

SCHOOL STREETS

Improving the quality of life,
challenging the dominance of the car



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Smooth operations: Running and enforcing School Streets

Keith Hanshaw
Client Services Director
Marston Holdings

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Smooth operations: Running and enforcing School Streets

Keith Hanshaw
Client Services Director
Marston Holdings

Adi Roser
Senior Sustainable Transport Planner
London Borough of Hackney

Idowu Ereogh
Traffic Enforcement Manager
London Borough of Haringey

Andrea Jones
Director of Strategic Accounts
Marston Holdings

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London Borough of Hackney

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Running and Enforcing Hackney's School Streets Programme

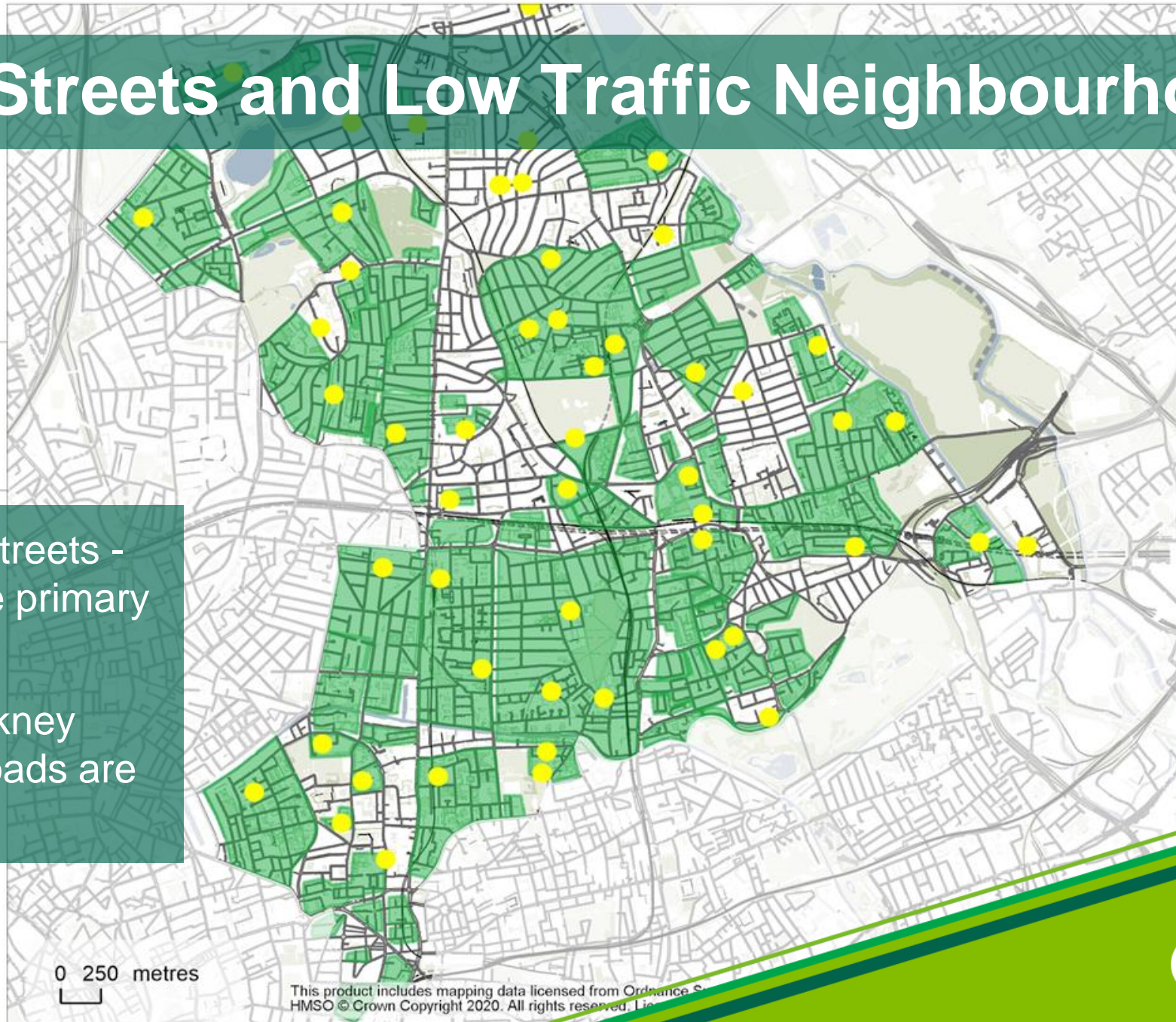
Adi Roser

Senior Sustainable Transport Planner

Hackney Council



School Streets and Low Traffic Neighbourhoods



- School Streets
- Low Traffic Neighbourhoods

- 49 School Streets - 86% of state primary schools
- 70% of Hackney controlled roads are Low Traffic



