

Report for: Cabinet – 17 June 2025

Title: Completion of 2023/24 School Street projects

Report authorised by: Barry Francis, Corporate Director of Environment and Resident Experience

Lead Officer: Tim Walker, School Streets Programme Manager

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

Report for Key/

Non-key decision: Key decision

1. Describe the issue under consideration.

- 1.1. Approval for 3 new School Streets to be implemented in more than two wards. The projects have undergone two rounds of consultation: the first seeking informal feedback and the second which allows any person to make objections to the proposed traffic management orders.

2. Cabinet Member Introduction

- 2.1. Physical activity is fundamental to children's health and wellbeing, yet evidence shows we're facing a crisis. In Bradford, Sport England recently launched an innovative pilot to transform how young people engage with physical activity. Their findings are stark: 77% of 5-11 year-olds don't achieve the recommended 60 minutes of daily physical activity, and over a third leave primary school overweight or obese. What Bradford's pilot reveals is that children want to be active - they just need the right conditions embedded in their daily lives. Physical activity is not only what happens in PE, but throughout the day, starting with the journey to school.
- 2.2. This is precisely what School Streets deliver. At every School Street I've visited, I've witnessed a transformation that goes beyond statistics. Children, parents, teachers and even passers-by celebrate the positive difference these measures make. The entire atmosphere at the school gates changes - from anxiety about traffic and pollution to a sense of wellbeing and community. By making streets traffic-free at school opening and closing times, we create safer, cleaner, more welcoming spaces that encourage walking, cycling and scooting.
- 2.3. We know that one of the main barriers preventing children from being active is road danger. Parents drive their children to school because they don't feel our streets are safe for walking or cycling. This creates a vicious cycle - more cars mean more danger, which leads to even more car journeys. School Streets break this cycle by creating protected spaces where children can arrive at school actively, building those crucial patterns of daily exercise they'll carry through life.
- 2.4. The evidence is clear about what happens when we fail to act. Low physical activity in childhood leads not just to physical health problems like diabetes and obesity, but also impacts mental health, academic achievement, and social skills. As Bradford's research shows, one in ten children need support for mental health

issues, and physically inactive children are more likely to struggle academically. These aren't just statistics - they represent lost potential in every child who doesn't get the chance to develop healthy habits early.

- 2.5. School Streets are about more than managing traffic - they're about reimagining what kind of borough we want to be. A fairer, greener Haringey means streets designed for people, especially our youngest residents. The three schools in this report - St Francis de Sales RC Infant and Junior Schools, Bounds Green Infant and Junior Schools, and Welbourne Primary School - join over 40 other schools already benefiting from School Streets, with more to come as part of our ambitious plan.
- 2.6. As urban planner Jeff Speck reminds us, we shouldn't be reactive with street changes. We need to ask 'what kind of borough do we want to be' and then build it systematically. In Haringey, we're choosing to be a borough where every child can walk, cycle or scoot to school safely, where the school run strengthens rather than threatens community wellbeing, and where physical activity is woven into the fabric of daily life.

3. Recommendations

It is recommended that Cabinet:

- 3.1. Consider all feedback, including objections to the proposed permanent traffic management orders, as set out in Appendix A together with the feedback themes and responses to objections as set out in Appendix G.
- 3.2. Agree that the Council shall exercise its discretion to not cause a public inquiry to be held (see paragraph 6.34).
- 3.3. Approve that the following School Streets projects (as shown in Appendix B) are implemented:
 1. St Francis de Sales RC Infant and Junior Schools (SS15)
 2. Bounds Green Infant and Junior Schools (SS48)
 3. Welbourne Primary School, Stainby Road entrance (SS54)
- 3.4. Authorise the Head of Highways and Parking to make all necessary traffic management orders (TMOs) and install/undertake all necessary highway infrastructure and works necessary to give effect to the School Street design set out in Appendix B of this report.

