman Road it's very difficult to find a space and have to use the ladder road(s) to park.</p>
South Harringay Primary SS40 & 41	Object	
South Harringay Primary SS40 & 41	Object	
South Harringay Primary SS40 & 41	Object	
South Harringay Primary SS40 & 41	Object	Don't do this. I will not be able to go to work, as I do shift work at different times. I strongly object to this SS
South Harringay Primary SS40 & 41	Object	Expand the zone of permit-eligible houses to include Warham Rd. Warham rd. traffic will otherwise be funnelled through Duckett or Hewitt roads. I'm all for a school zone but this really screw us the residents of Warham Rd, as not only will we experience more traffic (because of SS40), but it will also mean that residents are funnelled through other local roads.

South Harringay Primary SS40 & 41	Object	Stop trying to put up more cameras - and stop fining the residents. Stop creating more of these crackpot schemes - I will never vote Labour again.
South Harringay Primary SS40 & 41	Object	The SS is not necessary. There are no traffic problems in the mornings or afternoons. If this is approved, there MUST be a way that residents can have deliveries and visitors at their houses.
South Harringay Primary SS40 & 41	Object	This is just another revenue-raising scheme. It will simply displace traffic to other roads and create more danger by forcing children and parents into unsafe situations
South Harringay Primary SS40 & 41	Object	This will make parking outside my house even more difficult than it is now. It will also make it more difficult for residents of Warham Rd to access their houses when coming from Wightman Road. Surely there must be a more holistic approach to diverting traffic away from the area; as Wightman and Warham roads are very bad traffic cut through routes already.
South Harringay Primary SS40 & 41	Object	Warham Rd has a high volume of cut-through traffic. If Mattison Rd is closed, it will impact adversely on Warham Rd., because traffic going from Green Lanes to Wightman Rd will use Warham instead. Just sort out the Warham problem (which has been going on for years), and only then put in new measures.
South Harringay Primary SS40 & 41	Object	Will cause more traffic in the neighbouring roads. This scheme is NOT NEEDED
South Harringay Primary SS40 & 41	Object	You the politicians just want Money Money Money Money!
South Harringay Primary SS40 & 41	Object	Your traffic orders need to be reviewed in regard to tradespeople, couriers, and delivery drivers providing services to residents of Mattison Road. (Work from home is problematic with the SS restriction).
South Harringay Primary SS40 & 41	Other view	Nearly all the families walk to the school. We go up and down the passage every day, and there is an issue there in terms of safety (junkies smoking and selling) and state of the passage (dump and dog poo). I do not think we have a traffic issue on these roads. It will only cause confusion on green lanes and Whitman. I would use the resources to improve the passage, honestly.
South Harringay Primary SS40 & 41	Other view	Perhaps consider not housing drunk and violent people so close to the school. Just a thought!!!!
South Harringay Primary SS40 & 41	Other view	I'm not against the idea in principal as long as exemptions for driving include those who live on nearby streets. As you know, parking here is difficult and I, along with many others, frequently need to drive and park on the next road over (Pemberton, Duckett). So, anyone living on Wightman between nos.55 and 135 needs including.
South Harringay Primary SS40 & 41	Other view	Please also make Pemberton a school street. It has school entrances, and many cars use it as a cut through down to Green Lanes. Both Mattisson and Pemberton should be SS otherwise the scheme has no benefits. If it's just Mattisson Rd., then give the exemption to Pemberton Rd residents too.
South Harringay Primary SS40 & 41	Other view	Why not enforce using existing parking restrictions? Deliveries / services, and workmen will need access during the operating periods and residents should be able to authorise this easily and quickly. Displacement parkign is a knock on effect for nearby roads. Cars will park on these roads - incl Dockets. The cost is ludicrously expensive, and far more urgent work should be prioritised - including the disgraceful state of the pavement on Mattison Rd.

South Harringay Primary SS40 & 41	Support	As a parent at the school I'd like my child to have as clean an environment as possible
South Harringay Primary SS40 & 41	Support	As a parent of a South Harringay School student, this proposal makes sense to me to enhance the safety/wellbeing of our students, both from a road safety perspective as well as air quality. Investing in their wellbeing now pays off in the future for all of society.
South Harringay Primary SS40 & 41	Support	As both a homeowner of 3 properties on Pemberton Road, and parent of children going at South Harringay School, I fully support the scheme subject to adequate exemptions being granted to residents.
South Harringay Primary SS40 & 41	Support	I fully support the schools street proposals, which are proportionate and will be effective in promoting safer active travel to South Harringay. My daughter could start at this school in the next year, and I would be very pleased if these plans are in place by then.
South Harringay Primary SS40 & 41	Support	I support this initiative. I am responding as my children attend South Harringay School. However, ongoing review is needed on how much this impacts adjacent streets and/or whether this pushes the problem of parents dropping their kids using cars into the adjacent streets.
South Harringay Primary SS40 & 41	Support	I support this school street as my daughter attends this school and I have seen firsthand how some people with cars do not car and carry on driving instead of stopping to allow the kids to get to school or home. It would make me have peace of mind sending my child to school knowing she can cross the road safely.
South Harringay Primary SS40 & 41	Support	My children attend/ed this school. It is vital to have this scheme in place. It is coming far too late as my daughter has left the school. It is vital to protect the children from traffic fumes and the dangers in road crossing that the huge amount of traffic bring to the area. Pemberton Road has been used as a Green Lanes cut through for years and there is often significant traffic in the afternoon bring huge jams and awful pollution. There is also a ridiculous issue with parents engine idling and blocking fire exits.
South Harringay Primary SS40 & 41	Support	My children walk to this school. Walking along the Harringay Passage to schools as safe as possible should be a priority - I think there are nearly a thousand children attending North and South Harringay schools and they all need a safe and healthy route to school. Sometimes cars park on the zigzags or they go by super-fast when children are waiting to cross. It is easy to see how a child could be hit.  As a separate note, would it make sense for all ladder roads to have a pedestrian crossing at the passage?
South Harringay Primary SS40 & 41	Support	My son attends the school and any reduction in traffic to improve safety and reduce pollution would be welcomed.
South Harringay Primary SS40 & 41	Support	Strongly in favour of this - I live locally and keen on allowing my daughter to walk to school, but concerned about letting her do so given the busy rat run traffic.
South Harringay Primary SS40 & 41	Support	The road is very busy and unsafe for my children who are at South Harringay School. Especially when thinking about letting my daughter walk home I worry about how drivers just want to get through the street (it is used as a rat run) and do not give way for pedestrians.
South Harringay Primary SS40 & 41	Support	Cars often park illegally, on yellow zigzags. It becomes dangerous for our children to get into school with traffic moving off and not obeying traffic laws.

South Harringay Primary SS40 & 41	Support	I support the proposal but would recommend further consideration on the timings. School ends at 3:30, and there is occasionally a delay. The afternoon window should be extended, or it should start later. Additionally, there are before and after school clubs, usually 8am start and 4:30 finish. Children who may be accustomed to the reduced traffic during School Streets time may be at particular / increased risk if the hours do not accommodate these clubs, which are popular.
South Harringay Primary SS40 & 41	Support	I think the streets around school should be closed around drop off and pick up times for safety. The vast majority of families walk to school or take public transport. Visibility can be difficult, because of large numbers of people and cars, and young children especially are at risk. Also pollution is a big problem and children should be shielded from this at school.
South Harringay Primary SS40 & 41	Support	Our children have a right to clean air, and we have a duty to protect them from the harmful effects of pollution, regardless of the inconvenience to any and all drivers affected by the changes.
Stroud Green SS39	Support	Great idea but how about extending the hours?
Stroud Green SS39	Support	I feel it's very important to have a school street for Stroud Green to ensure the safety of local children travelling to and from school
Stroud Green SS39	Support	I fully support the implementation of a school street system near Stroud Green school as there have been multiple near misses with children nearly being hit by speeding drivers.
Stroud Green SS39	Support	I welcome this pause in traffic surrounding the school & nursery however my family does not believe this to be sufficient to protect the health of the children. Unfortunately the school & nursery are literally surrounded by the roads with no green buffering zone whatsoever. Ideally the surrounding streets should be entirely pedestrianised to protect the children's lungs & health from future chronic diseases & cancers. As recognised by the WHO, air pollution is now the biggest killer worldwide. We need to act now!  Please consider closing the roads to traffic, alternative incremental options to improve current proposals would be to close the roads during children's outdoor/break hours (in addition to drop off/pick up), or better still for the entire duration of school hours. They are 3 tiny minor streets with loads of alternative optional routes for cars, closing them is insignificant compared to the benefit for children's health that would result. Soo if this in addition to significantly decreasing risks from RTA & encouraging active travel. Thank you for tackling this! 🙏
Stroud Green SS39	Support	My children cycle to school, this will massively improve their safety. There is too much school related traffic in the morning and afternoons.

Stroud Green SS39	Support	<p>Subject: Supporting School Streets Proposal and Urging Inclusion of Scarborough Road and Carlisle Road for Enhanced Safety</p> <p>I am writing to express my support for the School Streets proposal aimed at improving safety and reducing congestion around our schools. The initiative's focus on prioritising pedestrians and cyclists during school hours is commendable and aligns with the community's need for safer environments for our children. However, I urge the council to consider extending the scope of this initiative to include Scarborough Road and Carlisle Road, specifically addressing the pressing safety concerns associated with these areas. The inclusion of these roads is crucial due to their significance as access routes, particularly utilising the art block side entrance to Parkland Walk.</p> <p>Failure to incorporate Scarborough Road and Carlisle Road into the School Streets plan could result in increased traffic congestion and pose substantial risks to the safety of our children. Parents relying on cars may resort to parking on these roads to enable their children to access the art block route, thereby escalating the dangers of accidents, especially for younger children manoeuvring between parked vehicles.</p> <p>Scarborough and Carlisle Roads are both dead-end streets. Navigating these narrow streets, particularly with Scarborough Road serving as an access route, significantly amplifies potential risks. It is imperative to incorporate these roads into the School Streets initiative. Doing so will ensure a safer passage for children accessing the art block side entrance to Parkland Walk. This inclusion will help mitigate the hazards associated with congested and confined spaces.</p> <p>I firmly believe that by extending the School Streets program to include Scarborough Road and Carlisle Road, we can reinforce the safety measures around our schools comprehensively. This extension aligns with the core objectives of the initiative, enhancing the safety and well-being of our children while promoting alternative, active modes of transportation.</p> <p>I urge the council to consider these additional measures to fortify the overall effectiveness of the School Streets proposal and safeguard the welfare of our young residents.</p>
Stroud Green SS39	Support	Support
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Stroud Green SS39	Support	
Stroud Green SS39	Support	
Stroud Green SS39	Support	<p>A very good idea - I hope it works. 1. Please ensure signs are very clear so that people know about the scheme. 2. Take the opportunity to redesign the contra-flow cycle lane, as it puts car drivers and cyclists into conflict. Cyclists go too fast and are at real risk of injury from car doors opening as they go past.. I don't own a car, so have no personal interest.</p>



Stroud Green SS39	Support	Additional secure bike hangars and street secure 'D' hoops needed. Action is needed as well as vigilance, with the daily drug dealing on the street. You also need to be aware of the extend of traffic displacement and congestion to surrounding streets
Stroud Green SS39	Support	Great idea. I would support any similar ideas that would reduce the local traffic and pollution.
Stroud Green SS39	Support	I support but with some reservations. As my road is one-way, it means I cannot have any deliveries during restricted times - including Royal Mail? The access issue could impact the vulnerable and those with mobility issues. I assume also that taxis would not have access.
Stroud Green SS39	Support	I would love my daughter to cycle to school but all children there are 5 - 10 and large cars are parked illegally in the middle of the road, so it's not safe for her to have to cycle around them.
Stroud Green SS39	Support	I'd like to see more of this to make it easier and safer for children to walk and cycle to school; and also to reduce the impact of air pollution during the school day. It is important to make structural changes to discourage children being driven to school; as that is unnecessary and not good for their health.
Stroud Green SS39	Support	It would be good to have a safe crossing on Woodstock Rd for the school children going to the Park.
Stroud Green SS39	Support	Please reject the motoring lobby objection to this wonderful proposal. We all must transition away from personal car use to active travel and public transport - for the benefit of ALL
Stroud Green SS39	Support	Some provision should be made for when someone needs a taxi urgently during the restricted hours
Stroud Green SS39	Support	The road in between the pub and the school (the junction of Perth and Ennis roads used to be two-way but is now one-way) now has two exits with an island. The section between the pub and the island should be pedestrianised so it's safer for children crossing the road and customers exiting the pub
Stroud Green SS39	Support	This doesn't go far enough. The area should be LTN.
Stroud Green SS39	Support	Very Pro! // / Please extend the enforcement hours to 8 - 9.30 and 2.45 - 5pm
Stroud Green SS39	Support	We support any restrictions of car use in the area which enables more space for cycling and walking
Stroud Green SS39	Object	
Stroud Green SS39	Object	Dear Sir/Madam, I object to this proposal on the grounds that Ennis Road and Woodstock Road are both quiet roads and there are no safety problems for students at Stroud Green School.  The existing situation is entirely appropriate and there is no need to impose proposed plan SS39. It is not going to enhance the safety of students and is a waste of council money and resources.  Ennis Road London N4

