

EQUALITIES IMPACT REVIEW
STREETSCENE SERVICE
PUBLIC REALM DIVISION, NEIGHBOURHOODS & HOUSING

SCHEMES:

School Street (Pedestrian and Cycle Zone) at Harrington Hill Primary School
and
Low Traffic Neighbourhood (LTN) Traffic Filter on Mount Pleasant Lane

Introduction

1. The purpose of this review is to provide an update on specific equalities considerations that have been raised or otherwise come to light so far during the experimental period of the above schemes. This review is intended to inform both the need for any interim modifications to these schemes in the light of equalities considerations and also the final Equalities Impact Assessment (EIA) that will be published in due course alongside the experimental scheme review. This document is not a replacement for that final EIA. In carrying out the review all protected characteristics have been considered.
2. The Delegated Powers Decision of 14 September 2020 contained the following impact assessment in relation to the protected characteristic of disability:

*“6.3. **Disability:** Hackney has lower than average rates of residents who identify as having a disability. In November 2017, 4.1% of the local population (11,234 people) were claiming Disability Living Allowance or Attendance Allowance. The main modes of transport used by disabled Londoners at least once a week are walking (78%), bus (55%), car as a passenger (44%) and car as a driver (24%). Therefore, the number of mobility impaired residents potentially affected by School Streets is low. However, consideration has been given to the impact on disabled residents living within the School Street Zones (including SEND pupils), and disabled visitors to the area.*

6.4. There would be minimal impact on access for disabled residents to their properties within the School Streets zone, as they would be eligible for an exemption. Provision has been made for Blue Badge holders who require access to the zones as visitors to be added to the

list of approved vehicles if they contact the Council to request this. However, Blue Badge holders who have not registered in advance would not be automatically able to enter during the times of operation.

6.5. For those with limited mobility who would need to access a property within the zone during the restricted times, and who have not registered in advance for an exemption, the maximum walking distance from an address in the centre of the zone to the edge of the zone would be kept to a minimum. A pedestrian access survey, assessing the quality of the walking route from the edge of the zone to the furthest property within the zone, would be conducted at the School Streets location post-implementation and any findings would be flagged for remedial action.

6.6. Discussions have been held with Hackney Learning Trust, who provide school transport for disabled pupils, to mitigate the impact of School Streets schemes on their journey times and provide a School Streets exemption where no other alternatives are feasible. This also includes taxis and private hire vehicles operating the service on behalf of the Learning Trust. These vehicles then have access at all times both to the pupils' home address and their school."

3. Subsequent to the implementation of the Experimental Traffic Orders ("ETOs") in question (TT1439 and TT1441), representations were made to the Council about the disparate impact these potentially are having, or potentially could have, on certain pupils attending Side-by-Side Special School, 9 Big Hill, Clapton E5 9HH. The following claims are common to all such pupils whose circumstances have been brought to the Council's attention: (1) each pupil has the protected characteristic of "disability"; (2) as a result, each claims the need to be driven to and from school; (3) extending the journey is said to be detrimental to the pupil in terms of their health, well-being and educational needs; (4) for various reasons, none of these pupils can be expected to use public transport or complete all or part of the journey by foot.
4. The Public Sector Equality Duty is a continuing duty on the Council. The Act requires that, in the continuing exercise of its functions, the Council must have due regard, in particular, to the need to eliminate any unlawful discrimination and advance equality of opportunity; this includes the need to remove or minimise disadvantages suffered by any disabled person due to their disability. Steps should be taken to account for such disability even if this involves treating a person more favourably than others, though the Council cannot act in a way which is contrary to the terms of the Act.
5. The Council has considered, so far as the available evidence permits, the impact of the two ETOs (TT1439 and TT1441) on the identified pupils of Side-by-Side School, as follows.

6. First, the Council has considered whether the two ETOs have a direct impact on the journeys of the identified pupils of Side-by-Side School. In terms of access, the ETOs do not directly impact the pupils and their families to Side-by-Side school. The school is located on Big Hill which is outside of the School Street and LTN closure and, as such, access to Side-by-Side school remains permitted following the introduction of the ETOs.
7. In terms of route choice, the ETOs may impact these children and their parents on the journey to school. This is because some of the routes that children previously took on their journey to school are no longer available to them. The Council has been made aware of pupils of Side-by-Side School who, prior to the implementation of the ETOs, would previously have travelled via Mount Pleasant Lane and, following the implementation of the ETOs, now access Big Hill via Springfield.
8. The information received by Officers is that pupils of Side-by-Side School are experiencing increased journey times on their way to and from the school due to the ETOs. Furthermore, it is claimed that these increased journey times are resulting in distress, arising from the special educational and physical needs of the pupils in question. The journey of five pupils in particular have been identified and brought to the attention of Officers.
9. To further understand the impact of the schemes on these pupils, the Council has conducted the following investigations which are addressed more fully below:
 - (a) Monitored journey times in real time for the journeys to school undertaken by these identified pupils using journey mapping software.
 - (b) Conducted a series of Automatic Traffic Counts (ATC).
 - (c) Conducted a series of site visits for observation and manual traffic counts.
 - (d) Reviewed the existing exemptions policy and procedure.
 - (e) Corresponded with school transport operators.

