
Getting to know School Streets

An in-depth analysis of five School Streets in London



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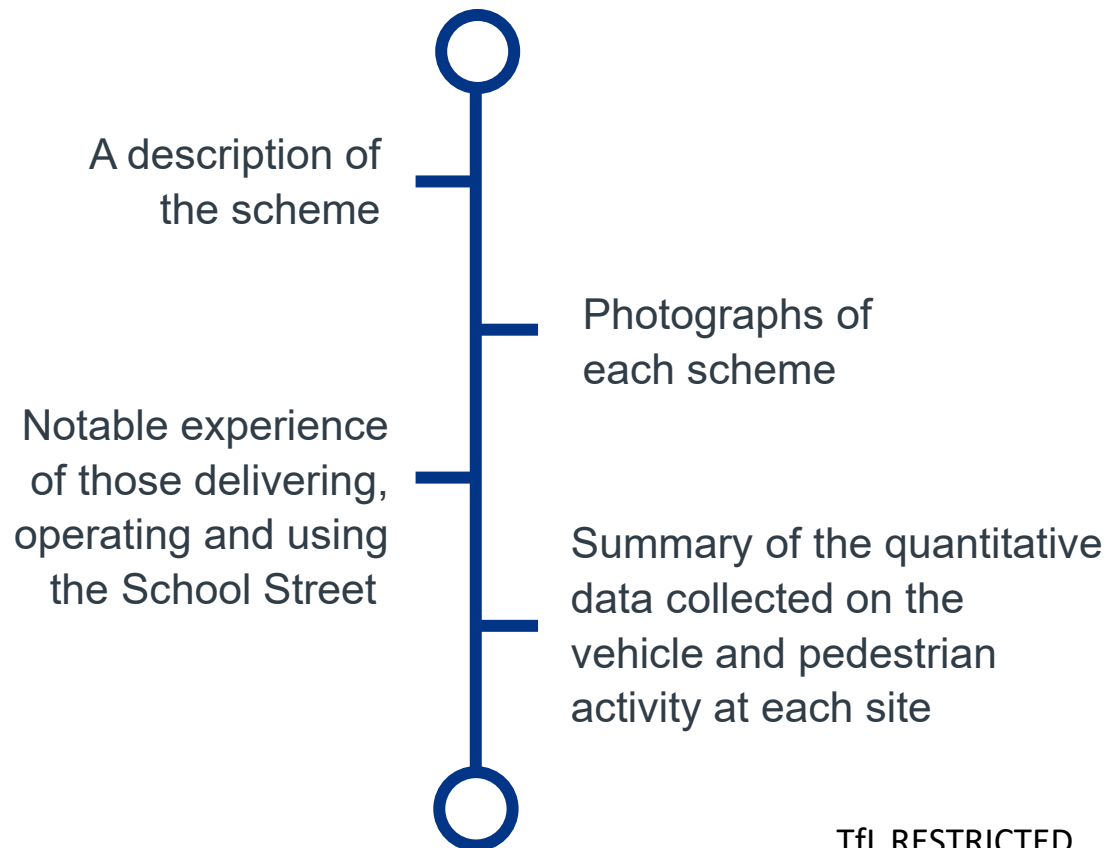
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Introduction

This document presents the findings of research into five School Streets in London, conducted in months of November and December 2021. Findings from qualitative interviews with boroughs officers, school staff and parents is presented along with a summary of the vehicle and pedestrian activity observed.

This is followed by School Street case studies that provide an in-depth review of the five School Streets from the London boroughs of Ealing, Haringey, Redbridge, Southwark and Waltham Forest and includes for each:



Who is this for?

This document provides information for transport officers and senior level decision makers working to deliver School Streets

It can be used to support case making, policy development and stakeholder engagement by providing the perspectives of boroughs, school staff and parents, alongside quantitative data showing how different School Streets are delivered and operate in a variety of locations and with varying design characteristics.

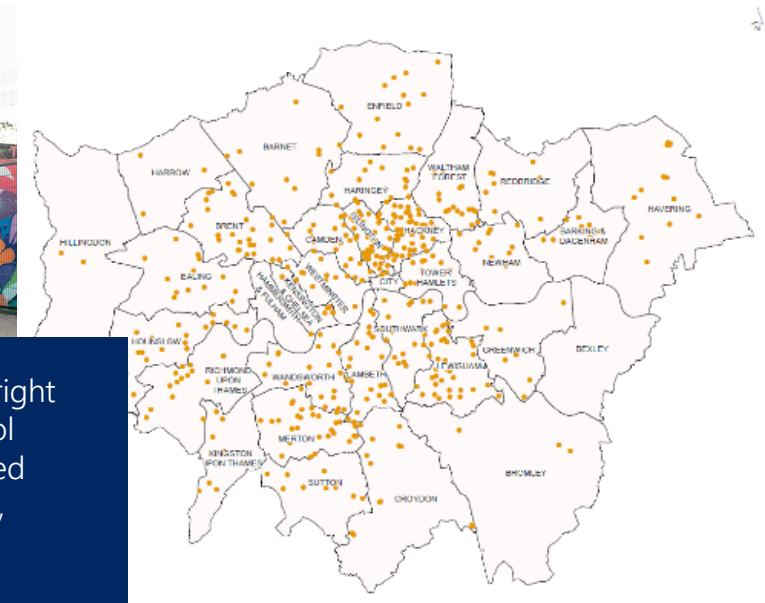


Image on the right showing School Streets delivered across London, March 2022

School Streets in London

A School Street is typically a road (or roads) outside a school with a timed restriction on motorised traffic at school drop-off and pick-up times. This will usually be for one to two hours during the start and end of the school day.

School Streets provide additional space outside of the school to encourage active journeys and provide a safer, healthier and more pleasant environment for parents and children at drop off and pick up times.

As of March 2022, over 500 Schools Streets have been delivered across 31 London boroughs. The first School Street was delivered in Camden in 2017 and in 2019 there were less than 90 School Streets in London, across 20 boroughs.

Over 400 new School Streets were delivered in response to the coronavirus pandemic, with over 372 funded via Streetspace for London funding.



Methodology



Sampling strategy

Boroughs that have introduced School Streets were invited to submit schemes for participation in the research. Transport for London considered these submissions to select a range of schemes with unique characteristics.

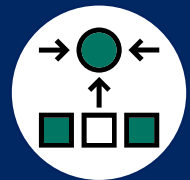
The five School Streets selected for the study presented a unique mix of the following criteria:



Exemption policy - vehicles that are allowed into the School Street during the hours of operation. This ranges from 'strict' where a few vehicles are allowed into the zone during the hours of operation, to 'loose' where a longer list of vehicles are allowed into the zone.



Hours of operation and length of hours of operation



Unique design characteristics- e.g. close to A road, two schools within the scheme, on a bus route, part of area wide scheme etc



Type of street – e.g. land use mix etc



Catchment area – some schools such as Faith schools may have a wider catchment area where students live further away from the school



Complimentary infrastructure- e.g. cycle parking, street furniture



Special characteristics - e.g. green space, public transport, other landmarks



Enforcement measures - e.g. ANPR, physical barriers or volunteers

Characteristics of each School Street

| School | Key policy levers and design factors for selection |
|--|--|
| <p>Ealing: Holy Family Catholic Primary School</p> | <ul style="list-style-type: none"> • Outer London Borough • Wider catchment area • Strict exemption policy • Large road closure • Located next to a cycling trail • Close to the North Circular/A406 • Reported incidents and tensions between drivers and volunteers and staff |
| <p>Haringey: Rokesly Juniors and Rokesly Infants and Nursesey Schools</p> | <ul style="list-style-type: none"> • Inner London Borough • Strict exemption policy • Large road closure • Located along W3 bus route |
| <p>Southwark: Bessemer Primary School</p> | <ul style="list-style-type: none"> • Inner London Borough • Strict exemption policy • Small road closure • Delivered prior to the coronavirus pandemic • Enforced by both physical bollards and ANPR |
| <p>Redbridge: SS Peter and Paul's Catholic Primary School and Gordon Primary School</p> | <ul style="list-style-type: none"> • Outer London Borough • Wider catchment area (St Peter and Paul's Primary school) • Strict exemption policy • Large road closure • Two schools sharing one School Street scheme • Adjacent to busy commuter road |
| <p>Waltham Forest: Newport Primary School</p> | <ul style="list-style-type: none"> • Outer London Borough • Loose exemption policy • Large closure • Large school with over 800 pupils • Walking distance from an award winning pedestrianised local shopping parade and other walking and cycling interventions |

Map of the School Streets



Qualitative interviews: Understanding the experiences of those delivering, operating and using the School Street

Qualitative interviews were carried out with stakeholders involved in delivering, operating and using the School Street.

Research objectives

To explore the perceptions of key audiences at each School Street scheme and to understand how the scheme functions.

To understand the experiences of key audiences involved with the planning, delivery and operation of the School Street and those impacted by the scheme.

Qualitative interviews:

21 x one-hour qualitative in-depth interviews across the 5 School Streets were carried out.

Interviews took place with:

- Borough officers who led the delivery of the School Street
- School staff member(s) involved in the initiation, implementation and operation of the scheme
- Parents of pupils attending the School Street school
- School Street volunteers/marshals



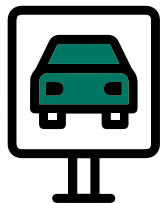
Quantitative data capture: Understanding pedestrian and vehicle activity at each School Street

Data was collected over two days at each School Street to understand how vehicle and pedestrian behaviour changed when the School Street was in operation. The study also aimed to understand how the presence of vehicles affected the confidence and behaviour of users of the School Street.

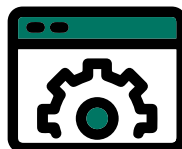
The survey period ran from 7am to 4pm to include the morning and afternoon closure periods.



Radar camera and Automatic Intelligence technology was used to count the number of vehicles, pedestrians and cyclists as they travelled through the road outside of the school entrance and through closure points. These cameras also captured speeds and the types/classification of vehicles.



A **parking, loading and activity survey** captured the number of vehicles parking or dropping off/picking up children or adults in the area in front of the school entrance.



Path tracing software was used to visualise and capture the direction, movement and spread of pedestrians walking on the pavement and road outside of the school entrance. This was used to show where pedestrians were taking advantage of the low traffic environment and felt comfortable using the carriageway to approach the school.

Conflict and Interaction analysis was carried out to understand the interactions between pedestrians and vehicles within a School Street during the times of operation. This analysis recorded the severity of interactions, conflicts and give-way behaviours between vehicles, pedestrians, and cyclists.

