

Report for: Cabinet Member for Climate Action, Environment and Transport –

Title: School Street - SS50 Coldfall Primary (Everington Road entrance)

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

Lead Officer: Tim Walker, School Streets Programme Manager

Ward(s) affected: Fortis Green

Report for Key/

Non-key decision: Key decision

1. Describe the issue under consideration.

- 1.1. Approval of one new School Street to be implemented in one ward. The project has undergone two rounds of consultation: the first seeking informal feedback and the second a statutory consultation which allows any person to make objections to the proposed traffic management orders.

2. Recommendations

It is recommended that the Cabinet Member for Climate Action, Environment and Transport:

- 2.1. Consider all responses, 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.
- 2.2. Agree that the Council shall exercise its discretion to not cause a public inquiry to be held (see paragraph 5.34).
- 2.3. Approve that the SS50 Coldfall Primary School Street (Everington Road entrance) project (as shown in Appendix B) is implemented.
- 2.4. 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.

3. Reasons for decision

- 3.1. 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.
- 3.2. The reasons for recommendation 2.3 are:

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>

- to improve the health of children by increasing active travel, and to reduce road danger and improve air quality near the school gate;
- the school recognises the issues created by traffic and dangerous driving around the school
- the proposal contributes 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 the School Street 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.

5. Background information

- 5.1. 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.
- 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:
 - 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
- 5.4. 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.
- 5.5. 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.
- 5.6. The Council has delivered 34 School Street projects, of which 22 were implemented on a trial (experimental) basis, including adjacent SS04 in Coldfall Avenue. 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.

5.7. Coldfall Primary School has an existing School Street (SS04) operating near it's school gate in Coldfall Avenue. This has been in operation since April 2021 following approval⁴ for implementation on a trial basis (under experimental traffic orders). Towards the end of the trial period, SS04 was reviewed and the traffic orders were approved⁵ to be made permanent.

5.8. This report considers the implementation of a new School Street near it's other school gate in Everington Road, as shown in the site plan in Figure 1.



Figure 1 - Site plan

⁴ <https://www.minutes.haringey.gov.uk/ieDecisionDetails.aspx?ID=2553>

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

School Street Plan

- 5.9. In June 2023, the Council approved a new School Street Plan⁶ ('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.
- 5.10. The Council has introduced 34 School Streets and a further 12 are currently in design, decision-making or implementation stages. The Plan identifies the school listed in this report as feasible for a School Street, subject to the outcome of consultation and decision making.

Objectives of a School Street

- 5.11. 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
- 5.12. Monitoring of recent experimental School Streets in Haringey⁷, as well as research carried out by other boroughs and Transport for London⁸, show that these objectives are consistently met.
- 5.13. 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%)"*
- 5.14. 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.

Location

- 5.15. This report considers a proposal for a School Street at the following location:

ID	Project / school name(s)	Ward	Streets (wholly or partially) impacted by proposed School Street
SS50	Coldfall Primary School Street, Everington Road entrance	Fortis Green	Everington Road, Barrenger Road, Steeds Road, Hill Road, Marriott Road

Proposal

⁶ <https://www.minutes.haringey.gov.uk/ieIssueDetails.aspx?IIId=83410&PlanId=0&Opt=3#AI75755>

⁷ <https://www.minutes.haringey.gov.uk/ieIssueDetails.aspx?IIId=78374&Opt=3>

⁸ <https://content.tfl.gov.uk/getting-to-know-school-streets-case-studies-2022.pdf>

5.16. The key elements incorporated within the School Street proposal are:

- A time-limited School Street (pedestrian and cycle zone) that will operate:
 - Term time only
 - Monday to Friday
 - For approximately 30 minutes before the school gates open until 15 minutes after they close, in the morning and afternoon.
- Motor vehicles (cars, vans, motorcycles etc.) are not allowed to enter the School Street unless they had been issued an exemption (details below).
- Traffic signs will be installed to inform motorists of the restriction. The signs would be closed (and covered up) when the School Street is not in operation during the three main school holidays. Updates of the new restriction and times of operation will be sent to sat-nav companies.
- Motor vehicles entering a School Street without an exemption, during operational hours, are committing a moving traffic contravention and can be identified by CCTV camera and issued a penalty charge notice (PCN).
- Vehicles can drive out of a School Street at any time. An exemption is only required to drive into a School Street during operational hours.
- School Streets remain open to people walking, cycling and wheeling.
- Emergency services will always have unhindered access.

5.17. 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 or businesses who have an address within the School Street (see note below) can apply for up to two exemptions for either:
 - Their vehicle; or
 - Where they are also a blue badge holder, they may nominate another vehicle for which they're not the registered keeper. This helps those people who have a Blue Badge but rely on others for car transport.
- 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.

5.18. 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.

5.19. As noted in paragraph 5.16, 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.

Consultation and engagement process

5.20. 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, outcome being considered as part of this decision.

Stage A - informal consultation and decision

5.21. During July and August 2024, informal consultation (Stage A) was carried out on the proposed School Street.

5.22. When asked their overall view on the proposed School Street, respondents provided feedback as summarised in Figure 2.