“London leads the way across the world, but Hackney leads the way across London. Look at the numbers of School Streets here, look at the numbers of safe cycling areas, the number of LTNs... the reality is the quality of air improves as congestion reduces.” - Mayor of London, Sadiq Khan, March 2022

Hackney's School Streets Team

Proportion of time dedicated to School Streets programme



Paul Davis
Principal Transport Planner



Adi Roser
Senior Transport Planner



Michael Oskys
Sustainable Transport Planner



Support



Dan Lewis Lallana
Sustainable Transport Planner



Running Hackney's School Streets Programme



Exemptions



Queries &
responses



Signage and
enforcement
maintenance



Stakeholder
engagement

Review and improvement of Hackney's School Streets Programme

Experimental > Permanent

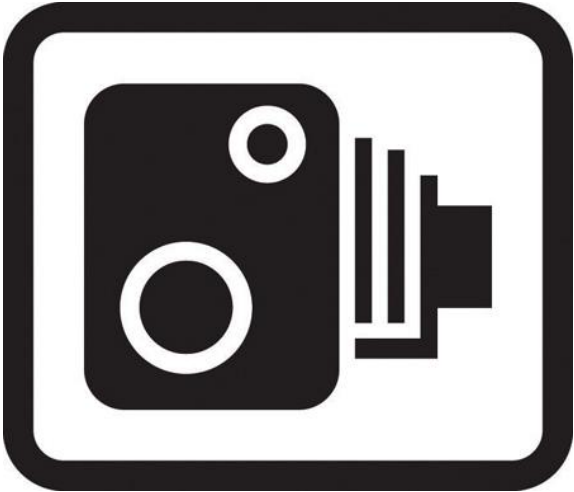
- Review of 40 School Streets implemented on a ETO from May 2020 to July 2021

2023 full programme review

- School survey
- Enforcement review
- Full team cycle survey
- Opportunities for enhancement



Enforcing Hackney's School Streets Programme



What's next for Hackney's School Streets programme

Hackney has a Mayor's Manifesto commitment to “**complete the successful School Streets programme at Hackney's primary and secondary schools**” and “**expand the School Streets offer to at least six independent schools in the borough**”.

Programme of delivery for School Streets over the next 3 years:

- 6 x further **primary schools**
- 6 x specific **secondary school**
- 6 x **independent school**



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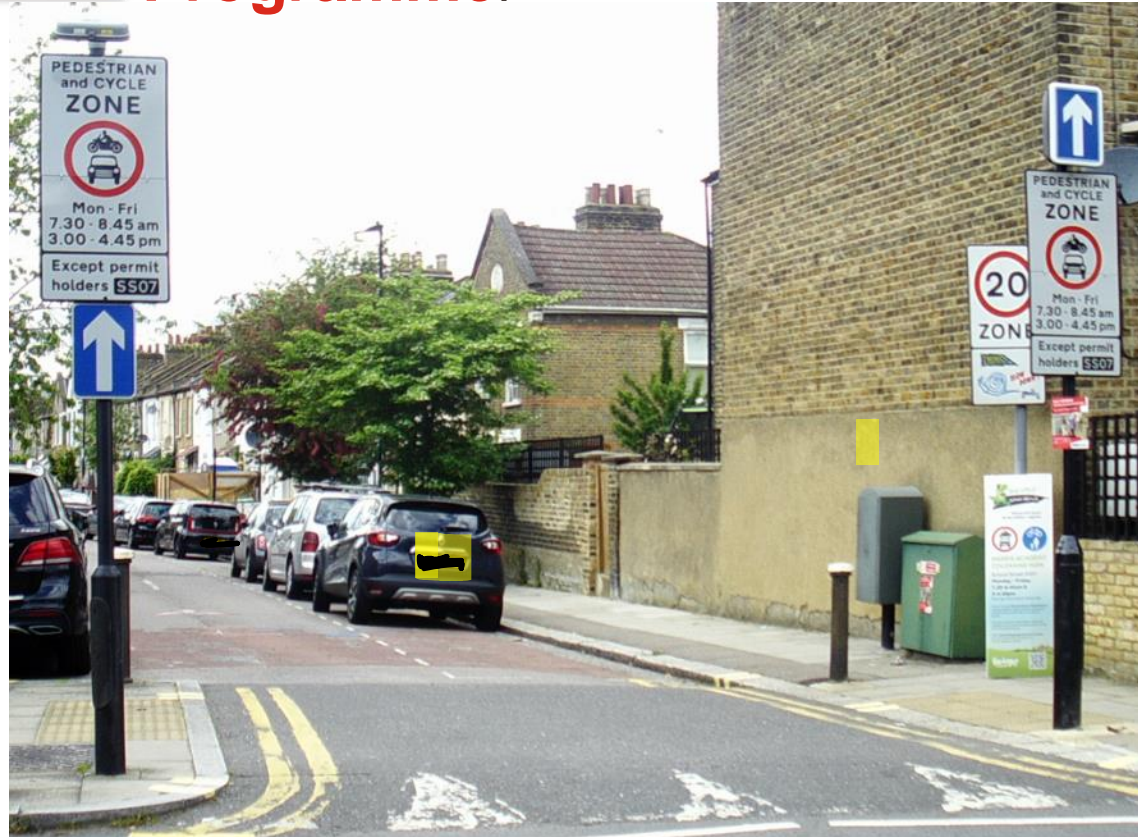
Idowu Ereogh
Traffic Enforcement Manager
London Borough of Haringey