The conflict and interaction analysis used 5 levels of severity to measure interactions between vehicles, people walking and people cycling.

| Conflict Severity | |
|-------------------|---|
| 1 | Precautionary conflict: Vehicle pauses to give way to a person walking on the footway or carriageway |
| 2 | Precautionary conflict: Person walking changes direction/moves onto pavement when a vehicle is approaching |
| 3 | Rapid deceleration or stopping to avoid collision, resulting in a near miss situation. No time for steady controlled manoeuvre. |
| 4 | Emergency braking or violent swerve to avoid collision resulting in very near miss or occurrence of a minor collision. |
| 5 | Emergency action, followed by collision |

Overview of findings from qualitative interviews and pedestrian and vehicle activity



Summary of findings from qualitative interviews:

1. Perceptions of benefit

2. Experiences of delivery

3. Lessons for the future

Borough officers, school staff and parents all agreed that having a School Street was a positive step towards safer, calmer, cleaner, and more healthy local areas

- Borough officers saw the value of School Streets alongside wider measures to improve local roads and street environments
- School staff and parents appreciated the benefits first-hand, seeing their School Street as meeting specific local needs like congestion, child safety, pollution and car culture

Borough officers tended to focus on the practicalities and direct impacts of having School Streets in place locally including:

- How well they operated
- Successes and challenges of enforcement
- Fit with intended policy goals

School staff and parents identified broader and indirect benefits of their School Street including:

- Educational opportunities to engage and motivate children
- Increasing appeal of the school and whole area
- Social interaction and convivial pleasant atmosphere at school gates
- Growing sense of “neighbourhood”

Summary of findings from qualitative interviews cont.

1. Perceptions of benefit

2. Experiences of delivery

3. Lessons for the future

Borough officers and school staff saw partnership-working as key to successful operation of School Streets and their long-term impact

- Good relations and communication between key parties was felt important for both implementation and delivery
- Partnership approach was considered good practice for working with schools and encouraging shared sense of ownership
- Schools and borough officers agreed that collaboration enabled them to better engage and motivate their own stakeholders

Schools and borough officers agreed on the need for flexibility in deciding on hours of operation, approach to school holidays and enforcement

- School staff in particular felt that school environments and cultures were very varied, meaning enforcement approaches could take time to get right and involved a process of behavioural and attitudinal change
- Parents and school staff stressed that APNR signage should be well-positioned, visible and easy to understand instantly (to avoid fines)
- Borough officers and school staff said exemptions needed careful handling as they had to strike a balance between needs of individual residents/ staff and the scheme overall

Measuring and monitoring how School Streets were working was felt important but challenging in practice

- Borough officers and school staff used a range of evidence-gathering processes but admitted that in-depth evaluation was hard, required time and resource that wasn't always there

Summary of findings from qualitative interviews cont.

1. Perceptions of benefit

2. Experiences of delivery

3. Lessons for the future

Research revealed the mix of social, personal and environmental factors that contribute to the success of individual School Streets

- Acknowledging the role local context, culture and attitudes play is therefore important for future schemes

Key audiences interviews also showed the extent of behaviour and culture change involved in making School Streets work including:

- Travel habits of parents and staff
- Communication and engagement between borough officers and schools
- Day-to-day practicalities and logistics for schools

All behaviour change takes time and particularly where multiple players are involved it is unlikely to be a linear process so empathy and understanding is required

Schools and borough officers agreed on some core components of ensuring success:

- Iterative and flexible approaches to delivering School Streets
- Integration with wider active travel and road safety initiatives
- Open communications, partnership-working and clear lines of responsibility

Parents were more likely to ask for clarity in terms of operational hours and a general understanding that changing travel habits around the school-run wasn't always easy (even if they saw the benefit)



Summary of findings from on street activity monitoring:

Operation of each of the five School Street zones led to:

A reduction in the volume of vehicles travelling through the School Street compared with outside the closure time

- The number of motorised vehicles per hour reduced by between around 70% and 90% during the closure period across the case studies.

A reduction in speed of vehicles travelling through the School Street

- Speeds reduced up to 6.3 mph across the case studies in the hours of operation compared to outside them

An increase in the number of people cycling per hour during the closure period compared to outside the closure period

These low traffic environments enabled parents and children to access the school in a safe and comfortable environment:

The small number of interactions observed between vehicles, people walking and people cycling were generally positive

People driving and cycling were observed to slow down, pause and gently swerve to provide more space and allow people walking to safely cross

Over half of all people cycling recorded in the School Street zone approached the school using the carriageway as opposed to the pavement. Typically primary school aged children would cycle on the pavement.

The majority of people walking at each school chose to use the pavement. However, a significant proportion chose to walk on the carriageway at Newport School (35% Newport road and 30% Twickenham road) and Bessemer Grange school (28%) compared to the pavement. Both School Streets have a low presence of motorised vehicles during the closure period compared to Holy Family Catholic School where there were 22 motorised vehicles per hour and only 2% of pedestrians who choose to walk in the carriageway

A small number of vehicles were observed accessing the School Street park and drop off/pick up within the School Streets zone at all schools, with the exception of Bessemer Grange Primary School.

Previous Studies have shown:

School Streets can reduce trips made by private car and nitrogen dioxide emissions ¹

Before the pandemic, a quarter of weekday morning car trips were for the school drop-off ²

For every 1mph reduction in speeds there is a 6% reduction in collisions ³



*Making safer spaces
for our children - together*



ROKESLY PRIMARY SCHOOL

School Street SS13

Monday – Friday

8.15-9.45am &

2.30-3.45pm

During school term time only

Access through **Hermiston Ave, Elmfield Ave** only permitted to people walking, cycling and scooting, and vehicles with an exemption permit.

Emergency vehicles, blue badge holders and residents with a permit are able to enter during the School Street times.

Visit: www.haringey.gov.uk/school-streets for more information and details of how to apply for a permit

Haringey
LONDON



(1) City Hall (2021) New studies show School Streets improve air quality. <https://www.london.gov.uk/press-releases/mayoral/school-streets-improve-air-quality>

(2) City Hall (2022) Mayor hails success of Schools Streets programme. <https://www.london.gov.uk/press-releases/mayoral/mayor-hails-success-of-schools-streets-programme>

(3) 20s Plenty for Us (2018) Reducing speed limits from 30mph to 20mph typically results in more than 20% fewer casualties. https://www.20splenty.org/20mph_casualty_reduction

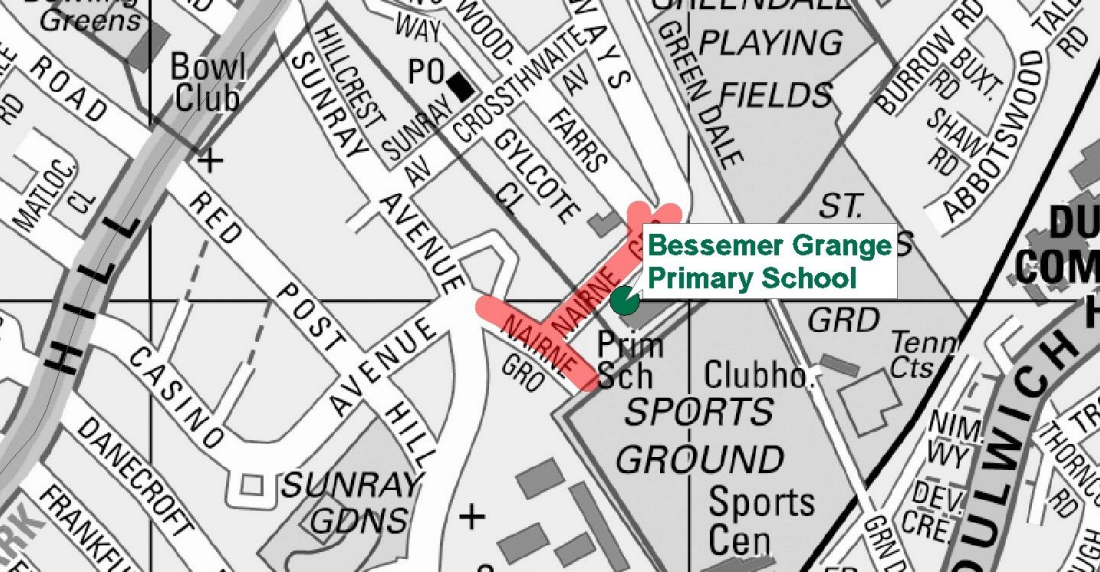
School Street Case Studies



Bessemer Grange Primary School

Southwark





Bessemer Grange Primary School is in the Dulwich area of Southwark. The School is located across two opposite sites on Nairne Grove. The closure covers a short length of road extending from Nairne Grove on the east to Nairne Grove, Woodfarrs and Dylways junction to the west.

The School Street was first introduced as a trial during the Autumn term in 2018 following a school led parent consultation which raised concerns about poor air quality, road safety and dangerous parking during the school drop off and pick up times.

All vehicles are banned from the School Street during the hours of operation, with the exception of:

- emergency services,
- residents and registered carers of residents who live within the closure area.
- Southwark school transport vehicles

School transport vehicles from outside of the borough and Blue Badge holders working or dropping off people at the school are eligible to apply for a permit.

622 Pupils aged three-11 years

The closure operates during term time from Monday to Friday, from 08:30-09:30 & 15:00-16:00

School Street was first introduced in September 2018 as 14-week trial during the Autumn term

The School Street is enforced by collapsible bollards and ANPR cameras (at the Nairne Grove, Woodfarrs and Dylways junction only)

Bessemer Grange is part of the TfL STARs* programme and was awarded Gold Accreditation in September 2019

*TfL STARs: Sustainable travel: Active, Responsible, Safe: <https://stars.tfl.gov.uk/>



Pedestrian and Cycle Zone signage including School Street closure times, and London Borough of Southwark School Streets lamppost signage stating Temporary Road Closure in Place and timings of closure

School caretaker setting up the collapsible bollards during the morning drop off.



London Borough of Southwark walking map to encourage walking journeys. Map presents a 10 and 15 minute walking zone around the school alongside bus stops, zebra crossings, footpaths and cycle routes. A set of walking facts is included to show the health benefits of walking



Adults and children during the morning drop off

School Street

Autumn term trial, 2018

During the trial, the closure operated Monday to Friday from 8am to 10am and 2:30pm to 4:30pm, and was enforced by turtle gate barriers and signage on surrounding roads.

School Staff were responsible for setting up and taking down the barriers at the start and end of each closure. Residents and blue badge holders with disabled parking were allowed access to the closure during the operation times. The School Street was launched with a celebration Play Streets event.

An evaluation by the London borough of Southwark found the objectives of the trial had been met. Results included a 6% increase in users walking and cycling, and a general improvement of perception of road safety.

Following the success of the trial, the School Street was made permanent with the new closure timings of 8:30am to 9:30am and 3pm to 4pm, and collapsible bollards and ANPR cameras to enforce the scheme.