Results of the journey time monitoring

Table 1: Journey time summary for the identified pupils, pre and post implementation of the two ETOs on Mount Pleasant Lane.

Pupil of Side-by-Side school	Journey	Stated Average Journey Time Pre-implementation	Reported Average Journey Time Post-implementation	Average Journey Time by officer monitoring journey

		(via Mt Pleasant)*	(via Springfield)*	planning software Post-implementation (via Springfield)**
Pupil 1	From N16 area to Side-by-Side school	10-15 minutes	20-25 minutes	10 minutes
Pupil 2	From N15 area to Side-by-Side school	10 minutes	20 minutes	7 minutes

*Average journey times as reported to the Council

** Using Google maps real-time, live traffic feature to plot the journeys for a sample of 183 and 145 journeys respectively between Nov 2020 and Sept 2021 and February and Sept 2021

10. The Council has considered the alternative route for pupils 1 & 2 to travel to Side-by-Side School via Springfield and the monitoring to date indicates that the difference in journey times for both pupils is minimal. In the period during which the ETOs have been operating, the journey details of pupil 1 have changed, such that the morning journey is no longer to Side-by-Side school and, as such, is not affected by the closures. The afternoon journey of pupil 1 is reported as being impacted by 'the additional traffic in the afternoons when he leaves school.' It is not known whether this new journey to an unknown location would have involved travelling through the restricted area of the School Street and LTN on Mount Pleasant Lane and is prevented from using this route by the ETOs.
11. As part of the ongoing review of the School Street and LTN on Mount Pleasant Lane, Officers have mapped the routes to Side-by-Side school from all directions. Journeys from west and north of the school are represented by the journey previously undertaken by pupil 1, before the timetable change in the morning (west) and the journey presently undertaken by pupil 2 (north).
12. Representations were also made to the Council about the potential impact of the School Street and LTN on Mount Pleasant Lane on "Child A", "Child B" and "Child C" attending Side-by-Side Special School. Home address data has not been provided to the Council for the journeys undertaken by "Child 3", "Child 4" and "Child 5", so it is not possible to say with the same degree of certainty what the impacts of the two ETOs have been on their routes or journey times to school. However, the following increases in journey time are claimed for their journeys to Side-by-Side school.

Pupil of Side-by-Side school	Stated Average Journey Time Pre-implementation	Stated Average Journey Time Post-implementation
Child A	10 mins	10 - 20 mins
Child B	3 mins	13 mins
Child C	Unknown	10 - 20 mins increase

*Average journey times pre and post implementation of the ETOs as reported to the Council by the Special Needs Co-Ordinator at Side-by-Side Special School.

13. From this information it is possible to make the following observations regarding the journeys of Child A and Child B.

14. Child A is reported as using school transport to travel to school. As part of the review of the schemes, Officers have engaged with the local authority SEND transport providers for both Hackney and Haringey about their experience using Springfield to access Side-by-Side school. Both operators said that they were not experiencing increased traffic congestion or increased journey times, but this will be kept under observation by Officers reviewing the School Street and LTN schemes through ongoing engagement with the local authority operators. Officers have informed the Head of Side-by-Side school and Hackney's Council SEND transport operator that the Council is open to specific case exemption requests for SEND school vehicles, to avoid potential negative impacts on school transport.

15. Journeys to Side-by Side school originating from east of the school are not possible because transport links in this direction are severed by the River Lea. Journeys from immediately south of the school would have relied more on using Mount Pleasant Lane and turning right onto Big Hill prior to the implementation of the two ETOs. Such journeys admittedly may be more impacted by the School Street and LTN restrictions on Mount Pleasant Lane than journeys from the north and west. The journey described by Child B, (as described above), may well fall into this category (the previous journey time of 3 minutes prior to the implementation of the ETOs might suggest that the home address of this child is in this location). As such this pupil may be more impacted by the School Street and LTN restrictions than other journeys made by pupils attending Side-by-Side school.

