Report for: Cabinet Member for Climate Action and Transport – 18 November 2026

Title: School Streets Phase 7 (Stage A)

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

Lead Officer: Tim Walker, School Streets Programme Manager
Simi Shah, Head of Highways and Traffic Service

Ward(s) affected: Crouch End, Hornsey, Muswell Hill, South Tottenham, Stroud Green, Fortis Green

Report for Key/ Non-key decision: Key decision

1. Describe the issue under consideration

1.1. Consider the outcome of an informal consultation on eight proposed School Streets and determine whether such schemes progress to the traffic management order and statutory consultation stage.

2. Recommendations

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

2.1. Considers all feedback received as part of the informal consultations in Appendix A - Consultation Report.

2.2. Approves that the following School Street projects are progressed to Stage B (statutory traffic order consultation) pursuant to the Road Traffic Regulation Act 1984 (RTRA) and in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 (1996 Regulations), as per the plans in Appendix B:

1. SS57: Hornsey School for Girls
2. SS58: Norfolk House School
3. SS60: Tetherdown Primary School

2.3. Approves the deferral of the decision on whether to progress to Stage B (statutory traffic order consultation) and, instead, carry out further work and engagement, the outcome of which would be considered at a later date:

1. SS05: Crowland Primary and Gladesmore Community
2. SS51: Muswell Hill Primary School
3. SS56: Highgate Wood Secondary School
4. SS59: Our Lady of Muswell Catholic Primary School
5. SS68: Eden Primary and Fortismere School (Creighton Ave)

2.4. Authorises the Head of Highways and Traffic Service to give notice of the intention to make the necessary traffic management orders to give effect to the recommendations in 2.2.

2.5. Notes that the decision whether to make such orders with or without modification will be reported to Cabinet or Cabinet Member having due regard to any representations received during the statutory consultation.

3. Reasons for decision

3.1. School Streets are a key priority for the Council, as set out within the School Street Plan[1], the Walking and Cycling Action Plan[2] and the Corporate Delivery Plan 2024-2026[3].

3.2. The reasons for recommendation 2.2 are:

- to improve the health of children by increasing active travel, and to reduce road danger and improve air quality near the school gate;
- the schools are supportive of the plans set out in Appendix B;
- the proposals contribute towards the strategic objectives of the Council (see Section 6).

4. Alternative options considered

Do nothing

4.1. This option was rejected as not consulting upon or delivering School Streets would not align with the objectives set out in the Corporate Delivery Plan, the Transport Strategy, the Climate Change Action Plan, the Walking and Cycling Action Plan the School Street Plan or the funding made available from Transport for London.

Progress all projects to Stage B

4.2. This option was considered but rejected. While progressing all schemes would demonstrate commitment to borough-wide delivery, consultation feedback highlighted significant concerns for several proposals. These included:

- Potential cumulative traffic displacement in Muswell Hill.
- Access concerns for faith-based schools and communities.
- Perceived lack of evidence for some schemes.

Selective progression based on consultation feedback

4.3. Any combination of projects could in principle be progressed however this report recommends progressing three projects (SS57, SS58, SS60) to Stage B, on the basis that feedback for these schemes was more balanced or concerns were manageable through design refinements. These schemes generally:

- Affect fewer strategic roads.
- Received lower volumes of opposition.
- Present clear opportunities for road danger reduction and air quality improvements.

---

1 https://www.minutes.haringey.gov.uk/ieIssueDetails.aspx?IId=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://new.haringey.gov.uk/council-elections/council-policies-plans/corporate-delivery-plan

4.4. The remaining five projects (SS05, SS51, SS56, SS59, SS68) are recommended to have their decision deferred to allow for further work. The consultation responses for these schemes included:

- Substantial lack of support compared to the schemes recommended to progress, including some coordinated responses.
- Questions about traffic displacement and access especially for disabled and elderly residents that officers consider require further work before a Stage B decision is taken.
- In the case of SS56, issues of congestion on Montenotte Road have all but been resolved through the opening of two new school gates and therefore further discussion with the school is required.

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 by:

- Reducing traffic outside the school, which reduces emissions and makes the air around the school cleaner at peak times for children.
- Making it safer to walk, cycle, scoot, and wheel to school. Children will benefit from increased physical activity on their journey to and from school.
- Reducing traffic congestion and parking problems outside the school and reducing road danger

5.4. 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 36 in Haringey operating in the vicinity of 44 education establishments which bring benefits to over 17,000 pupils. Nearly 14km 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 36 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.