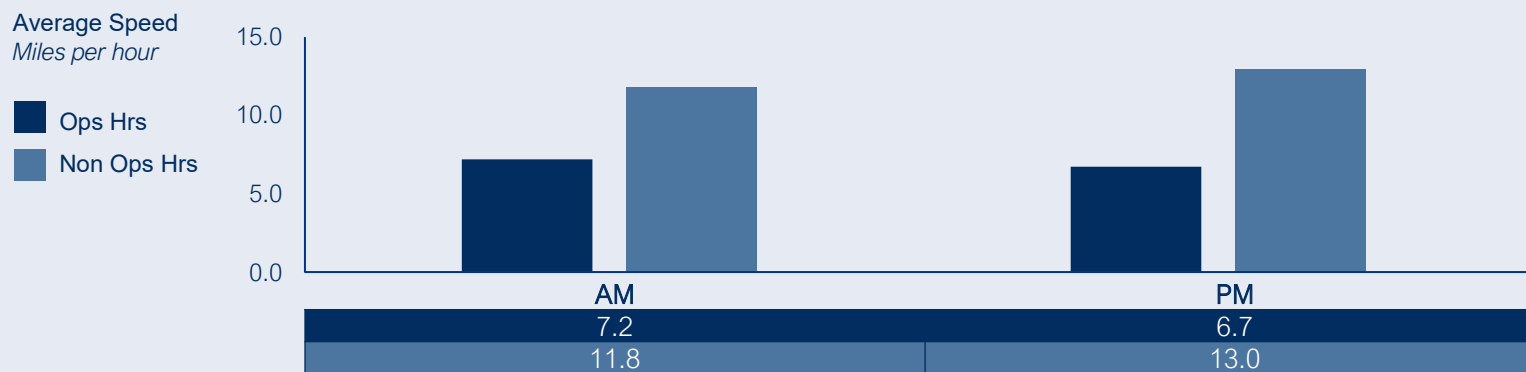
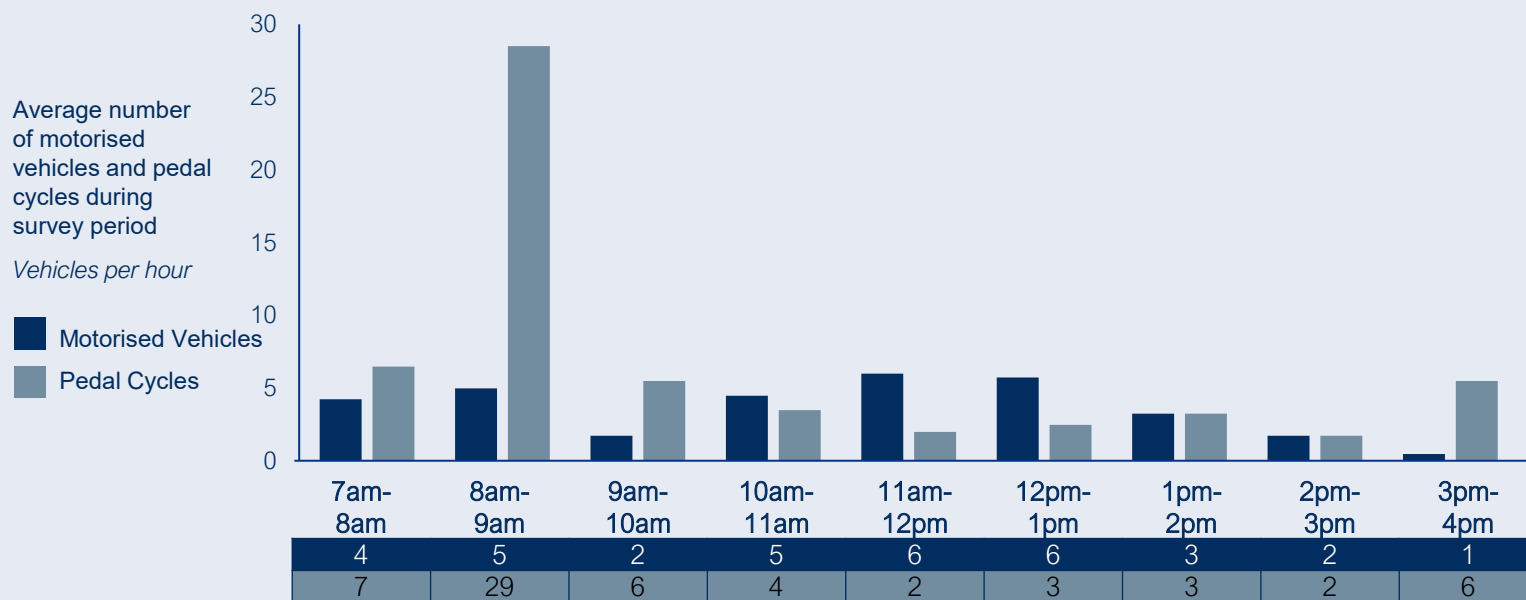
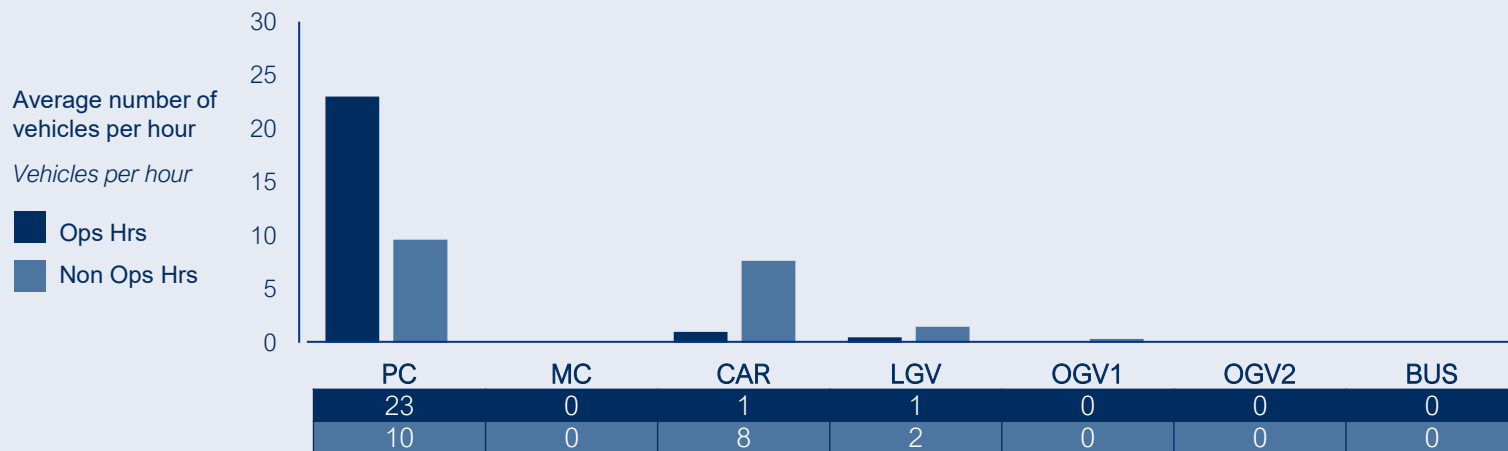
Source: London Borough of Southwark. Play Street event to mark the opening of Autumn 2018 School Street trial at Bessemer Grange Primary School

Monday to Friday 08:30-09:30 & 15:00-16:00

The average number of motorised vehicles per hour driving through the School Street was 82% lower during the closure period than outside it.

The average speed of motorised vehicles during the morning drop off was 7.2mph and 6.7mph during the afternoon pick up, compared to 11.8mph and 13mph respectively, outside of the closure period.

Increased numbers of pedal cycles were observed during the School Street operation hours, with 23 captured per hour during the drop off and pick up times, compared to ten per hour outside of the closure period.



No vehicles were captured dropping off or picking up children in the School Street during the closure period.

No interactions were observed between people using the street and motorised vehicles.



People walking and people on bikes generally interacted positively on the street with just two occurrences of children on bikes braking gently to avoid people walking in the carriageway.

People walking and people on bikes comfortably use the pavement and road to approach the school

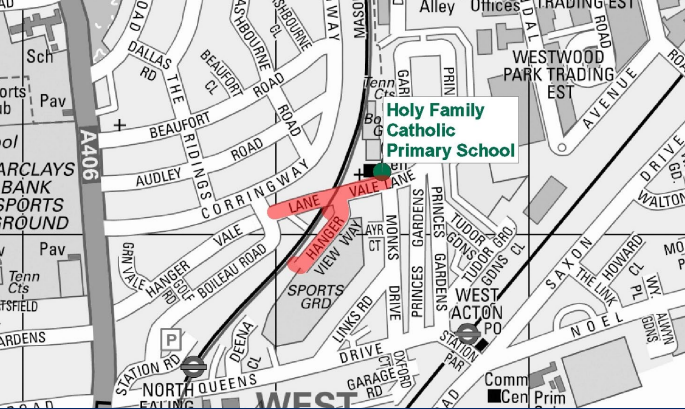


Almost a third of people walking used the carriageway to approach the school compared to the pavement during the morning drop of and pick up times. Over 80% of people on bikes use the road compared to the pavement.

It is likely that the use of collapsible bollards preventing access to motorised vehicles to the School Street during the closure period has contributed to the low traffic environment and comfortable use of the carriageway by people walking and on bikes.

Holy Family Catholic Primary School Ealing





Holy Family Catholic primary school is a Catholic school in the Acton area of Ealing. The school is located close to the North Circular and serves as a cut through for vehicles avoiding the North Circular and the busy Western Avenue.

474 pupils aged three-11

The School Street was first introduced in November 2020 with funding from the Streetspace for London programme

The closure operates during term time from Monday to Friday from 08:15-09:15 & 15:00-16:00

The School Street is currently enforced by ANPR cameras at the entrance to the closure

Part of the TfL STARs programme and was awarded Gold Accreditation in September 2018

Faith school with a wide catchment. Over a quarter of students live over one mile away.



The closure is relatively large and extends from Vale Lane and Princess Gardens in the east, to Hanger Vale Lane and Boileau Avenue in the west. The closure includes Hanger View Way, a small residential cul de sac, to prevent drivers parking and idling during the drop off and pick up times

All vehicles are banned from the School Street zone during the hours of operation, with the exception of:

- residents and businesses located within the zone
- emergency and service related vehicles
- Blue Badge Holders who work at the school or a business within the closure, or who are dropping off at the school or a business
- Parents or guardians of a child with a Blue Badge attending the school can also apply for an exemption

ANPR cameras were installed in November 2021, after a period where the School Street was enforced by physical barriers. During this time school staff and parent volunteers served as stewards to manage the barriers during the closure. Whilst there was an overall positive atmosphere, some volunteers encountered hostility from drivers, parents and residents of the area. The School faced volunteer fatigue and it became difficult to recruit new volunteers to manage the closure. This led the council to introduce ANPR cameras as a longer term solution to enforce the closure.

Due to the presence of motor vehicles within the closure, the school actively raises awareness for road safety and advises parents and children to not walk in the carriageway and remain on the footway. This is reflected in the vehicle counts and path tracing that shows people walking primarily using the footway which differs from the other case studies.