Results of the traffic investigations

16. It has been reported to the Council that the impact on journey times is due to the nature of the road layout for Springfield, the remaining sole route choice for access to Side-by-Side School. The assertion is that Springfield is a

narrower road and the ETOs have created hyper-local traffic delays because a) traffic has increased on Springfield as a result of the ETOs and b) it is difficult for two vehicles traveling in opposite directions to pass each other (especially larger vehicles).

17. Officers have investigated these reports through the use of automatic and manual traffic counts, supplemented with site observations and reports from school transport operators (who are using Springfield with larger vehicles).

18. Automatic traffic counts were conducted in late November / early December 2020 and May 2021. Manual traffic counts were conducted in December 2020 and March 2021. It is recognised that national lockdowns have influenced background traffic levels during these times, however, the purpose of these counts is to establish traffic levels on Springfield at the time, and it is accepted that further monitoring is required as the situation with Covid-19 further develops. A summary of the traffic counts is below.

Table 3: Post-implementation Automatic Traffic Counts - Location: Springfield, Outside Lea View House

AM / PM	Time (30min Intervals)	Automatic traffic counts	Manual Traffic counts	Manual Traffic counts	Automatic traffic counts
		Two-way Traffic Volume Nov/Dec 2020	Nov/Dec 2020	16-17 March 2021 (avg)	Two-way Traffic Volume 17-21 May 2021
Springfield AM	07:00 - 07:30am	22			17
	07:30 - 08:00am	52			47
	08:00 - 08:30am	49			48
	08:30 - 09:00am	102	143	112	49
	09:00 - 09:30am	58			40
	09:30 - 10:00am	41			38
	Average AM	54			40
Springfield PM	15:00 - 15:30pm	74			59
	15:30 - 16:00pm	69			51
	16:00 - 16:30pm	44			42

	16:30 - 17:00pm	48			50
	17:00 - 17:30pm	49	110	53	43
	17:30 - 18:00pm	52			46
	Average PM	56			49

19. The results of the post-implementation automated traffic counts taken on Springfield show that during the morning peak time (08:30 - 09:30am), traffic volumes were highest in late November/early December 2020, with 160 vehicles during the hour (with a peak of 102 in the half hour 8:30-9:00) decreasing to 89 vehicles in May 2021.

20. Automated traffic counts on Springfield were also conducted in May 2021. The highest average morning half hour period for vehicle movements was 49 vehicles from 8:30-9:00, which is 53 (52%) vehicle movements fewer than the same time period in November 2020, and equates to approximately 2 vehicles per minute. The highest average time period in the afternoon was 59 vehicles between 15:00 - 15:30, which is 15 (20%) vehicle movements fewer than the same time period in November 2020, also equating to approximately 2 vehicles per minute. The data also indicates an average reduction of 14 (26%) vehicle movements during the morning time bands, and an average reduction of 7 (13%) vehicle movements in the afternoon, from November 2020 to May 2021.

21. At the peak of 102 vehicles in 30 minutes, this equates to approximately 3.4 vehicles per minute. By May 2021, the traffic flows were between 1.3 to 1.6 vehicles per minute in the morning peak and a similar, steady flow throughout the afternoon to 18:00.

22. Traffic volumes in this order would normally be considered insufficient to cause congestion concerns, however, it is recognised that hyper-local congestion on urban roads is possible even with low traffic volumes due to events such as obstructions caused by loading vehicles (i.e. waste lorries) or other temporary obstructions. And such an incident was observed during an officer visit in December 2020, when traffic was held up for 10 minutes by a larger vehicle.

23. However, the ATCs also measure speed and during the hours of 8:30-9:30 and 17:00 - 18:00, 96% of vehicles were travelling above 10mph, with 4% between 5-10mph and 0 below 5mph.

24. Furthermore, Officers have contacted the school transport providers for Hackney and Haringey Councils for feedback. Neither operator has raised with the Council any difficulties experienced by their vehicles using Springfield, rather than Mt Pleasant and confirm that the diversion route to

Side-by-Side school (via Springfield) is not negatively impacting their journey times.

25. Officers also considered whether the ETOs have worsened or bettered the traffic volumes on Springfield.

26. Due to the Covid-19 pandemic and resulting national lockdowns, it was not possible to undertake immediate pre-implementation traffic counts that would provide a useful baseline. However, historic traffic counts conducted in 2010 and a traffic estimating exercise from 2018 provide a pre-implementation picture of traffic levels.