4. Reasons for decision

- 4.1. School Streets are a key priority for the Council, as set out within the School Street Plan¹, the Walking and Cycling Action Plan² and the Corporate Delivery Plan (CDP 2024-26)³.
- 4.2. The reasons for recommendation 3.3 are:
 - to improve the health of children by increasing active travel, and to reduce road danger and improve air quality near the school gate;

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

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

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

- the schools are supportive of the plans;
- the proposals contribute towards the strategic objectives of the Council (see Section 7).

5. Alternative options considered

Do nothing

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

6. Background information

- 6.1. School Streets transform roads to create a better environment for children to walk, cycle and wheel (this covers those using a scooter or a wheelchair) to school, leading to improved health outcomes.
- 6.2. When a School Street is in operation, the road temporarily becomes a pedestrian and cycle zone at school drop-off and pick-up times.
- 6.3. By temporarily closing the road to motor vehicles at the start and end of the school day, School Streets help:
- Reduce traffic outside a school, which reduces emissions and makes the air around the school cleaner at peak times for children.
 - Make it safer to walk, cycle, scoot, and wheel to school. Children will benefit from increased physical activity on their journey to and from school.
 - Reduce traffic congestion and parking problems outside a school and thereby reducing road danger
- 6.4. Local residents and businesses can apply for exemptions giving them the ability to drive into the School Street if needed. Emergency service vehicles have access at all times.
- 6.5. There are over 600 School Streets in London, with 34 in Haringey operating in the vicinity of 42 education establishments which bring benefits to over 16,000 pupils. More than 12km of Haringey's streets have already been converted to pedestrian and cycle zones at school-run times. This is helping our children to walk, cycle and wheel to school more safely – and in cleaner air - than before.

School Street Plan

- 6.6. In June 2023, the Council approved a new School Street Plan⁴ ('the Plan') which sets out a standard framework to deliver Haringey's School Streets programme, allowing for consistent, successful and efficient delivery of these measures.
- 6.7. The Council has introduced 34 School Streets and a further 13 are currently in design or decision-making stages. The Plan identifies the schools listed in this

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

report as feasible for a School Street, subject to the outcome of consultation and decision making.

Objectives of a School Street

- 6.8. The key objectives of a School Street are as follows:
- Objective 1: Reduce congestion and car use near schools
 - Objective 2: Reduce road danger and improve safety for pupils and parents/carers travelling to and from school
 - Objective 3: Encourage active travel to schools
 - Objective 4: Improve air quality around schools
- 6.9. Monitoring of recent experimental School Streets in Haringey⁵, as well as research carried out by other boroughs and Transport for London⁶, show that these objectives are consistently met.
- 6.10. The Mayor of London's Transport Strategy (MTS) included the following targets:
- *"Mode share - 88 per cent of all trips in London to be made on foot, by cycle or using public transport by 2041 (77% in 2019)"*
 - *Physical activity - all Londoners to do at least the 20 minutes of active travel they need to stay healthy each day by 2041 (currently 32%)"*

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

Locations

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

ID	Project / school name(s)	Ward	Streets (wholly or partially) impacted by proposed School Street
SS15	St Francis de Sales RC Infant School and St Francis de Sales RC Junior School	Bruce Castle	Brereton Road, Church Road, James Place
SS48	Bounds Green Infant School and Bounds Green Junior School	Bounds Green	Park Road (between Bounds Green Road and Edith Road) and the slip road fronting Nos. 117 to 133 Bounds Green Road
SS54	Welbourne Primary School (Stainby Road entrance)	South Tottenham	Stainby Road, Montague Road

Proposals

- 6.12. The key elements incorporated within each School Street proposal are:
- A time-limited School Street (pedestrian and cycle zone) that will operate:

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

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

- Term time only
 - Monday to Friday
 - For approximately 30 minutes before the school gates open until 15 minutes after they close, in the morning and afternoon.
- Motor vehicles (cars, vans, motorcycles etc.) are not allowed to enter the School Street unless they had been issued an exemption (details below).
 - Traffic signs will be installed to inform motorists of the restriction. The signs would be closed (and covered up) when the School Street is not in operation during the three main school holidays. Updates of the new restriction and times of operation will be sent to sat-nav companies.
 - Motor vehicles entering a School Street without an exemption, during operational hours, are committing a moving traffic contravention and can be identified by CCTV camera and issued a penalty charge notice (PCN).
 - Vehicles can drive out of a School Street at any time. An exemption is only required to drive into a School Street during operational hours.
 - School Streets remain open to people walking, cycling and wheeling.
 - Emergency services will always have unhindered access.
- 6.13. In line with the exemption policy set out in paragraphs 6.44 to 6.59 of the School Streets Plan (summarised in Appendix C to this report), the following motorists would be eligible to apply for a motor vehicle exemption:
- Residents who live within the School Street (maximum of 2 vehicles per property).
 - Businesses with premises within the School Street (maximum of 2 vehicles per property).
 - Blue Badge (disabled) holders or those with a medical condition that require access to the street during the restricted hours.
 - School buses and vehicles used in the transport of children or adults with special access requirements.
 - Medical practitioners attending patients with an address within the School Street.
 - School staff (to a maximum of 10% of the total number of staff at that school). In addition, any staff who are Blue Badge holders may apply for an exemption when the school has provided parking for those holders.
- 6.14. In addition to the above, exemptions are automatically provided for:
- Emergency services
 - Statutory undertakers, if access to the School Street is necessary
 - The local authority, in pursuance of its statutory powers, if access to the School Street is necessary
 - Exemptions stated in the Highway Code, such as a medical emergency or with the permission or at the direction of a police officer.
- 6.15. As noted in paragraph 6.12, the proposed School Streets allow motor vehicles to proceed within and exit from the School Street during operational times. Thus,

the associated traffic management order does not impose a prohibition upon loading or unloading within the School Street.

6.16. The Council has delivered 34 School Street projects, of which 22 were implemented on a trial (experimental) basis. During those trials, thorough monitoring and evaluation processes took place. As noted in paragraph 6.22 of the [School Street Plan](#) (June 2023), the results of the 18-month (maximum) trials showed:

- Motor vehicle traffic volumes reduced by 42% on average.
- Nitrogen oxide (NOx) levels reduced by 26% on average.
- Walking and cycling to school increased by 3.7% during the trials and trips to school by car fell by 4% on average.
- Compliance of the restriction increased over time. By the end of the trials, the number of penalty charge notices (PCNs, sent out per month) had fallen by 55% and less than six PCNs were issued per camera per day on average.
- High levels of support from parents and carers. 75% supported making them permanent on average.
- Unanimous support from headteachers. At the end of the trials and full conclusion of formal review, 100% of headteachers (or nominated member of staff) considered them a success and supported making them permanent. They reported calmer, more pleasant and safer feeling streets.

Consultation and engagement process

6.17. The consultation and decision-making process, to-date, is set out in detail below and summarised as:

- Engagement between school staff and Council officers leading to initial designs suitable for informal consultation.
- Stage A – informal consultation and delegated authority decision
- Stage B – statutory (traffic orders) consultation, pending this Cabinet decision.