TfL RESTRICTED



Students and parents/carers walking to school during the morning drop-off

Expandable safety barriers at Monks Drive end. Source: London Borough of Ealing



Expandable safety barriers at Boileau Avenue. Source: London Borough of Ealing

Pedestrian and Cycle Zone signage including School Street closure timings located at the entrance of the closure.



Speed humps traffic calming feature



Traffic calming feature at Hanger Vale Lane and Boileau Avenue junction



Monday to Friday 08:15-09:15 & 15:00-16:00

A survey conducted by the borough found around half of all school staff agreed that the School Street improved vehicle speeds and safety, encouraged more walking and cycling and addressed issues such as congestion and parking.

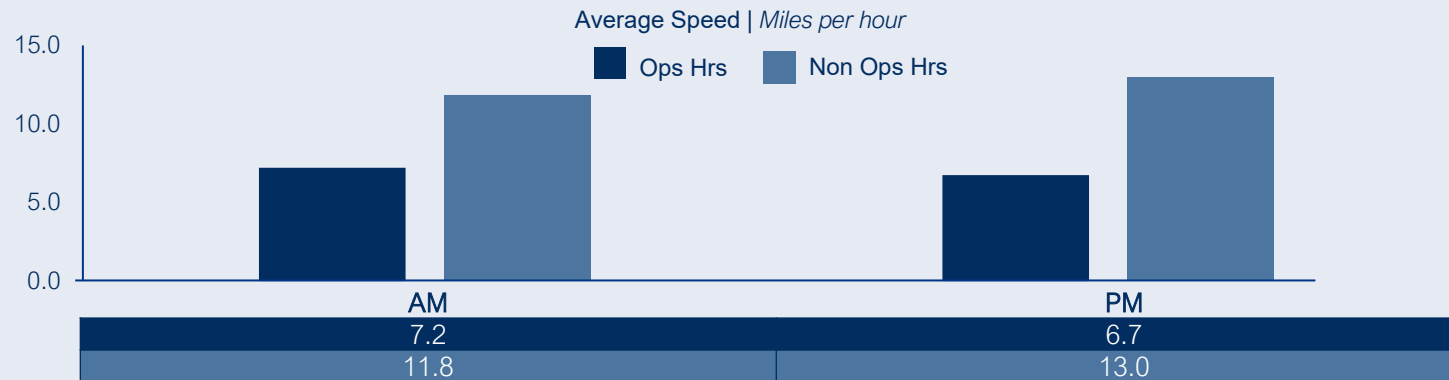
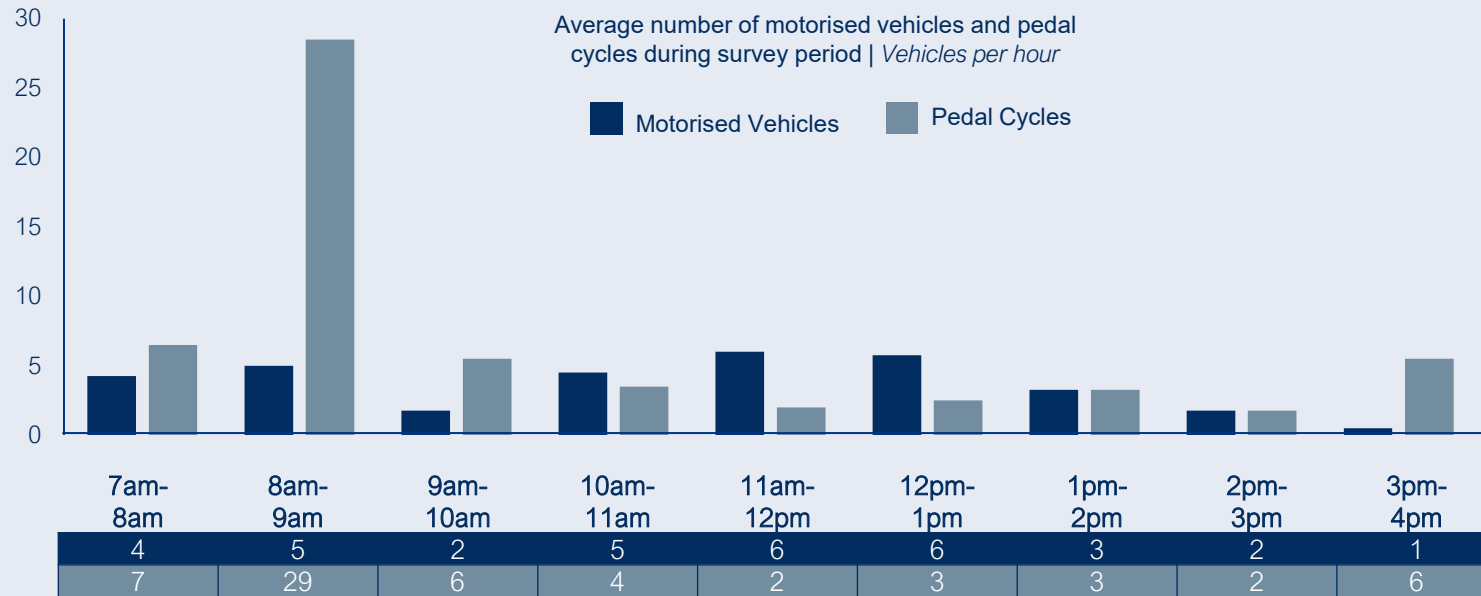
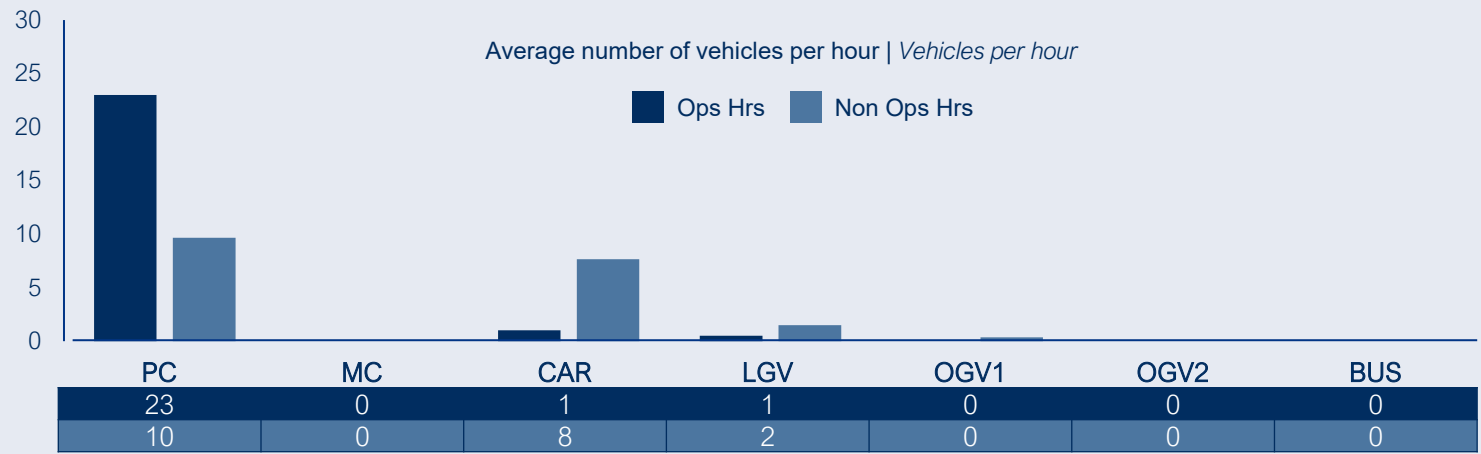
The average number of motorised vehicles per hour driving through the School Street was 87% lower during the closure period than outside it

The average speed of motor vehicles during the morning drop off was 9.4mph and 9.9mph during the afternoon pick up, compared to 10.4mph and 10.7mph outside of the closure period.

An increased number of pedal cycles were observed with 13 captured per hour during the drop off and pick up times, compared to nine per hour outside of the closure period.

A total of four vehicles were captured picking up/dropping off children outside of the school entrance during the morning drop-off and afternoon pick up.

No interactions between vehicles, people walking and people cycling were observed in the street during the closure period



Pedestrians primarily used the pavement during the closure period, while people on bikes comfortably use both the pavement and carriageway.



All but 2% of people walking used the pavement to approach the School, while just under 60% of people on pedal cycles used the road, compared to just over 40% using the pavement.

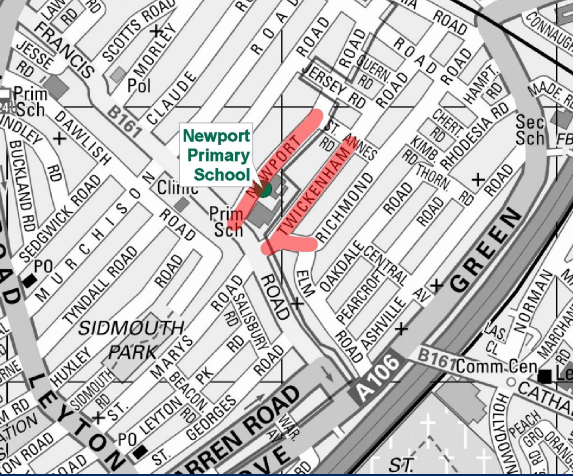
The continuous presence of motorised vehicles observed across the survey period and awareness of road safety suggests the pedestrians may actively avoid using the road on the approach to school due to the high traffic environment.

Newport Primary School

Waltham Forest



Newport primary school is in the area Leyton, Waltham Forest. The school is in a quiet residential area within walking distance of the award-winning Francis Road scheme.



896 pupils aged four to 11

The School Street was first introduced in 2020 using Streetspace for London funding

The closure operates during term time from Monday to Friday, from 08.15- 09.15 & 14.45 - 15.45

The School Street is currently enforced by ANPR cameras at each entrance to the closure

Part of the TfL STARs programme, awarded Gold Accreditation in September 2019

The School Street closure covers Newport Road, Twickenham Road and Richmond Road to incorporate the three entrances to the school and prevent motor vehicles from accessing the closure.

Francis Road is a local shopping parade that introduced a part-time road closure preventing motor vehicles from

accessing the road between 10am to 8pm.

Public realm improvements were also made to street to reduce traffic and provide a safe and more attractive walking and cycling environment.

Compared to other boroughs, Waltham Forest allow a wide range of groups to apply

for an exemption to the closure. Residents and businesses who have an address within the closure and have a valid CPZ permit are automatically exempt from the scheme. While the vehicles and groups in the table below can be considered for exemption following borough approval.