School Street Plan

5.7. In June 2023, the Council approved a new School Street Plan[4] ('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.

5.8. The Council has introduced 36 School Streets and a further 13 are currently in design, consultation, decision-making or construction stages. The Plan identifies the schools listed in this report for a School Street, subject to the outcome of consultation and decision making.

Objectives of a School Street

5.9. 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

5.10. Monitoring of recent experimental School Streets in Haringey[5], as well as research carried out by other boroughs and Transport for London[6] (TfL), shows that these objectives are consistently met.

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

- Mode share - 88 per cent of all trips in London to be made on foot, by cycle or using public transport by 2041 (77% in 2019)
- Physical activity - all Londoners to do at least the 20 minutes of active travel they need to stay healthy each day by 2041 (currently 32%)

Locations

[4] https://www.minutes.haringey.gov.uk/ieIssueDetails.aspx?IId=83410&PlanId=0&Opt=3#AI75755

[5] https://www.minutes.haringey.gov.uk/ieIssueDetails.aspx?IId=78374&Opt=3

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

5.12. In April 202, the Council initiated projects for the eight School Streets identified below:

ID	Project name	Ward	Streets (wholly or partially) impacted by proposed School Street
SS05	Crowland Primary and Gladesmore Community	South Tottenham	Crowland Rd (east of Fairview Rd), Elm Park Ave (between Crowland Rd and Lealand Rd) and Ferndale Rd (between Elm Park Ave and Fairview Rd)
SS51	Muswell Hill Primary School	Muswell Hill and Fortis Green	Dukes Avenue (between Methuen Park and Wellfield Ave) and Elms Avenue
SS56	Highgate Wood Secondary School	Crouch End	Montenotte Road (north of Glasslyn Road)
SS57	Hornsey School for Girls	Hornsey and Stroud Green	Inderwick Road (between Tottenham Lane and Weston Park)
SS58	Norfolk House School	Fortis Green	Muswell Ave (between Alexandra Park Rd and Muswell Rd)
SS59	Our Lady of Muswell Catholic Primary School	Fortis Green	Page's Lane (between Coppetts Road and Creighton Ave)
SS60	Tetherdown Primary School	Fortis Green	Collingwood Ave and Grand Ave (west of Leaside Ave)
SS68	Eden Primary and Fortismere School (Creighton Ave)	Fortis Green	Creighton Ave (between Coppetts Road and Ringwood Ave)

Healthy Streets

5.13. In 2024, TfL published a London-wide assessment that evaluated the *need* and *suitability* of School Streets for all schools in London. TfL expects the analysis to be used by boroughs to support investment and alongside local evidence and engagement.

5.14. The metrics used for TfL's analysis included air quality, road collisions, deprivation, switchable trip analysis, priority safety locations, car ownership, modelled traffic numbers, number of pupils, walking and cycling networks, road type, speed limit, LTNs and Travel for Life rating.

5.15. Full details are provided in Appendix E and, for the schools referenced in this report, a summary is provided below:

- 1 school with Very High Need and Medium Suitability (Fortismere School)
- 4 schools with High Need and Medium Suitability (Gladesmore Community School, Norfolk House School, Tetherdown Primary School, Eden Primary)
- 3 schools with Medium Need and High Suitability (Crowland Primary School, Muswell Hill Primary School, Highgate Wood Secondary School)
- 2 schools with Medium Need and Medium Suitability (Hornsey School for Girls, Our Lady of Muswell Catholic Primary School).

Design process and proposals

5.16. The standard School Street consultation and decision-making process including the next steps (subject to approvals) is set out in Appendix F.

5.17. Following site surveys, an initial design was prepared by the Streetspace design team. The initial design was aligned with the School Street design principles set out in the School Street Plan.

5.18. Each design was reviewed by the School Street team. The design was subsequently discussed with each school prior to informal consultation (see paragraphs 5.23 to 5.24 for details of the consultation process and feedback).

5.19. The key elements incorporated within each design proposal are as follows:

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

5.20. In line with the exemption policy set out in paragraphs 6.44 to 6.59 of the School Streets Plan (summarised in Appendix C to this report), the following groups would be eligible to apply for a free 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.