Stage A - informal consultation and decision

6.18. During 2023 and 2024, informal consultation (Stage A) was carried out on the proposed School Streets.

6.19. When asked their overall view on the proposed School Street, respondents provided feedback as set out in Figure 1.

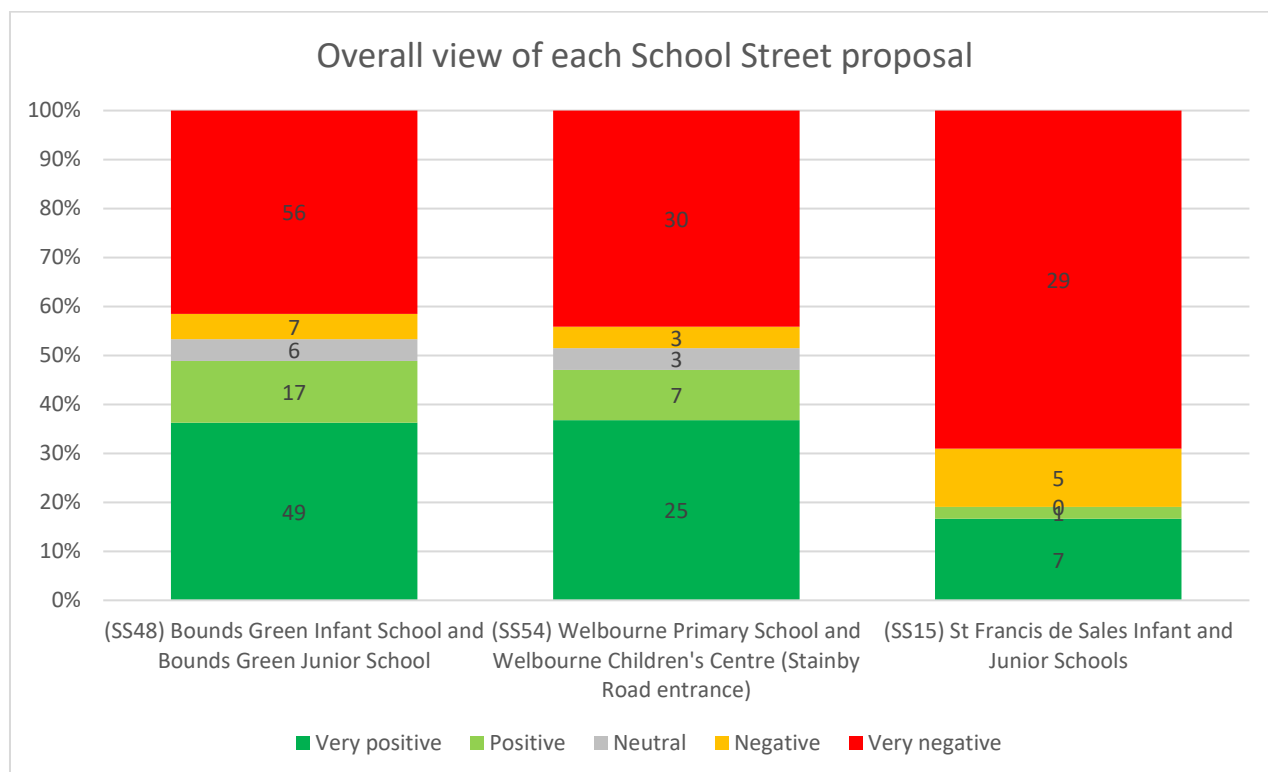


Figure 1 - Stage A feedback carried out during 2023 and 2024

- 6.20. Full details of the consultation are contained within the report⁷ approved by the Director of Environment & Resident Experience in consultation with the Cabinet Member for Climate Action, Environment and Transport on 20 February 2025.
- 6.21. The main outcome of that decision was to progress the projects to Stage B statutory (traffic order) consultation which, in the case of SS48 and SS54, included design changes.

Stage B - statutory (traffic orders) consultation

- 6.22. In accordance with The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996, referred to as LATOR, the authority must carry out certain procedures before making a traffic management order. This includes consultation of specified consultees, publishing a notice of proposal and any other steps it considers appropriate.
- 6.23. The traffic management orders were proposed on 19th March 2025. Any person wishing to object to the proposed orders or make other representation were asked to do so by 9th April 2025. Four late responses were received (between 9th and 28th April) and have been included in this report.
- 6.24. Publicity was carried out as follows:
- Notice of proposals (Appendix D) in:
 - London Gazette⁸
 - Enfield and Haringey Independent

⁷ <https://www.minutes.haringey.gov.uk/ieDecisionDetails.aspx?id=3169&LLL=0>

⁸ <https://www.thegazette.co.uk/notice/4841385>

- Notice of proposal affixed to lamp columns
- Letter drop hand delivered to all properties within and surrounding the proposed School Street (letter and distribution map in Appendix E):
- Stakeholder consultation (list of stakeholders in Appendix F)
- Ward members informed
- Social media
- [School Street webpages](#) – downloads of letter and plan

6.25. It is noted that consultation also took place with SS50 Coldfall Primary (Everington Road entrance). However, the results of that consultation were not ready for inclusion within this report.

