

Appendix G – Feedback themes and response to objections

Table 1: All feedback themes grouped by project and by respondents' type of feedback

(note that respondents may raise more than one feedback theme, therefore the total in this table will be greater than the number of individual responses)

Project	Feedback type	Individual responses	Feedback theme								
			Great idea / deliver it ASAP	There isn't a problem here / proposal is unnecessary	Displaces traffic / congestion / pollution to other streets	Access and exemption issues	Proposal is a money-making scheme	Proposed School Street is too large	Alternative suggestion	Economic impact	Other
All four School Streets	No comment	1									1
	Support	2	2								
SS15 (St Francis de Sales Schools)	Objection	2			1	1					
	Query	1									1
SS48 (Bounds Green Schools)	Objection	8			1	6	1		2	2	
	Objection with attached petition	1								1	
	Query	2									2
	Support	2	2								
SS54 (Welbourne)	Objection	4		3		3			1		1
	Support	4	4								
Grand Total		27	8	3	2	10	1		3	3	5

Appendix G – Feedback themes and response to objections

Table 2A: Objection themes and response to objections (SS15 – St. Francis de Sales Infant and Junior)

Objection theme	Summary of the theme	Count of comments	Response to the objection
Displaces traffic / congestion / pollution to other streets	Objections that highlight concerns that the School Street proposals will displace traffic, congestion, and pollution to surrounding streets. Residents worry that this will lead to increased traffic on neighbouring roads, making them busier and less safe.	1	<p>The council takes the view that children deserve protection from the negative impacts of motor vehicles, notably road danger and associated air pollution which is particularly harmful to developing lungs.</p> <p>The council also recognises the importance of encouraging active travel to school for reasons of child health (80 per cent of people who are obese at age 4 or 5 remain obese for the rest of their lives¹) and academic development (concentration levels of children who cycle or walk to school are eight per cent higher after four hours than for children who are getting a lift by car¹).</p> <p>When taking into account the above, the council recognises the benefits that School Streets can bring as demonstrated at other locations in Haringey², regionally³, nationally⁴ and internationally⁵ in terms of providing a cleaner, safer and more pleasant space for walking and cycling outside the school gate. School Streets form one part of the council's overall Streets for People programme.</p> <p>The design approach of Haringey's School Streets is consistent with other London boroughs. There are now over 600 School Streets in the capital.</p> <p>Each school is carefully assessed to respond to the local situation, but a consistent design approach is applied which means that School Streets:</p> <ul style="list-style-type: none"> • limit access to pedestrians and cyclists only in the street(s) outside the school gates i.e. no motor vehicles • only operate for a limited time each day which aligns with the times that the school gates open and close • operate in a logical section of street or streets (known as a zone) that removes or reduces the need for vehicle U-turns at the closure point, i.e. School Streets should generally start at a junction where vehicles can safely choose another route, if they find the street closed

¹ <https://www.rosipa.com/policy/road-safety/active-travel-hub/school-communities/walking,-wheeling-and-cycling-to-school-informatio>

² <https://www.minutes.haringey.gov.uk/ielssueDetails.aspx?Id=83410&PlanId=0&Opt=3#AI75755>

³ <https://www.london.gov.uk/press-releases/mayoral/mayor-hails-success-of-schools-streets-programme>

⁴ <https://www.ciht.org.uk/spotlight-walk-to-school/>

⁵ https://urban-mobility-observatory.transport.ec.europa.eu/resources/case-studies/school-streets-safe-and-sustainable-school-trips_en

Appendix G – Feedback themes and response to objections

			<p>The size of our School Streets (i.e. the number of roads included) is guided by the location of the school gates in relation to the surrounding road network. In some cases, a short length of road will work effectively (e.g. a cul-de-sac or one-way street) but, in other locations, a more extensive network of streets will be required to have a similar effect. Whilst the road network varies between different School Streets, the objectives remain the same (ie encourage walking and cycling, active travel and improved air quality) and are limited to unclassified roads.</p> <p>Larger zones may (in some circumstances) make driving to school even less appealing (and can minimize concern about potential displacement) but a larger zone will also result in more exemption permits being issued. More exemption permits per zone will increase the frequency that school children and cars are on the road at the same time and therefore larger zones will reduce the road safety benefits that might be achieved through a smaller zone.</p> <p>It is also noted that School Streets create changes in travel behaviour. Studies have shown reductions in car use by pupils going to/from school and corresponding increases in walking and cycling.</p>
Access and exemption issues	Objections that express concerns about access and exemption issues. Residents worry about the inconvenience for visitors, deliveries, and tradespeople (who would not be eligible for an exemption), as well as difficulties for those who rely on cars for work or personal reasons. Disabled and elderly residents are particularly concerned about how the proposals will affect their ability to access healthcare appointments and other essential services.	1	<p>The Council operates a free exemption system that allows certain groups of motorists to drive into a School Street during restricted hours (see exemption policy in Appendix C). School Streets are limited to approximately 1.5hrs in the AM and PM, Monday to Friday, so in practice are only operational for a small proportion of the day. Furthermore, School Streets only operate during term time (~195 term days per year or 54% of the year).</p> <p>Any vehicle may drive out of a School Street during restricted hours, without the need for an exemption. Exemptions are available for residents and so are not unduly impacted.</p> <p>People living in the School Street with a disability are exempted in the same way as other residents. Organised disability transport e.g. needs for SEND and DALO transport is also exempted from the restriction.</p> <p>It is acknowledged that visitors and deliveries are not exempt during the restricted hours. The lack of exemptions for visitors and deliveries is crucial in achieving the objective of reducing congestion and reducing road danger outside the school gate.</p> <p>We recommend that visitors either walk or cycle their journey, park their car in a nearby street and walk the short distance to the school, or arrive outside of the hours of the School Street.</p> <p>Home deliveries should avoid driving into the School Street during operational times. Our School Streets are generally small and therefore, during operational times, delivery companies need to adapt: reduce, retime, reroute or remode.</p>