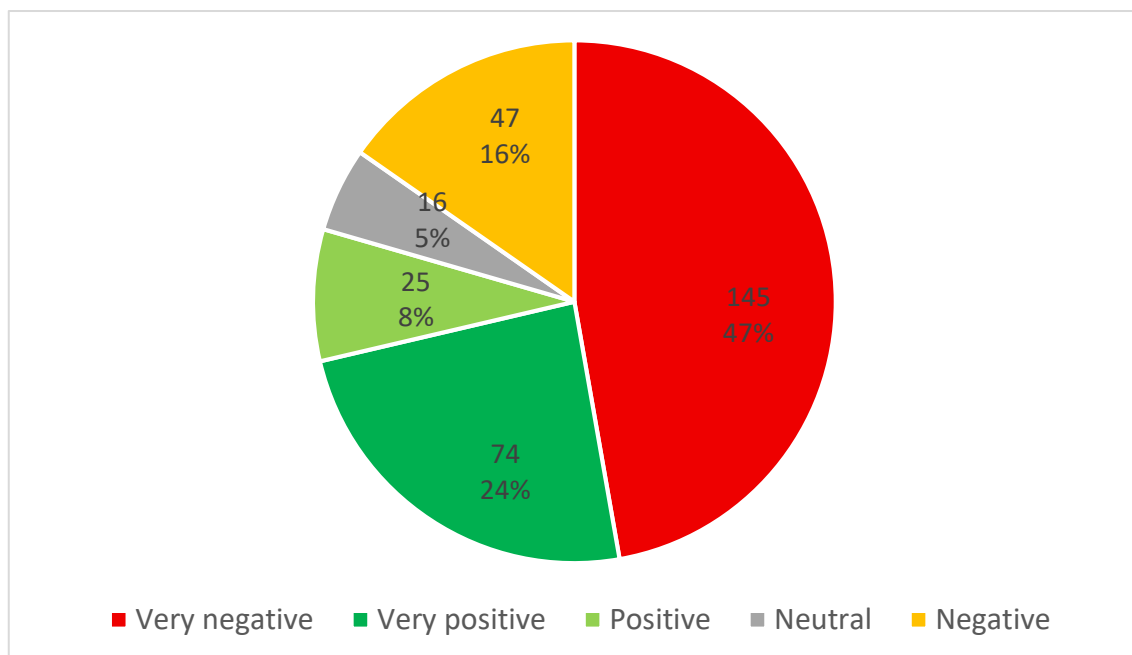


Figure 2 - Stage A feedback carried out during July 2024

5.23. Full details of the informal consultation are contained within the report⁹ approved by the Director of Environment & Resident Experience in consultation with the

⁹ <https://www.minutes.haringey.gov.uk/ieDecisionDetails.aspx?id=3169&LLL=0>

Cabinet Member for Climate Action, Environment and Transport on 20 February 2025.

- 5.24. The main outcome of that decision was to progress the project to Stage B statutory (traffic order) consultation and to include changes to the design (reduced hours of operation).

Stage B - statutory (traffic orders) consultation

- 5.25. 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.
- 5.26. The traffic management order was published on 19 March 2025. Any person wishing to object to the proposed orders or make other representation were asked to do so by 9th April 2025.
- 5.27. Publicity was carried out as follows:
- Notice of proposals (Appendix D) in:
 - London Gazette¹⁰
 - Enfield and Haringey Independent
 - Notice of proposal affixed to lamp columns on Everington Road, Barrenger Road, Steeds Road, Hill Road, Marriott Road
 - Letters 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
- 5.28. It is noted that an administrative error in the press and street notice of 19 March led to the notice of proposal being republished¹¹ in the press on 21 May with a further 21 days (the statutory objection period) provided for any person wishing to object to the proposed order or make other representations. It is important to note that the initial error did not apply to the draft traffic management order, nor the letter drop, nor the details provided within the council's map-based traffic order system (Appyway). Late responses (after both consultation periods) were included.
- 5.29. Responses to the proposed traffic order 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	Support	No comment	Query	Grand total
Coldfall School Street (SS50)	19	4		3	26

¹⁰ <https://www.thegazette.co.uk/notice/4841385>

¹¹ <https://www.thegazette.co.uk/notice/4891030>

Response made in relation to SS50 and three other School Streets being consulted upon at the same time		2	1		3
Grand Total	19	6	1	3	29

- 5.30. No objections were made by key stakeholders. However:
- The Head of Coldfall Primary responded that they recognised the issues created by traffic and dangerous driving around the school and raised queries about exemptions, sought clarification about the definition of the Pedestrian and Cycle Zone, considered that children should always be encouraged to walk on pavements and raised concern that the School Street may have an impact upon the attractiveness of the school to prospective parents;
 - 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 scheme.
- 5.31. Officers have considered all feedback received and grouped them into themes in Appendix G, this appendix also includes officers recommended response to the objections.
- 5.32. 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):
- Amend the exemption eligibility boundary so that Nos. 17 to 39 (odds) Coppetts Road are also included within the boundary for SS50.
- 5.33. For the avoidance of doubt and should the recommendations be approved, this School Street will be monitored (traffic counts, independent road safety audit and site observations) during the first 6 months of its launch, during which time the Council will consider if any changes are required.
- 5.34. 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 5.19), the relatively small number of objections and 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