6.26. Responses to the proposed traffic orders could be made by online, email or by post. All responses to the statutory consultation are contained in Appendix A and are summarised in the following table.

	Objection	Objection with petition	Support	No comment	Query	Grand Total
St. Francis (SS15)	2				1	3
Bounds Green (SS48)	8	1	2		2	13
Welbourne (SS54)	4		4			9
All three School Streets			2	1		3
Grand Total	14	1	8	1	3	28

6.27. No objections, to any of the School Streets, were made by key stakeholders. However:

- Cllr Ali asked for clarification on proposed SS15 and Cllr Mason raised two queries about SS48 on behalf of her constituents;
- The Metropolitan Police Service responded to note that, as the proposals provided exemptions for emergency service vehicles, they had no comments to make; and
- Haringey Cycle Campaign stated that they very much supported the three schemes.

6.28. 15 objections were received, included one that attached a petition of 101 signatures. A further 8 respondents wrote to support the proposed order(s).

6.29. The petition (contained at the end of Appendix A) was submitted in relation to SS48 by a business, directly impacted by the proposal, who are located on Bounds Green slip road (which is public highway). The cover letter explains their concern that the proposal would negatively impact their business in terms of loading (delivery drivers and their own cash-and-carry deliveries) as well as their customers.

- 6.30. Officers have considered all feedback received and grouped them into themes in Appendix G, this appendix also includes officers recommended response to the objections.
- 6.31. Having considered the objections carefully, the following design changes are recommended to be included when making the order (as set out in the plans in Appendix B and for the reasons given in Appendix G):
- SS48 (Bounds Green) – reduce the length of the proposed build out outside the Springfield Public House so as to retain one business parking bay
- 6.32. For the avoidance of doubt and should the recommendations be approved, these School Streets will be monitored (traffic counts, independent road safety audits and site observations) during the first 6 months of their launch, during which time the Council will consider if any changes are required.
- 6.33. The Council is aware that streets adjacent to SS15 may be impacted by works required on the River Moselle culvert. Should the recommendations in this report be approved, further discussions will take place with the Network Management Team about the timings of the culvert works and the launch of this School Street. It is noted that, like all School Streets, the council has the power to suspend a School Street should this be necessary.
- 6.34. It is noted that LATOR provides local authorities with the discretion of whether or not to hold a public inquiry prior to the making of a TMO. This report does not include the recommendation to hold a public inquiry on account of: the effect of the order (see paragraphs 6.15), the relatively small number of objections, the wider support for the project, that the project will contribute towards achieving a number of policy objectives and that holding a public inquiry would lead to expense and delay while being unlikely to alter the ultimate decision.

Memorandum of Understanding

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

Project costs

- 6.37. The total estimated cost of the project to deliver three School Streets is £195,000, excluding staff costs. Of which, £144,000 has been spent or committed. The estimated remaining costs, recommended by this report, are £51,000.
- 6.38. Aspects covered by the total cost include consultation and engagement costs, traffic counts, independent road safety audits, traffic signs and cameras. These costs are required to enable the delivery of each project.

- 6.39. These remaining costs will be fully met from the Council's Capital Programme (Scheme 119 – Schools Streets).

7. Contribution to the Corporate Delivery Plan

- 7.1. 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

- 7.2. 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.