Stroud Green SS39	Object	<p>Dear Sirs, Re School Street SS39 Stroud Green Consultation</p> <p>As a resident of Woodstock Road I am writing to register my strong objection to the proposed School Street SS39, for the following reasons:-</p> <ol style="list-style-type: none"> <li>1. The difficulties it will cause residents for receiving deliveries, access to taxis and having trades people arrive during the proposed restricted hours.</li> <li>2. That it will have minimal effect on emissions and air quality, especially for the school children who are outside beside the road for a much longer period during playtimes (not during restricted hours) than during school arrival and collections.</li> <li>3. That your signage scheme is discrete and will be missed by many motorists, so many will be fined and will perceive this scheme entirely as a money-making exercise by yourselves.</li> <li>4. That it does very little to prevent the constant rat-running of traffic from Stroud Green Road and Upper Tollington Park, the primary cause of the issues you wish to resolve.</li> </ol> <p>I propose instead that you block the flow of motorised vehicles between Perth Road and Oxford Road, so creating two cul-de-sacs of Woodstock Road/Perth Road and Oxford Road/Florence Road. This would vastly reduce the traffic on the street (making a much safer environment for the school children) whilst also improving the environment for the residents of the area without inconveniencing them. I request that you do not go ahead with the SS39 plan and instead consider my above proposal.</p>
Stroud Green SS39	Object	<p>I do not agree with the proposal as I don't see the point really as how much pollution is really being caused stopping a few cars coming up a couple of roads it will just cause more pollution on the main stroud green road. Also there are students at the school coming from as far as Edmonton as have been placed in temporary accommodation and do not want to disrupt kids education by taking them out so have to drive and obviously will not be able to park anywhere around as it is not free parking. Also consider people with disabilities who have to travel by transport to get to school and with illnesses who don't want to risk getting germs from on public transport. This really is just a money making scheme for motorists from my point of view to make motorists pay for more fines.</p> <p>I hope you will consider my views whilst making your decision. Thankyou</p>
Stroud Green SS39	Object	<p>I do not find the traffic to be significant or disruptive and am concerned that this will just have a knock on effect or pushing the traffic and congestion elsewhere around Stroud Green and disturbing local deliveries .</p>

<p>Stroud Green SS39</p>	<p>Object</p>	<p>In my opinion (as a resident who lives on Woodstock Road near to the school), the negatives of this proposed School Street outweigh the positives. I am not in favour of the proposal.</p> <p>With the existing one way systems on Florence Road, Oxford Road and Ennis Road, the proposed School Street roads are already fairly quiet much of the time, and even during school run times the traffic issues are not excessive. Many parents/guardians will still drive their children to school, and I believe these proposals would simply force more traffic onto the sections of Upper Tollington Park and Stroud Green Road that surround the proposed School Streets (as well as other nearby streets). If it has not been done already, I would encourage the council to monitor the existing traffic on these sections of Upper Tollington Park and Stroud Green Road during 08:15-09:15 am and 2:45-3:45 pm, and consider if you feel that these roads have capacity to absorb the traffic increase that this School Street would bring during those times. As a local who has to drive for work, I see these sections of road jammed with traffic at all times of day, let alone the busier times that these proposals would affect. So I question if the surrounding roads do have the capacity to take the extra traffic.</p> <p>Rolling out LTNs and School Streets both locally and all across London seems to be in fashion at the moment. However, the effect of these schemes over the last 2 years has been crippling on local people's ability to get around (I am a key worker with a van – I don't choose to drive, I have to drive). If these schemes continue to be rolled out at the pace they have been, I believe that a point will soon be reached where the main roads simply cannot accept any more traffic being diverted from side roads, and the main roads will cease to be viable ways to get anywhere.</p> <p>I don't feel that the leaflet presented to local residents gave much of a balanced position with regards to potential negatives of the proposed scheme. Also, some of the positive points put forward have significant counter arguments. For example, on the pollution issue – the area is now in the ULEZ zone, we are strongly trending towards more electric/hybrid vehicles on the road, and emission standards for modern petrol and diesel vehicles are much improved compared to the past. Aside from the fact that there is a school on Woodstock Road, I would be keen to know what is driving the push for this particular School Street. I feel that this decision needs to be data driven, and that the council should be able to provide supporting data if it is pushed through. By this I mean data to support the proposed benefits the council put forward in its leaflet with regard to: Air quality, safety, congestion, and parking problems. How do the current numbers for each of these compare to accepted standards/limits, and how much of an improvement would a School Street be expected to bring?</p> <p>I am not against all School Streets and LTNs. However, I think that careful consideration needs to be given to the appropriateness of each. I am sorry to say that for the reasons I mention above (and many more), I do not believe that this particular one would be beneficial.</p> <p>I took a look through the information posted at <a href="https://shorturl.at/cjrxX">https://shorturl.at/cjrxX</a>. In the 14 pages of report plus 134 pages of appendix material A-D, I did not see much in the way of data to support the need for this particular school street. The opinions collected from questionnaires are marginally more in favour of the school street than against, but is this not to be expected when the council sends consultation leaflets through peoples doors that are so biased towards the perceived benefits and mention nothing of potential drawbacks? Indeed, given that that the amount of votes</p>
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		<p>against is so high despite these biased leaflets – do you not feel that this tells you something very important?</p> <p>On page 37 of appendix A I see some N02 data from 2016. But this data is old, N02 levels have been trending downward since this time, and there is no context given in terms of what benefit a school street may bring to N02 levels. On page 59 of appendix A there are a few lines of text about a Sustrans Engagement board that was run on 07 December. However, I assume the wording on the engagement board was similarly biased as the consultation leaflets posted through our doors, and even still I noted that there were some concerns from people about pushing problems into other areas (which are very valid concerns).</p> <p>So where is the real data that justifies the need for this specific school street please? And by real data - I mean data that is not just people's opinions? Where is the data on traffic, safety, and pollution? Where is the data to show what consideration has been given to how local roads will be affected by the additional traffic that will be pushed onto them? The information that has been presented so far in the above near 150 pages of report is, in my opinion: Weak, vague, incomplete, and skewed by biased information that has been presented to the public. It is simply not sufficient to justify the implementation of this particular school street.</p>
Stroud Green SS39	Object	It isn't necessary, if it's not broken it doesn't require fixing. My son attends the school and there has been no issue with getting the children securely in or out of the school
Stroud Green SS39	Object	This is so inconsiderate as I use these roads every day to get to work and drop off my children at school. We will now be running late every day and will be very difficult to get all kids to different schools on time

<p>Stroud Green SS39</p>	<p>Object</p>	<p>Subject: Concerns Regarding School Street Implementation on Ennis Road and Perth Road</p> <p>I hope this email finds you well. I am writing to express my strong opposition to the proposed implementation of school streets on Ennis Road and Perth Road. While I understand the intention behind this initiative, I believe it would have several negative consequences and may not be the most effective solution for ensuring the safety of our students.</p> <p>First and foremost, implementing school streets on Ennis Road and Perth Road would significantly disrupt the daily lives of residents and commuters in the area. These roads serve as vital arteries for local traffic, and restricting access during certain hours would create unnecessary congestion and inconvenience for residents, businesses, and visitors. It is important to consider the broader impact on the community before implementing such measures.</p> <p>Furthermore, I would like to bring to your attention an additional concern specific to the residents of Ennis Road and Perth Road. Many of us rely on parking permits that restrict us to these streets. Implementing school streets would effectively eliminate our ability to avoid the restrictions during the designated hours. This would create a significant inconvenience for residents who need to park their vehicles in the vicinity of their homes or businesses.</p> <p>Additionally, the proposed school streets may not effectively address the safety concerns they aim to address. While reducing traffic near schools is a valid goal, it is crucial to explore alternative approaches that do not compromise the convenience and mobility of the entire neighbourhood. Enhancing existing traffic calming measures, such as speed bumps, crosswalks, and increased signage, could be more efficient and less disruptive to the community.</p> <p>Moreover, implementing school streets without comprehensive planning and consultation with all stakeholders could lead to unintended consequences. It is essential to involve local residents, businesses, parents, and relevant community organizations in the decision-making process. Their input and insights can provide valuable perspectives and help identify alternative solutions that prioritize safety while minimizing disruption.</p> <p>I would like to suggest exploring alternative strategies to enhance student safety in the vicinity of schools. For instance, increasing the presence of crossing guards during peak school hours, promoting educational campaigns on road safety, and improving infrastructure such as sidewalks and bike lanes could be more effective in creating a safer environment for our students.</p> <p>In conclusion, I respectfully urge you to reconsider the implementation of school streets on Ennis Road and Perth Road. While the safety of our children is of utmost importance, we should strive to find solutions that do not disproportionately inconvenience the wider community. By engaging in a more inclusive and comprehensive planning process, we can work towards a safer environment for everyone without compromising the daily lives of residents and commuters.</p> <p>Thank you for considering my concerns. I would appreciate the opportunity to discuss this matter further and contribute to finding a solution that benefits all stakeholders. Please feel free to reach out to me at your convenience.</p> <p>Stroud Green Road N4</p>
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Stroud Green SS39	Object	<p>DUPLICATE I am writing to object to the proposed changes outlined by the council for school roads. Whilst I understand the benefits that a low traffic and clean air zone would bring to the immediate area outside of the school. Ultimately, this is a wider, regional problem, which is being tackled by TfL and the Mayor for London with the expansion of the ULEZ zone. These proposed changes by the council to restrict the movement of cars outside the school during certain times of the day will only compound traffic in the local area and move the problem elsewhere, whilst complicating travel for many across the school and borough.</p> <p>Additionally, Staff at the school are concerned about the impact to children's punctuality and attendance - we have many children living and travelling into school, from outside the borough and these changes would impact on them the most. Due to a shortfall in Government funding and Haringey council rehousing and moving many families on social housing to cheaper, more affordable housing outside of the borough - this has led to more families with ties to the school having to travel in. Ultimately, a reduction in the numbers of children attending school would compound these changes and further escalate recruitment and funding problems across the school in the near future. With numbers on roll potentially falling and recruitment becoming increasingly acute as a consequence, will Haringey Council step in to fund any short fall or take responsibility for any future redundancies because of their actions to implement school roads across the borough?</p> <p>Finally, being an active rider, I approached the council to improve the cycle to work scheme, as well as open the scheme up to include electric bikes. I was hoping to purchase an electric cargo bike to transport my two daughters to school and from school, but the council cannot / will not improve their package - this could result in me having to purchase a car, thus adding to the pollution of the local area. The council should be actively supporting alternative means of travel and helping staff to make the switch from car to bike.</p> <p>Before the Council implements such actions, they should really engage with the local community, teaching staff from all schools and have drop in centres at each school site with a range of translators to communicate and engage with non-native English speakers about these changes and not rely upon a notifications on lampposts which could go amiss.</p> <p>I feel that this process has not been truly representative to all nor accessible - more should have been done to engage with all in the wider community.</p>
Stroud Green SS39	Object	<p>Until recently, I lived in Woodstock Road and traffic was never an issue, so I don't see the need to make this a school street. We saw our old neighbours last week who are of the same opinion. We take our daughter to Stroud Green School every day on foot but every other Thursday her grandparents, who have accessibility issues, come to pick her up by car, so this would make it incredibly difficult for them to see their granddaughter and support us with childcare. I would much prefer that the council invested their time in dealing with the antisocial behaviour and drugs problems that are regularly occurring on both Woodstock and Ennis Road, which frankly are much more disturbing for my child to see than a couple of parked cars.</p>
Stroud Green SS39	Object	
Stroud Green SS39	Object	

Stroud Green SS39	Object	I suggest you abandon this project because the neighbouring roads are not busy and do not pose a significant safety risk to children. You are just going to waste money, and the idea that childhood obesity will be helped by this scheme is just not credible; because any additional exercise will be minimal with no impact on health.
Stroud Green SS39	Object	In theory I would support it, but - as a resident - I feel there is not the evidence needed to indicate there is a problem. I worry that the road / parking rules are already very complicated, and drivers will inadvertently receive PCNs or not be aware. You may get lots of children dropped off near busy junctions instead. Will the parking tickets revenue be invested in the streets impacted by the SS?
Stroud Green SS39	Object	Inappropriate for Ennis Rd. Businesses will suffer. There are no traffic problems in the road and it's quite safe to walk. This consultation is a waste of time.
Stroud Green SS39	Object	My suggestion is not to go ahead with this SS. The surrounding roads are not that busy, and the school is not on a main road. What do you advise delivery drivers and other service calls to do when the surrounding areas are closed?
Stroud Green SS39	Object	Perth Rd used to be a fast through road for cars avoiding jams on Stroud Green / Seven Sisters. Residents-only parking on this road has made a great positive difference. The main problem now is the cars dropping off children at school. Otherwise, the road is now quiet with little traffic. Come and check it out. I am now old and have lived here for around 30 years.
Stroud Green SS39	Object	Please leave us alone. This constant coming up with unnecessary road enforcements to make money off people. This will affect deliveries and services as well as personal matters.
Stroud Green SS39	Object	PLEASE recognise the need for residents to have full 24/7 access by visitors, tradespeople, deliveries, carers, taxis etc. PLEASE DON'T make our lives more difficult, and please don't penalise residents.
Stroud Green SS39	Object	School periods don't pose any problem for us as long-time residents. No restrictions are needed
Stroud Green SS39	Object	Simply unnecessary
Stroud Green SS39	Object	The current CPZ parkign works very well and in my view, no further restrictions are needed. The road is one-way only and there is very little traffic. We have not seen any increase in traffic at school start and finish times
Stroud Green SS39	Object	There is no traffic issue in this area. The SS will just trap and fine unsuspecting motorists
Stroud Green SS39	Object	This will cause more traffic displacement congestion which will lead to increased emissions. The area already has too many roadworks, so when this starts it will be chaos.
Stroud Green SS39	Object	This will displace school traffic to other roads thereby increasing congestion there. There is also no provision to suspend SS operating hours during school and public holidays. My view is that the same traffic build ups will be shifted to different roads and that residents will be fined on days when no enforcement is required.
Stroud Green SS39	Object	ve to locals and services. This is not a busy road
Stroud Green SS39	Object	You are just pushing this through, and I don't believe you have any intention of taking residents' views into account. The same way you went ahead with the extension of concerts in Finsbury Park without any public consultation. This SS proposal is just an income generation exercise for Haringey: a sickening, woke, useless council

