

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
SS50 (Coldfall)	Objection	19		5	8	9		2	2	4	3
	Query	3			1	1			1		1
	Support	4	4								
Response made in relation to SS50 and three other School Streets being consulted simultaneously	No comment	1									1
	Support	2	2								
Grand total		29	6	5	9	10	0	2	3	4	5

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Table 2: Objection themes and response to objections

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 residents. They believe the proposal is not needed and does not address any real problems	5	<p>Concerns have regularly been raised about road danger near this entrance to the school. Site visits by officers have observed the problems first hand and the school recognise the issues created by traffic and dangerous driving around the school.</p> <p>Previous attempts to improve compliance (through the introduction of footway build-outs and changes to no-stopping zig-zags) are not considered to have resolved the issues.</p> <p>The entrance to the school is on Everington Road opposite the junction with Steeds Road. It is acknowledged that not all roads within the proposed area are negatively effected by school traffic, a smaller School Street was not considered feasible without creating U-turn points at the entry points to the Zone which would lead to increased road danger and/or accusations of entrapment (see also response to "Proposed School Street is too large" below).</p> <p>In view of this the council considers that the proposal should continue as proposed.</p>
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.	8	<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>

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

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			<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 <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> <p>The council recognise that there is the potential for Coppetts Road to see some displacement and, as such, will carefully monitor any change. Should it be necessary, changes to parking layouts in Coppetts Road may be recommended.</p> <p>In view of this the council considers that the proposal should continue as proposed.</p>
Access and exemption issues	Objections that express concerns about access and exemption	9	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).

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	<p>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, including comments that the exemption limits are too restrictive. Disabled and elderly residents are concerned about how the proposals will affect their ability to access healthcare appointments and other essential services.</p>		<p>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>The exemption policy allows two permits per household for residents and businesses. This limit is designed to provide flexibility for the majority of residents (Census data 2021 shows only 1.5% of households have access to three or more cars or vans) whilst also reducing the risk of road danger within the School Street.</p> <p>Any vehicle may drive out of a School Street during restricted hours, without the need for an exemption.</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>Disabled residents without personal vehicles may rely upon taxis or friends/family for transport. The exemption system provides flexibility for residents to nominate another vehicle for an exemption (such as a friend or family member's car). This could include a taxi that is regularly used (and where the vehicle registration mark is known to the applicant) however it is acknowledged that this isn't always practicable as VRM will not always be known far enough in advance to make an application. Where a PCN is issued, drivers always have the option of appealing that PCN and the council will always consider any mitigating factors. Haringey continues to closely monitor trials by other authorities that could improve this system and are aware of a trial by another borough which looks to link the Taxicard/ComCab database to the CCTV camera system, thus allowing Taxicard holders who'd booked via ComCab to be driven through the filter.</p> <p>Where exemptions are not available, 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. School Streets are relatively small and therefore, during operational times, delivery companies need to adapt: reduce, retime, reroute or remode.</p>

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			<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 the council 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> <p>In view of this the council considers that the proposal should continue as proposed with one amendment for the following reasons:</p> <p>Whilst not stated as an objection, feedback was provided that Nos. 17 to 39 (odds) Coppetts Road (situated between the proposed SS50 in Everington Road and the existing SS04 in Coppetts Avenue) were not eligible for an exemption in either School Street. With no on-street parking outside these properties and limited off-street parking this is considered an omission in the original proposal and, should the School Street be approved for implementation, it is recommended that those properties are made eligible for an exemption to SS50 School Street as shown in Appendix B. It is noted that, as the SS04 order was not being amended, it is not possible to incorporate any of the properties into SS04 at this time.</p>
Proposed School Street is too large	Concern that some streets included in the proposed school street area are not very near the school	2	<p>The starting point for any School Street is the street nearest the school gate. In line with the design section of the School Street Plan⁶ (paras 6.38 to 6.43), they should operate in a “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”. This reduces the risk of dangerous U-turns and/or accusations of entrapment.</p> <p>The council acknowledges this proposal covers a large area but other options were not considered feasible without creating U-turn/entrapment points.</p> <p>In view of this the council considers that the proposal should continue as proposed.</p>
Alternative suggestion	Objection makes alternative suggestions to the School Street proposals.	2	<p>Alternative suggestions included closing the Everington Road entrance to school pupils, relying upon ULEZ (to control pollution) and introducing parking charges (to manage congestion outside the school).</p>

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

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			<p>Whilst these suggestions have been considered they are not within the scope of the project and/or are unlikely to achieve the objectives of the School Street Plan (ie reduce pollution and road danger and encourage modal shift).</p> <p>In view of this the council considers that the proposal should continue as proposed.</p>
Economic impact	Objections express concern about the economic impact of the School Street proposals. They worry that restrictions will either (a) hinder customers access (to a home-based business providing services for vulnerable road users) and (b) impact upon the financial viability of the school as it may reduce the appeal of the school to prospective parents	4	<p>In respect of (a) each exemption request is considered on a case-by-case basis against the standard exemption policy and the associated traffic order. In this particular case flexibility will be shown if applications for exemptions are made.</p> <p>In respect of (b) the council notes the feedback however, on balance, places greater weight against the health and safety of children over the convenience of driving, in line with its vision to create Streets for People. As such the council considers that the School Street proposal should continue as proposed. The council intends to monitor the School Street and will continue to engage in dialogue with the school about the risks and benefits of the scheme.</p>
Other	This includes comments made that the council ignored the results of the first stage consultation, is wasting money on the scheme, that innocent victims will receive PCNs, that the results and questions whether public transport will be improved and comments about impact on school support staff	3	<p>The council fully considered the consultation feedback received during the first stage by way of a report approved⁷ in February 2025. This included changes (a reduction) of the hours of operation proposed for this School Street which would lessen the impact upon the local community without reducing the benefits of the School Street.</p> <p>This scheme is fully funded from Transport for London LIP funding.</p> <p>If approved, the school street will have traffic signs installed in accordance with National regulations which motorists are expected to understand and comply with. Where a motorist considers that there are additional factors that should be considered, there is a robust PCN appeals process.</p> <p>There are no known changes planned for public transport (buses) within this area as a consequence of this proposal. As noted earlier, if approved and implemented monitoring will take place and mitigation measures may be considered should buses be negatively impacted</p> <p>All comments have been considered they are not within the scope of the project and/or are unlikely to achieve the objectives of the School Street Plan (ie reduce pollution and road danger and encourage modal shift).</p> <p>In view of this the council considers that the proposal should continue as proposed.</p>

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

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