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

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

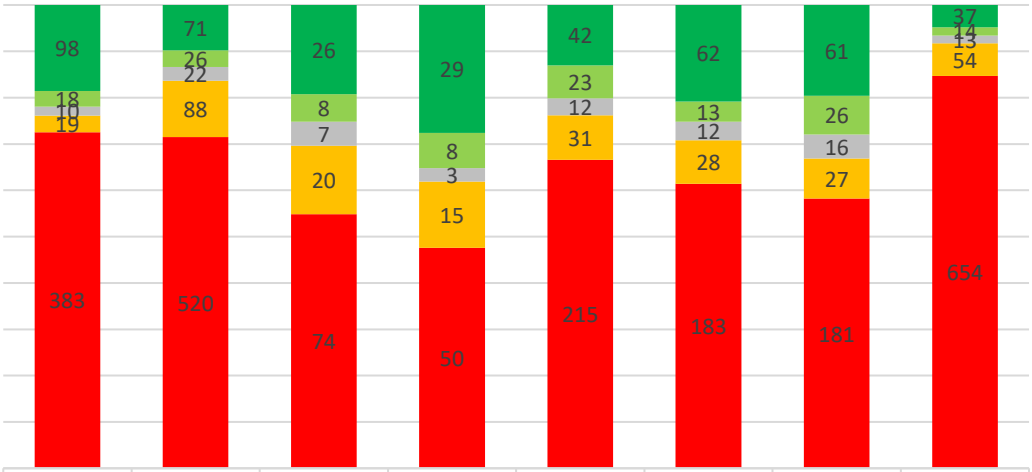
5.22. As noted in paragraph 5.19, the proposed School Streets allow motor vehicles to proceed within and exit from the School Street during operational times. Thus, the proposal does not impose a prohibition upon loading or unloading within the School Street.

Consultation and engagement

5.23. The Consultation Report, Appendix A, provides details of the consultation and communication process, summarised as:

- Stage A engagement between school staff and council officers leading to designs that were publicly consulted upon
    - 24 March to 2 May (extended to 9 May) 2025 – informal consultation (hand delivered to approximately 4,600 properties in vicinity of the proposal)
- Stakeholder consultation (statutory bodies, adjacent borough councils, transport groups and groups representing those with protected characteristics)
- Materials provided to schools to distribute to staff, parents and carers
- Pop-up stalls outside school gates. Aimed at school parents and carers, Council representatives were on hand to answer questions and distribute a postcard explaining how to respond to the consultation
- A3 posters on street lighting columns
- Ward members informed
- Social media
- Haringey's HPX e-newsletter on 4 April 2025
- School Street Have Your Say webpage – all documents available

5.24. Full details of the feedback provided through the informal consultation are contained in Appendix A with the key figures summarised in Figure 1, below.



	(SS05) Crowland Primary School and Gladesmore Community School	(SS51) Muswell Hill Primary School	(SS56) Highgate Wood Secondary School	(SS57) Hornsey School for Girls	(SS58) Norfolk House School	(SS59) Our Lady of Muswell Catholic Primary School	(SS60) Tetherdown Primary School	(SS68) Eden Primary and Fortismere School (Creighton Ave)
Very positive	98	71	26	29	42	62	61	37
Positive	18	26	8	8	23	13	26	14
Neutral	10	22	7	3	12	12	16	13
Negative	19	88	20	15	31	28	27	54
Very negative	383	520	74	50	215	183	181	654

Figure 1 - Overall view of proposal (all responses)

5.25. Paragraphs 5.26 to 5.30 provide a summary of cross-cutting themes raised by respondents in the comments section of the questionnaire as well as those sent by email.

5.26. Support Themes

a) **Road Danger Reduction**: Most frequently cited reason for support. Examples include concerns about speeding, unsafe crossings, and near misses involving children.

b) **Air Quality & Pollution:** Supporters highlighted the need to reduce idling and vehicle emissions near schools.

c) **Active Travel & Cycling:** Many respondents supported schemes that encourage walking, cycling, and scooting. Some cited personal experiences of unsafe cycling conditions.

