

**Report for:** Director of Environment & Resident Experience in consultation with the Cabinet Member for Climate Action, Environment and Transport – 20 February 2025

**Title:** 2023/2024 School Streets

**Report authorised by:** Mark Stevens, Assistant Director Direct Services

**Lead Officer:** Tim Walker, School Streets Programme Manager  
Maurice Richards, Head of Transport & Travel

**Ward(s) affected:** Bounds Green, Bruce Castle, Fortis Green, South Tottenham

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

**1. Describe the issue under consideration**

- 1.1. Determine whether 4 new School Streets in more than two wards but not resulting in expenditure of more than £500,000 or any virements, or likely to result in substantial public interest (or social, economic or environmental risk) should be progressed to statutory consultation.

**2. Recommendations**

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

- 2.1. Notes all feedback received as part of the informal consultations in Appendix A – Consultation Report.
- 2.2. Approves the following School Street projects are progressed to statutory consultation, as per the plans in Appendix B, subject to the outcome of statutory consultation:
1. Bounds Green Infant and Junior School Street (SS48)
  2. Coldfall Primary School Street, Everington Road entrance (SS50)
  3. Welbourne Primary and Children’s Centre School Street, Stainby Road entrance (SS54)
  4. St Francis de Sales Infant and Junior School Street (SS15)
- 2.3. Authorises the Head of Highways and Parking to advertise all necessary traffic management orders to give effect to the recommendations in 2.2.
- 2.4. Notes that where substantial representations are received in respect of the proposed traffic management orders or where the decision to be taken following receipt of such representations is likely to result in significant social, economic or environmental risk, the decision whether to make such orders with or without modification will be reported to Cabinet to take having due regard to such representations.

### **3. Reasons for decision**

- 3.1. School Streets are a key priority for the Council, as set out within the School Street Plan<sup>1</sup>, the Walking and Cycling Action Plan<sup>2</sup> and the Corporate Delivery Plan 2024-2026<sup>3</sup>.
- 3.2. The reasons for recommendation 2.2 are:
- to improve the health of children by increasing active travel, and to reduce road danger and improve air quality near the school gate;
  - the schools are supportive of the plans set out in Appendix B;
  - the proposals contribute towards the strategic objectives of the Council (see Section 6).

### **4. Alternative options considered**

#### Do nothing

- 4.1. This option was rejected as not delivering School Streets would not align with the objectives set out in the Corporate Delivery Plan, the Transport Strategy, the Climate Change Action Plan, the Walking and Cycling Action Plan and the School Street Plan.

### **5. Background information**

- 5.1. School Streets transform roads to create a better environment for children to walk, cycle and wheel to school.
- 5.2. When a School Street is in operation, the road temporarily becomes a pedestrian and cycle zone at school drop-off and pick-up times.
- 5.3. By temporarily closing the road to motor vehicles at the start and end of the school day, School Streets help by:
- Reducing traffic outside the school, which reduces emissions and makes the air around the school cleaner at peak times for children.
  - Making it safer to walk, cycle, scoot, and wheel to school. Children will benefit from increased physical activity on their journey to and from school.
  - Reducing traffic congestion and parking problems outside the school and reducing road danger
- 5.4. Residents and businesses can apply for exemptions giving them the ability to drive into the School Street if needed. Emergency service vehicles will have access at all times.
- 5.5. There are over 600 School Streets in London and nearly 12km of Haringey's streets have already been converted to pedestrian and cycle zones at school-drop off and collection times. This is helping our children to walk, cycle and wheel to school more safely - and in cleaner air - than before.

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

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

<sup>3</sup> <https://new.haringey.gov.uk/council-elections/council-policies-plans/corporate-delivery-plan>

### School Street Plan

- 5.6. In June 2023, the Council approved a new School Street Plan<sup>4</sup> ('the Plan') which sets out a standard framework to deliver Haringey's School Streets programme, allowing for consistent, successful, and efficient delivery of these measures.
- 5.7. The Council has introduced 34 School Streets and a further 12 are currently in design, consultation or decision-making stages. The Plan identifies the schools listed in this report for a School Street, subject to the outcome of consultation and decision making.