<p>Stroud Green SS39</p>	<p>Other view</p>	<p>Please excuse me: I realise my drafting was ambiguous and have made two corrections marked ** below.</p> <p>Dear team, Please excuse me emailing from work, I'm writing in a personal capacity.</p> <p>I'm a long-term Perth Road resident who cycles to work every day and have two children who go to Stroud Green primary school. I object to proposed Order 2023-T10 and have two questions/suggestions.</p> <p>Objection</p> <p>I would prefer tradespeople to be able to visit and/or make deliveries without restriction, and am concerned that if access to my street is hindered I will not be able to get reliable services, and have to make more journeys myself.</p> <p>Given a) extensive and growing central and local government policy measures to reduce car use, such that people are **only** using cars and vans **when** they have to, and b) your tight resources, restrictions must have clear benefits. In this particular context I think the potential benefits are marginal at best and counterproductive at worst:</p> <ul style="list-style-type: none"> <li>* Road safety: these are very wide streets with excellent visibility, with a well-designed crossing on Perth Road. Removing cars at school times would make a marginal difference to general safety and zero difference to our decision for the kids to cycle to secondary schools because other roads will always be more challenging/determinative.</li> <li>* Traffic and environment: closing roads pushes traffic onto others, increasing congestion by reducing capacity. Increasing congestion increases pollution, and keeping it one street away is not enough to make a difference.</li> </ul> <p>I would rather the funds/staff time was spent improving crossings or the road surfaces/quality of bike lanes which to me would better tackle the issues.</p> <p>Questions</p> <ul style="list-style-type: none"> <li>* If this is a school street project would/could it be limited to term time?</li> <li>* Could residents be able to book tradespeople in to visit?</li> </ul> <p>Thank you for your consideration. Kind regards, Perth Road, London, N4</p>
<p>Stroud Green SS39</p>	<p>Other view</p>	<p>Additional information on our response sent on the 24th Nov2023.</p> <p>Please note Atlas Property of Stroud Green Road London N4 3EN has been using Perth Road N4 to park our vehicles at various times during the day for the past 34 years and we would like you to favourably consider our request so that we can continue using Perth Road to facilitate our deliveries from our office to various properties within the Borough of Haringey.</p>



Stroud Green SS39	Other view	<p>Dear Ann Cunningham &amp; team</p> <p>Writing to comment on the introduction of a school street zone SS39. First of all I'd like to say that I am generally in favour of School Streets.</p> <p>I live at xxxb Upper Tollington Park, N4, am disabled, have a blue badge and a concessionary parking permit holder. On your stated list for permits to access during the restricted times you list blue badge holders who live out of the zone but need a essential access. Would that apply to me? This is a route I regularly need to use once or twice a week to access shops on Stroud Green Road, which I have to drive to. The School Street restrictions would mean me having to do a dangerous U-turn on Stroud Green Road to return. I generally try to avoid this route when the school is opening and closing, but occasionally it can't be avoided. If in the current plans someone like me would not have access I would petition you to consider allowing it. There would be very few people like me, so it would not have much impact on the school Street, but it would make my already rusticate life in London easier.</p>
Stroud Green SS39	Other view	<p>Hi Traffic Orders team, I am emailing with regards to the proposed School Street area around Stroud Green school. We are very much in support of it however I am email with regards to the boundary line.</p> <p>We live at xx Upper Tollington Park which is just outside the boundary by one house. Due to the fact we have no direct parking outside our house we often park on the part of Florence Road which is within the proposed school street area. Parking here is easier and safer for us with the children as Upper Tollington Park is very busy, and we often cannot park close to our house.</p> <p>Therefore I would like to request whether we could be included within the school street area, like our neighbour at no. 62 is? We fear that within the current school street boundary we would be restricted as to when we could drive and park our car.</p> <p>Thank you for your help.</p>
Stroud Green SS39	Other view	<p>As Woodstock Rd is very busy with pedestrians during the daytime and it is also the main road to the school drop-off and pick-up; then it would be great if residents could put their dustbins inside, instead of leaving them on the pavement. Also the road needs to be kept clean regularly if pupils and pedestrians expect a clean environment. Please consider having larger bins on Stroud Green Rd and Woodstock in order to deal with the piles of rubbish.</p>
Stroud Green SS39	Other view	<p>Before supporting, I would like to see traffic stats with a breakdown of type; e.g. resident, vs deliveries / services. Also I'd like to better understand the process you have to get tradespeople exemptions. Additionally I'd like to know what engagement there has been with the business and services sector.</p>
Stroud Green SS39	Other view	<p>I'm very supportive of traffic calming and promoting active travel. However there really should be a way to allow service vehicles (plumbers, electricians, carers, etc.) to have access in the morning, otherwise it will be very hard to get work done. I don't include deliveries, as I think these can be more flexible with times.</p>
Stroud Green SS39	Other view	<p>It's completely unnecessary to include Oxford and Florence roads in this scheme. Why should people working and /or living there be restricted in how they can exit / enter without passing the school. Of course - in my experience - you won't take any notice of my response. You think consultations are just for box-ticking.</p>
Stroud Green SS39	Other view	<p>Woodstock Rd only gets busy at drop off and pick-up times, so traffic is not really an issue here. It would be more helpful if parents would switch off their engines at these times. We need a zebra crossing to Stroud Green and Woodstock Rd corner please. That area is in need of more attention. Thanks.</p>

Stroud Green SS39	Support	This will make it much safer for my children (and all students) to get to school.
Stroud Green SS39	Support	As a local resident whose children attend Stroud Green School, I fully support the introduction of this school street. My children walk to school every day and have had several near misses on Perth Road. In addition, cars often double park at pickup and drop off times, paying no attention to children walking past when they open their doors.
Stroud Green SS39	Support	As a parent at Stroud Green school this would make our kids a lot safer. Big fan. There is definitely a problem with huge SUVs and deliveries at school drop off time
Stroud Green SS39	Support	As a parent of two children at stroud green school I completely support this plan.
Stroud Green SS39	Support	I am a parent with a child at Stroud Green Primary and I fully support the school street proposal. There have been a number of near misses in recent years where a child or group of children have only narrowly avoided being hit by a car as they enter the school gates. Double parking outside the school by parents who leave their engines idling creates a dangerous and unpleasant environment. The vast majority of pupils use active travel modes to get to school and they should be supported in travelling this way rather than having to run a gauntlet of cars at every drop off and pick up. I really hope this proposal goes ahead; I firmly believe it would enhance the experience of every child at SGS. Thank you
Stroud Green SS39	Support	I fully support this proposal as a parent of children attending Stroud Green Primary, one of whom walks to school by herself. We live just outside the zone, and fully support the proposal for this reason as well.
Stroud Green SS39	Support	I support the school street, as it provides peace of mind. My son is autistic and in his last year of primary school. It will help his development and confide and independence if he is able to safely walk to school on his own in this important year. The school street will make this possible, and he will be able to safely walk to school with his peers.
Stroud Green SS39	Support	My children attend Stroud green school and have to cross Perth road. The traffic at pickup and drop-off is dangerous, with cars double parked and through traffic going around those cars.  I fully support having a school street to make it safer for children walking and cycling to school.
Stroud Green SS39	Object	There really isn't any need for this. Traffic is not an issue on this road. I do have children at the school and traffic is not a problem. This I suspect is another revenue raising measure.

Stroud Green SS39	Support	<p>We support the proposals with one amendment. We would like the blue line to be extended to encompass the businesses along Stroud Green Rd ,on Haringey side, and to include No. 98 Stroud Green where our business is located and where we manage over 150 properties. If you are unable to extend the blue line to include our business property we request that you make an exemption and grant us access at all times to the school zone.</p> <p>Most of our properties are located within the Borough of Haringey where we re-house vulnerable families and young people. We have 6 vehicles servicing these properties on a daily basis between the hours of 7.30 am and 6pm. All our vehicles have Borough Wide Permits and we use Perth Road N4 as the most convenient and safe road in which to park in order to collect supplies from our office to service our properties.</p> <p>We are unable to park immediately in front of our office as there are restrictive parking with double yellow lines along Stroud Green road. Approximately 50% of our vehicles are electric/hybrid and our aim is to replace the remaining vehicles to electric.</p> <p>We have already been adversely affected by the numerous driving restrictions within the Borough of Haringey and this has increased our company's expenses. We shall be most grateful if you could grant us this request so that we can access the Stroud Green School Zone at all times</p>
Stroud Green SS39	Support	I fully support the introduction of a school street in this area. These roads are busy during the hours of school arrival and home time. They are used at cut throughs and current measures do not provide a safe environment for children and parents.
Stroud Green SS39	Support	I fully support this scheme
Stroud Green SS39	Support	I have been taking children to Stroud Green school, every day, for nearly 10 years. I have lost sleep over the dangerous rat runs Woodstock/Perth and Ennis roads have become. Drivers routinely speed and engine idle around the school, pollution levels are high, and I've witnessed near collisions between cars, road rage and aggression and school staff and parents (including me) having to step in to manage this. On one terrifying occasion a speeding van failed to see a child trying to cross, between idling cars, and a serious injury or fatality was avoided only thanks to the quick reflexes of his 9 year old sister. This school street is long overdue and absolutely essential to better protect children and their families travelling to and from school. I support it wholeheartedly and will happily suck up the inconvenience of not being able to pick up and drop off in the car.
Stroud Green SS39	Support	I wholly support the implementation of this school street. Not only will it allow for the safe travel of children,, families and carers to and from Stroud Green school but also provide the area, including the school play grounds, with less polluted air for our children and residents to breath.
Stroud Green SS39	Support	Our children have a right to clean air and we have a duty to protect them from the harmful effects of pollution, regardless of the inconvenience to any and all drivers affected by the changes.
Stroud Green SS39	Support	This will be a critical improvement for the school and all its students and staff and parents and all the residents of these roads. Thank you for making this happen.
Stroud Green SS39	Object	<p>For families with multiple small children (I have two preschool children and one school-aged child with a disability) it is difficult to walk the 0.8 mile walk to school every morning.</p> <p>The route is shorter when we pass through Finsbury Park but in winter that is unsafe due to lack of lighting and or security patrols in the park.</p>
St Mary's Priory SS42	Support	

St Mary's Priory SS42	Support	Drivers cause quite a lot of danger for children and parents by inconsiderate "parking" and speeding around here. It's better to have the street closed off to motor vehicles during pick up and drop off times at least. But I'd also like to see it made a full LTN the rest of the time and have through traffic removed permanently.
St Mary's Priory SS42	Support	Hello I'd like to voice my support for the new school street proposed outside St Mary's in N15. It's great to see more safety and less pollution outside of our schools and I look forward to the changes.  Falmer Road N15
St Mary's Priory SS42	Support	How will council ensure that Ashfield and Beechfield Road will not be used by St Mary's parents to park and drop off their children? Concerned that without proper management, these streets will get blocked up and cause an increase in emissions and therefore poor air quality, which is a health risk.
St Mary's Priory SS42	Support	I am extremely concerned that parents dropping kids at St Mary's will just come and leave their idling cars on our streets. This will cause poisonous air and dangerous pile ups on a daily basis in an entirely residential area.  Parents at this school already disregard traffic laws on a daily basis. There are always idling engines polluting and endangering pedestrians. I don't want this to just spread onto our street.
St Mary's Priory SS42	Support	I fully support the school street. The parents at that school are so irresponsible and put the life of children and pedestrians in danger on a daily basis. The school doesn't care either about the safety of its pupils as it allows the parents to park on the pavement and completely block off the hospital entrance. What's more, parents park under the bridge which the restrict the traffic to one lane and on several occasions I have witness larger trucks having to mount the pavement under the bridge which is already extremely narrow and making this extremely dangerous for pedestrians. The school never has any staff to check and tell the parents to park so dangerously and when a pedestrians points out that the pavement is blocked the drivers become very aggressive. I am also concerned that if the school street happens all the parents will park on Oakdale and Beechfield and leave their engines idles in mass like so many of them are already doing so I would like to see Oakdale road to be out of bounds for access at street school times. I would also like to see some supervision from the council once the school street is in place to avoid the constant idling of engines. I am attaching many examples of dangerous and irresponsible parking. But you only to come and see for yourself at every school time to see the entrance to the hospital used as a car park for the parents
St Mary's Priory SS42	Support	I fully support this initiative. As well as creating a safe environment for the children it will bring wider benefits to the community. This road has become a rat run.
St Mary's Priory SS42	Support	I love locally and support the implementation of a school street, but as a local resident, it would be good to be able to have access to the street. If access could be allowed for residents from Beechfield road during the restricted times that would be good, as otherwise we cannot leave the area by car during the restricted times, other than via Tiverton road.

St Mary's Priory SS42	Support	<p>I regularly walk and cycle down Hermitage Road with my kids. It is a very hostile road due to speeding traffic cutting through Hermitage Road, to shave a few minutes from their journey onto Seven Sisters.</p> <p>That additional traffic makes crossing the road on Hermitage feel really unsafe. This road is home to a hospital, nursing home, and school. It should be a safe space to be a pedestrian, and a school street would really help with this.</p> <p>When I'm on a bike I'm frequently overtaken very closely. Hermitage Road is an important cycle route for residents in st Ann's. Half of Hermitage road is already filtered and is pleasant to cycle down. But the stretch by St Mary's is pretty unpleasant and really needs improvement.</p> <p>I really support the councils efforts to make this school street a reality, to both improve road safety, improve air quality, and to support the environment.</p>
St Mary's Priory SS42	Support	<p>I support the proposal for a school street at St Mary's catholic school. This street is particularly hazardous for pedestrians and cyclists at school drop off and pick up times because of the behaviour of parents in cars. This is a problem for all those who use the area, including kids walking through to reach st Ann's or Chestnuts schools as well as st Mary's pupils. I'm very surprised there has been no serious collision. The school street proposal would prevent collisions and provide a safer environment for everyone.</p>
St Mary's Priory SS42	Support	<p>I wholly support making this section of Hermitage Road a school street. I am one of the residents that will be immediately affected but I feel that the positives of the change far outweigh the negatives. Whilst many parents/caregivers of children attending St Mary's Priory do walk or cycle to school, there is a large number that are using motor vehicles. Sadly, these motorists continually park on the pavement and block it for pedestrians. I have tried asking individuals to move their vehicles, but their behaviour has continued and I have received aggression from parents when I do this. Preventing vehicle traffic from entering the road is the only way to improve the safety of pedestrians and non-motorists.</p>
St Mary's Priory SS42	Support	<p>I will feel safer walking my kids to school and better for their health</p>
St Mary's Priory SS42	Support	<p>Not safe</p>
St Mary's Priory SS42	Support	<p>So important for reduced traffic around schools for air quality and safety</p>
St Mary's Priory SS42	Support	<p>The cars parking in this area feels dangerous when I am taking my son to nursery on his bike. Cars just pull onto the kerb out of nowhere and just this morning, my son was almost hit near the hospital entrance here by someone who had parked up there and accelerated - that specific space does not feel like a road and encourages people to park there. In addition, people who park there are defensive and aggressive when questioned of why they are disobeying the request made by the school very explicitly.</p> <p>Please make this area a safe place for local residents children.</p>
St Mary's Priory SS42	Support	<p>The current situation where cars are either driving at speed along Hermitage and parking against the law and blocking pedestrian walkways is extremely unsafe for families walking or cycling to and from St Mary's School and other schools in the area, plus all other non-car driving commuters. I therefore not only welcome the proposal for the St Mary's Priory School Street, I am wholeheartedly in favour of it.</p>

St Mary's Priory SS42	Support	The proposal would limit speeding cars and help improve the awful pollution in the area, making it far safer for my young children.
St Mary's Priory SS42	Support	This school street will make a big difference to the chaos that happens outside the school at the start and end of the day. I was regularly taking my daughter to nursery and having to go via Hermitage Rd. Cars pulling up on the pavement, beeping their horns, parking on the road where they shouldn't. The amount of traffic near the bridge as well made that section even more dangerous than it already is. This will have a very positive effect on road safety.
St Mary's Priory SS42	Support	We desperately need a school street- being consistent with other school seems fair
St Mary's Priory SS42	Support	
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St Mary's Priory SS42	Support	
St Mary's Priory SS42	Support	I'm a supporter of SS when they are enforced. As a local head teacher I know that they can work; but only when the authority provides patrols.
St Mary's Priory SS42	Support	Make the start time 8am, so it will be 8am - 9am. The afternoon is 1 hour, so make the morning the same.
St Mary's Priory SS42	Support	No suggestions - just really hope this goes through, as it's a really dangerous road for the kids.
St Mary's Priory SS42	Support	Please ensure you install cameras! I'm fully supportive of the school street, and as a parent myself; I am shocked by the unsafe driving of so many parents of the school children.!!
St Mary's Priory SS42	Support	Support, but we hope this does not affect the chances of Hermitage Rd getting a proper LTN filter to combat the rat running traffic
St Mary's Priory SS42	Support	The project may impact the flow of traffic in both Templeton and Moreton roads. This is often down to one lane and could get worse. Please look into this and make the necessary improvements.
St Mary's Priory SS42	Support	Widen the pavement under the bridge. This scheme can't come soon enough - at last the health and safety issue is to be dealt with - it's been a disaster waiting to happen.. There's not enough space on the pavement for mothers with pushchairs and small children under the bridge. Please do it.