Appendix G – Feedback themes and response to objections

			<p>School Streets are designed to be compact, usually operating in a small number of streets. This means that delivery drivers that do arrive during the hours of operation should be able to park nearby and walk to their final destination. This also ensures we have a simple and practicable exemption system.</p> <p>It is noted that the number of parcels delivered in London is expected to double by 2030 and officers consider that areas immediately outside the school gate should be protected from this impact.</p>
--	--	--	--

Appendix G – Feedback themes and response to objections

Table 2B: Objection themes and response to objections (SS48 – Bounds Green Infant and Junior)

Objection theme	Summary of the theme	Count of comments	Response to the objection
Displaces traffic / congestion / pollution to other streets	Objections that highlight concerns that the School Street proposals will displace traffic, congestion, and pollution to surrounding streets. Residents worry that this will lead to increased traffic on neighbouring roads, making them busier and less safe. Examples include concerns about traffic being diverted onto Palace Road	1	<p>The council takes the view that children deserve protection from the negative impacts of motor vehicles, notably road danger and associated air pollution which is particularly harmful to developing lungs.</p> <p>The council also recognises the importance of encouraging active travel to school for reasons of child health (80 per cent of people who are obese at age 4 or 5 remain obese for the rest of their lives¹) and academic development (concentration levels of children who cycle or walk to school are eight per cent higher after four hours than for children who are getting a lift by car⁶).</p> <p>When taking into account the above, the council recognises the benefits that School Streets can bring as demonstrated at other locations in Haringey⁷, regionally⁸, nationally⁹ and internationally¹⁰ in terms of providing a cleaner, safer and more pleasant space for walking and cycling outside the school gate. School Streets form one part of the council's overall Streets for People programme.</p> <p>The design approach of Haringey's School Streets is consistent with other London boroughs. There are now over 600 School Streets in the capital.</p> <p>Each school is carefully assessed to respond to the local situation, but a consistent design approach is applied which means that School Streets:</p> <ul style="list-style-type: none"> • limit access to pedestrians and cyclists only in the street(s) outside the school gates i.e. no motor vehicles • only operate for a limited time each day which aligns with the times that the school gates open and close • operate in a logical section of street or streets (known as a zone) that removes or reduces the need for vehicle U-turns at the closure point, i.e. School Streets should generally start at a junction where vehicles can safely choose another route, if they find the street closed

⁶ <https://www.rosipa.com/policy/road-safety/active-travel-hub/school-communities/walking,-wheeling-and-cycling-to-school-informatio>

⁷ <https://www.minutes.haringey.gov.uk/ielssueDetails.aspx?IId=83410&PlanId=0&Opt=3#AI75755>

⁸ <https://www.london.gov.uk/press-releases/mayoral/mayor-hails-success-of-schools-streets-programme>

⁹ <https://www.ciht.org.uk/spotlight-walk-to-school/>

¹⁰ https://urban-mobility-observatory.transport.ec.europa.eu/resources/case-studies/school-streets-safe-and-sustainable-school-trips_en