London Borough of Waltham Forest – list of groups eligible to apply for an exemption to the closure

| Residential and business | Health and wellbeing | Services | School |
|---|--|--|--|
| <ul style="list-style-type: none"> Residents within the closure who do not have a CPZ permit Registered carers for residents living within the closure Businesses and their staff located within the closure | <ul style="list-style-type: none"> NHS staff carrying out home visits to residents Blue Badge holders that require access to an address Vehicles providing transport to medical appointments Volunteers delivering food/medical supplies to residents who are self-isolating due to COVID-19 | <ul style="list-style-type: none"> Dial-a-Ride and Community Transport services Royal Mail vehicles Council waste services Trades vehicles who are providing a service to a property or business within the School Streets zone. | <ul style="list-style-type: none"> School Staff accessing the school car park or using a valid parking permit for the CPZ |



Hand drawn School Streets sign demonstrating the benefits of the School Street on reducing emissions and traffic, encourage walking, cycling and scooting and more active lifestyles.



London Borough of Waltham Forest guardrail banner with the timings and details of the closure.



Entry to Francis Road and no motor vehicles between 10am to 8pm road signage



London Borough of Waltham Forest lamppost sleeve signage providing the timings and details of the closure.



Bicycle only traffic calming feature on Richmond road

Pedal cycle and scooter storage



Pedestrian and cycle zone signage and timings of the road closure

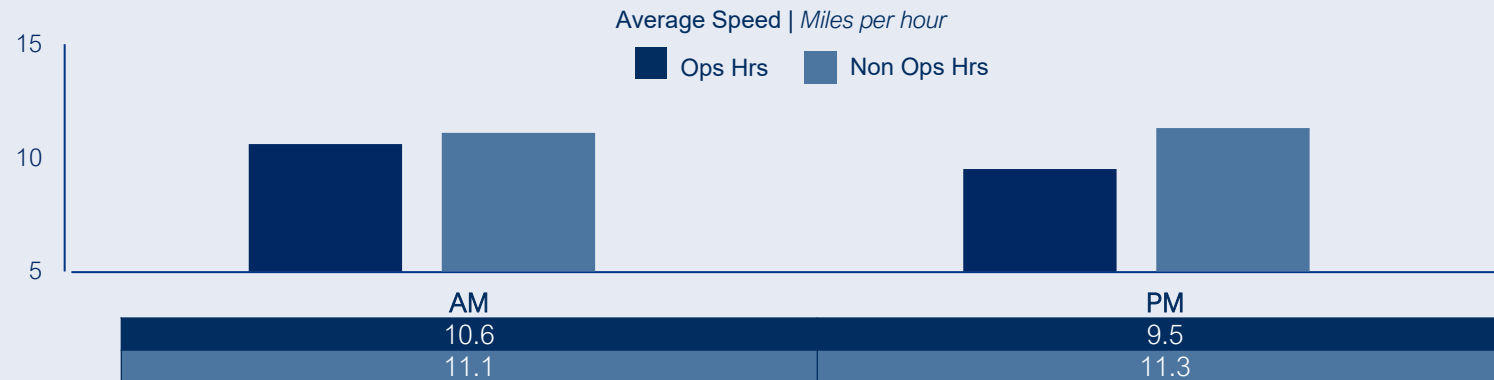
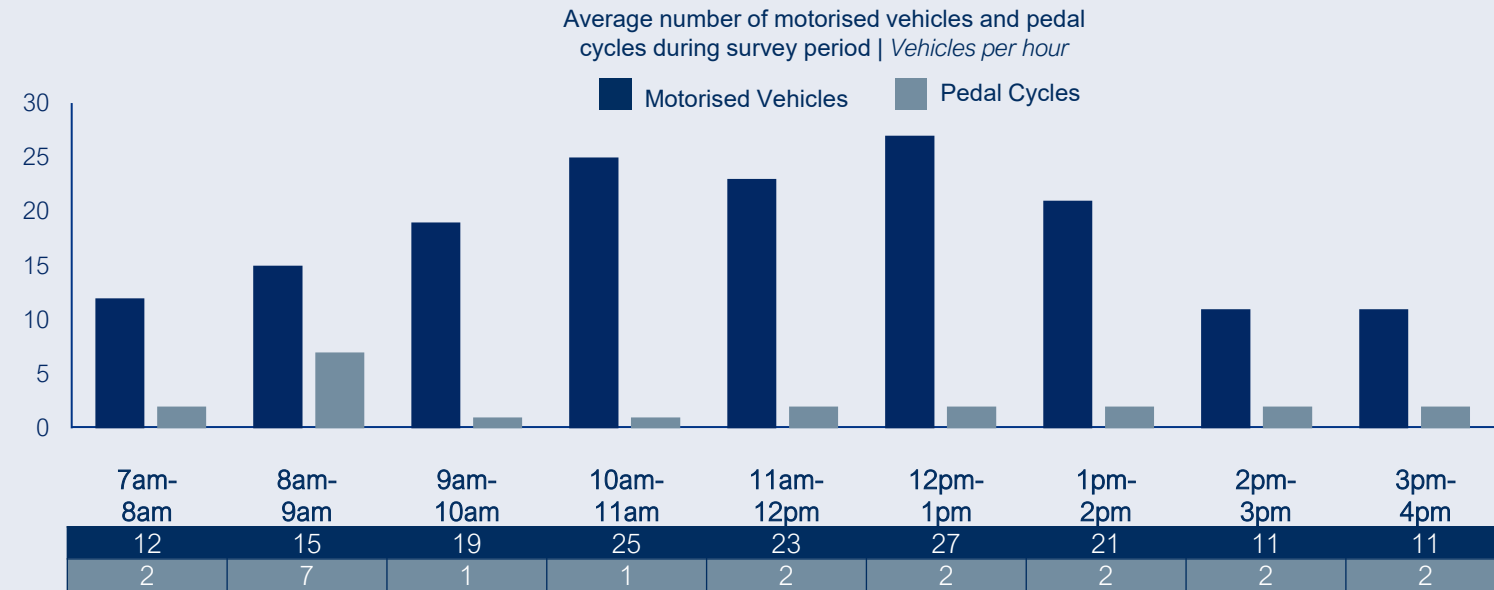
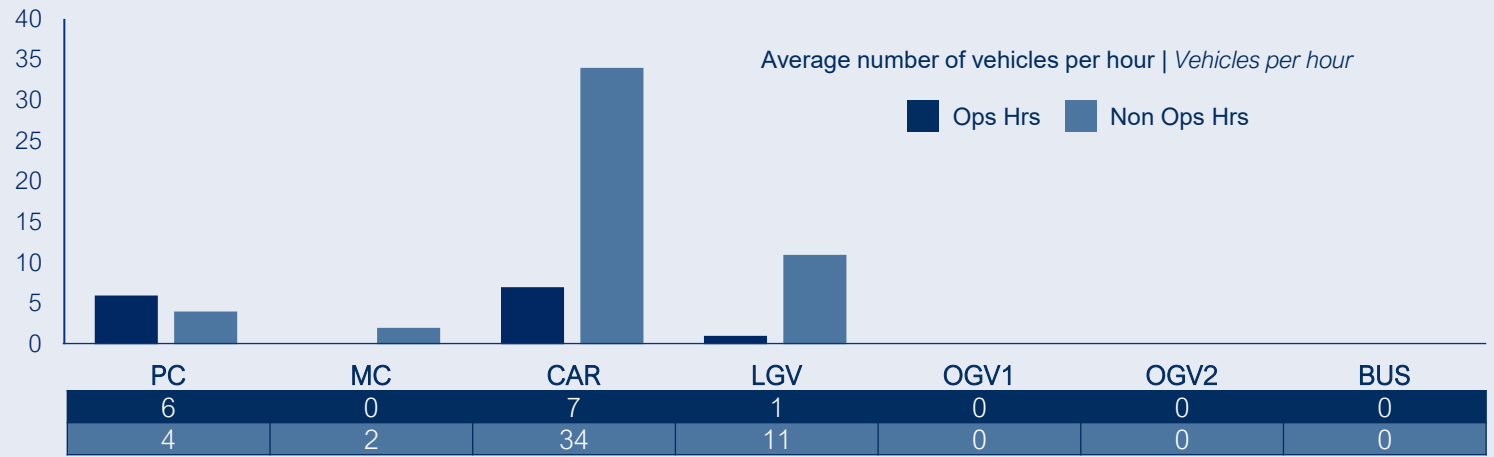
Monday to Friday: 08.15- 09.15 & 14.45 - 15.45

Borough monitoring has found a 7% increase in active travel and 7% decrease in private vehicle use since the School Street was first introduced.

Over a two-days of monitoring, the average number of motorised vehicles per hour driving through the School Street was 83% lower during the closure period than outside it

The average speed of motor vehicles during the morning drop off was 10.6mph and 11.1 mph during the afternoon pick up, compared to 9.5 mph and 11.3mph outside of the closure period.

An increased number of pedal cycles were observed in the closure with six captured per hour during the drop off and pick up times, compared to four outside of the closure period



Pedestrians and people on bikes comfortably used both the road and pavement to approach the school.

A third of pedestrians use the carriageway to approach the school compared to the pavement on both Newport Road and Twickenham Road, while people on bikes have been captured to only use the carriageway on Newport Road and just over 80% on Twickenham road compared to 20% use the pavement.

A 83% reduction in motorised vehicles per hour alongside the walking and cycling interventions within the area suggests pedestrians and people walking and cycling may feel comfortable to use the road on the approach to school.

Nine vehicles were captured picking up/dropping off children outside of the school entrance during the closure period. In addition, seven vehicles were captured dropping off/picking up children outside of the entrance prior to the start of the closure and leaving within the closure period.

Pedestrians and motorised vehicles generally interacted positively on the street. Five drivers were observed to either stop, slow or gently swerve to give way to pedestrians. Pedestrians were observed to step back to allow a car to pass on both Newport Road and Twickenham Road. People on bikes were also captured gently swerving to avoid and weave in and out of pedestrians.

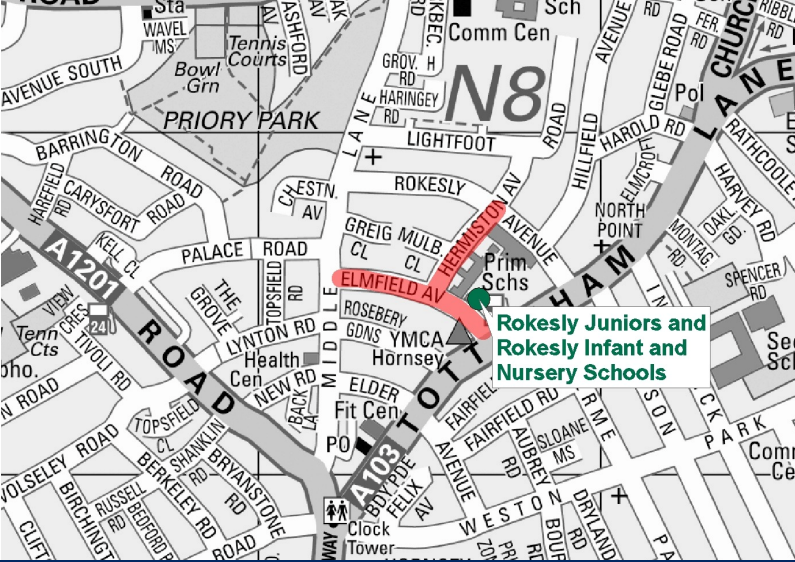


A car slows down to give way to a crossing pedestrian



Rokesly
Junior School
Rokesly Infant
and Nursery
School
Haringey





624 pupils aged infant-11

The closure operates during term time Monday to Friday from 08.15-09.45 & 14.30 - 15.45

The School Street launched 26th April 2021

The School Street is currently enforced by ANPR cameras at the entrance to the closure

Part of the TfL STARs programme, awarded Gold Accreditation in September 2021

Rokesly Juniors and Rokesly Infant and Nursery Schools located in the Crouch End area of Haringey. The schools are located off the busy Tottenham Lane and within walking distance of Crouch End town centre.