### Objectives of a School Street

- 5.8. The key objectives of a School Street are as follows:
- Objective 1: Reduce congestion and car use near schools
  - Objective 2: Reduce road danger and improve safety for pupils and parents/carers travelling to and from school
  - Objective 3: Encourage active travel to schools
  - Objective 4: Improve air quality around schools
- 5.9. Monitoring of recent experimental School Streets in Haringey<sup>5</sup>, as well as research carried out by other boroughs and Transport for London<sup>6</sup>, show that these objectives are consistently met.
- 5.10. In a broader context, School Streets help deliver targets set within the Mayor of London's Transport Strategy (MTS). These targets have since been adopted by Haringey through the Haringey: Transport Strategy Local Implementation Plan and Walking and Cycling Action Plan (2022):
- Mode share - 88 per cent of all trips in London to be made on foot, by cycle or using public transport by 2041 (77% in 2019)
  - Physical activity - all Londoners to do at least the 20 minutes of active travel they need to stay healthy each day by 2041 (currently 32%)

### Locations

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

ID	Project name	Ward	Streets (wholly or partially) impacted by proposed School Street
SS48	Bounds Green Infant and Junior School Street	Bounds Green	Park Road (between Edith Road and Bounds Green Road slip road)
SS50	Coldfall Primary School Street, Everington Road entrance	Fortis Green	Everington Road, Barrenger Road, Steeds Road, Hill Road, Marriott Road

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

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

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

SS54	Welbourne Primary School and Welbourne Children's Centre, Stainby Road entrance	South Tottenham	Stainby Road, Montague Road
SS15	St Francis de Sales RC Infant and Junior School Street	Bruce Castle	Brereton Road, Church Road, James Place

### Design process and proposals

- 5.12. Following site surveys, an initial design was prepared by the Streetspace design team. The initial design was aligned with the School Street design principles set out in the School Street Plan.
- 5.13. Each design was reviewed by the School Street team and feedback was sought from the Cabinet Member for Climate Action, Environment and Transport. The design was subsequently discussed with each school prior to informal consultation (see paragraphs 5.18 to 5.19 for details of the consultation process and feedback).
- 5.14. The key elements incorporated within each design proposal:
- A time-limited School Street (Pedestrian and Cycle Zone) that will operate:
    - Term time only
    - Monday to Friday
    - For approximately 30 minutes before the school gates open until 15 minutes after they close, in the morning and afternoon
  - Motor vehicles (cars, vans, motorcycles etc.) are not allowed to enter the School Street unless they had been issued an exemption (details below).
  - Traffic signs will be installed to inform motorists of the restriction. The signs would be closed (and covered up) when the School Street is not in operation during the three main school holidays. Updates of the new restriction and times of operation will be sent to sat-nav companies.
  - Motor vehicles entering a School Street without an exemption, during operational hours, are committing a moving traffic contravention and may be identified by CCTV camera and issued a penalty charge notice (PCN).
  - Vehicles can drive out of a School Street at any time. An exemption is only required to drive into a School Street during operational hours.
  - School Streets remain open to people walking, cycling and wheeling.
  - Emergency services will always have unhindered access.
- 5.15. In line with the exemption policy set out in paragraphs 6.44 to 6.59 of the School Streets Plan (summarised in Appendix C to this report), the following groups of would be eligible to apply for a free motor vehicle exemption:
- Residents who live within the School Street (maximum of 2 vehicles per property).

- Businesses with premises within the School Street (maximum of 2 vehicles per property).
- Blue Badge (disabled) holders or those with a medical condition that require access to the street during the restricted hours.
  - Note: Blue Badge holders who live or have a business in a School Street can nominate up to 2 vehicles for which they are not the registered keeper. This is in replacement of (and not in addition to) exemptions where they are the registered keeper. This helps residents and businesses who have a Blue Badge but rely on others for car transport
- School buses and vehicles used in the transport of children or adults with special access requirements.
- Medical practitioners attending those with an address within the School Street.
- School staff (to a maximum of 10% of the total number of staff at that school). In addition, any staff who are Blue Badge holders may apply for an exemption when the school has provided parking for those holders.