5.27. Opposition themes

a) **Potential traffic displacement & congestion:** Most common opposition theme. Concerns about potentially pushing traffic onto surrounding streets, creating bottlenecks and gridlock.

b) Accessibility & disability: Opposition from residents who rely on taxis, minicabs, or carers due to mobility issues. Concerns about lack of exemptions for non–blue badge holders.

c) Religious access: Strong concerns from faith-based stakeholders (e.g. South Tottenham Synagogue) about restricted access during prayer times, especially for elderly or disabled worshippers.

d) **Consultation process:** Criticism of consultation timing (e.g. During Passover and Easter), poor signage, and perceived lack of transparency.

e) Tradespeople & deliveries: Concerns about access for contractors and delivery services during restricted hours.

f) **Exemptions & enforcement:** Worries about unclear exemption rules, enforcement fairness, and fear of fines.

g) **Timings & duration:** Many felt the proposed hours were excessive and not aligned with actual school activity.

h) **Impact on local businesses:** Concerns about reduced customer access and delivery logistics.

i) Revenue generation concerns: Perception that school streets are being used to generate income through fines rather than improve safety.

5.28. <u>Cumulative impact of multiple proposed School Streets</u>

5.29. Residents and stakeholders expressed strong concern about the combined effect of multiple School Streets proposed within a small geographic area:

- SS51 – Muswell Hill Primary School
- SS58 – Norfolk House School
- SS59 – Our Lady of Muswell Catholic Primary School
- SS60 – Tetherdown Primary School
- SS68 – Eden Primary and Fortismere School

5.30. The proposed School Streets in Dukes Avenue, Muswell Avenue, Pages Lane, Creighton Avenue and (to a lesser extent) Collingwood Avenue were seen as creating a cluster of restrictions that would:

- Sever key east–west routes through Muswell Hill.
- Force traffic onto narrower residential streets such as Ringwood Avenue, Twyford Avenue, Church Vale, Muswell Road, Coniston Road, and Curzon Road.
- Create new congestion hotspots.
- Increase pollution and road danger for children walking to other schools not directly served by the schemes.
- The cumulative effect was seen as problematic, with calls for traffic modelling

<u>Key stakeholder feedback</u>

5.31. Cllr Grosskopf (South Tottenham) raised concern, in respect to Crowland Primary and Gladesmore Community schools (SS05), about the consultation process, namely that (a) the consultation period overlapped Easter and Passover holiday periods and (b) that there was no alternative to online response. Officers clarified

that the consultation period was scheduled for five weeks (rather than the standard three) to allow for the holiday period and would be extended by a further week (see paragraph 5.23). They also confirmed that paper forms were available within the consultation packs that had been delivered to each property within the consultation area.

5.32. Cllr Brennan (the then ward councillor for Muswell Hill), referencing an email from a constituent about the proposed School Streets in Muswell Hill, expressed concerns about children's safety and agreed with the view that an artificially created car free zone might not be the best way to teach children about necessary road safety rules.

5.33. Cllr Connor (the then ward councillor for Muswell Hill) sent a number of emails raising the following concerns in respect to SS51, SS58, SS59 and SS68:

- The restrictions in three main roads (Dukes Avenue, Creighton Avenue and Pages Lane) will cause traffic displacement and new rat-runs into previously quiet streets
- Requested a full impact assessment (traffic assessment) before progressing any further
- Suggested a pilot scheme before implementation
- Described Dukes Avenue as a major traffic route, warning that closure would cause "complete chaos"
- Requested an extension to the consultation period

5.34. Given the change in ward councillors following the May 2026 local elections, it was considered appropriate that the current ward councillors were been briefed on the School Street programme. In July 2026, the Cabinet Member wrote to ward councillors to invite comments to be included in this report. The following feedback was received:

- South Tottenham (SS05 - Crowland Primary and Gladesmore Community School)
    - Cllr Grosskopf raised concerns about the scale of the proposed scheme, suggesting the restricted area may be too extensive in its current form. He noted that ongoing Thames Water works on Crowland Road should be completed and their traffic impact understood before the scheme proceeds.
- Crouch End (SS56 - Highgate Wood Secondary School)
    - Cllr Cawley-Harrison raised concerns about the design and likely effectiveness of the scheme as proposed. He stated that most vehicles drop off further along Montenotte Road (between Wolseley Road and Glasslyn Road) rather than in the proposed restricted section, and that restricting only the short section immediately outside the school entrance would therefore not change vehicle drop-off behaviour. He expressed the view of local residents that the scheme as proposed would introduce inconvenience without meaningful benefit.
- Fortis Green (SS51, SS58, SS59, SS60, SS68)