<p>St Mary's Priory SS42</p>	<p>Object</p>	<p>Hello, As a resident directly affected, I wish to object to the council's proposed scheme to turn the main thoroughfare in and out of my area into a school street at the start and the end of the school days. (2023 – T10 ST MARYS PRIORY SCHOOL STREET SS42)</p> <p>Whilst I have no objection to school streets in general. Ambler Primary in Finsbury Park, for example, had a school street in the residential street behind it. This worked well because it was an exclusively residential street being misused around school pick up and drop off.</p> <p>That is not the case with this proposal. Hermitage Road a crucial throughfare for the triangle of houses affected by this proposed scheme (Hermitage, Ashfield, Brookfield, and Oakdale). Here are my objections and suggested compromise solution.</p> <p>Limited Accessibility, Congestion &amp; Traffic Management: Hermitage is already blocked at the corner of Ashfield Road going towards Green Lanes, making our only access/exit via Eade Road to Seven Sisters Road, which is often extremely congested with commercial and visiting vehicles, or Templeton Road also to Seven Sisters. Templeton is a narrow street through a busy residential estate. I'm sure driving down through an estate during school pick up and drop off times is not what the council wish to encourage.</p> <p>In effect this proposal would leave the residents of the 'triangle' with only Eade road as an exit/entrance. On top of the congestion problems already stated, Eade Road is in the process of rapid expansion, with flats, commercial premises and storage all growing fast. This will clearly impact on congestion and pressure on that road even more.</p> <p>It is worth reiterating the importance of Hermitage Road as a necessary throughfare, if we only have access to Seven Sisters as suggested, then what if Seven Sisters is closed, which is sometimes the case?</p> <p>Also, since the introduction of the LTNs in the area, Seven Sisters Road has become extremely busy, with lots of idling traffic stuck in jams as people try to make short local journeys, which, when you have a young family, suffer illness, or have sick relatives are sometime necessary. I'm sure this was not the intentions of the LTNs, and overall, I am supportive of them, but the daily, lived experience of their traffic impact on this particular area suggests to me there is a problem with the scheme.</p> <p>A school street on top of the large number of other traffic calming measures already undertaken in this small area, is unreasonable. (We already have no access to Green Lanes via Hermitage Rd due to the barrier, and no access to West Green Road due to LTNs).</p> <p>Safety: It is worth noting that St Mary's Priory School, as a catholic institution, accept lots of children from outside the catchment area, many of these children are driven to school and park on the double yellow lines opposite, causing bottlenecks and forcing cars to go around them. This is the most dangerous thing happening on that road and is nothing to do with the residents as we never have cause to park or idle our cars there.</p> <p>I believe robust enforcement of the double yellow lines would be a far simpler, cheaper, and more effective solution.</p>
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		<p>Impact on Community and Local Business: It is obvious that this proposal will adversely affect deliveries, local business, as well as all those with young children (me included) who need to use their cars for the school run, or for elderly residents with hospital appointments. We also have a thriving Orthodox Jewish community in our small enclave who often need access to their synagogues, schools and other institutions.</p> <p>Compromise: If you are intent on going ahead with a scheme that seems to have very little local support, may I suggest this compromise: Expand the school street to include the 'triangle' so that we as residents are exempt, as well as making the section of Hermitage Road from Ashfield Road to Green Lanes an LTN, remove the barriers and use cameras that allow residents of the triangle to use Hermitage Road to access Green Lanes.</p> <p>Invitation to visit the site &amp; Further Consultation: I would ask anyone involved in this decision to come and take a look at where the traffic problem really lies during pick up and drop off, and also to better understand the unique geography of our enclave that make this proposed scheme such a bad idea.</p> <p>Thanks for your time and please keep me notified of any meetings to discuss this matter further.</p>
St Mary's Priory SS42	Object	<p>I reject the proposal of the School Street Scheme at St Mary's Priory. Hermitage Road is a main thoroughfare for residents, which is already restricted as Haringey Council have closed the Hermitage Road/ Green Lanes entrance for many years. Closing the Hermitage Road/St Ann's Road entrance will detrimentally impact the daily lives of residents living nearby. Templeton Road is not a suitable alternative as it is narrow and only allows one vehicle to pass at a time. It is a heavily built up area and dangerous. Turning into Templeton Road from Hermitage Road is also problematic as there are shops nearby which often have parked delivery vans outside. These vehicles make the turning even narrower and restrict visibility.</p> <p>Should parents at St Mary's Priory want to restrict traffic, then they should stop driving their children to and from school. It is unfair to demand local residents do not have access to this street, because the School cannot implement a specific non driving ban for parents only. This School Street Scheme is badly thought out and will cause multiple accidents.</p>



<p>St Mary's Priory SS42</p>	<p>Object</p>	<p>DUPLICATE      As a resident directly affected, I wish to object to the council's proposed scheme to turn the main thoroughfare in and out of my area into a school street at the start and the end of the school days. (2023 – T10 ST MARYS PRIORY SCHOOL STREET SS42)</p> <p>Whilst I have no objection to school streets in general. Ambler Primary in Finsbury Park, for example, had a school street in the residential street behind it. This worked well because it was an exclusively residential street being misused around school pick up and drop off. That is not the case with this proposal. Hermitage Road a crucial throughfare for the triangle of houses affected by this proposed scheme (Hermitage, Ashfield, Brookfield and Oakdale). Here are my objections and suggested compromise solution.</p> <p>Limited Accessibility, Congestion &amp; Traffic Management:      Hermitage is already blocked at the corner of Ashfield Road going towards Green Lanes, making our only access/exit via Eade Road to Seven Sisters Road, which is often extremely congested with commercial and visiting vehicles, or Templeton Road also to Seven Sisters.</p> <p>Templeton is a narrow street through a busy residential estate with current works going on. This will be our nearest/ main way out during the restricted times and is already massively congested.</p> <p>As far as I have been made aware traffic can drive out of the restricted streets but not into it? If this is that case what is preventing the people who currently cause congestion – IE none residents who drive their children to the school – driving into Eade Road or Templeton Road and waking the short distance to the school, then using the road anyway?</p> <p>On top of the congestion problems already stated, our other access / exit is Eade Road. This is in the process of rapid expansion, with flats, commercial premises and storage all growing fast. This will clearly impact on congestion and pressure on that road even more.      It is worth reiterating the importance of Hermitage Road as a necessary throughfare, if we only have access to Seven Sisters as suggested, then what if Seven Sisters is closed, which is sometimes the case?</p> <p>Also, since the introduction of the LTNs in the area, Seven Sisters Road has become extremely busy, with lots of idling traffic stuck in jams as people try to make short local journeys, which, when you have a young family, suffer illness or have sick relatives are sometime necessary. I'm sure this was not the intentions of the LTNs, but the daily, lived experience of their traffic impact on this particular area suggests to me there is a problem with the scheme. The air is not cleaner / arguably MORE pollution hours have been created and the pollution has just moved to the roads that are not part of the LTNs.</p> <p>A school street on top of the large number of other traffic calming measures already undertaken in this small area, is unreasonable. (We already have no access to Green Lanes via Hermitage Rd due to the barrier, and no access to West Green Road due to LTNs).</p> <p>Safety:      It is worth noting that St Mary's Priory School, as a catholic institution, accept lots of children from outside the catchment area, many of these children are driven to school and park on the double yellow lines opposite, causing bottlenecks and forcing cars to go around them. This is the most dangerous thing happening on that road and is nothing to do with the residents as we never have cause to park or idle our cars there.</p> <p>I believe robust enforcement of the double yellow lines would be a far simpler, cheaper, and more effective solution.</p>
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	<p>Impact on Community and Local Business: It is obvious that this proposal will adversely affect deliveries, local business, as well as all those with young children (me included) who need to use their cars for the school run, or for elderly residents with hospital appointments. We also have a thriving Orthodox Jewish community in our small enclave who often need access to their synagogues, schools and other institutions.</p> <p>Compromise - If you are intent on going ahead with a scheme that seems to have very little local support. Can we please see evidence of the support we have been told about. May WE suggest this compromise: As well as making the section of Hermitage Road from Ashfield Road to Green Lanes an LTN, remove the barriers and use cameras that allow residents of the triangle to use Hermitage Road to access Green Lanes. The barriers should have been removed before LTN's were put in place on may of our routes out of our Triangle.</p> <p>Invitation to visit the site &amp; Further Consultation: I would ask anyone involved in this decision to come and take a look at where the traffic problem really lies during pick up and drop off, and also to better understand the unique geography of our enclave that make this proposed scheme such a bad idea. Thanks for your time and please keep me notified of any meetings to discuss this matter further.</p> <p>BBC Radio 2, Room 315, Wogan House, 99 Great Portland Street London W1A 7NY</p>
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<p>St Mary's Priory SS42</p>	<p>Object</p>	<p>DUPLICATE As a resident directly affected, I wish to object to the council's proposed scheme to turn the main thoroughfare in and out of my area into a school street at the start and the end of the school days. (2023 – T10 ST MARYS PRIORY SCHOOL STREET SS42)</p> <p>Whilst I have no objection to school streets in general. Ambler Primary in Finsbury Park, for example, had a school street in the residential street behind it. This worked well because it was an exclusively residential street being misused around school pick up and drop off.</p> <p>That is not the case with this proposal. Hermitage Road a crucial throughfare for the triangle of houses affected by this proposed scheme (Hermitage, Ashfield, Brookfield and Oakdale).</p> <p>Here are my objections and suggested compromise solution. Limited Accessibility, Congestion &amp; Traffic Management:</p> <p>Hermitage is already blocked at the corner of Ashfield Road going towards Green Lanes, making our only access/exit via Eade Road to Seven Sisters Road, which is often extremely congested with commercial and visiting vehicles, or Templeton Road also to Seven Sisters. Templeton is a narrow street through a busy residential estate. I'm sure driving down through an estate during school pick up and drop off times is not what the council wish to encourage.</p> <p>In effect this proposal would leave the residents of the 'triangle' with only Eade road as an exit/entrance. On top of the congestion problems already stated, Eade Road is in the process of rapid expansion, with flats, commercial premises and storage all growing fast. This will clearly impact on congestion and pressure on that road even more.</p> <p>It is worth reiterating the importance of Hermitage Road as a necessary throughfare, if we only have access to Seven Sisters as suggested, then what if Seven Sisters is closed, which is sometimes the case?</p> <p>Also, since the introduction of the LTNs in the area, Seven Sisters Road has become extremely busy, with lots of idling traffic stuck in jams as people try to make short local journeys, which, when you have a young family, suffer illness or have sick relatives are sometime necessary. I'm sure this was not the intentions of the LTNs, and overall, I am supportive of them, but the daily, lived experience of their traffic impact on this particular area suggests to me there is a problem with the scheme.</p> <p>A school street on top of the large number of other traffic calming measures already undertaken in this small area, is unreasonable. (We already have no access to Green Lanes via Hermitage Rd due to the barrier, and no access to West Green Road due to LTNs).</p> <p>Safety</p> <p>It is worth noting that St Mary's Priory School, as a catholic institution, accept lots of children from outside the catchment area, many of these children are driven to school and park on the double yellow lines opposite, causing bottlenecks and forcing cars to go around them. This is the most dangerous thing happening on that road and is nothing to do with the residents as we never have cause to park or idle our cars there.</p> <p>I believe robust enforcement of the double yellow lines would be a far simpler, cheaper, and more effective solution.</p>
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		<p>Impact on Community and Local Business:</p> <p>It is obvious that this proposal will adversely affect deliveries, local business, as well as all those with young children (me included) who need to use their cars for the school run, or for elderly residents with hospital appointments. We also have a thriving Orthodox Jewish community in our small enclave who often need access to their synagogues, schools and other institutions.</p> <p>Compromise. If you are intent on going ahead with a scheme that seems to have very little local support, may I suggest this compromise: Expand the school street to include the 'triangle' so that we as residents are exempt, as well as making the section of Hermitage Road from Ashfield Road to Green Lanes an LTN, remove the barriers and use cameras that allow residents of the triangle to use Hermitage Road to access Green Lanes.</p> <p>Invitation to visit the site &amp; Further Consultation:</p> <p>I would ask anyone involved in this decision to come and take a look at where the traffic problem really lies during pick up and drop off, and also to better understand the unique geography of our enclave that make this proposed scheme such a bad idea.</p> <p>Thanks for your time and please keep me notified of any meetings to discuss this matter further.</p>
St Mary's Priory SS42	Object	<p>As residents in this little pocket right by the boundary edge of the borough I feel this proposal further cuts our freedom of access t by car. The only route of access we have are via Eade Rd of Templeton road so the impact of restricting access will be significant and actually potentially dangerous. There is already a long standing no through route at hermitage road where it meets Ashfield road which cuts access from that direction It is already a nightmare due to the LTN ... many of the kids at this school are not local and the parents drive their kids to school - but us residents are yet again being penalised and this will make our access to/ from our homes by car virtually impossible - not everyone can go everywhere by bike or foot or public transport. Our community is being turned into an island, cut off from the rest of Haringey ...</p>