5.16. In addition to the above, exemptions are automatically provided for:

- Emergency services
- Statutory undertakers, if access to the School Street is necessary
- Local authority, in pursuance of statutory powers, if access to the School Street is necessary.
- Exemptions stated in the Highway Code, such as a medical emergency or with the permission or at the direction of a police officer.

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

#### Consultation and engagement

5.18. The Consultation Report, Appendix A, provides full details of the consultation process, summarised as:

- Engagement between school staff and council officers leading to proposals that were publicly consulted upon.
  - SS15: 10 March to 31 March 2023 – informal consultation (hand delivered to approximately 270 properties in vicinity of the proposal).
  - SS48, SS50, SS45: 11 July to 21 August 2024 – informal consultation (hand delivered to approximately 1967 properties in vicinity of the proposal).
- Stakeholder consultation (statutory bodies, transport groups and groups representing those with protected characteristics).

- Informal consultation document for four School Streets hand-delivered to approx. 2,000 properties in Haringey and Brent (SS50)
- Materials provided to schools to distribute to staff, parents and carers.
- Pop-up stalls outside school gates. Aimed at school parents and carers, Council representatives were on hand to answer questions and distribute a postcard explaining how to respond to the consultation.
- A3 posters put up on street lighting columns.
- Ward members informed
- SS15 - Agenda item at Love Lane Residents' Association Meeting on 16 March 2023
- [Social media](#)
- [Haringey's HPX e-newsletter](#) on 26 July 2024
- School Street Have Your Say webpage – all documents available

5.19. Full details of the feedback provided through the informal consultation are provided in Appendix A and are summarised in Figure 1, below. No objections were made by stakeholders but the Metropolitan Police commented that they *“do have a general concern about the number of vehicles that will be potentially moving about in these areas due to the large numbers of properties affected. I would request that it is made very clear to the schools that these roads are not ‘closed’ and that they should not use the carriageway as such.”*