The closure covers Elmfield Avenue and Hermiston Avenue to include the entrances to the Infant school and nursey. The Infant entrance shares Elmfield Avenue with the W3 bus route connecting Northumberland park to Finsbury Park. The entrance to the school on Rokesly Avenue is not included in the closure.

All vehicles are banned from the School Street zone during the hours of operation, with the exception of:

- Residents who live within the closure
- Businesses within the closure

- Blue Badge holders who require access to the street during the specified times
- medical practitioners attending to someone with an address in the School Street
- Registered school buses/vehicles pertaining to the school

The school is surrounded by residential streets where 85% of residents living within the closure are exempt from the scheme.

Pupils of the school that have a disability that prevents them from walking or cycling to school

are exempt, but the school must apply for the exemption on behalf of the pupil/family. Individuals with a controlled parking zone permit are also exempt and have to apply for a School Street permit separately.

The School Street is well supported by the local community. A survey conducted by the borough revealed over half of parents/carers and wider community surveyed were in support School street, and 8% reported the street felt calmer and quieter as a result of the closure.

When the School Street was first introduced non-compliance was a prominent issue with reports of drivers entering the School Street during the closure period.

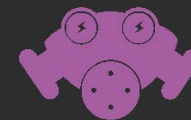
Haringey Council conducted analysis into the Penalty Charge Notices (PCNs) issued to vehicles entering into the School Street scheme without a valid exemption and found compliance to be low in the Elmfield Avenue section of the closure, and overall compliance at Rokesly Juniors and Rokesly Infants and Nursery Schools to be low in comparison to School Streets located in smaller closures such as cul-de sac's.

In 2019, pupils, teachers and local residents took part in the 'Masked March'; an anti-idling campaign to raise awareness of the impact of drivers leaving engines running while parked and encourage drivers to turn off their engines during the school drop off and pick up times.



ENGINE OFF!

AN IDLING ENGINE CAN PRODUCE UP TO TWICE AS MANY EXHAUST EMISSIONS AS AN ENGINE IN MOTION



**MASKED CRUSADERS
SAY ENGINES OFF!**

SOURCE: DUDLEY.BOV.UK

Masked Crusaders poster stating 'Engine off! An idling engine can produce up to twice as many exhaust emissions as an engine in motion' to raise awareness of idling

London borough of Haringey lamppost wrap signage providing the details and timings of the closure



London Borough of Haringey walking map to encourage walking journeys to school to improve air quality. Map presents a 10 and 15 minute walking zone around the school, alongside bus stops, zebra crossings, footpaths, cycle routes. Walking facts are included to show the benefits of walking to improve air quality.



Pedestrian and cycle zone signage including the timings of the road closure and sign providing warning for ANPR camera



London Borough of Haringey school banner stating 'use your feet! Don't pollute the street!' to raise awareness of emissions from motor vehicles and encourage walking and cycling.



London Borough of Haringey banner stating 'we are a School Street' to promote the School Street and encouraging walking and cycling to school

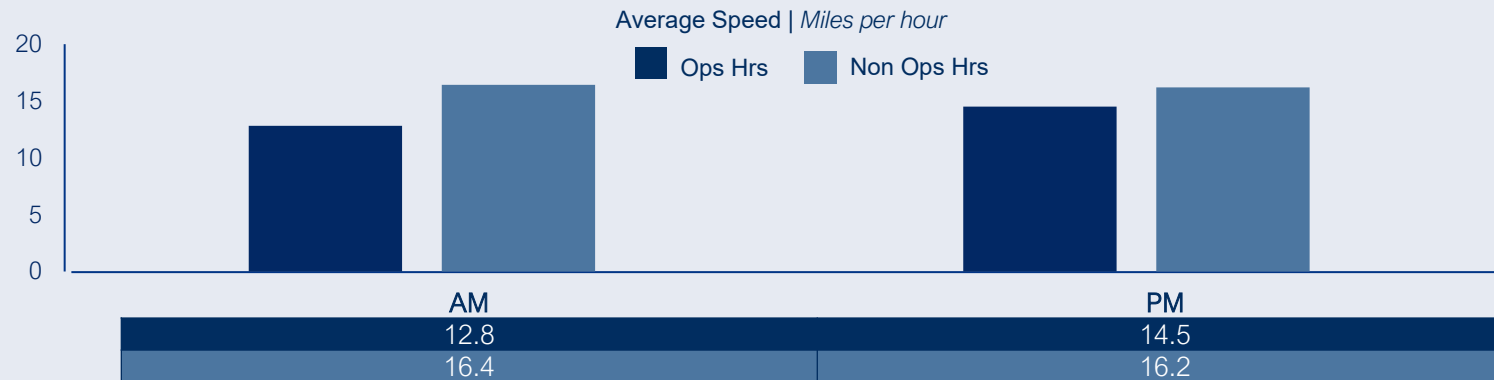
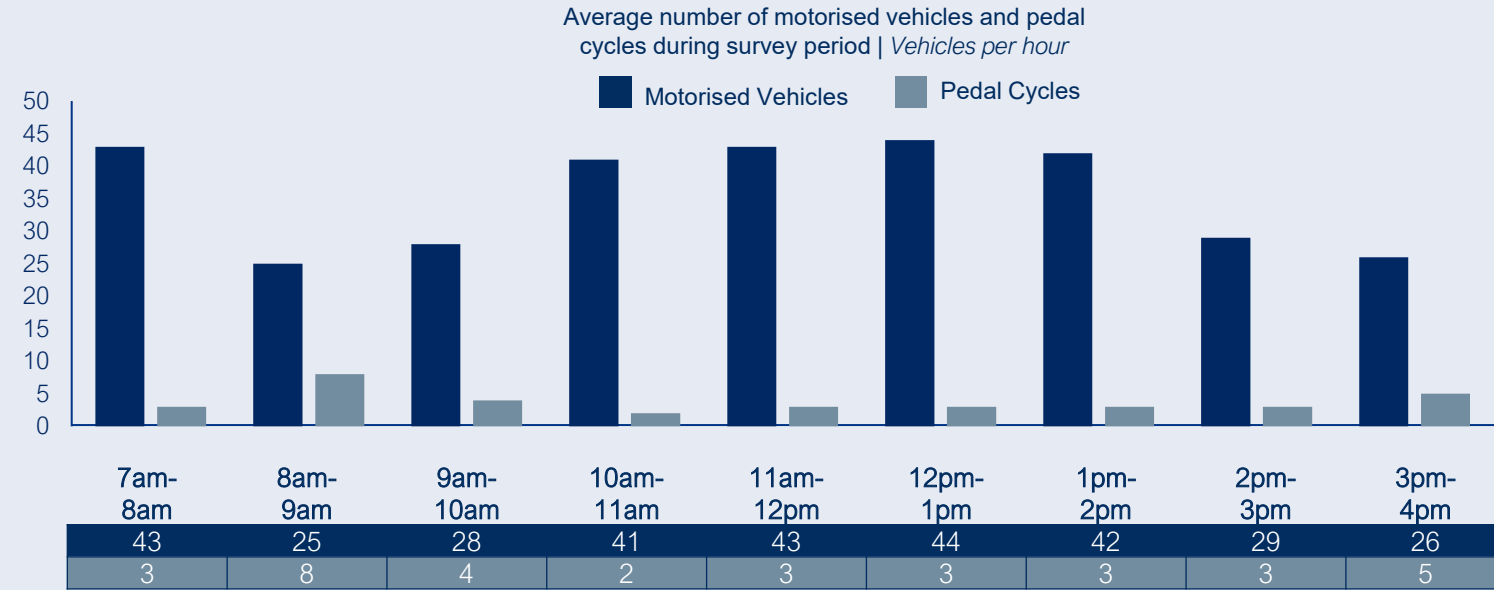
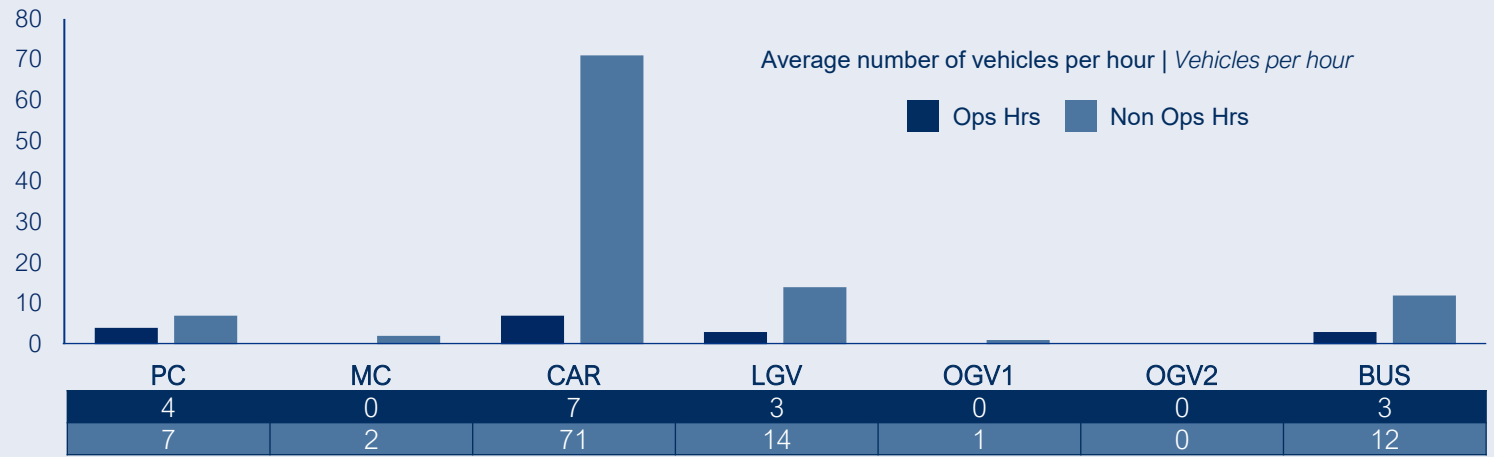
Monday to Friday 08.15- 09.45 & 14.30 - 15.45

Traffic counts conducted before and after the School Street was introduced found a 18% reduction in motor vehicles, 2% reduction in speed and 115% increase in pedal cycles use.