<p>St Mary's Priory SS42</p>	<p>Object</p>	<p>I am a resident on Oakdale Road and I object to the establishment of a School Street on Hermitage Road as proposed. I have spoken to a large number of neighbours and we cannot see a way to make this proposal work. At present the only vehicle route out of our neighbourhood to access Green Lanes and anywhere to the west is via Hermitage Road and St Ann's Road. This is because many years ago direct access to Green Lanes via Hermitage was closed off with bollards at the junction of Ashfield Road, in order to prevent Hermitage Road being used as a rat run by commuters. This restriction alone more than doubles journeys from 0.6 to 1.4 miles.</p> <p>More recently, further restrictions (LTNs) mean even longer journeys, more traffic and more pollution. We can no longer access West Green Road by car without going all the way to Green Lanes and along to Turnpike Lane. Now it is being proposed that there should be even more restrictions on our movement as this essential access route would be taken from us at certain times of the day. At those times, the only route out of our neighbourhood would be via Templeton Road or Eade /Vale Road. A couple of years ago Hermitage Road was closed at the junction with St Ann's Road for several weeks while the new zebra crossing was installed. This showed us exactly what the effect of the proposed School Street would be. Eade/Vale Road was back-to-back with traffic, while Templeton Road drew to a complete standstill.</p> <p>This is because Templeton Road is only wide enough for a single lane of traffic and relies on passing places for two-way traffic to move. Once traffic builds up beyond a certain point, cars are unable to use the passing places and all movement stops. This also happened a few years ago when lightning struck a tree on Hermitage Road, which had to be closed while the fire brigade sorted out the problem, which took several hours.</p> <p>If the proposed School Streets were in place, the only route out of our neighbourhood via car would in practice be Eade/Vale Road as I would not risk trying to drive down Templeton Road, which might mean being completely stuck for hours. When there is traffic on Seven Sisters Road, the Eade/Vale Road becomes extremely congested with traffic barely moving. If I needed to go to Muswell Hill by car, which I often do in the afternoons as my children have music lessons there and there is no realistic route by public transport, I would have to go via Eade Road (assuming this was even possible), along Seven Sisters and along Green Lanes. This would make a journey of 3.2 miles into a journey of 4.2 miles. It would likely double the normal journey time as the traffic along that route would be very significant in the afternoon. It would probably mean sitting in traffic that was barely moving, adding significantly to the pollution caused by all the cars stuck in the traffic caused by this rerouting.</p> <p>While School Streets can be a sensible solution in some areas, it is clear to me and to all of the neighbours I've spoken to that it would be wholly unworkable in our neighbourhood. It would effectively trap residents of our streets and bar us from using our cars at all during the hours of operation. I am all for encouraging people to reduce their use of cars, but this is not the way to do it, by effectively making it illegal for some people to use their cars at certain times of the day.</p>
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St Mary's Priory SS42	Object	<p>I am against this proposal, as the residents of Oakdale Road and surrounding triangle of roads would have severely restricted access to and from their house twice a day. The area already has a traffic restriction in the shape of the barriers on Hermitage Rd, which completely denies access to the west and to close of Hermitage completely for a few hours per day, with only one accessible route out, which is very busy and congested due to residents parking, is unacceptable and would result in being trapped into or homes with no access. I am not against school streets per se and know there are dangers to children due to cars traveling by the school, but the local residents of the triangle, (Oakdale, Ashfield and Beechfield) who know the area and are more aware of these dangers, should be exempt from this school street proposed restriction .</p>
St Mary's Priory SS42	Object	<p>I am in favour of making that stretch of Hermitage road safer, particularly under the bridge and with dangerous parking opposite the school.</p> <p>However I am concerned about the impact on Moreton Road where all traffic will be diverted down. My children attend a childminder on that road, and I think it will become significantly more dangerous with extra traffic. I would like to know what impact assessment has been carried out for Moreton Road.</p>
St Mary's Priory SS42	Object	<p>I am writing to express my strong objection to the proposed school street at St Mary's Priory School with the closure of Hermitage Road. I understand the importance of promoting safety around schools, but I believe this particular plan poses significant challenges and inconveniences to local residents.</p> <p>Templeton Road is already burdened with limited access, and its narrow and hazardous conditions make it difficult for traffic to flow smoothly. The road's structure allows only one car to pass at a time, and the presence of a blind bend as it turns into Moreton Road adds an additional layer of risk. Closing Hermitage Road for a school street scheme would exacerbate these issues and further impede the daily lives of residents.</p> <p>Moreover, I am concerned about the lack of information regarding local support for the school street scheme. To my knowledge, there have been no visible campaigns or efforts to gauge the opinions of those directly affected by this proposal. It is crucial that the community's voice is heard, and any decision-making process should be transparent and inclusive.</p> <p>I am sceptical about the true motives behind this initiative and fear that it may be driven more by revenue generation than genuine concerns for health and safety. While I understand the need for measures to protect children, it is essential to balance these initiatives with the practical realities faced by local residents.</p> <p>Allowing controlled access for residents through the existing barriers on Hermitage Road could relieve the inconvenience. This way, traffic around the school is controlled, while residents can still enter and exit the neighbourhood without excessive disruption.</p> <p>In conclusion, I urge the Haringey Council to reconsider the proposed school street at St Mary's Priory School, taking into account the concerns raised by local residents. I request a thorough review of alternative solutions that prioritise both safety and the needs of the community.</p> <p>Thank you for your attention to this matter. I look forward to a fair and considerate resolution that takes into account the well-being of all parties involved.</p>

St Mary's Priory SS42	Object	<p>I don't believe that this zone will substantially increase the safety of children (who should be taught proper street behaviour from early age rather than create habit of not paying proper attention to the road traffic because there's not supposed to be any) but it will certainly be a nuisance to all residents.</p> <p>The leaflet mentions climate, pollution and obesity as the reasons for the school street project. I'm pretty sure there are more effective (and more positive - encourage vs. enforce and prohibit) ways of dealing with those issues with orders of magnitude higher levels of impact. Enforcing school streets is just more visible and easier.</p>
St Mary's Priory SS42	Object	<p>I object this school street plan as this will cause me loads of traffic to enter my street and exiting my street during school street hours</p>
St Mary's Priory SS42	Object	<p>I STRONGLY OBJECT to the School Street Scheme at St Mary's Priory (SS42) for the following reasons:</p> <p>1. I am a resident that lives less than 0.25miles from the school and Hermitage Road is the safest, most environmentally friendly and convenient way to leave my house via car. The other exit of Hermitage Road (that leads to Green Lanes) is permanently blocked by bollards. It is unfair to restrict the follow of traffic completely on Hermitage Road twice a day. The only other way to leave our houses is via side streets which are unsafe and/ or completely out of the way e.g Templeton Road + Moreton Road and Vale Road + Eade Road.</p> <p>Templeton Road leading onto Moreton Road are two dangerous narrow roads which run through a built up housing estate. Traffic cannot flow both ways as the streets are so narrow. Where Templeton Road flows into Moreton Road is a blind bend, which makes it impossible to see oncoming traffic, therefore forcing drivers who end up face-to-face having to reverse. They are very dangerous roads and I avoid them at all costs.</p> <p>Vale Road leading onto Eade Road are windy side streets which add at least a five fold increase to journey times. It also adds unnecessary extra pollution to the surrounding neighbourhood.</p> <p>I wonder whether the heavy flow of traffic at St Mary's Priory School is due to parents dropping off and collecting their children? Has any research been done? If so, the parents should be stopped from using cars, rather than local residents stopped from using the street that they depend on to get about their daily lives. I really doubt that local residents are responsible for the heavy flow of traffic down this street during School opening and closing times. Why are we penalised?! If HGV's are a problem too, ban those drivers.</p> <p>2. I am also concerned that parents who can no longer drop or collect their children outside the school will simply park on surrounding streets instead i.e. my street which is less than a 5 minute walk from the school. It is unfair to push extra car pollution and traffic onto the boundary roads, because we have the misfortune to live near a School Street Scheme.</p> <p>PS - The online consultation form would only allow me to object under one category. However, my objection falls under all the following categories: Traffic, Safety, Access, Disturbance and Environmental.</p>

St Mary's Priory SS42	Object	<p>I wish to object to the proposed order/plan of 'St Mary's Priory SS' Hermitage Road'.</p> <p>The grounds on which I make this objection is that we/residents are already subject to limited car access to our homes in the surrounding areas since the added barrier and closing of access via Hermitage Road (from Green Lanes N4 to Ashfield Road N4/from Ashfield Road N4 to Green Lanes N4); and then subject to further restricted delayed access to our homes since the implementation of the Haringey LTN scheme which has caused extra time and finance for crucial journey's such as school runs on the outskirts of the borough and going to places of employment.</p> <p>Considering the above presenting circumstances - I am requesting and supporting that there is some compromise given? such as the opening of Hermitage Road (by the barrier), for residents residing close by to St Mary's Priory Catholic Infant and Junior School on Hermitage Road N15.</p>
St Mary's Priory SS42	Object	<p>My main problem with this is scheme is that we have complained on multiple occasions about parents parking on the kerb and yellow lines along this stretch of Hermitage Road and we never see traffic wardens here to discourage the parking by parents from outside our area and yet we will have the wardens on Oakdale and Ashfield Road to start ticketing as soon as restrictions start so we don't know if these measures would work. I do have to drive for work and this is going to add to my day. My son could not attend this school as it is a faith school so we had to send him to one further away. Will teachers get passes for the road? If so this seems wrong also.</p>
St Mary's Priory SS42	Object	<p>Parents that park illegally along hermitage road outside St Marys Priory will simply move their vehicles to on Moreton road, Beechfield and Oakdale. This will cause huge congestion and safety issues (parents are already aggressive and park dangerously on hermitage road. Why can't you simply ticket illegal parking, instead of pushing this problem on to residents in surrounding streets?</p>
St Mary's Priory SS42	Object	<p>The area is already a low traffic neighbourhood zone with bollards stopping through traffic on Hermitage Road from Green Lanes and St Ann's. The school has a hospital opposite it, which patients visit from far and wide via taxis and private vehicles. The school has students that travel far and wide to get there since it is a Catholic school.</p> <p>As a worker in a school in Barnet and with family responsibilities I use the road during the times it will be closed off. I am contemplating leaving education, like many of the teachers from my sons' current school Parkview and previous school, Chestnuts, since getting to these schools has become increasingly difficult. The cost of living and the frustration of living in the capital is making living in the Capital unsustainable. The increased gridlock and road rage that this would cause on the Seven Sister Road and on St Ann's Road makes the idea of closing this road completely unsustainable. Patients will land up being ticketed owing to not knowing the area and teachers and teaching assistants will find other work. The pollution and chaos on Seven Sister road will increase. Templeton Road will become gridlocked, causing congestion to an high density living area - which has already got a new tower block without any further amenities or access points. Haringey has got some wonderful attributes: diversity, Turkish restaurants, parks and good public transport. However the cost of being able to go to work, see friends , collect your children and go shopping has made us found ourselves thinking if its time to sell up and move on to a more family friendly place. Low traffic neighbourhood zones are very much like Brexit. They are divisive, with winners and losers. Haringey does needs to get rid of some of them before contemplating more catastrophe.</p>



St Mary's Priory SS42	Object	<p>This severely limits access for residents of hermitage, Oakdale and Beechfield roads. This area is effectively a cul-de-sac and relies on Hermitage/St-Anns road for access to green lanes or exit from the area. Traffic along Moreton road is already heavily congested and will be at a standstill if this St Marys priory restriction are put in place. Effectively reducing the social mobility to near zero. This is particularly problematic for disabled or mobility limited residents who have clearly been forgotten about. Would also ask where the democratic mandate is for this project or the apparent inability to provide permits for all residents in the impacted streets? This idiotic plan can only go ahead if free permits are provided to all residents in hermitage (after the road block), Oakdale and Beechfield roads. Otherwise this is an attack on personal liberty, social mobility and parent's right to decided where their children go to school (how will this work for children who need to travel to specialist provision school). Please focus on crime, disrepair of street furniture and funding for schools, and abandon this disablist, anti-democratic cash grab.</p>
St Mary's Priory SS42	Object	<p>This will cause us that we won't be able to access and exit our street during the school street hours as all the streets around will be full of traffic</p>
St Mary's Priory SS42	Object	<p>I believe that the proposed school street by St Mary's School in Hermitage Road, N15 is unfair, and I am against the proposal.</p> <p>Being a long time resident of Oakdale Road, N4, I have often felt trapped and caged in since the middle part of Hermitage Road was closed off to motorists back in approx. 2000/2001.</p> <p>Hermitage Road is the only way out of the area by car to Green Lanes or that direction because of the bollards at the junction between Ashfield and Hermitage Roads. Templeton and Eade Road are not only inconvenient for Green Lanes - adding a huge amount to already over long journey - they would also quickly become impassable if Hermitage Road was closed off. It would it be unfair to take any traffic from Hermitage Road which is minimal and place it into Templeton Road, this is unfair on any of the residents that live on that road.</p> <p>We would in practice be unable to use our cars during the times of operation, which is in my view an unacceptable restriction on our basic liberty. The impact of the school street means we couldn't get deliveries or have any guests during the restricted times (about 1 hour in the morning and 1 hour in the afternoon). Although this sounds minimal, it is still very impactful.</p> <p>I don't think anyone would consider the school street a realistic solution. A suggestion, open up the various bollards in and around Hermitage Road and make them LTN's. That way local residents can use them. I certainly wouldn't feel as trapped.</p> <p>To make my feelings clear, I am against the proposed Hermitage Road School Street.</p> <p>Oakdale Road, London, N4 1NU</p>