- Cllr Parry and Cllr Brookes raised a number of concerns about the Fortis Green schemes. Cllr Parry also wrote separately to officers with detailed comments on individual schemes:
- SS58 (Norfolk House): Questioned whether there is evidence of a traffic problem on Muswell Avenue; noted that the school is a small private school with non-catchment admissions and therefore a more dispersed pupil travel pattern; raised concern about the potential for further congestion on Alexandra Park Road.
- SS59 (Our Lady of Muswell): As a non-catchment Catholic school drawing pupils from Barnet and beyond, Cllr Parry raised concerns about the limited public transport options for some families and the potential impact on those with no alternative to the car.
- SS68 (Eden Primary and Fortismere Secondary): Raised concern about the proximity of this scheme to SS59, noting the combined effect of two closures in close proximity. She also noted that Eden Primary is a faith school with non-catchment admissions and larger-than-average family sizes, and drew attention to the planned new ASD hub at the former Kidz Kabin site on Creighton Avenue, whose users may have no alternative to car travel. She also raised concern about traffic displacement onto Coppetts Road and Tetherdown.
- SS60 (Tetherdown Primary): Expressed the view that car drop-offs at Tetherdown are already very low, and that restrictions on Collingwood Avenue and Grand Avenue would simply displace the small number of cars onto adjacent roads without significantly reducing school gate traffic.
- SS51 (Muswell Hill Primary): Noted that this scheme barely touches Fortis Green ward but considered it should be assessed in conjunction with SS58 given their proximity.

5.35. Metropolitan Police Service (Roads and Transport Policing Command) provided feedback on all School Streets:

- Requested that emergency service exemptions be included in all Traffic Regulation Orders (TROs).
- Noted that the proposals include (local authority) camera enforcement which addressed any concerns about limited police resources.
- Asked for traffic displacement estimates from Dukes Avenue, warning of potential congestion on Wellfield Avenue and Methuen Park.

5.36. Haringey Cycling Campaign (HCC):

- Welcomed all eight School Street schemes.
- Requested a review of cycle contraflow signage on Crowland Road (SS05), noting it may confuse new cyclists.
- Supported the schemes progressing to statutory consultation.

5.37. Muswell Hill and Fortis Green Association (MHFGA) provided comments on proposals affecting Collingwood Avenue, Creighton Avenue, Dukes Avenue, Elms Avenue, Grand Avenue, Muswell Avenue, and Pages Lane:

- Raised concerns that there was little evidence that a specific problem exists that the proposals will solve
- That the roads in question are not small side-streets best suited for School Streets
- Concerned about displacement of traffic and pollution and impact upon buses
- Considered that the consultation process was not appropriate and that impact analysis should have been carried out before any consultation

5.38. Mums for Lungs (a network of parents concerned about the impact of air pollution on children) support all the School Street proposals. They hope that the council continues to be ambitious in its efforts to protect children's health by ensuring the majority of Haringey schools have a School Street by 2026. They comment that School Streets are necessary to:

- Protect children's health at the school gate by reducing harmful air pollution during peak times when they are most exposed.
- Create safer streets and encourage active travel, helping families choose walking and cycling over driving, which cuts traffic and pollution across neighbourhoods.
- Tackle a public health emergency: Haringey's air pollution levels exceed the World Health Organization's recently updated air quality guidelines, contributing to high childhood asthma rates and long-term lung damage.

5.39. Religious Groups and Faith-Based Stakeholders: South Tottenham Synagogue and Jewish Community Members (SS05) feedback:

- Multiple responses raised regarding restricted access to Crowland Road during prayer times.
- Concerns that elderly and disabled worshippers who do not qualify for Blue Badges would be unable to attend services.
- Highlighted that religious observance times overlap with proposed School Street hours.
- Raised issues of discrimination and exclusion, particularly around consultation accessibility (e.g. limited internet use in the community, lack of paper copies).
- Called for alternative solutions such as limited closures or better enforcement of existing parking rules.