27. The historic 2010 automated traffic count data provides the 7-day average 24-hour traffic volume on Springfield and Springfield Gardens, and 7-day average traffic speed and 85%ile.

Table 4: Pre-implementation Springfield (Road) and Springfield Gardens Traffic Volume

Location	Survey Date(s)	Two Way Traffic Volume
Springfield - Outside Lea View House	Feb 2010	1560
Springfield Gardens - Outside No. 53	Feb 2010	240
Mount Pleasant Lane - outside No 93	Feb 2010	1587

Pre-implementation GPS traffic data ('INRIX')

28. In 2019, the Council commissioned a study into traffic in the borough called "Through Traffic in Hackney" (2019). This project involved purchasing GPS tracking data supplied by data analytics firm Inrix, from three months in 2018 (June, September and October), then, this sample was scaled using DfT traffic counts to bring the sample up to the total traffic levels and to correct for sample bias to give an estimated daily annual flow. It is not a traffic count.

29. This data was used to estimate the volume of traffic on Springfield in 2018. The estimate for Springfield was made using a GIS query tool which was supplied alongside the main report by Peter Davidson consultants.

30. Springfield had an estimated 5403 daily flow on the road in 2018. This is significantly higher than the observed 1587 in 2010. While the 2018 figure is an estimate, the large increase follows a trend during that period of increases in traffic on minor roads, predicted to be an effect of the rise of sat navs which direct drivers through minor roads to 'beat the traffic' on main roads (DfT stats show 24% increase in urban minor roads between 2010 and 2018).

31. Comparing the post-ETO traffic counts to the historic traffic counts shows a decrease in traffic volumes.

**Table 5: Pre-implementation vs post-implementation traffic volumes
Springfield (Road)**

Location	Feb 2010 ATC	2018 Inrix modelled	Nov/ Dec 2020 ATC	May 2021 ATC
Springfield - Outside Lea View House	1560	5403*	1225	1340
% Change (2010 base)		246.35%	-21.47%	-14.10%

32. Overall traffic patterns across the country were affected by the Covid-19 pandemic throughout 2020 and into 2021, making direct pre and post implementation comparisons difficult. However, by the week of 17 May 2021 when the most recent ATCs were conducted, traffic levels in the country were back up to 95% of pre-pandemic levels (which could partly account for the increase in traffic between Dec 2020, when national traffic levels were approximately 80% of pre-pandemic levels and May 2021 when they were 95%) and does not indicate mass displacement of traffic from Mount Pleasant Lane onto Springfield.

33. Automated traffic count data shows that (pre-implementation of the ETOs) traffic volumes on Springfield and Mount Pleasant Lane were very similar to one another, with a 7 day average of 1560 and 1587 vehicles respectively. This does not support the assertions made regarding the journeys to school of pupils 1 and 2, that the previous route taken to school (using Mt Pleasant Lane), would have been less congested than the new route to school (via Springfield), post-implementation of the 2 ETOs.

Table 6: Pre-implementation Springfield (Road) and Springfield Gardens Traffic Volume

Location	Survey Date(s)	Two Way Traffic Volume
Springfield - Outside Lea View House	Feb 2010	1560
Springfield Gardens - Outside No. 53	Feb 2010	240

Table 6a: Pre-implementation Mount Pleasant Lane Traffic Volume

Location	Survey Date(s)	Two Way Traffic Volume
Mount Pleasant Lane - outside No 93	Feb 2010	1587

34. In addition, site notes from officer observations on Springfield showed that, on all but one occasion over the course of 8 visits, empty car parking spaces allowed for vehicles to pull in and out and smooth passing of vehicles.

35. The traffic count data gathered to date (pre and post-implementation of the ETOs) and site observation notes does not suggest that the alternative route,

using Springfield rather than Mount Pleasant Lane, is a cause of journey time delay for journeys to school for pupils 1 and 2.