Over a two days of monitoring, the average number of motorised vehicles (excluding the W3 bus service) per hour driving through the School Street was 89% lower during the closure period than outside it

The average speed of motor vehicles during the morning drop off was 12.8mph and 16.4mph during the afternoon pick up, compared to 14.5mph and 16.2mph outside of the closure period.

A reduced number of pedal cycles were observed during the drop off and pick up times.



People walking primarily used the pavement over the carriageway to approach the school on both Elmfield Avenue and Herminston Avenue, while people on bikes confidently use both the pavement and carriageway.

Over 90% of people walking used the pavement to approach the school as opposed to the carriageway on both Herminston Avenue and Elmfield Avenue. 80% of people on bikes primarily use the road when approaching

the school on Elmfield Avenue, while just over half use the road on Herminston Avenue.

The W3 bus service and reports of low compliance to the scheme may be contributing factors to people feeling more comfortable using the pavement on the approach to school, compared to the carriageway, during the morning drop-off and afternoon-up.



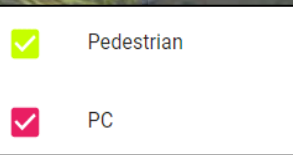
Five vehicles were captured dropping off/picking up children outside of the school entrance on Elmfield Road, while one vehicle was captured on Herminston Avenue

Interactions observed between pedestrians and motor vehicles were positive. One car was observed to slow down to give way to pedestrians crossing the road.

Herminston Avenue

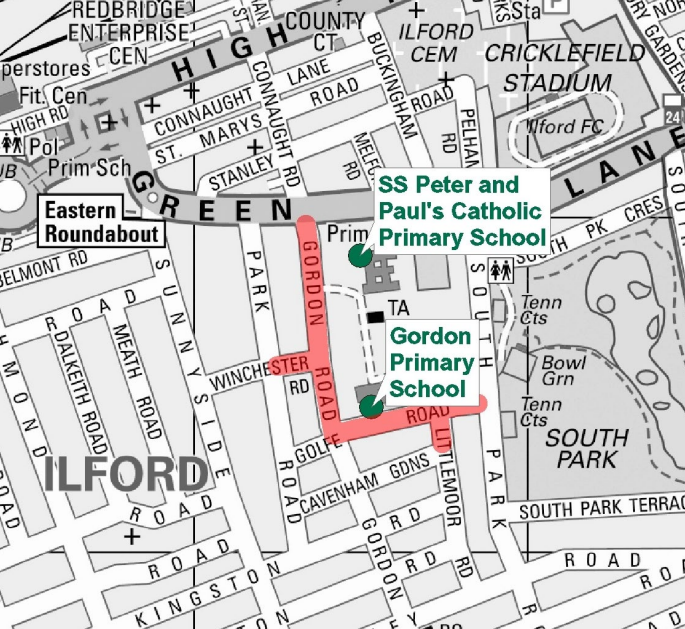


Elmfield Avenue



SS Peter and Paul's Catholic primary school Gordon Primary School Redbridge





SS Peters and Pauls Catholic Primary School (SSPP) and Gordon Primary School is a dual School Street in the Ilford area of Redbridge. The schools are located off Green Lane, a busy main road leading into Ilford Town Centre and the North Circular.

SS Peters and Paul's Catholic primary school

Gordon Primary school

The closure operates during term time from Monday to Friday 08:30-09:15 and 14:45 -15:45

Gordon Primary school has 347 pupils aged four-11

Gordon primary school is part of the TfL STARs programme and was awarded Gold Accreditation in September 2018

The closure is currently enforced by ANPR cameras at the entrances of the closure.

SS Peter and Pauls Catholic primary school

431 pupils aged four-11

SS Peters & Pauls is part of the TfL STARs programme and was awarded Gold Accreditation in September 2021

Faith school with a wide catchment



The area experiences high levels of traffic during peak hours and roads in the closure serve as cut through for commuter traffic.

The School Street closure is large, extending from Gordon Road to include the entrance of SS Peters and Pauls Catholic Primary School and Golfe Road to cover the entrance of Gordon Primary School. The remaining roads are included to prevent access to motorists during the during the drop off and pick up times.

The scheme was first proposed as one of the two School Clean Air Zones trials in Summer of 2019

before being delivered using LIP (Local Implementation Plans) funding in December 2019. The School Clean Air Zones is part of Redbridge's plans for a greener borough and aims to tackle dangerous levels of air pollution around schools.

All vehicles are banned from the School Street zone during the hours of operation, with the exception of:

- residents and businesses located within the zone
- emergency and service-related vehicles

SS Peters and Pauls Catholic primary school, Redbridge



London borough of Redbridge banner stating 'Walk to school, it's cool' to promote and encourage walking to school



Pedal cycle and scooter storage



Entry into the School Street closure and pedestrian and cycle only signage with timings of the closure



Gordon Primary school, Redbridge



Pedestrian and cycle zone signage and timings of the road closure, and school ahead signage.

London Borough of Redbridge lamppost wrap signage including map and timings of closure



No motor vehicles signage during the closure period, and school ahead sign.

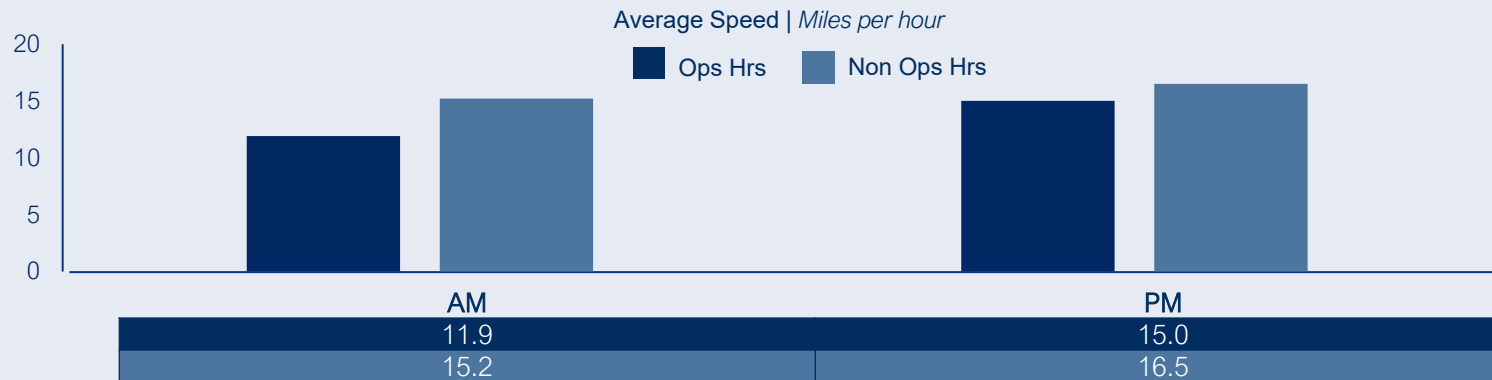
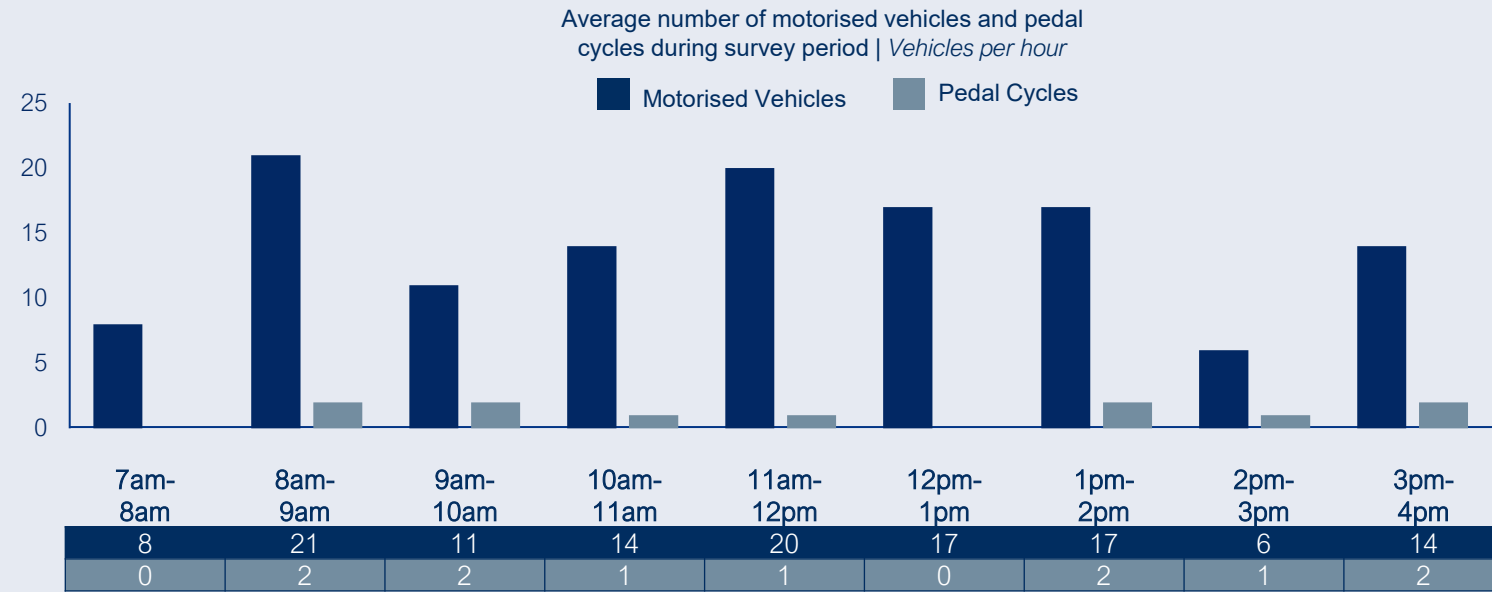
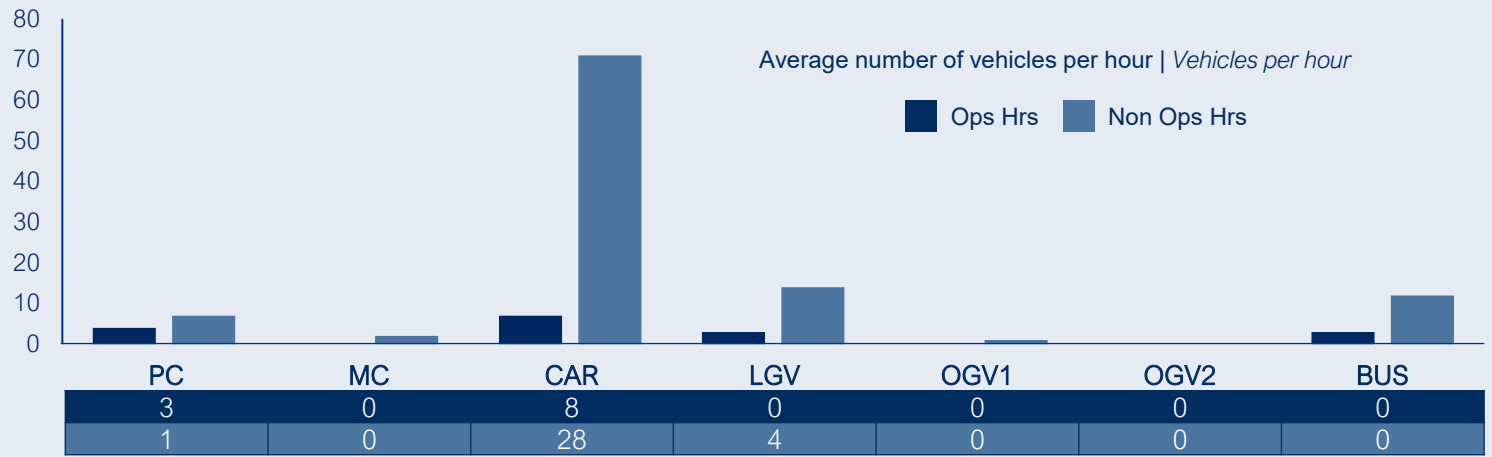


SS Peter and Pauls Catholic primary school Monday to Friday: 08:30-09:15 and 14:45 -15:4

The average number of motorized vehicles per hour driving through the School Street was 75% lower during the closure period than outside it.