Appendix G – Feedback themes and response to objections

			<p>The size of our School Streets (i.e. the number of roads included) is guided by the location of the school gates in relation to the surrounding road network. In some cases, a short length of road will work effectively (e.g. a cul-de-sac or one-way street) but, in other locations, a more extensive network of streets will be required to have a similar effect. Whilst the road network varies between different School Streets, the objectives remain the same (ie encourage walking and cycling, active travel and improved air quality) and are limited to unclassified roads.</p> <p>Larger zones may (in some circumstances) make driving to school even less appealing (and can minimize concern about potential displacement) but a larger zone will also result in more exemption permits being issued. More exemption permits per zone will increase the frequency that school children and cars are on the road at the same time and therefore larger zones will reduce the road safety benefits that might be achieved through a smaller zone.</p> <p>It is also noted that School Streets create changes in travel behaviour. Studies have shown reductions in car use by pupils going to/from school and corresponding increases in walking and cycling.</p>
Access and exemption issues	Objections that express concerns about access and exemption issues. Residents worry about the inconvenience for visitors, deliveries, and tradespeople (who would not be eligible for an exemption), as well as difficulties for those who rely on cars for work or personal reasons. Disabled and elderly residents are particularly concerned about how the proposals will affect their ability to access healthcare appointments and other essential services.	6	<p>The Council operates a free exemption system that allows certain groups of motorists to drive into a School Street during restricted hours (see exemption policy in Appendix C). School Streets are limited to approximately 1.5hrs in the AM and PM, Monday to Friday, so in practice are only operational for a small proportion of the day. Furthermore, School Streets only operate during term time (~195 term days per year or 54% of the year).</p> <p>Any vehicle may drive out of a School Street during restricted hours, without the need for an exemption. Exemptions are available for residents and so are not unduly impacted.</p> <p>People living in the School Street with a disability are exempted in the same way as other residents. Organised disability transport e.g. needs for SEND and DALO transport is also exempted from the restriction.</p> <p>It is acknowledged that visitors and deliveries are not exempt during the restricted hours. The lack of exemptions for visitors and deliveries is crucial in achieving the objective of reducing congestion and reducing road danger outside the school gate.</p> <p>We recommend that visitors either walk or cycle their journey, park their car in a nearby street and walk the short distance to the school, or arrive outside of the hours of the School Street.</p> <p>Home deliveries should avoid driving into the School Street during operational times. Our School Streets are generally small and therefore, during operational times, delivery companies need to adapt: reduce, retime, reroute or remode.</p>

Appendix G – Feedback themes and response to objections

			<p>School Streets are designed to be compact, usually operating in a small number of streets. This means that delivery drivers that do arrive during the hours of operation should be able to park nearby and walk to their final destination. This also ensures we have a simple and practicable exemption system.</p> <p>It is noted that the number of parcels delivered in London is expected to double by 2030 and officers consider that areas immediately outside the school gate should be protected from this impact.</p>
Proposal is a money-making scheme	Objector considers that the School Street proposals are primarily a money-making scheme for the council. They argue that the main reason for the schemes appears to be generating revenue from penalty charge notices, rather than addressing traffic or safety concerns.	1	<p>The School Street Plan sets out four key objectives for School Streets:</p> <ol style="list-style-type: none"> 1. Reduce congestion and car use near schools 2. Reduce road danger and improve safety for pupils and parents/carers travelling to and from school 3. Encourage active travel to school 4. Improve air quality around schools <p>To achieve these objectives, the council wants as few vehicles as possible to enter a School Street. Compliance of traffic restrictions is only achieved through adequate enforcement and, because these restrictions have been decriminalised, that enforcement must be carried out by the council in its role as traffic authority. As such, the council enforces School Streets as a 'moving traffic contravention' and may issue a Penalty Charge Notices (PCNs) where vehicles do not have an exemption.</p> <p>The council rejects any suggestion that School Streets are designed to raise revenue. PCNs are only issued in an attempt to increase the level of compliance. PCN charges are not set by Haringey Council but are determined at a london-wide level by London Councils.</p> <p>Income from PCNs goes towards the overall running costs of the parking account. Any surplus that is generated (above the running costs) can only be used for purposes specified in Section 55 of the Road Traffic Regulation Act, 1984</p>
Alternative suggestion	Objector made alternative suggestions to the School Street proposal, in particular relating to the provision of exemptions	2	<p>Suggestions were made that the policy for resident exemption is changed so that residents who live outside of the School Street are also eligible for an exemption.</p> <p>The council has considered this option and understands that residents to the south-west of the proposed School Street will need to change their motor vehicle travel patterns when the school street is in operation. However, an alternative public highway route is available (via parallel Palace Road) to this properties. The issuance of exemptions to residents who do not live within the School Street would undermine the purpose of the scheme and, as such, no changes to the policy are recommended.</p>