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Haringey School Street Programme:





Haringey School Street Programme:

Objectives of Haringey School Streets:

- to reduce congestion and car use near schools
- to reduce road danger and improve safety for pupils and parents/carers travelling to and from school
- to encourage active travel to schools
- to improve air quality around schools



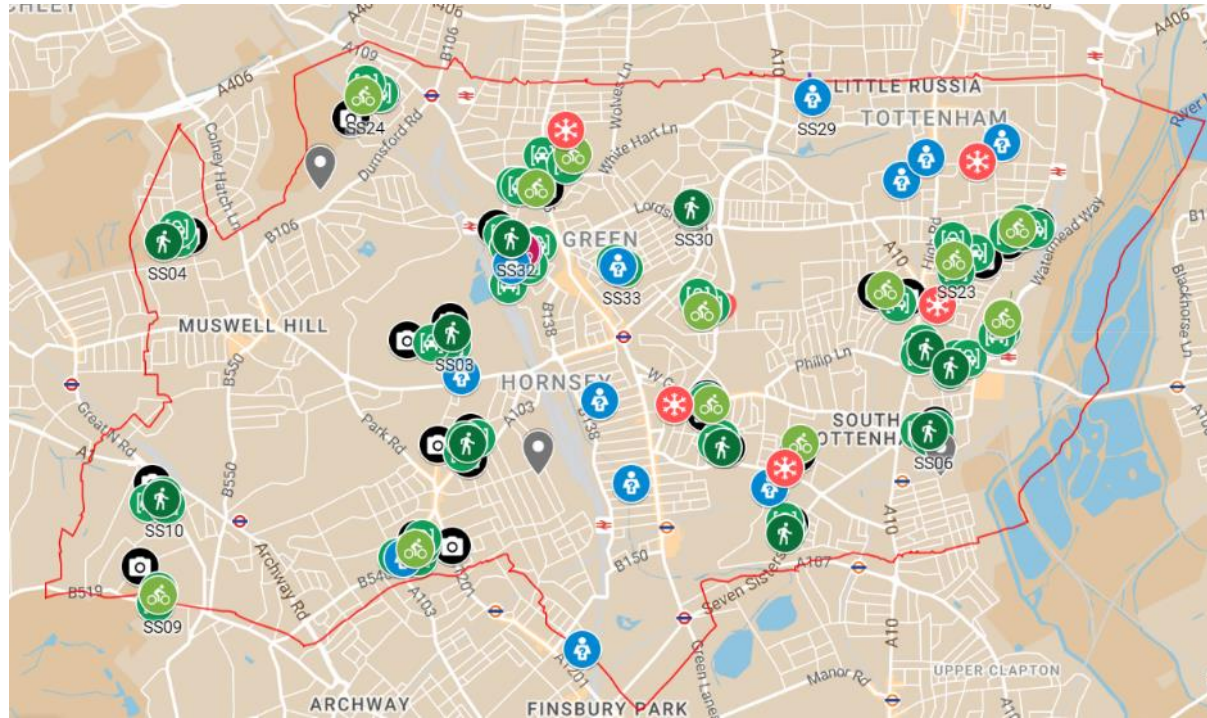
Haringey School Street Programme:

Phase One (11 Schools)	Phase Two (3 Schools)	Phase Three (7 Schools)
<ul style="list-style-type: none">• Campsbourne Prim School• Chestnuts Primary School• Coldfall Primary School• Earlsmead Primary School• Harris Academy Coleraine Park• Highgate Junior School• Highgate Primary School• Rokesly Primary School• St Pauls Catholic Prim Sch Wood Green• Tiverton Primary School• Welbourne Primary School	<ul style="list-style-type: none">• Coleridge School• Earlham Primary School• The Mulberry Primary School	<ul style="list-style-type: none">• Belmont Jnr Sch and The Vale• Bruce Grove Primary• Harris Academy Tottenham• Seven Sisters Primary• St Martin de Porres• Trinity Primary Academy• West Green Primary



Haringey School Street Programme:

School street overview map





Haringey School Street Programme:

School Street Exemption Policy . . .