8. Carbon and Climate Change

- 8.1. School Streets contribute positively to carbon emission reduction and mitigate climate change in the following six ways:
- 8.2. Reduced vehicle emissions: vehicle emissions are reduced within School Streets during drop-off and pick-up times. When motorised traffic is restricted, there is a reduction in tailpipe emissions of carbon dioxide (CO₂), nitrogen oxides (NO_x), and particulate matter (PM). Fewer emissions mean a direct decrease in the carbon footprint associated with school-related travel.
- 8.3. Promoting active travel: by making the area around schools more pedestrian and cyclist-friendly, School Streets encourage active transportation modes such as walking and cycling. This not only reduces greenhouse gas emissions but also promotes a healthier lifestyle, which, in the long run, can reduce healthcare-related emissions linked to sedentary lifestyles.
- 8.4. Behaviour change: School Streets can also lead to behaviour change among parents and guardians. When motorised access to school is limited, parents may opt for alternative transportation methods, further reducing the number of vehicles on the road and associated emissions. Over time, this can lead to a shift in commuting habits with lasting environmental benefits.
- 8.5. Public awareness: implementing School Streets raises awareness about the environmental impact of transportation choices. It provides an opportunity for schools to engage students in discussions about sustainability, climate change, and the importance of reducing carbon emissions. This heightened awareness can influence future generations to make eco-conscious decisions about transport.
- 8.6. Long-term effects: while School Streets primarily target short-term reductions in emissions during school hours, their influence can extend beyond these times. Positive experiences with active transportation and reduced reliance on private vehicles can lead to long-term changes in commuting behaviour, resulting in sustained emissions reductions.

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

9. Transport policy objectives

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

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

- 9.2. The Council has a duty under section 122 of the Road Traffic Regulation Act (RTRA) 1984 to (in summary) *"secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway having regard to securing and maintaining access to premises, preserving or improving the amenities of the areas through which school street runs, national air quality, facilitating the passage of public service vehicles and safety and convenience of people using such vehicles as far as practicable."* Officers consider that the following are of particular relevance, given the objectives of the School Street:

- School Streets provide access at all times to pedestrians and cyclists. Reasonable access is maintained to vehicular traffic by way of a range of exemptions when the School Street is in operation.
- School Streets restrict the passage of heavy commercial vehicles and so, in turn, preserve or improve the amenities of the area affected.
- Evidence from other School Street projects⁹ demonstrates that they improve air quality in the vicinity of schools. It is expected that this will also be the case in relation to this project. Therefore, the proposal has due regard to the national air quality strategy, prepared under section 80 of the Environment Act 1995.
- The School Street proposal does not restrict the passage of public service vehicles.
- The project aims to address the risk of road danger by reducing the volume of traffic close to school gates. Not only do School Streets dissipate traffic over a larger area (as opposed to a concentration of traffic within a smaller section of road space outside the school entrance) but they also encourage modal shift (i.e. change school-run trips from car travel to active travel) and

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

so reduce the overall volume of traffic on the road network, in turn, reducing the risk of road danger.

10. Statutory Officer Comments

Finance

- 10.1. The substantive recommendation of the report is to approve that the following School Streets projects are implemented: St Francis de Sales RC Infant and Junior Schools (SS15); Bounds Green Infant and Junior Schools (SS48); and Welbourne Primary School, Stainby Road entrance (SS54).
- 10.2. To date £144,000 has either been spent or committed on the project and a further £51,000 is estimated to be spent on fully implementing the projects.
- 10.3. The funding for the remaining expenditure will be funded from the Schools Streets budget of £325,000 within the approved General Fund capital programme. This scheme is funded through a mixture of strategic infrastructure levy and local implementation plan from TfL.