5.40. Since the close of consultation, officers have received a number of items of correspondence relating to schemes within this phase. Catherine West MP wrote on behalf of the headteacher of Norfolk House School (SS58) raising road danger concerns on Muswell Avenue. Officers also received correspondence raising concerns about road danger and parking behaviour outside Our Lady of Muswell Catholic Primary School (SS59) and near Fortismere School, including an MP casework enquiry. Eden Primary School (SS68) also raised concerns about

inconsiderate and unsafe parking behaviour. This correspondence has been noted by officers in considering the recommendations in this report.

Recommended approach in response to consultation feedback

5.41. Having taken into consideration all feedback (see paragraphs 5.23 to 5.40) during the initial consultation stage, the following approach and changes are recommended, as set out in Section 2.

ID	Project name	Recommended approach
SS57	Hornsey School for Girls	Proceed to Stage B (statutory traffic order consultation) as proposed in Stage A and make decision whether to implement, based on the following rationale: a) **Targeted and localised impact**: These projects are relatively 'self-contained' in their impact. They are proposed in single lengths of road (e.g. Inderwick Road, Muswell Avenue, Collingwood Avenue) that are less strategic than others in this consultation. This minimises any concerns about wider traffic disruption. b) **Limited opposition volume**: Feedback volumes for these schemes were comparatively low, with less opposition compared to other proposals. c) **Clear safety and air quality benefits**: Supporters cited benefits such as improved pedestrian safety, reduced idling, and better air quality. d) **Manageable adjustments**: Concerns raised (e.g. access, staff, or deliveries) can be addressed through the existing exemption policy and/or retiming or remoding by motorists to avoid school-run periods.
SS58	Norfolk House School	
SS60	Tetherdown Primary School	
SS05	Crowland Primary and Gladesmore Community	Not to proceed to Stage B. Carry out further work and engagement for the following reasons: a) **Lack of support via consultation**: These schemes received significant opposition, particularly SS05 and SS68. b) **Cumulative impact**: In Muswell Hill, the overlapping proposals have raised concern of gridlock, traffic displacement, and pollution on surrounding streets. c) **Consultation process issues**: Some communities reported barriers to participation. d) **In the case of SS56:** the school report that they have opened two new school gates and the congestion issue at Montenotte Road has largely been resolved. However, the school note that the entrance at Park Road (unsuitable for a School Street) has issues around vehicles idling near the pedestrian crossing
SS51	Muswell Hill Primary School	
SS56	Highgate Wood Secondary School	
SS59	Our Lady of Muswell Catholic Primary School	
SS68	Eden Primary and Fortismere School (Creighton Ave)	

Memorandum of Understanding

5.42. Before any School Street is fully implemented, a Memorandum of Understanding (MoU) will be signed by the Council and the school.

5.43. The MoU sets out what each party is expected to do in the arrangement. It includes tasks for the Council such as making traffic orders, installing traffic signs and providing supporting material and for the school matters such as educating pupils, staff and parents/carers about the scheme, compiling a School Travel Plan and committing to Travel for Life active travel programme.

Project costs

5.44. The total estimated cost of the project to deliver three School Streets is £154,000, excluding staff costs. Of this, £94,000 has been spent or committed. The estimated remaining costs, recommended by this report, are £60,000.

5.45. 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.

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

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

6.1. School Streets are specifically identified within the "Responding to the Climate Emergency" theme of the Corporate Delivery Plan, under the Outcome Area "Better air quality in Haringey." This Outcome Area relates Haringey's commitment to becoming a net-zero carbon borough by 2041 and the plans to reduce carbon consumption, improve climate resilience, and improve the quality of air that we breathe. This outcome will be achieved through a number of activities that include:

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

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

7. Carbon and Climate Change

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

7.2. Reduced vehicle emissions: School Streets reduce vehicle emissions during drop-off and pick-up times. When motorised traffic is restricted, there is a reduction in tailpipe emissions of carbon dioxide (CO2), nitrogen oxides (NOx), and particulate matter (PM). Fewer emissions mean a direct decrease in the carbon footprint associated with school-related travel.

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

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

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

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

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

8. Transport policy objectives

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

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

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

- School Streets provide access at all times to pedestrians and cyclists. Reasonable access is maintained to vehicular traffic by way of a range of exemptions when the School Street is in operation.
- School Streets restrict the passage of heavy commercial vehicles and so, in turn, preserve or improve the amenities of the area affected.