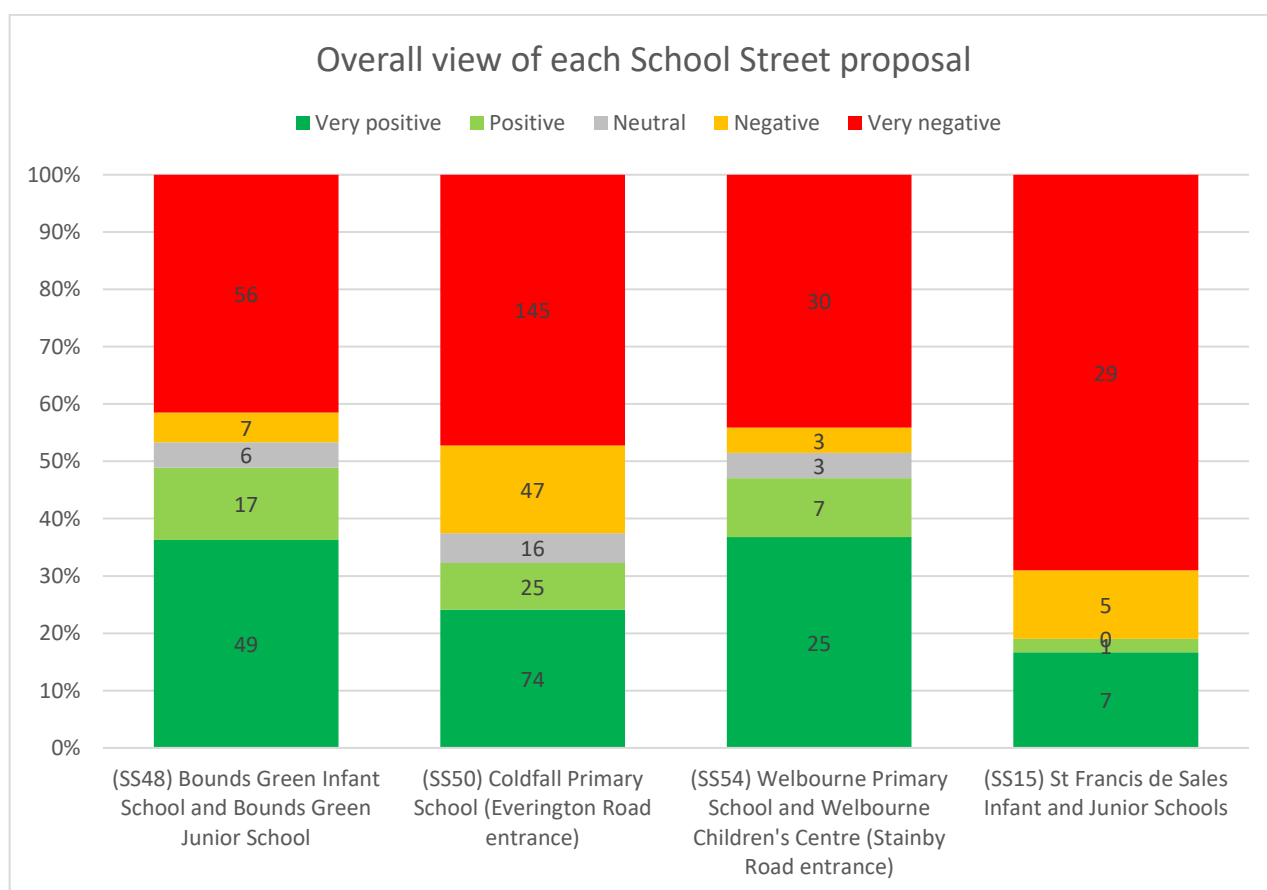


Figure 1 - Overall view of proposal (all responses)



## Changes to the proposals in response to consultation feedback

5.20. Having taken into consideration all feedback (see Appendix B) during the initial consultation stage, the following approach and changes are recommended.

ID	Project name	Notes / Changes
SS48	Bounds Green Infant School and Bounds Green Junior School	<ul style="list-style-type: none"> <li>• Good levels of support from residents / parents living on the east side of Bounds Green Road (school catchment area)</li> <li>• Concerns raised from residents just outside the proposed School Street (eg Park Grove and Bailey Close) that their (car) route to Bounds Green Road would be slightly longer and consider that they should be eligible for exemptions. However, access/egress for those properties will be retained via Palace Road and therefore the provision of exemptions to properties outside the School Street (who have alternative motor vehicle routes available) is not recommend to avoid reducing the benefits otherwise provided by the School Street.</li> <li>• Concerns raised by stakeholders that the proposal would increase the risk of collision just outside the proposed School Street at/near the junction of Park Road and the slip road fronting Nos. 117 to 133 Bounds Green Road. This location is a popular walking route to school (as it is adjacent to a pedestrian crossing and zebra crossing) and, because the location has poor sight lines for those crossing, the risk of collision is considered to be further increased.</li> <li>• A number of options have been considered to mitigate the concerns about increased risk of collision, and it is now proposed (as shown in Appendix B - Option 3a), that (a) SS48 is extended to include all of the slip road (b) footway is extended outside the public house to improve facility for pedestrians crossing the slip road (c) extension of waiting restrictions (replacing an existing pay by phone bay) to ensure sufficient carriageway width for vehicles entering the slip road via Palace Road (d) additional shared-used (permit holders or pay by phone) parking bays are provided in Palace Road to offset the loss in the slip road.</li> <li>• Proceed to statutory consultation with revised design and implement subject to outcome of statutory consultation and council decision making.</li> </ul>
SS50	Coldfall Primary School (Everington Road) (extension of existing)	<ul style="list-style-type: none"> <li>• Significant concerns raised that the proposed hours were too long. The proposed hours match the existing, adjacent School Street (SS05, Coldfall Avenue).</li> <li>• In view of feedback (see details in Appendix A, page 20), it is recommended that the proposed hours of operation are changed (reduced) from: 8-9:30am &amp; 2:30-4pm to 8:30-9:15am &amp; 2:45-3:45pm.</li> <li>• Proceed to statutory consultation with revised design and implement subject to outcome of statutory consultation and decision making.</li> </ul>
SS54	Welbourne Primary School and Welbourne Children's Centre (extension of existing)	<ul style="list-style-type: none"> <li>• Concerns raised by residents within the proposed School Street that it would be inconvenient to (motorist) residents, visitors and deliveries. Some expressed the view that pollution on Monument Way was a more significant issue.</li> <li>• It is noted that free exemptions will be available (eg for residents within the School Street, blue badge holders etc) and the School Street would only operate for a limited time period, weekdays and term time only. School Streets are shown to reduce air pollution around schools but they also aim to increase active travel and reduce road danger.</li> </ul>