Legal

- 10.4. The Council's power to make an order regulating or controlling vehicular and other traffic is found within section 6 of the Road Traffic Regulation Act 1984 (RTRA).
- 10.5. The Council's power to make an order to designate parking places on highways and make charges for vehicles is found within section 45 of the RTRA.
- 10.6. The Council's power to make an order to prescribe any charges to be paid for vehicles left in a parking place designated by the order is found within section 46 of the RTRA.
- 10.7. The Council's power to make an order varying or revoking any previous order as respects the School Streets roads identified in this report or parking places made, or having effect as if made, is found within section 124 and Part IV of Schedule 9 of the RTRA.
- 10.8. The objections received and set out in Appendix G must be considered as stated in paragraph 6.17 of this report. The Council's power to decide not to cause a public inquiry to be held is found within section 9 of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.
- 10.9. The Council must under section 122(1) of the RTRA, so far as practicable, have regard to the matters specified in subsection (2) set out below to 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

(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.
- 10.10. The factors which have pointed in favour of making the restrictions on the movement of traffic for the three School Streets have included the objective of securing the safe movement of pedestrians and cycle traffic.

Equality

- 10.11. The Council has a Public Sector Equality Duty under the Equality Act (2010) to have due regard to the need to:
- Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act
 - Advance equality of opportunity between people who share those protected characteristics and people who do not
 - Foster good relations between people who share those characteristics and people who do not.
- 10.12. The three parts of the duty apply to the following protected characteristics: age, disability, gender reassignment, pregnancy/maternity, race, religion/fait, sex and sexual orientation. Marriage and civil partnership status applies to the first part of the duty.
- 10.13. Although it is not enforced in legislation as a protected characteristic, Haringey Council treats socioeconomic status as a local protected characteristic
- 10.14. The first School Street Plan (2020) was subject to an Equalities Impact Assessment (EqIA) which was [updated in 2022](#) and again as part of the [new School Street Plan \(2023\)](#). The current EqIA should be read in full (see Appendix H). Officers are satisfied that the information contained in the EqIA contained with the School Street Plan 2023 remains relevant.
- 10.15. 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 disproportionally 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 may depend on car travel, such as people with limited mobility, pregnant women, and people who depend on private vehicles to attend places of worship.

- 10.16. The recommendations contained within this report are considered to be consistent with the EqIA detailed above.
- 10.17. It is noted that the exemptions available for School Streets are different than the exemptions available for Low Traffic Neighbourhoods (LTNs). This is because the two project types have different objectives. Exemptions to School Streets are typically more limited than exemptions for LTNs because the primary objective of School Streets is to create a safer environment for children (a particularly vulnerable protected group), while LTNs aim to reduce the overall impact of traffic in residential areas. For example, exemptions within LTNs allow vehicles to pass through a traffic filter even if the journey could be taken via another route. However, in School Streets, this is not the case and exemptions are only provided where motorists have a requirement to access premises within the School Street. It is also important to note that School Streets only operate for a very limited time period (approximately one hour in the morning and one hour in the afternoon), Monday to Friday and during term time only. This contrasts to traffic filters within LTNs which operate 'at any time'. This difference is relevant when considering the justification and proportionality of the School Street under the Equality Act.
- 10.18. Mitigation is made through the implementation of an exemption permit system whereby certain groups can apply for an exemption to the restriction, where they meet the specified policy criteria. The groups currently provided for are set out in paragraphs 6.13 and 6.14. Those holding a valid exemption are allowed to drive into the School Street during operational times.
- 10.19. Consultation was carried out during the initial design stage. This has provided everyone with the opportunity to comment prior to it becoming permanent.
- 10.20. It is noted in the report that groups representing those with protected characteristics were consulted and no objections were received.

Strategic Procurement

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

11. Use of Appendices

Appendix A – Consultation feedback
Appendix B – Final designs
Appendix C – Exemption policy
Appendix D – Proposed traffic order notice
Appendix E – Letterdrop and distribution map
Appendix F – Stakeholder list
Appendix G – Feedback themes and response to objections
Appendix H – Equalities Impact Assessment (2023)

12. Background Papers

- [13/6/23 - Cabinet: School Street Plan](#)
- [Corporate Delivery Plan](#)
- [Walking and Cycling Action Plan](#)
- [25/2/2025 - Director of Environment and Resident Experience: School Streets - approval to progress to statutory consultation: Bounds Green School \(SS48\), Coldfall School \(SS50\), Welbourne School \(SS54\) and St Francis de Sales School \(SS15\)](#)