Eligibility criteria:

- residents who live within the School Street (2 per property)
- businesses within the School Street (max 2 per property)
- Blue Badge (disabled) holders who require access to the street during the specified times
- pupils of the school that have a disability that prevents them from walking or cycling to school (school must apply on behalf of the pupil/family)
- medical practitioners attending to someone at an address in the School Street
- school bus/vehicle (only the school may apply)



Haringey School Street Programme

Total PCN in dataset	32,891
Total within a Haringey postcode district (approx.)	9,282
Proportion of PCNs issued to a motorist within a Haringey postcode district	28%
Proportion of PCNs issued to motorists outside of Haringey	72%



Haringey School Street Programme

Compliance Stats.

Year	No of Cameras	PCNs Issued	No. of Months	Av/ Month	Av/Cam
2021	26	25,005	8	3,125.62	120.21
2022	38	31,315	12	2,609.58	68.67
2023	36	2,310	1	2,310	64.16



Haringey School Street Programme

Questions:



Haringey School Street Programme



Thank you

Idowu Ereogh
Traffic Enforcement Manager, London Borough of Haringey
idowu.Ereogh@haringey.gov.uk
<https://www.haringey.gov.uk>

21 February 2023



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Director of Strategic Accounts
Marston Holdings

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School Streets – Effecting behaviour change alongside camera enforcement

Andrea Jones - February 2023



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Why do we need change?

Defining the drivers for behaviour change



Green recovery
post Covid-19



Improve air quality



Improve road
safety



Safer places for
pedestrians and
cyclists



Promote active
travel
opportunities



Reduce localised
vehicle emissions

Cameras vs physical interventions?

Supporting people to change

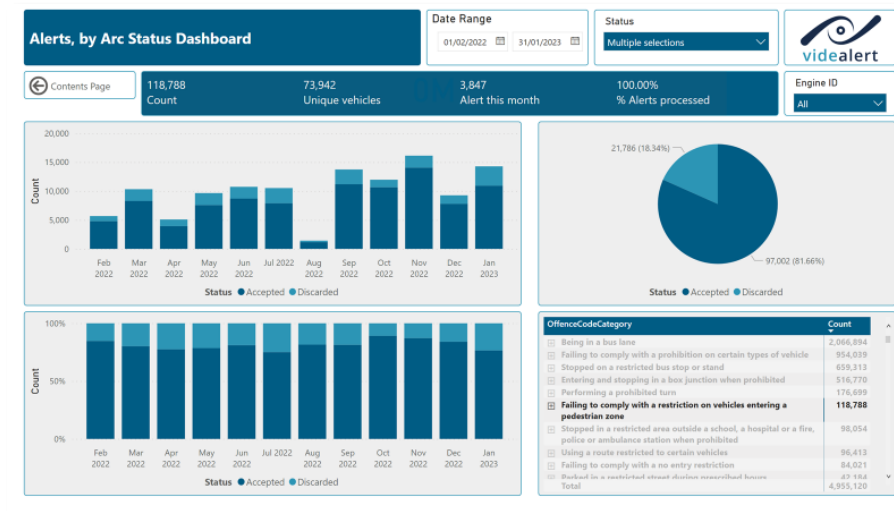
- Up to 43% of rush-hour car trips in some parts of London are linked to the school run
- Cameras have an important role to play. They demand compliance which in turn sees behaviour change evolve.
- Communication is essential to achieve widespread support and ensure that those who need more help to adapt are heard.
- Engagement – support exemptions for residents and their visitors.
- But... school streets are not like low traffic neighbourhoods. There is a social responsibility from those living near to, working at or attending the school to limit vehicle movements.



How policy can (and should?) evolve

Identifying and responding to drivers for policy change

- Most school streets are implemented under experimental traffic orders – not only are they quick to mobilise but they allow responsiveness to behaviour change.
- Adapting is not only an obligation of the motorist, policy evolution demonstrates collective responsibility.
- Support people to feel a connection to the outcomes.
- Use data to map and share the impact of drivers changes.
- Use every contact opportunity to inform, engage and educate.



Did it achieve the desired outcome/s?

Don't forget your reasons for doing this



“There are no safe levels of pollution.”

World Health Organisation

Andrea Jones, Director of Strategic Accounts
andrea.jones@marstonholdings.co.uk



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