		<ul style="list-style-type: none"> <li>• Recommended that the exemption boundary is amended to include recently constructed Mulberry House, Chalkley House and Mussington House accessed via Stainby Road.</li> <li>• Proceed to statutory consultation with revised design and implement subject to outcome of statutory consultation and decision making.</li> </ul>
SS15	St Francis de Sales RC Infant School and St Francis de Sales RC Junior School	<ul style="list-style-type: none"> <li>• Relatively low level of response to consultation</li> <li>• Concerns raised that School Street will be inconvenient for parents who drive to school (the school has relatively large catchment area). However, it is noted the school's location has high levels of public transport accessibility (PTAL = 5).</li> <li>• Concern about impact upon shops/businesses in Church Road (lack of motor vehicle access). It is noted that exemptions will be available for businesses and that the School Street would only operate for a short period of limited time period, weekdays and term time only.</li> <li>• No changes recommended.</li> <li>• Proceed to statutory consultation with design as proposed during consultation and implement subject to outcome of statutory consultation and decision making.</li> </ul>

### Memorandum of Understanding

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

### Finance

- 5.23. £164,000 has already been spent (or committed) to date to progress the proposals to consultation, undertake engagement with schools, capture traffic volumes and arrange surveys and purchase of CCTV for the School Streets programme. This report is recommending 4 School Streets being delivered and the cost to do this (excluding staff fees) is £214,000.
- 5.24. The estimated remaining costs (£50,000) will be fully met from the Council's capital programme under Scheme 119 – Schools Street.
- 5.25. Aspects covered by the total cost include consultation and engagement costs, traffic counts, independent road safety audits, traffic signs and cameras.
- 5.26. These costs and measures are required to enable the delivery of each project. These costs will be managed within the Capital Programme (School Streets) for the Council.

## **6. Contribution to the Corporate Delivery Plan 2024-2026 high-level strategic outcomes**

- 6.1. School Streets are specifically identified within the “Responding to the Climate Emergency” theme of the Corporate Delivery Plan, under the Outcome Area “Better air quality in Haringey.” This Outcome Area relates Haringey's



commitment to becoming a net-zero carbon borough by 2041 and the plans to reduce carbon consumption, improve climate resilience, and improve the quality of air that we breathe. This outcome will be achieved through a number of activities that include:

- School Streets – Deliver six school streets in 2024/25

6.2. Delivery of School Streets will also contribute to the “Expanding active travel” Outcome Area contained within the “Responding to the climate emergency” theme and, indirectly, to the public health programmes contained within the “Children and young people” theme.

## **7. Carbon and Climate Change**

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

7.2. Reduced vehicle emissions: School Streets reduce vehicle emissions during drop-off and pick-up times. When motorised traffic is restricted, there is a reduction in tailpipe emissions of carbon dioxide (CO<sub>2</sub>), nitrogen oxides (NO<sub>x</sub>), and particulate matter (PM). Fewer emissions mean a direct decrease in the carbon footprint associated with school-related travel.

7.3. Promoting active travel: By making the area around schools more pedestrian and cyclist-friendly, School Streets encourage active transportation modes such as walking and cycling. This not only reduces greenhouse gas emissions but also promotes a healthier lifestyle, which, in the long run, can reduce healthcare-related emissions linked to sedentary lifestyles.

7.4. Behaviour change: School Streets can also lead to behaviour change among parents and guardians. When motorised access to school is limited, parents may opt for alternative transportation methods, further reducing the number of vehicles on the road and associated emissions. Over time, this can lead to a shift in commuting habits with lasting environmental benefits.