Review of existing exemptions policy and procedure

36. The Council has considered the reported negative effects of the two ETOs on the journeys to school of these 5 pupils and whether any of the pupils would fall within one or more of the current exemptions set out in each ETO.
37. There are existing systems in place for dealing with requests for exemptions from School Streets and to ensure that travel to school by SEND pupils in the borough is not significantly negatively impacted by School Streets restrictions. These existing systems are suitable to consider the journeys of pupils and families of Side-by-Side school.
38. Exemptions are granted on the basis of a requirement for access (i.e. access to a pupil's home address and/or their school address) by a vehicle providing local authority SEND transport to school. Since there are currently no School Streets operating outside of SEND schools, exemptions are granted to vehicles providing SEND transport to school where a pupil's home address is within a School Street zone. As far as is known, this does not apply to any of the pupils of Side-by-Side school whose journeys are under consideration

Table 7: School Streets exemptions criteria (as of September 2021)

Exemption class	Eligibility criteria:
School Street exemption	Vehicles that are registered to a residential or business address within a School Streets zone.
Special Exemption	You, or your child attending a school, are a Blue Badge holder who needs vehicle access to a property in a School Streets zone, including the school. You are a carer who needs vehicle access to a property in a School Streets zone.
Special Education Needs and Disability Transport services (SEND) - Entering a School Streets zone to pick up/drop off a pupil who lives/ goes to school inside the School Street zone	Exempt with the following conditionality: In order to qualify for an exemption school transport providers must accept participation in the Council's Safe minibus scheme entailing checks of their vehicles and

	<p>operations, as well as driver education workshops.</p> <p>A grace period will apply to vehicles that have already registered for an exemption and are in the process of being checked against the conditions.</p>
<p>Independent School Transport Operators (MiniBus) - Entering a School Streets zone to pick up/drop off a pupil who lives/ goes to school inside the School Street zone .</p>	<p>Exempt with the same conditionality.</p>

39. Access is the basis for granting exemptions; exemptions are not routinely granted for traveling through a School Street zone (this principle applies equally to Blue Badge holders). However, for any non-standard requests there is a process in place for consideration of special exemptions. Applications for special exemptions are considered on a case-by-case basis.

40. Following the launch of 6 new School Streets in June 2021, the Council updated the School Streets exemptions policy to permit access to a pupil's address by school transport vehicles operated by private providers, as well as local authority operated SEND transport services, on condition that certain conditions regarding safety and licencing are met. Whilst the Council is still in the process of registering these operators, it should be noted that we are aware of at least one such provider who serves Side by Side school who has been granted exemption.

41. Where a pupil's home address is within a School Street zone, school transport vehicles registered with the Council will be permitted to enter the School Street for picking up/dropping off pupils. For a limited grace period vehicles are permitted to drive through the School Streets zones when following the route to school. This is whilst the operators work with the Council to participate in the 'Safe Minibus Scheme' (see Table 4) and to provide evidence to determine the need for their vehicles to enter and travel through a particular School Street zone. Whilst exemptions are not routinely granted for traveling through a School Street zone, the special exemptions application process will be used for considering cases where there is a justification for doing so.

42. The Council has been made aware that Child A relies on organised school transport for their journey to school. Therefore the ability of organised school transport vehicles serving Side-by-Side school to drive through the new School Streets zones introduced in June 2021 on route to school will positively impact the journey to school undertaken by this child.

43. The Council has previously made an offer to Side-by-Side school to exempt larger minibus vehicles conveying a number of pupils to school from the restrictions on Mount Pleasant Lane, if the school can provide a list of vehicle registrations for these buses. This was rejected as impractical by the school as being unworkable. However, the offer has been reiterated in the most recent correspondence with the school, dated September 2021.
44. It follows from the previous comment about Child A's reliance on organised school transport that granting an exemption to school transport vehicles serving Side-by-Side school from the traffic restrictions implemented by the 2 ETOs may serve to mitigate the effects of the ETOs on this child.

Engagement with school transport operators

45. The effects of the ETOs on local authority SEND transport to school is being reviewed on an ongoing basis by Officers in communication with the local authority operators for Hackney and Haringey Councils. The outcome of this review is that neither operator has raised with the Council any difficulties experienced by their vehicles using Springfield, rather than Mt Pleasant and that the diversion route to Side-by-Side school (via Springfield) is not negatively impacting their journey times.
46. The option of exempting school transport vehicles from using Mount Pleasant Lane will be retained upon completion of the scheme review and can be implemented in a responsive manner should the need arise at a future date.
47. A review of the Council's exemptions policy and processes across the School Streets and Low Traffic Neighbourhood schemes is ongoing to ensure a consistency of approach and application.

Mitigation measures

48. The Council has considered whether it would be appropriate to modify or amend the ETOs to mitigate the impact on the five pupils identified (and any others like them) and whether it would be feasible to extend or modify the existing exemption criteria so as to bring any such pupils identified within it.
49. Both of these things, and any other steps that can be taken or considered for mitigating the impact of the ETOs in relation to the pupils under consideration, will be considered before the Council is required to reach a decision on whether or not to make the schemes permanent.
50. The current implementation of the ETOs does not affect direct access to Side-by-Side school. However, they do affect the choice of route to the school by limiting it to one road (Springfield) in the approach to Big Hill (on which Side-by-Side school is located).