<p>St Mary's Priory SS42</p>	<p>Object</p>	<p>DUPLICATE I am writing to object to the proposed changes outlined by the council for school roads. Whilst I understand the benefits that a low traffic and clean air zone would bring to the immediate area outside of the school. Ultimately, this is a wider, regional problem, which is being tackled by TfL and the Mayor for London with the expansion of the ULEZ zone. These proposed changes by the council to restrict the movement of cars outside the school during certain times of the day will only compound traffic in the local area and move the problem elsewhere, whilst complicating travel for many across the school and borough.</p> <p>Additionally, Staff at the school are concerned about the impact to children's punctuality and attendance - we have many children living and travelling into school, from outside the borough and these changes would impact on them the most. Due to a shortfall in Government funding and Haringey council rehousing and moving many families on social housing to cheaper, more affordable housing outside of the borough - this has led to more families with ties to the school having to travel in. Ultimately, a reduction in the numbers of children attending school would compound these changes and further escalate recruitment and funding problems across the school in the near future. With numbers on roll potentially falling and recruitment becoming increasingly acute as a consequence, will Haringey Council step in to fund any short fall or take responsibility for any future redundancies because of their actions to implement school roads across the borough?</p> <p>Finally, being an active rider, I approached the council to improve the cycle to work scheme, as well as open the scheme up to include electric bikes. I was hoping to purchase an electric cargo bike to transport my two daughters to school and from school but the council cannot / will not improve their package - this could result in me having to purchase a car, thus adding to the pollution of the local area. The council should be actively supporting alternative means of travel and helping staff to make the switch from car to bike.</p> <p>Before the Council implements such actions, they should really engage with the local community, teaching staff from all schools and have drop in centres at each school site with a range of translators to communicate and engage with non-native English speakers about these changes and not rely upon a notifications on lampposts which could go amiss.</p> <p>I feel that this process has not been truly representative to all nor accessible - more should have been done to engage with all in the wider community.</p>
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St Mary's Priory SS42	Object	<p>I write as the Secretary of the Palace View Residents' Association concerning the proposed imposition of a school street outside of St Mary's C of E school on Rectory Gardens N8 and there a number of points I wish to raise in no particular order:</p> <ul style="list-style-type: none"> <li>* Rectory Gardens already has a full day CPZ from 8.30 to 18.00 from Monday to Friday so the prohibition of traffic should not be a problem as no one should be able to park. As I understand it a cabal of parents regularly stop on Rectory Gardens running their engines thus causing pollution. Surely it would be easier to patrol Rectory Gardens and fine these miscreants rather than penalising the local residents?</li> <li>* The residents of the roads running off Nightingale Lane (North View, South View, Beechwood and Hawthorn Roads) will be affected by this school street but there has been no consultation with them. Why not please?</li> <li>* It is not unknown for the bottom of Nightingale Lane to be flooded, and not just in the winter. How are residents to get out of the estate when this scheme is in operation? Will they automatically fined when they are trying to go about their daily lives?</li> <li>* Has any thought been given to the fact that a school street is in place for Campsbourne School? Children walk up and down Nightingale Lane and its environs to attend Campsbourne School. Added traffic along Nightingale Lane and its surrounding streets will have a detrimental effect on these children due to inconsiderate people who will not walk their children to St. Mary's. These parents could easily park at Sainsbury's and walk their children to school.</li> </ul> <p>These are just a small selection of thoughts on the matter, and I should appreciate some feedback answering them please.</p> <p>Secretary PVRA</p>
St Mary's Priory SS42	Object	<p>Vehicle owners on Beechfield Road are already restricted access to Green Lanes due to bollards on Hermitage Road. Access to streets beyond St Ann's Road have recently been restricted due to LTNs. If this scheme is to be implemented, we'll be forced to go via an already often congested Seven Sisters Road to get to a number of streets in our locale. This seems wholly unfair to local residents on Ashfield, Beechfield and Oakdale Roads.</p>
St Mary's Priory SS42	Object	<p>We are a road which is hard enough to get too and having a School zone will further impact access to our road which now already suffer at the school times with additional traffic it will be very hard to access seven sisters or St Ann's Rd. If this scheme does go ahead I believe Oakdale Rd should also be exempt by accessing the school zone.</p>
St Mary's Priory SS42	Object	<p>Why as residents are you punishing us residents and putting our local shop at huge risks at his business being affected by this proposed school street? Open Hermitage Road and make it an LTN allowing us to leave our homes then allowing you to have your school street without causing so much upset and animosity. Please consider our elderly and disabled neighbours and those unable to ride a bike or walk.</p>
St Mary's Priory SS42	Object	
St Mary's Priory SS42	Object	
St Mary's Priory SS42	Object	

St Mary's Priory SS42	Object	
St Mary's Priory SS42	Object	Either include the triangle of Oakdale / Ashfield / Hermitage or cancel the scheme. To make a scheme by blocking in these few roads and not giving us an alternative way out (and NO, Templeton / Morton road is not a way out) it's chock-a-block every morning.
St Mary's Priory SS42	Object	How can you lock us literally in our homes which Mr Hakata is again doing. Open up Hermitage Rd and make it an LTN (Hakata also loves those) for us residents.
St Mary's Priory SS42	Object	Remove barrier form Hermitage Rd to allow us to exit on to Green Lanes. Please check my address.
St Mary's Priory SS42	Object	Take down the barrier in Hermitage Rd to enable us to access Green Lanes exit. This will trap us because the top of the road is blocked by a barrier in the middle of the road. There was no ballot about the road being closed for 24 hrs / day. Not good!
St Mary's Priory SS42	Object	The opening of the barrier on Hermitage Rd N4
St Mary's Priory SS42	Object	There is not much car traffic on this road, so closing the road would be more of a disturbance than a benefit for the neighbours. Thanks
St Mary's Priory SS42	Object	Will adversely impact my commute to work. No traffic there as is making my travel cost more.
St Mary's Priory SS42	Object	Will affect my quality of life and will cost a lot more when I need a taxi. This is already a low traffic area.
St Mary's Priory SS42	Object	Yet another nonsense scheme to take money unnecessarily from the citizens of Haringey. Please stop it.
St Mary's Priory SS42	Support	As a resident and a parent to 2 children at st Mary's I support this school street. The illegal parking is a continuing problem and the massive trucks that pass down that road are dangerous as well as the narrow road under the bridge.
St Mary's Priory SS42	Support	I walk this route at least twice a day with my 2 young children, including during school drop-off and pick-up times . The stretch of road in question is always busy with vehicles and there is an ongoing and longstanding issue with pavement parking by some parents of the school which the school has been unable to prevent. It's very common to see speeding vehicles as well as heavy vehicles. All this, combined with the narrow pavement under the bridge, make me concerned for the safety of my children both in terms of potential for a road traffic accident and pollution. Being able to walk to and from school without the presence of speeding cars and heavy lorries would be such an improvement to our day to day lives and I would have the confidence to let the children cycle.
St Mary's Priory SS42	Support	My children go to chestnuts primary school, but we would benefit from this proposed school street because we easily along hermitage road to get to st Ann's Road every day and back.

St Mary's Priory SS42	Support	<p>Hermitage road is a nightmare at commuting time, and I have long said this street needs restrictions to keep people safe. I cycle, run and walk down this road on my commute and to get to shops and Finsbury park. I use the road by bicycle and foot several times a day.</p> <p>During school times it is dangerous, as is evenings when cars speed down the road. The forced one way under the railway bridge is also a hazard as cars regularly park outside the shop and block the road. This road is one of the most dangerous parts of my commute, and I go to central London nearly every day.</p> <p>Closing the street to motor vehicles at school times is only part solution, and although I wholly support it here, I feel it doesn't go far enough. The road should be made one way, and closed to through traffic. Better yet, close the entire road off and pedestrianize it.</p>
St Mary's Priory SS42	Support	<p>Hi, until recently we used to live on hermitage rd and used to walk/cycle past the school on the way to our own school (chestnuts primary). Now we often make the return journey after school to visit relatives or go towards Finsbury park and can confirm that the traffic restrictions around school pickups and drop-offs are making it much easier for kids to walk and cycle to and from school. we have had a very positive experience from our own safe street initiative at Chestnuts.</p>
St Mary's Priory SS42	Support	<p>I cycle to work down Hermitage Road. I always manage to leave too late to avoid the school traffic, which there is a lot of. It's shocking how dangerously people drive when there are children involved. People park across the street then run back to their illegally parked vehicles without actually looking. I have had to make emergency stops to avoid a collision which would have caused injury to myself and damage to my bike. Cars pull in and out without indicating, people turn right out of Templeton Road without giving way - again forcing me to stop to avoid being hit. And of course no one wants their children walking to school in a dangerous environment like this - caused by other parents!</p>
St Mary's Priory SS42	Support	<p>I either run or cycle to work. This morning I ran, and I had to run in the street to get around a car that had pulled in to drop a child at school. I felt unsafe doing this and wondered how much less safe it would have been for a child walking to school. If the driver reversed back out they would have at least been able to see me in the mirror and hopefully not driven into me. But a child would be a lot less visible. I feel unsafe when cycling past too as driver behaviour at school drop off time is very unpredictable.</p>
St Mary's Priory SS42	Support	<p>Our children have a right to clean air, and we have a duty to protect them from the harmful effects of pollution, regardless of the inconvenience to any and all drivers affected by the changes.</p>
St Mary's Priory SS42	Support	<p>School streets are wonderful! We need more!</p>

<p>Lancasterian SS12</p>	<p>Object</p>	<p>Dear Sir/Madam I'm writing to request permission to drive on Bruce Castle Road during the school street times between 8.15-9.15am and 2.45-3.45pm. I currently have a resident Bruce Castle parking permit, and I live at xx Lordship Lane. My reasons for this request are as follows:</p> <p>1. I drop/collect my children to/from another school in the area and use my car to do so. I work from home and will need to park my car back on Bruce Castle Road when I return. There will be no parking on Birkbeck Road by the times that I return home (please refer to a map of the proposed school scheme area). The half street / small area on Birkbeck Road will be taken up by local residents and, more importantly, parents of children going to the Lancasterian school. I won't be able to park anywhere else due to having a Bruce Castle parking permit. It will be a huge inconvenience at these times of the morning and afternoon everyday to find parking.</p> <p>2. It is also very odd and not fair that the house next door to us, in Lordship Lane, has been allowed to use the school street system during these times (even though they also have a lordship lane address). I use and park on Bruce Castle Road every single day to get to my house. I was shocked when I saw the letter from Haringey council with the map of who wasn't allowed to use Bruce Castle road. It doesn't make sense that people who live as far Nursery Street (who don't have a Bruce Castle parking permit) can use the road to drive through at all times if the day and local residents like us can't!! We live nearer to the Lancasterian school than them.</p> <p>Please can you give us permission to apply for a permit to use Bruce Castle Road at all times of the day when the school scheme is introduced for the reasons above. And if not, please give me reasons as to why and whom I can speak to about this. Yours sincerely,</p> <p>Mrs</p>
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Lancasterian SS12	Object	<p>I wish to object strongly against the proposals put forward under the 2023-T52 traffic. Once again Haringey is suggesting introducing a scheme which will have a negative impact on local businesses and residents, in particular the elderly, disabled and vulnerable. It should be noted that as well as houses/flats/businesses the area affected also includes two blocks of sheltered housing units.</p> <p>When considering this plan sufficient credence should be given to the following points:</p> <ul style="list-style-type: none"> <li>• Lancasterian School is situated next to Bruce Castle Park, the beneficial effect of trees on pollutants is scientifically proven.</li> <li>• Fewer older/vulnerable/disabled residents, particularly those in the sheltered housing blocks drive/own cars, they are therefore reliant on taxis or lifts. They cannot be expected to arrange appointments/journeys/pick-ups to fit in with the restrictive hours of a school zone.</li> <li>• The deterioration in mental health, particularly in the elderly, is strongly linked to isolation. Visits are often made by family checking up on an older relative or friends popping in when passing. People will be discouraged from visiting if they receive a fine or are restricted in their arrival times. The residents will discourage visits feeling that it is their fault that their visitor has been fined or inconvenienced.</li> <li>• There are several garages within the affected area. They will lose custom if motorists cannot drop-off/collect their vehicles at a time which is convenient to them and necessary for the mechanics' time management.</li> <li>• The suggestion of removing parking spaces from outside a sheltered housing block seems to show a blatant disregard for the needs of the elderly and vulnerable. Surely the fact that the blocks are home to a large number of residents means that family/friends/taxis need spaces to park.</li> </ul> <p>If Haringey is worried by a slight increase in traffic at the beginning and end of a school day perhaps a radical but simple solution would be to ban parents/carers from collecting children by car thus allowing the residents and businesses to continue as normal without being inconvenienced.</p> <p>As with many of these suggested schemes I feel that there is a strong link with increasing council revenue. From past experience I feel that objections are discounted because the decision has already been made. I hope that Haringey can improve its attitude towards the most vulnerable in our society and consider their needs in the light of this proposed scheme.</p>
Lancasterian SS12	Support	
Lancasterian SS12	Other view	
Lancasterian SS12	Object	There are quite enough restrictions in the borough with LTNs. No more are necessary

Lancasterian SS12	Object	Totally object to this. I've never seen congestion at drop off / pickup times on any of the proposed roads. There is also lots of parking. Lancasterian is located at the back of the High Road where children and young people would not be affected by fumes. These SS schemes would be much more appropriate for schools located on busy main roads, not side streets.. I am also concerned for businesses, as customers would not be allowed to go through Church Street to King Street.. Your design does not make sense. The main entrance to the school is not on Tebworth Rd., Nursery St, or King St.; but as the road bends from King St. I don't see why my and many of the other roads mentioned should be targeted. What about the elderly, carers, and vulnerable individuals who need vehicular access? What about trade services and deliveries? This does, I feel, curtail my right to free movement. My parents live on Gt Cambridge Rd., and since the SS at Weir Hall Rd., I cannot collect them and take them to appointments at N. Middx hospital.. Instead, they either have to cross a steep road, or I have to travel all the way around to reach them by car and take them to appts. Will Haringey Council listen to my concerns?
Lancasterian SS12	Object	I'm concerned this will cause problems at the corner of Ruskin and Birkbeck roads, as everyone / parents will use this as a drop-off point. Without being able to turn on to Birkbeck rd. in either direction, everyone will be trying to turn their vehicles around. It will be chaotic. Your proposal will effectively displace any problems into this smaller area. It will just shift the problem. Also, with small signage, lots of people are likely to get fines which they cannot afford to pay.
Lancasterian SS12	Object	I would like the street to remain as they're now, due to the fact that this Restrictions you're planning to put on our streets could cost more chaos .
Lancasterian SS12	Object	
Lancasterian SS12	Other view	
Lancasterian SS12	Support	Have you considered the impact this is likely to have on the top end of Church Road, Church Lane, and All Hallows Rd., especially considering there are two schools there?
Lancasterian SS12	Other view	Will residents have to apply for a School Street Exemption? I have a permit for TED days but feel that the onus is on a local resident to re-new this. I almost got a ticket this year as I was not informed by Haringey Council that it had lapsed. There must be a way of ensuring that this can be Auto renewed. Yet more form filling for locals. Also, I do not understand why 4 Event Day parking bays are going to be removed and replaced with Double Yellow Lines? This means that there will be less scope for visitor parking in event days. this area is already becoming very busy with increased Blue Badge holders on TED's. It feels that very little consideration given for local residents. People who actually live here! (Please respond). Lastly there should be some facility for local deliveries, pick-ups for local residents. It feels like this response will be ignored. Lastly, there is a massive typo in the Background section of the consultation document: 'During December 2023 and January 2024, the Council consulted on...' Please get these things right to give some impression that you actually do care about local residents.