7.5. Public awareness: Implementing School Streets raises awareness about the environmental impact of transportation choices. It provides an opportunity for schools to engage students in discussions about sustainability, climate change, and the importance of reducing carbon emissions. This heightened awareness can influence future generations to make eco-conscious decisions about transport.

7.6. Long-term effects: While School Streets primarily target short-term reductions in emissions during school hours, their influence can extend beyond these times. Positive experiences with active transportation and reduced reliance on private vehicles can lead to long-term changes in commuting behaviour, resulting in sustained emissions reductions.

7.7. Synergy with Climate Change Action Plan: School Streets align with the goals set out within the Climate Change Action Plan by directly contributing to reduced carbon emissions within the community and contribute to the achievement of emissions reduction targets.

## **8. Transport policy objectives**

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

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

8.2. The Council has a duty under section 122 of the Road Traffic Regulation Act (RTA) 1984 to (in summary) "secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway." Officers consider that the following are of particular relevance, given the objectives of the School Street:

- School Streets provide access at all times to pedestrians and cyclists. Reasonable access is maintained to vehicular traffic by way of a range of exemptions when the School Street is in operation.
- School Streets restrict the passage of heavy commercial vehicles and so, in turn, preserve or improve the amenities of the area affected.
- Evidence from other School Street projects<sup>7</sup> demonstrates that they improve air quality in the vicinity of schools. It is expected that this will also be the case in relation to this project. Therefore, the proposal has due regard to the national air quality strategy, prepared under section 80 of the Environment Act 1995.
- The School Street proposal does not restrict the passage of public service vehicles.
- The project aims to reduce the risk of road danger by reducing the volume of traffic close to school gates. Not only do School Streets disperse traffic over a larger area (as opposed to a concentration of traffic within a smaller section of road space immediately outside the school entrance) but they also encourage modal shift (i.e. change school-run trips from car travel to active travel) and so reduce the overall volume of traffic on the road network, in turn, reducing the risk of road danger.

## **9. Statutory Officer Comments**

### **Finance**

9.1. This report seeks approval for the implementation of four school streets projects with a total cost of circa £207k.

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<sup>7</sup> <https://www.london.gov.uk/press-releases/mayoral/school-streets-improve-air-quality>

- 9.2. Of the £207k budget for this project, approximately £164k has already been spent in previous financial years, leaving a remaining balance of £43k yet to be spent in this financial year.
- 9.3. The total cost associated with this project is to be met from the current capital programme plan, under capital scheme reference number: 119 – School Streets.

### Legal

- 9.4. The power of a local authority to make the traffic management orders regulating or controlling vehicular and other traffic referred to in recommendation 2.3 of this report is contained within section 6(1) of the Road Traffic Regulation Act 1984 (RTRA).
- 9.5. When a consultation has been undertaken, even where the consultation has not been undertaken because of a statutory requirement to do so, the Council must take into account the representations received in response to that consultation when taking a decision. The consultation responses received are sent out in Appendix A to this report and officers' consideration of the same set out in section 5.19 and 5.20 of this report which must be taken into account before the decision whether to implement the School Streets/make the necessary traffic management orders is taken. A judgment is to be exercised as to how much weight each representation should carry and whether or not to approve any of the measures in the proposals in light of those representations.
- 9.6. The Courts have held that a decision maker must consider consultation responses with 'a receptive mind' and be prepared to change course if persuaded by a response, but is not under a duty to adopt the views of consultees.
- 9.7. Before a traffic management order is made the measures proposed to regulate or control traffic in the order must be consulted on as stated in recommendation 2.2 above in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 ("LATOR") and any representations received considered before an order is made.
- 9.8. Regulation 9(1) of LATOR sets out when an authority must hold a public inquiry before making a traffic management order and when it has a discretion to hold one; the holding of which should be considered and officers view regarding the same documented following the completion of the consultation in accordance with the LATOR and before any traffic management order is made.
- 9.9. Section 122 of the RTRA requires the Council to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians). In exercising that duty, the Council must (so far as practicable) have regard to the matters specified in s.122(2) RTRA, which are –
- (a) the desirability of securing and maintaining reasonable access to premises;
  - (b) the effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run;

- (bb) the strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy);
- (c) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and
- (d) any other matters appearing to the local authority to be relevant.