The average speed of motor vehicles during the morning drop off was 11.9mph and 15.2mph during the afternoon pick up, compared to 15.0mph and 16.5mph outside of the closure period.

A small increased number of pedal cycles were observed with three captured per hour during the drop off and pick up times, compared to one per hour outside of the closure period.



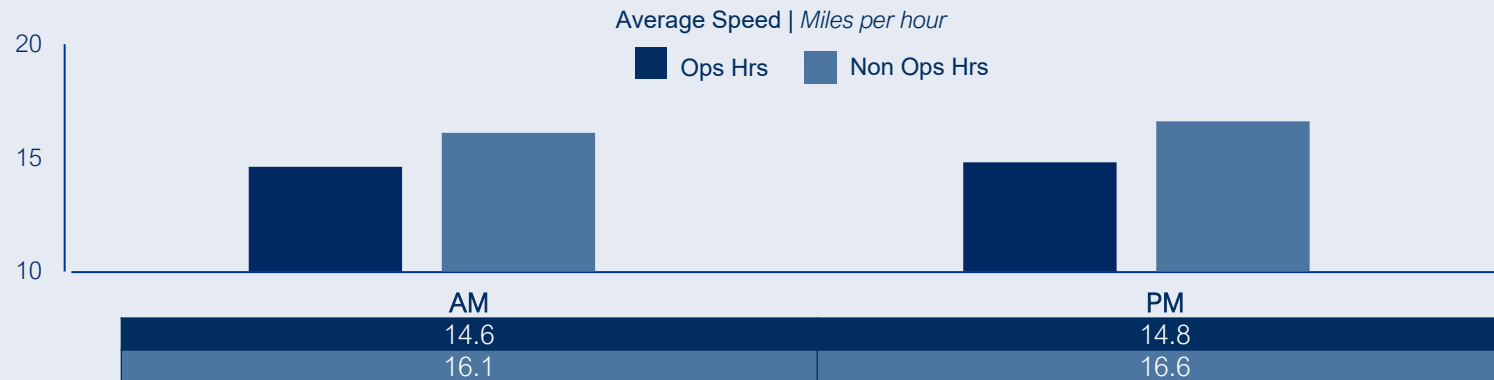
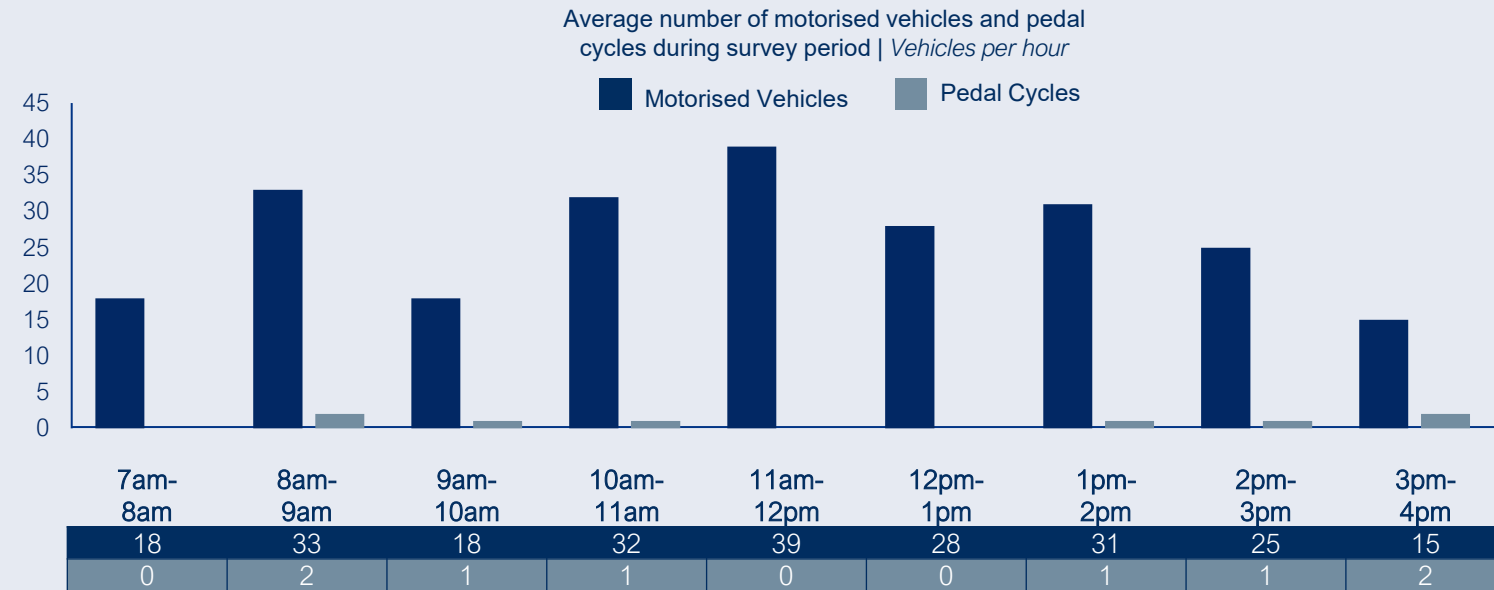
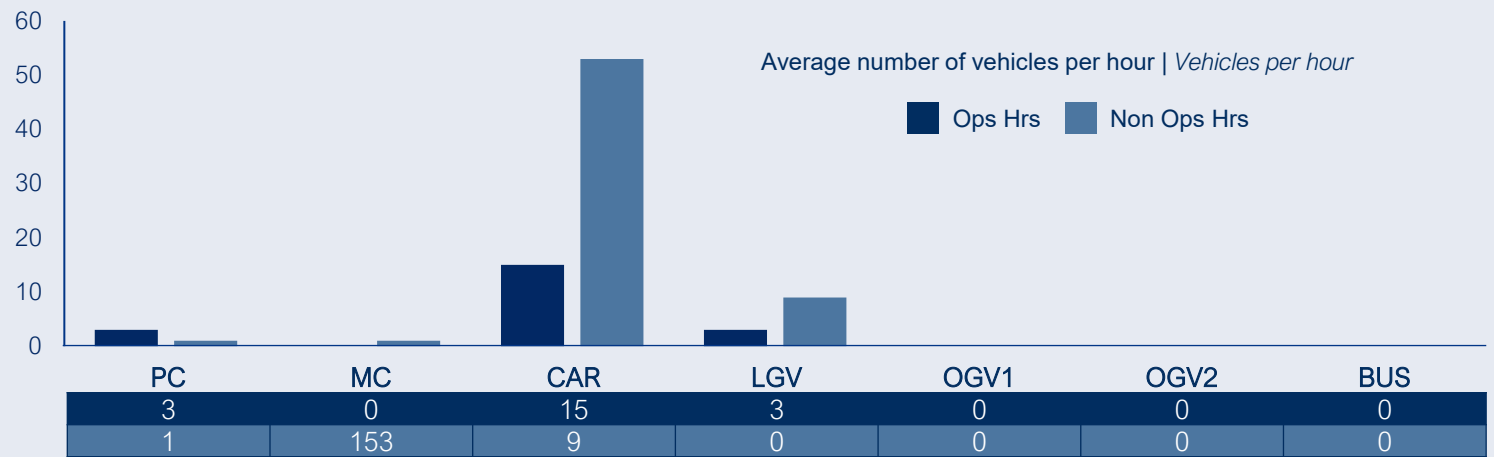
Gordon Primary school

Monday to Friday: 08:30-09:15 and 14:45 -15:45

The average number of motorized vehicles per hour driving through the School Street reduced by 71% during the closure period than outside it

The average speed of motor vehicles during the morning drop off was 14.6mph and 16.1 mph during the afternoon pick up, compared to 14.8mph and 16.6mph outside of the closure period.

A small increased number of pedal cycles were observed with three captured per hour during the drop off and pick up times, compared to one per hour outside of the closure period.



SS Peters and Pauls Catholic Primary school

A total of four vehicles were captured picking up/dropping off children and adults during the closure period, and one vehicle loading/unloading close to end of the closure period in the afternoon.

Interactions between pedestrians and motorists were generally positive with motor vehicles slowing down or gently swerving to allow pedestrians to cross, with one occurrence of pedestrians stepping back onto the pavement to allow a vehicle to pass.



A car slowed down to allow pedestrians to continue crossing the road

Gordon Primary school

A total of two vehicles were observed picking up/dropping off children during the closure period.

Interactions between pedestrians and motorists were generally positive with one motor vehicle observed to slow down to give space to pedestrians using the road. Two occurrences of people on bikes were observed to slow or gently swerve to avoid pedestrians crossing and using the road



A car slowed down and swerved slightly to give space to pedestrians walking on the road

A cyclist weaved in and out of pedestrians in the road



SS Peters and Pauls Catholic primary

Pedestrians primarily used the pavement to approach both schools, however a higher percentage of pedestrians use the road at Gordon Primary School

Around 80% of pedestrians use the pavement and 20% use the road to approach Gordon School, while just under 60% of people on bikes comfortably use the road.

All but 5% of pedestrians use the pavement to approach SS Peters and Pauls Catholic school, while just over half of people on bikes comfortably use the road.

The location of the School Street in a high traffic area and the presence of motor vehicles during the closure period suggests that pedestrians and people on bikes may feel more comfortable using the pavement as opposed to the road during the approach to the school.



Gordon Primary school