Lancasterian SS12	Object	I'm a long term resident living near the school. I'm also disabled, and I rely on taking cabs to and from hospital appmnts (which often coincide with the proposed SS times). I need a mobility scooter to 'walk' any distance and do not know what I will do if the cab cannot drive directly to my house in order to drop me back or take me to hospital. As I also live close to Spurs ground, it is already extremely hard to do food shopping etc. on match / event days when roads are closed. It's a nightmare trying to seek medical help or do any shopping while roads are closed. My family already are restricted as to days and times they can visit me and, as a disabled person, I often need their support. It is just so unfair that while businesses get exemptions to carry on as normal; I as a resident am completely invisible in this respect, and not taken seriously. Deliveries of essentials including medicines are also affected by the access restrictions etc., and it makes life extremely hard. Please do NOT let this scheme go ahead.
Lancasterian SS12	Object	It's fine as it is now. I feel there's no need to have a school street
Lancasterian SS12	Object	I believe that making the proposed roads school streets will make it very difficult for some parents taking their children to school. As a resident I don't feel that the disruption is enough to require this.
Lancasterian SS12	Object	Once again LBH are pushing a scheme which will negatively impact local residents - esp elders and the vulnerable. As well as houses and flats, the affected area includes 2 blocks of sheltered housing units. Consider the following points: Lancasterian Sch is situated next to Bruce Castle Park, where the benefits of trees on pollutants is scientifically proven. Fewer older residents (particularly those in sheltered accomm) own or drive cars. They are therefore more reliant on taxis / lifts. They cannot be expected to arrange appointments / travel so they can be picked up and dropped off outside the restrictive hours. Deterioration in mental health is strongly linked to isolation. Friends and relatives will stop 'dropping in' if they are fined or face access restraints. Garages in the restricted area will lose business as a result of the restrictions. It would be more sensible to ban parents from driving to the school, residents and businesses would then not be affected. Removing parking spaces outside residential housing blocks? Where are taxis / visitors supposed to park? Once again this isolates the most vulnerable. This is yet another Haringey money-making scheme.
Lancasterian SS12	Support	Questions 8 & 9 are a little odd. Generally it is a good idea to introduce the school streets around the Lancs School. Current vehicular drop off is chaotic, regular street congestion and parents idling their cars for very long leading to local air pollution - so this will be an improvement! And the map seems updated from the first version with comments taken on board. The Vale's school bus drop off leads also to dangerous cross-over situations when buses enter/ exit the bus parking lot via the footpath - which lead to the Lancs & Vale school entrances. In addition these buses are all relatively old diesel vehicles adding to air pollution during the drop-off/ pick-up times. These should be electrified..., and their drop-off in the mornings re-considered time wise to not clash with pedestrian drop-off.
Lancasterian SS12	Object	Ridiculous idea. Inconvenient, The street doesn't get that busy anyway, and it's never congested or blocked with traffic. This just causes more inconvenience for people who live or work there. This is another stupid and unnecessary idea which will just cause more problems for local residents and businesses. I use my car sometimes around these times for business, or to run errands for my work. The scheme will just create problems for already quiet back roads.
Lancasterian SS12	Object	
Lancasterian SS12	Support	

Lancasterian SS12	Support	I am totally in favour of this proposal. Slightly concerned about the traffic and dangerous parking this will create on the south part of Birkbeck Road and Ruskin Road though.
Lancasterian SS12	Support	The revised plan is much more sensible, and I fully support it. I would love to have this implemented.
Lancasterian SS12	Support	Strongly in favour
Lancasterian SS12	Support	<p>I am generally in favour of the proposed plan, but I believe the signage for the School street could be better. The proposed sign on Ruskin Road is situated past the railway bridge, a driver would need to go into the section approaching Birkbeck Rd before the sign is apparent, this would then require the driver to execute a 3 point turn to avoid entering the School street or the one way section of Birkbeck Rd in the incorrect direction.</p> <p>The sign would be better positioned on the corner of Ruskin and Pembury Roads, giving the driver the option of avoiding the need to execute a 3 point turn. The proposed sign only shows the School street restriction, surely it should also show a No Entry sign for turning left into Birkbeck Rd, as this is a one way street.</p> <p>I would also question the inclusion of Bruce Castle Rd within the School street, as it would be impossible for vehicles to access BCR whilst the school street is in operation on Kings Rd, BCR is not accessible from Lordship Lane due to the traffic flow direction of the Birkbeck / BCR one way system.</p>
Lancasterian SS12	Support	
Lancasterian SS12	Support	<p>Though I welcome the idea, I am concerned about the congestion that will be caused at the Ruskin Road / Birkbeck Road junction. Houses right opposite the road will face a lot of pollution coming from idle cars and I don't think that is fair. It is already very difficult to drive through Ruskin Road on to Birkbeck Road when cars are parked on either side, this will just encourage drivers to park wherever they can e.g. double yellow. Also once the signage is realised it will be too late and might be impossible to turn around, forcing drivers in to the restricted zone given that Birkbeck Road is a one way street. Considering that minibuses carrying school children for the Vale also use this street, this is disastrous. You will have cars trying to turn around back on to Ruskin Road, cars behind also trying to do the same, cars parked on either side making it difficult to turn around, cars coming from the Lordship Lane end of Birkbeck Road also trying to get into Ruskin Road. There will be many arguments and incidents of road rage. The restricted zone should span throughout the length of Birkbeck Road and part of Ruskin Road starting from where it meets with Pembury Road. It will give drivers enough time to react and avoid the restricted zone.</p>
Lancasterian SS12	Support	
Lancasterian SS12	Other view	
Lancasterian SS12	Other view	
Lancasterian SS12	Object	I can't respond properly without knowing the details for getting a blue badge exemption when someone is staying here and how I would apply for an exemption when I have building work done, either planned or more importantly in an emergency. 8.15 is the time most builders want to start work. 9.15 would cut into their working day.
Lancasterian SS12	Support	Too many cars idling with their engines on during drop off and pick up times

Lancasterian SS12	Support	At the moment the level of traffic around the school is high, this causes air pollution which could be alleviated by the school streets programme. I often find it dangerous crossing the road as parents stop directly outside the school, obstructing the view of the road, also cars speed is an issue at times when so many people are crossing. I see the proposed school street as vital as it's only a matter of time before an accident happens. I believe the school streets programme has been delayed already, and I would urge you to delay this no further. I also think there needs to be another pedestrian crossing on lordship lane next to Birbeck road as this is a direct route for children walking.
Lancasterian SS12	Support	I would happily pedestrianize the lot, bar resident vehicles. Introduce more EVCPs as well so people can get EVs. Impossible otherwise. Or make it workable to charge from terraced houses e.g by digging a trench / gully for people who want charging points, so as not to obstruct the pavements. Local electric charging facilities are pathetic.
Lancasterian SS12	Object	SS will cause disruption for residents and traffic will NOT reduce because parents who drive to the school will continue to do so but will now drive up to the boundary and double park. That will cause congestion and potential danger
Lancasterian SS12	Other view	Kings Road has no through access. It is really only the school that would bring in any traffic other than residents. It is very rare that people visit me during the school times. That said not being able to have anyone visit me, deliver to me, or for me to drive out of my road in my partner's car, during those times does feel like I am being victimized for living in Kings Road. It feels like I am being trapped at those times. If this goes ahead, you really need to give residents the ability to get temporary exemptions. Something like the temporary parking permits that we use when we have people in cars or vans visiting us.
Lancasterian SS12	Object	This is not needed in Kings Road, as it is a short road with no access to Tottenham High Road
Lancasterian SS12	Object	
Lancasterian SS12	Object	
Lancasterian SS12	Object	
Lancasterian SS12	Support	
Lancasterian SS12	Support	
Lancasterian SS12	Object	
Lancasterian SS12	Object	

Lancasterian SS12	Object	<p>My son attends this school, and we live a far distance from the school; approximately 13 miles away which I have no other choice but to drive and take him as I also have to get to work on time otherwise this will put my job at risk. My car is ULEZ compliant which suggests that it is not letting off a considerable amount of pollution. With regards to the actual school Road, I have never seen dangerous driving/parking. Parents who walk with their child to school use the road/pavement appropriately hence there has been no accidents related on this road during the school hours which is intended to be put in place before and after school.</p> <p>My son attends this school as it is much easier for childcare, the school is very inclusive, and it is within a good distance of my working environment. Adding this school road will not only put my son's place at this school at risk due to lateness but it will also affect his childcare and my job which is not ideal for either party.</p>
Lancasterian SS12	Object	<p>As we and other parents do not live in walking distance of the school it is not possible to walk or cycle to school each day, we have to drive, so closing road off would stop us accessing school especially as to park anywhere near the school and walk I would need a parking permit which I can not get as I am not a Haringey resident . This would really effect getting both my children into school daily. A zebra crossing or lollipop person could be in place to help with the road crossing if this is felt to be an issue.</p>
Lancasterian SS12	Object	<p>Is easy trop off and pick up the kids to the school. We don't have any problem in this area. Why complicate our life</p>
Lancasterian SS12	Other view	<p>Hi, My daughter attends The Vale Special Needs school in Trulock Road N17. She is disabled and has a blue badge. I understand this school area is under consultation to become a school street.</p> <p>I believe my daughter's school bus, and also myself when I have to collect her, would be exempt. However, my daughter has to travel on the school bus with carers provided by the NHS due to her disability, and they sometimes (although not always) arrive and leave by taxi. How can carers arriving/leaving the school by taxi be exempt so they can arrive and leave within school street times without penalty?</p> <p>Many thanks,</p>
Lancasterian SS12	Support	
Lancasterian SS12	Object	<p>Very low traffic area. No need for change</p>
Lancasterian SS12	Support	<p>The Pavements around the school get busy at drop off /pick up times, you sometimes have to walk on the edge of the kerb and cars can whizz past on church road and king street which can feel quite dangerous.</p>
Lancasterian SS12	Support	<p>Would really like to see the school street come into force, many parents walk their children to the school from a very short distance away, plus it will make manoeuvring a lot easier for the minibuses who drop pupils at The Vale.</p> <p>Plus it will stop that one parent in the silver car who keeps on parking over the key stage 2 entrance.</p>
Lancasterian SS12	Object	<p>Ok you going to close the road on certain off time if I have to take my daughter to school when is raining how I am going to enter to the school street I don't now o you guys think this is not going to solve an problems</p>

Lancasterian SS12	Support	I am very happy to see the revised proposal that has expanded the streets covering the School Street from the previous proposal. For instance, Church Road wasn't included on the first proposal and being a single lane with traffic in both ways, it already has issues, which would be increased if this road gets more traffic (the issue is generally cars coming one way not allowing the circulation of cars coming the other way and being quite aggressive. Also, it is one of the entrances to the school and being a very narrow road, the visibility is not great, and it would be very dangerous with increased traffic). The whole area around the School is protected with this revised proposal which is a massive improvement. There will still be traffic from the school transport going mainly to The Vale School; but it would be a lot easier to manage if there are no other commercial or private vehicles during drop off and pick up times.
Lancasterian SS12	Support	I think the proposed school street can only be a positive thing. It will make the whole experience of walking, cycling, scooting to school much calmer, safer, cleaner & overall a much more pleasant experience. At the times of day proposed the dominant reason for passing through those streets is to get to the school and so priority should be given to pedestrians and cyclists. It will also ease access for pupils who need to arrive to school by car/minibus due to mobility issues.
Lancasterian SS12	Support	I'm don't think question 9 is clear. I've answered as: how I feel about the *current* state of each activity around the school. I feel negative about the safety of cyclists around the school, but positive about creating a safe cycling environment!  The reversing school buses of the Vale are a serious incident just waiting to happen, but I realise this is a hard thing to do anything about.
Lancasterian SS12	Support	There is often congestion round Lancasterian school and because Church Road is narrow, drivers can get very frustrated and angry about being held up by others. I have witnessed angry drivers shouting from their windows in front of children. This is unacceptable. I am also concerned about the level of air pollution produced right outside the school by drivers and cars parked with their engines on. Drivers also sometimes drive too quickly round the junction between King's Road and King Street after being held up coming down Birkbeck Road, which makes it unsafe for children crossing. I fully support the school street proposal.
Lancasterian SS12	Object	As I have a 5 yr old who attends the school, a friend's child whom I take to another school, plus a new born baby. If this proposal was to go ahead, It would hugely affect my school run routine in many ways. Especially having to park far from the school to then bring my newborn out into the cold, when I would normally park close by and allow myself and child to walk into school.
Lancasterian SS12	Support	I think it would make sense to make this a school street.
Lancasterian SS12	Support	We cross the park, which is wonderful but the rat problem is too much. As it relates to the road by the school, I've been witness to arguments and fights breaking out between drivers and have been concerned for my sons safety near the road.
Lancasterian SS12	Object	There is no traffic congestion in this area during school times and outside the times.
Lancasterian SS12	Support	
Lancasterian SS12	Support	
Lancasterian SS12	Support	
Lancasterian SS12	Object	