Appendix G – Feedback themes and response to objections

Economic impact	<p>Objector expresses concerns about the economic impact of the School Street proposals. They worry that restrictions will hinder deliveries and reduce customer access, negatively affecting their operations. Examples include objections from pub owners and other local businesses.</p>	3 (including the petition)	<p>The objections are all made from business that are near to the slip-road fronting Nos. 117 to 133 Bounds Green Road which is proposed to be part of the School Street and is public highway.</p> <p>It is noted that businesses within the School Street will be eligible to apply for a free exemption should they require one – this will ensure that their cash-and-carry operations can continue.</p> <p>The position, length and times of operation of the loading bay remain unchanged in this proposal. However, during the times of school street operation, vehicles will not be allowed to enter the slip road, unless they have an exemption. However, the School Street is only proposed to operate for 1 hour in the morning and afternoon on weekdays, and only during term time. It is expected that deliveries to those premises can be rescheduled to occur outside of the times when school children are arriving and departing. It is noted that any vehicle can exit the School Street; ie no exemption is required to leave if, for example, the vehicle was parked when the School Street came into operation.</p> <p>One pay and display bay (approx. outside 119 Bounds Green Road) is recommended to be removed on account that it, in its current position, the road does not provide sufficient width for larger vehicles to pass, such as delivery vehicles or emergency services.</p> <p>Two business permit holder bays were proposed for removal outside the Springfield Tavern, to be replaced by a footway built-out. By way of replacement, additional permit parking bays were proposed in Palace Road. The proposal to create a built-out was made to improve the pedestrian environment in particular for those using the traffic island on-route to the pelican crossing on Bounds Green Road. Officers have observed that school children commonly filter through the parked cars in the slip-road. The removal of these bays would provide greater visibility for children crossing the slip-road. On account of the objections, officer consider that the same benefits could be achieved through the retention of one of the business permit bays combined with a shorter build-out. As such this report recommends an amended design as set out in Appendix B.</p>
-----------------	---	----------------------------	--

Appendix G – Feedback themes and response to objections

Table 2D: Objection themes and response to objections (SS54 – Welbourne Primary, Stainby entrance)

Objection theme	Summary of the theme	Count of comments	Response to the objection
There isn't a problem here / proposal is unnecessary	Respondents argue that traffic is not an issue on the proposed streets, and the scheme will cause unnecessary inconvenience for all residents. They believe the proposal is not needed and does not address any real problems	3	<p>Concerns have regularly been raised about road danger near this entrance to the school. Site visits by officers have observed the problems firsthand and the school are supportive of the measures.</p> <p>Previous attempts to improve compliance (through the introduction of build-outs and no-stopping zig-zags) are not considered to have resolved the issues.</p> <p>The entrance to the school is on Stainby Road, just to the west of its junction with Montague Road. The section of Stainby Road west of Montague Road is a cul-de-sac with no motor vehicle exit to the wider road network. Therefore if a School Street is required it must extend to its north-westernmost limit otherwise it would prevent residents living on or immediately off Stainby Road from driving to or from their property (on account that they would not meet the criteria for a resident exemption).</p>
Access and exemption issues	Objections that express concerns about access and exemption issues. Residents worry about the inconvenience for visitors, deliveries, and tradespeople (who would not be eligible for an exemption), as well as difficulties for those who rely on cars for work or personal reasons. Disabled and elderly residents are particularly concerned about how the proposals will affect their ability to access healthcare appointments and other essential services.	3	<p>The Council operates a free exemption system that allows certain groups of motorists to drive into a School Street during restricted hours (see exemption policy in Appendix C). School Streets are limited to approximately 1.5hrs in the AM and PM, Monday to Friday, so in practice are only operational for a small proportion of the day. Furthermore, School Streets only operate during term time (~195 term days per year or 54% of the year).</p> <p>Any vehicle may drive out of a School Street during restricted hours, without the need for an exemption. Exemptions are available for residents and so are not unduly impacted.</p> <p>People living in the School Street with a disability are exempted in the same way as other residents. Organised disability transport e.g. needs for SEND and DALO transport is also exempted from the restriction.</p> <p>It is acknowledged that visitors and deliveries are not exempt during the restricted hours. The lack of exemptions for visitors and deliveries is crucial in achieving the objective of reducing congestion and reducing road danger outside the school gate.</p> <p>We recommend that visitors either walk or cycle their journey, park their car in a nearby street and walk the short distance to the school, or arrive outside of the hours of the School Street.</p> <p>Home deliveries should avoid driving into the School Street during operational times. Our School Streets are generally small and therefore, during operational times, delivery companies need to adapt: reduce, retime, reroute or remode.</p>

Appendix G – Feedback themes and response to objections

			<p>School Streets are designed to be compact, usually operating in a small number of streets. This means that delivery drivers that do arrive during the hours of operation should be able to park nearby and walk to their final destination. This also ensures we have a simple and practicable exemption system.</p> <p>It is noted that the number of parcels delivered in London is expected to double by 2030 and officers consider that areas immediately outside the school gate should be protected from this impact.</p>
Alternative suggestion	Objection makes alternative suggestions to the School Street proposals.	1	Suggestions were received to improve access to the school such as improving the environment (cleaning, lighting etc) in the alleyway connecting High Road to Sanctuary buildings. Whilst outside of the scope of this report, the comments have been passed to the relevant team.