- Evidence from other School Street projects[7] demonstrates that they improve air quality in the vicinity of schools. It is expected that this will also be the case in relation to this project. Therefore, the proposal has due regard to the national air quality strategy, prepared under section 80 of the Environment Act 1995.
- The School Street proposal does not restrict the passage of public service vehicles.
- The project aims to reduce the risk of road danger by reducing the volume of traffic close to school gates. Not only do School Streets disperse traffic over a larger area (as opposed to a concentration of traffic within a smaller section of road space immediately outside the school entrance) but they also encourage modal shift (i.e. change school-run trips from car travel to active travel) and so reduce the overall volume of traffic on the road network, in turn, reducing the risk of road danger.

9. Statutory Officer Comments

Finance

9.1. The recommendation of the report is to go to the next stage of consultation for school streets with an estimated value of £60,000. This cost will be met from TfL LIP allocations.

Procurement

9.2. Strategic Procurement has been consulted on the preparation of this report and notes the contents herein. There are no immediate procurement-related implications.

Legal

9.3. The decision to approve School Streets proposals is an executive decision that can be exercised by the Cabinet Member for Climate Action and Transport as allocated by the Leader in accordance with Part 3, Section C of the Council's Constitution, and published on the Statutory Forward Plan on 4 November 2025.

9.4. The Council may make traffic management orders to control and regulate vehicular and other traffic pursuant to sections 6 and 124 of the RTRA and must do so in accordance with the procedure set out in the 1996 Regulations.

9.5. When a consultation has been undertaken the Council must take into account the representations received in response to that consultation. The report sets out a summary of the consultation undertaken, the representations received and the officer's responses to the representations at paragraphs 5.23 to 5.41. Appendix A contains the detailed consultation report. These must be considered by the Cabinet Member before deciding whether to proceed to statutory consultation and initiate the traffic management order process. The Cabinet Member will need to determine the weight to be given to each representation and decide, in light of those representations, whether to approve any of the proposed School Streets.

[7] https://www.london.gov.uk/press-releases/mayoral/school-streets-improve-air-quality

9.6. By virtue of section 122(1) of the RTRA, the Council has a duty in the exercise of its function as highway and traffic authority 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. These powers must be exercised so far as practicable having regard to the following matters listed at section 122(2):

- the desirability of securing and maintaining reasonable access to premises;
- the effect on the amenities of any locality affected including the regulation and restriction of heavy commercial traffic so as to preserve or improve amenity;
- the national air quality strategy;
- 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
- any other matters appearing to the council to be relevant.

9.7. The council in satisfying this duty must have proper regard to its s122(1) duty and balancing this duty with the matters set out at s122(2) when deciding whether to make traffic management orders. The factors that which have pointed in favour of making the traffic management orders for the three School Streets proposals are set out at paragraph 8.2.

Equality

9.8. The Council has a Public Sector Equality Duty under the section 149 of 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.

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

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

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

9.12. 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 24.8%[8], 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 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 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. 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 take steps to identify and prevent or mitigate any adverse impacts that may be identified (during later design stages of each project) for people who depend on car travel, such as people with limited mobility, pregnant women, and people who depend on private vehicles to attend places of worship.

9.13. The recommendations contained within this report are considered to be consistent with the EqIA detailed above.

9.14. 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.

9.15. 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

[8] https://trustforlondon.org.uk/data/child-obesity/ (2024/25)

paragraphs 5.20 and 5.21. Those holding a valid exemption are allowed to drive into the School Street during operational times.

9.16. Consultation has been carried out as part of this initial design stage. This has provided stakeholders with the opportunity to comment.

9.17. It is noted in paragraphs 5.39 that groups representing those with protected characteristics (religion) were consulted and raised concerns about potential impact on driving to the Synagogue at SS05. However, SS05 is not recommended for progression to stage B consultation and instead further engagement is recommended.

9.18. It is further noted that, if approved, this decision will be subject to further consultation through the statutory consultation process associated with the making of the associated Traffic Management Order(s).

10. Use of Appendices

Appendix A – Stage A consultation report
Appendix B – Designs
Appendix C – Exemption policy
Appendix D – EqIA (2023)
Appendix E – Healthy Streets Data
Appendix F – Decision making process

11. Background Papers

- 2022 - Walking and Cycling Action Plan
- 13/6/23 - Cabinet: School Street Plan
- Corporate Delivery Plan 2024-26