Lancasterian SS12	Support	I walk or cycle to school and am very supportive of the school street. Although the roads near Lancasterian are quieter than some, it can feel dangerous and has poor visibility in some areas.
Lancasterian SS12	Support	
Lancasterian SS12	Other view	There is sometimes congestion along church road especially in the mornings that is outside the reception entrance to the school. Adding to this congestion are cars parked in the controlled parking area that are opposite the businesses along the archway. Having a school parking zone will make drivers find alternative routes to the school on roads that are already congested due to the LTN's in the local area. This will mean that congestion will build up along roads that children use to walk to school, leading to an increase in emissions from the vehicles. There are other schools located near by where congestion will also build up. This may be a quick fix to the issue but perhaps just moving the issue onto other roads which will then experience the same issues
Lancasterian SS12	Support	A good idea. There are a lot of parents/carers dropping off children to school that have no care about where or how they park. Church Road is an extremely busy road during morning drop off and afternoon pick up, with an entrance to the reception and excessive cars travelling at speed up and down this road it is a miracle there hasn't been serious harm to anyone. Perhaps the council could look at additional signage, a zebra crossing or a speed recognition sign that warns driver they are driving faster than they should.
Lancasterian SS12	Support	
Lancasterian SS12	Support	
Lancasterian SS12	Object	
Lancasterian SS12	Support	
Lancasterian SS12	Support	Church Road can become congested and hard to cross at school drop off and pick up times. Having school streets would make it easier for even small children to use active travel methods like scooters to get to school.
Lancasterian SS12	Object	I am concerned about how I will be able to get my children to school as I need to drive to work and there is no alternative route I can go to get near to the school to drop children on my way. Has this been considered? I would like to know about alternative routes for parents who need to drive. I already live 15 minutes' walk away from the school. I am not able to drop them and then walk back to collect my car. Haringey council is making it absolutely impossible to drive anyway in the borough. I am in support of reducing traffic pollution etc on the roads near to the school but how can this be done considering people who are in employment who need to access parking near by to drop children to school and for those children who don't live within the street safe roads. This will be very disruptive and impactful for my family and many others in similar circumstances.
Lancasterian SS12	Object	People drive to school because they have to - if it was walking distance they would walk. Vale school is using vans, they obstruct the roads and pollute too. You won't reduce the air pollution around the school.

Lancasterian SS12	Support	I am really in favour of the school street. At present, cars drive far too fast outside the school, leave engines running and generally make it unsafe for children and dailies trying to get safely to school. The proposed changes will be great outside the school. I do wonder what will happen at the west end of Ruskin Road when people drive up it and then realise (or don't realise!) that they shouldn't enter Birkbeck Road. Will it be clearly signposted to avoid lots of vehicles turning around here to avoid fines?
Lancasterian SS12	Object	The school street being operational in kings road only will cause a nightmare! There are two entrances to the school one on kings road and one on kings street with majority of parents using king Street entrance for the junior school. Now this will only work if you block off king Street as well, there are highly polluting car repair arches inches from the school, and they have cars being worked on all over that street. If you seal off king Street as part of this then yes it's sensible. Although the real issue is why is the council allowing ten massively polluting car repair arches to operate less than 15 feet from the school doors?
Lancasterian SS12	Support	I think it would be beneficial for the health and safety of the kids at the school. But something would need to be suggested to help parents who rely on their cars to get them to school, but the health and safety of the children is what is most important. Firstly I would like to know what happens to the staff that drive to the school? Are they exempt? What about the disabled children that require a car drop off? There needs to be more information to make a decision.
Lancasterian SS12	Support	
Lancasterian SS12	Support	
Lancasterian SS12	Support	
Lancasterian SS12	Support	Need to slow down traffic at zebra crossing on lordship lane. It's fine if there is traffic, and people are going slow but often people are speeding and fail to stop. They will even wave as they go past you even when you are part way across the road which implies that they have seen you and they should be able to stop.
Lancasterian SS12	Object	As someone who is self-employed this proposal will mean losing at least 5hrs a week given that I cannot drop my children to school and leave straight for work also the reverse is true...I would have to stop work at least 30mins earlier than currently to be back in time to collect. During a cost of living crisis this is just not the greatest decision for me personally. Lancs needs a monitor outside during pick up and drop off to prevent certain parents/carers driving and parking like idiots. Its always the same people that cause a problem with their dangerous habits
Lancasterian SS12	Object	
Lancasterian SS12	Object	The kids who are dropped off by car still need to be dropped and the cars will be congested in the surrounding areas. I drop the kids at breakfast club and will still need to drive as my commute requires me to drive so I now need to park further away and it's going to be more stressful having to walk further to drop the kids off . It would be more helpful if the cut off time was 8.30 in order for me to drop them at the door
Lancasterian SS12	Support	I strongly support the School Street proposal. My children attend this school and I sometimes find it very difficult to cross the road to the gate with them. I have also seen how much the school street has improved the morning drop-off at the Mulberry school, allowing children and parents much more space.
Lancasterian SS12	Object	

<p>Lancasterian SS12</p>	<p>Object</p>	<p>Subject: Formal Objection to School Street Statutory Consultation - Lancasterian Primary and The Vale School Street (SS12) VVR Motors Ltd 522 King Street, London, N17 8AW 31/10/2023</p> <p>Haringey Council Traffic Orders. Dear Sir/Madam,</p> <p>I am writing to formally object to the proposed School Street Statutory Consultation for Lancasterian Primary and The Vale School Street (SS12). As the owner of VVR Motors Ltd since 7 years and located at King Street, London, N17 8AW, I have significant concerns regarding the impact this proposal will have on my business and livelihood. My business operates from 08:30 am to 18:00 pm, providing essential services such as a mechanic garage and MOT station to the local community. The proposed School Street measures will severely affect my business financially, as potential customers will be discouraged by the restrictions imposed during these hours. This could lead to a significant loss of clientele, potentially pushing my business towards bankruptcy.</p> <p>I am not only a business owner but also a parent with two children to support and a mortgage to pay. Relying on the success of my business is crucial for my family's financial stability, and this proposal threatens our well-being. It is essential to recognize that there are 11 other businesses on this street, and this proposal could have similarly detrimental effects on their operations. Moreover, the proposal involves closing both roads during the specified hours without providing an alternative access route to King Street. I would like to suggest that the council considers implementing a one-way system while ensuring that at least one road remains open to maintain access to our businesses.</p> <p>Regrettably, I cannot accept the proposed School Street Statutory Consultation in its current form. I urge the council to reconsider this proposal, taking into account the economic consequences it will have on local businesses like mine. I formally register my objection to this proposal and hope that a more equitable solution can be found.</p> <p>I appreciate your attention to this matter and look forward to a fair and considerate resolution.</p>
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Lancasterian SS12	Object	<p>To whomever this may concern,</p> <p>I hope this email finds you well. I am the owner of "Top Spray" - 514 King Street N17 8AW, a business that has been serving the community for over 10 years. I am self-employed and work in the area where a school street - the "Vale Primary school" &amp; "Lancasterian Junior &amp; Infant school" school street in particular - is being proposed to be introduced. I work as a car sprayer and car bodywork repair and have done for over 10 years. Over the years, I have served people from Tottenham and beyond with the utmost care and respect, giving them proper service. I am writing to express my concerns regarding the proposed school street initiative in our area and its potential impact on local businesses like mine.</p> <p>First and foremost, I am deeply concerned about the accessibility and parking restrictions that the school street may impose on both me and my customers. I live outside Tottenham and have to commute to this garage, but this proposal affects my commute heavily. These measures are also likely to deter my customers from visiting my garage, leading to a decrease in revenue. If this happens I will be unable to pay my rent and provide for my family. My business, as well as many other businesses in the area, has been an integral part of this community, providing top quality service and ultimately contributing to the local economy. I understand the importance of ensuring the safety of students, but I believe there are alternative solutions that can address this concern without adversely affecting local businesses.</p> <p>Thank you for your attention to this matter. Sincerely,</p>
Lancasterian SS12	Object	Will adversely affect my business, so I'm not happy with the proposal
Lancasterian SS12	Object	I'm a new tenant (business) and I was not informed about the proposal. I have invested a lot in the property and this SS proposal will cause me major loss in both customers and revenue. If the scheme goes ahead I would claim for my financial losses
Lancasterian SS12	Object	I am a self-employed worker and I personally feel like this would hamper my business and therefore I could potentially lose clients because it makes accessibility to my business very difficult
Lancasterian SS12	Object	This will damage my business. I'm self-employed and live 20 mins away. This may be good for some residents but not for the self-employed people working here. My clients will have issues coming here, and so I will suffer.
Lancasterian SS12	Object	This will affect my business badly, as my customers will not be able to visit my workshop. It will drop my financial situation.
Lancasterian SS12	Object	This is very bad for business and could lead to people not coming to my business because it isolates my business and makes it harder for people to get to.
Lancasterian SS12	Other view	The MPS have no concerns with, nor objections to this proposal.

Lancasterian SS12	Object	<p>This will have a terrible impact on staff trying to get to work as many come from outside the local area and public transport is not a reliable option. Especially if you have your own kids to get to school first.</p> <p>This will mean parents picking up children with send from The Vale for hospital appointments, illnesses will be fined.</p> <p>School staff providing outreach visits for children at home will be fined. And nowhere to park with these plans which will create more havoc, congestion and dangerous parking in the areas left.</p> <p>Some people have to use cars</p>
Lancasterian SS12	Support	<p>Why does the proposed area include the whole of Bruce Castle Road, but only the lower half of Birkbeck Rd? This means that drivers will go along Birkbeck rd. and turn right into Ruskin Rd. during the proposed operational hours. Many children and carers cross Ruskin road here when walking to school, and the crossing will be made more dangerous. Regarding safety, the road humps are completely useless, as vehicles routinely speed over them. Finally, there is continued rubbish dumping at the corner of Birkbeck and Lordship Lane. This often covers the pavement used by children walking to school. The flats above the shops have nowhere to put rubbish, so the problem may come from there.</p>
Lancasterian SS12	Object	<p>Wasting public money. Stop closing roads.</p>
Lancasterian SS12	Object	<p>Haringey council penalises motorists at every opportunity because, as with the national Labour party, they are full of zealots campaigning against residents who own / driving cars. You fine them at every opportunity. It's a disgrace. So NO, NO, NO to any further restriction implementations</p>
Lancasterian SS12	Other view	<p>This covers a very wide area. As a cyclist I feel positive as it can be very intimidating cycling up Church Road with cars beeping horns or driving up on the pavements to get past.</p>
Lancasterian SS12	Object	<p>I am not happy about proposed School street my mum lives in Bruce castle road she is a disabled person.</p>
Lancasterian SS12	Support	<p>Good</p>
Lancasterian SS12	Object	
Lancasterian SS12	Support	<p>I would suggest that the hours are extended to factor in clubs / extended day which the school runs.</p>
Lancasterian SS12	Support	<p>The school street area looks comprehensive. However there is a possibility of displacement of traffic onto All Hallows Road and Church Lane on the western side of Bruce Castle Park next to Risley Avenue Primary School. Please implement monitoring before and after this school street is in place to determine whether complimentary measures are required here.</p>
Lancasterian SS12	Support	<p>Radical measures are needed to reverse climate change, so this is welcome.</p>
Lancasterian SS12	Support	<p>Please pass this the roads are not safe for walking kids</p>
Lancasterian SS12	Other view	
Lancasterian SS12	Object	<p>Bad idea</p>
Lancasterian SS12	Object	

Lancasterian SS12	Support	
Lancasterian SS12	Object	I live on Lordship Lane and have a Bruce Castle parking permit. However, I won't Be allowed to use Bruce Castle Rd??? This will be extremely annoying and inconvenient when taking and collecting our children who don't go to Lancasterian school. How is that fair to a local resident? We have to use a one-way system and have no choice. It would be helpful if you could extend the SS slightly to include 26-32 Lordship Lane (as shown on the map), so we can all use the zone. How is it that people as far as Nursery St. will have access to the one way system while we, living closer to the school, will not. Makes no sense.
Lancasterian SS12	Support	I feel very positive about the school street. I would encourage you to make the school street as wide as possible to encourage people to switch form their cars to foot or a bike. If the school street isn't wide people will still drive and park outside the school street - meaning traffic will shift rather than evaporate. Anything encouraging less driving a good thing
Lancasterian SS12	Object	This borough as well as the rest of London has made it impossible to commute. How does a 20 minute drive turn into 1 hour. You've ruined business for us. We used to complete 3 jobs a day and now we're lucky to even get 1. You don't need a traffic restriction near this school. It's nowhere near the main road and doesn't have poor visibility. If you proceed with this you have to pay for my losses during that period because it makes 0 sense. We are struggling as a business as it is. With the recession starting it's become harder to keep a living and adding this restriction will reduce business and the hours to work with clients. It is not necessary for this restriction in such a big area with near to 0 cars moving through it. I don't want this implemented in the area. Thank you.
Lancasterian SS12	Support	As a parent of children at a school that has had a school street in place for many months now, I just wanted to share the many benefits we have experienced: safer walking and cycling (with more people using active travel options), safer crossing for children (many year 6 children walk to school independently), cleaner air, and less stress. I wish there was a school street all the way there.
Lancasterian SS12	Support	My comment is on school streets in the borough in general, not just his one. I support all school streets - I think they are a brilliant idea! And as a walk-when-you-can supporter, I don't drive often though I do have a car. The problem is that because I don't drive often, I have no idea when and where school streets are. I find the signage utterly unhelpful. I realise that it follows all the national regulations, but I don't find those particularly helpful. Please understand, I don't want to drive on a school street, not because of risk of a fine, but because of risk of danger to children. But the signs blend into the noise of black and white and red signs, like speed limit signs and traffic camera signs (if you are driving at 20mph, you can safely ignore these). Isn't there some better way of warning drivers not to drive on a particular street at a particular time?
Lancasterian SS12	Support	The school street will make it significantly safer to walk and cycle in the area around the school.
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