9.10. The factors which have pointed in favour of making the restrictions on the movement of traffic in the traffic management orders for four School Street are set out in paragraph 8.2 of this report.

9.11. The decision to approve the implementation of the School Streets for Coldfall Primary School Street and Welbourne Primary and Children's Centre and St Francis de Sales Infant and Junior School is an executive decision that can be exercised by the Director of Environment & Resident Experience in accordance with the Council's Constitution and delegation given by Cabinet to the Director of Environment and Resident Experience at its meeting on 10 November 2020 and the School Street for Bounds Green Infant and Junior School is an executive decision that can be exercised by the Director in accordance with the general delegations to Directors in Section E of Part Three of the Council's Constitution.

## Equality

9.12. The Council has a Public Sector Equality Duty under the Equality Act (2010) to have due regard to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act
- Advance equality of opportunity between people who share those protected characteristics and people who do not
- Foster good relations between people who share those characteristics and people who do not.

9.13. The three parts of the duty applies to the following protected characteristics: age, disability, gender reassignment, pregnancy/maternity, race, religion/faith, sex and sexual orientation. Marriage and civil partnership status applies to the first part of the duty.

9.14. Although it is not enforced in legislation as a protected characteristic, Haringey Council treats socioeconomic status as a local protected characteristic.

9.15. The first School Street Plan (2020) was subject to an Equalities Impact Assessment (EqIA) which was [updated in 2022](#) and again as part of the [new School Street Plan \(2023\)](#). The current EqIA should be read in full (see Appendix D).

9.16. The current EqIA identifies that:

- There is evidence that air pollution disproportionately affects children and young people. Therefore, the recommendations represent a step change to address a known inequality.

- The primary beneficiaries of the School Street programme will be young people, with older people, those with disabilities, and pregnant women also benefitting from improved air quality.
  - Young people, older people, those with disabilities and pregnant women will benefit because they disproportionately suffer from poor air quality.
  - Those people with a disability, who hold a blue badge and require access to a property within the School Street will be eligible for an exemption.
  - It also notes that the Council will take steps to identify and prevent or mitigate any adverse impacts that may be identified (during later design stages of each project) for people who depend on car travel, such as people with limited mobility, pregnant women, and people who depend on private vehicles to attend places of worship.
- 9.17. The recommendations contained within this report are considered to be consistent with the EqIA detailed above.
- 9.18. It is noted that the exemptions available for School Streets are different than the exemptions available for Low Traffic Neighbourhoods (LTNs). This is because the two project types have different objectives. Exemptions to School Streets are typically more limited than exemptions for LTNs because the primary objective of School Streets is to create a safer environment for children (a particularly vulnerable protected group), while LTNs aim to reduce the overall impact of traffic in residential areas. For example, exemptions within LTNs allow vehicles to pass through a traffic filter even if the journey could be taken via another route. However, in School Streets, this is not the case and exemptions are only provided where motorists have a requirement to access premises within the School Street. It is also important to note that School Streets only operate for a very limited time period (approximately one hour in the morning and one hour in the afternoon), Monday to Friday and during term time only. This contrasts to traffic filters within LTNs which operate 'at any time'. This difference is relevant when considering the justification and proportionality of the School Street under the Equality Act.
- 9.19. Mitigation is made through the implementation of an exemption permit system whereby certain groups can apply for an exemption to the restriction, where they meet the specified policy criteria. The groups currently provided for are set out in paragraphs 5.15 and 5.16. Those holding a valid exemption are allowed to drive into the School Street during operational times.
- 9.20. Consultation has been carried out as part of this initial design stage. This has provided stakeholders with the opportunity to comment.
- 9.21. It is noted in paragraphs 5.18 and 5.19 that groups representing those with protected characteristics were consulted and no objections were received.
- 9.22. It is further noted that, if approved, this decision will be subject to further consultation through the statutory consultation process associated with the making of the associated Traffic Management Order(s).

## Procurement

- 9.23. N/A

**10. Use of Appendices**

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

**11. Background Papers**

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