- 5.35. 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 the school recommended for implementation within this report.
- 5.36. 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 tasks 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

- 5.37. The total estimated cost of the project to deliver the School Street, is £55,000, excluding staff costs. Of which, £43,000 has been spent or committed. The estimated remaining costs, recommended by this report, are £12,000.
- 5.38. 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 the project.
- 5.39. These remaining costs will be fully met from the Council's Capital Programme (Scheme 119 – Schools Streets).

6. Contribution to the Corporate Delivery Plan

- 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: 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.
- 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 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 (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 projects¹² demonstrates that they improve air quality in the vicinity of schools. It is expected that this will also

¹² <https://www.london.gov.uk/press-releases/mayoral/school-streets-improve-air-quality>

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 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. The cost of implementing the recommendation of the report will be through the Council's approved General Fund capital programme.

9.2. Legal

- 9.3. The Council's power to make an order regulating or controlling vehicular and other traffic is contained within section 6 of the RTRA.
- 9.4. Before restrictions regulating or controlling vehicular and other traffic are implemented, the Council must undertake a consultation in accordance with the LATOR as is explained in paragraphs 5.25 to 5.28 of this report.
- 9.5. When a consultation has been undertaken the representations received in response to the same must be taken into account before the decisions in section 2 of this report are taken. A judgment is to be exercised as to how much weight each representation should carry and whether or not to approve the measures proposed in recommendation 2.3 in light of those representations. Details of the representations received in response to the informal consultation are summarised in Appendix A and officer's responses to those representations set out in Appendix G.
- 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. The factors which have pointed in favour of making the restrictions on the movement of traffic in the traffic management order for the school streets shown on Appendix B are set out in paragraph 8.2 of this report.
- 9.8. The decision to approve the implementation the school street shown on Appendix B is an executive decision that can be taken by the Cabinet member for Climate Action, Environment and Transport in accordance with the Council's Constitution.

Equality

- 9.9. 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.
- 9.10. The three parts of the duty apply to the following protected characteristics: age, disability, gender reassignment, pregnancy/maternity, race, religion/faith, sex and sexual orientation. Marriage and civil partnership status applies to the first part of the duty.
- 9.11. Although it is not enforced in legislation as a protected characteristic, Haringey Council treats socioeconomic status as a local protected characteristic
- 9.12. 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.
- 9.13. 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. Furthermore, the proportion of Haringey's children who are obese has increased to 24.4%¹³, the recommendations contained within this report are expected to have a positive benefit by increasing levels of active travel.
 - 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 for their vehicle or a nominated friend or family member. However, the council acknowledges that those reliant upon taxis may be negatively impacted as there is currently no practical method for adding taxi vehicle registration marks (VRM) to the enforcement camera allow-list for the duration of that trip. As noted in Appendix G Table 2, the council continues to monitor other borough trials that aim to link TaxiCard, ComCab and enforcement cameras which could enable a real-time exemption system.
 - It also notes that the Council will monitor the impacts over the first 6 months of operation and 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.

¹³ <https://trustforlondon.org.uk/data/child-obesity/>

- 9.14. The recommendations contained within this report are considered to be consistent with the EqIA.
- 9.15. 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 and only for those wanting to drive into the School Street – any vehicle can exit from a School Street at any time. 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.
- 9.16. 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 5.17 and 5.18. Those holding a valid exemption are allowed to drive into the School Street during operational times.
- 9.17. Consultation was carried out during the initial design stage and the statutory consultation stage. This has provided everyone with the opportunity to comment prior to it being implemented.
- 9.18. It is noted in the report that groups representing those with protected characteristics were consulted and no objections were received.

Strategic Procurement

- 9.19. Strategic Procurement have been consulted on the preparation of this report.
- 9.20. Strategic Procurement note that the recommendation of the report is to establish a School Street and does not involve a procurement related decision.
- 9.21. Strategic Procurement have no objection to the recommendations of the report.

10. Use of Appendices

Appendix A – Responses to statutory consultation
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)

11. Background Papers

- [22/2/21 - School Streets \(Batch 1b\) \(including S04, Coldfall Primary School Street, Coldfall Avenue\)](#)
- [7/3/22 – Cabinet Member Signing: School Streets \(Batch 1a and 1b\) - Review of 10 School Streets introduced under experimental traffic management order procedures \(including SS04, Coldfall Primary School Street, Coldfall Avenue\)](#)
- [2022 - Walking and Cycling Action Plan](#)
- [13/6/23 - Cabinet: School Street Plan](#)
- [Corporate Delivery Plan 2024-26](#)
- [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 \(SS15\)](#)