51. Springfield is reported to be the site of congestion at school peak times as the road layout makes it difficult for two vehicles travelling in opposite directions to pass each other (especially larger vehicles). Officers accept that there is the possibility for journeys on Springfield to be delayed by hyper-local congestion of the sort that is not uncommon on residential roads in London. However, the results of the traffic counts, Officer observations and feedback from transport operators does not suggest that at this location, these incidents are everyday occurrences, have gotten worse following the ETOs, or are any more common than other similar roads in London.
52. The Council, having considered the potential indirect impact of diverting journeys to Side-by-Side school previously made using Mount Pleasant Lane to Springfield, considers there is no material impact on journey times for the reasons given above. The Council has nevertheless considered what measures might be proportionate to mitigate any impact if, on further monitoring, it were found to exist. It is considered that some mitigation might be achieved by removing some of the parking spaces on Springfield to create passing places. Accordingly, this measure will be kept under review and in any event considered if the School Street and LTN schemes are made permanent.
53. The Council accepts that as a result of restricting route choice for pupils to and from Side-by-Side school that there is a risk of an impact, however infrequent, to certain disabled children who experience detrimental impacts due to their disability. The Council has to weigh the risk of this harm to a certain cohort of disabled residents against the benefits of the scheme, including benefits to other disabled residents identified in the initial impact assessment.
54. Consideration has also been given to extending or modifying the existing exemption criteria so as to bring any of the pupils identified within it. There are existing systems in place for dealing with requests for exemptions from School Streets schemes and to ensure that travel to school by SEND pupils in the borough is not overly impacted by School Streets restrictions.
55. When reviewing the status of these pupils' journeys to school in light of their special educational needs and the existing policy for School Street exemptions, it is instructive to consider that there is benchmark guidance in place for local authority run SEND transport to school providers. This says that no child should be on a vehicle on the journey to/from school for longer than 40 minutes in either direction. Since none of the purported increased journey times regularly come near to this 40 minute threshold (most are described as having increased to 20-25 minutes), there is no trigger to suggest a serious cause for revision of the schemes as implemented.
56. The previously made offer to exempt school transport buses to use Mount Pleasant Lane was made in response to feedback from the school that larger vehicles were experiencing difficulty passing on-coming vehicles on

Springfield. The Council considers exempting school transport vehicles from the restrictions on Mount Pleasant Lane to be a proportionate response to minimising the effect of the ETOs for a number of reasons.

57. First, School Transport Vehicles are already exempt from the School Streets zones if there is a requirement for access to an address within the zone.
58. Secondly, they provide transport for a number of pupils so are more efficient and create less of an impact on the transport network than private vehicles on the school run.
59. Thirdly, they follow a set route and so have less flexibility to make decisions about their route choice and timings.
60. The offer to exempt, as a special case, School Transport Vehicles from using Mount Pleasant Lane will be kept under review with local authority operators of Hackney and Haringey and will be retained upon completion of the scheme review, to be implemented should the need arise.
61. Some of the children described in this review (e.g. Child A who uses organised school transport to school) could benefit from this mitigation were it to be implemented.
62. The Council has also considered whether it would be appropriate to modify the existing exemption criteria to offer exemptions from the School Streets and LTN restrictions on Mount Pleasant Lane to private vehicles carrying pupils to Side-by-Side School. Such a response is not considered to be a proportionate response to minimising the effects of the ETOs for a number of reasons.
63. First, the number of vehicles travelling past Harrington Hill Primary School would be increased.
64. Secondly, this would undermine the achievement of the aims of the School Street and LTN on Mount Pleasant Lane.
65. Thirdly, there would be a disbenefit for 300 pupils attending Harrington Hill Primary School.
66. As such, exempting private vehicles from the restrictions would not be a proportionate outcome as compared to the slight increase in journey time delay (of 10 -15 minutes) reported by pupils travelling to Side-by-Side school, even when the special educational and physical needs of these pupils are taken into account.
67. One exception to the position on exemptions for private vehicles may be pupils who live just south east of the restrictions and whose journeys to school would have relied more on using Mount Pleasant Lane prior to the

implementation of the two ETOs. Analysis of journey times above has identified that these pupils may be more impacted by the restrictions as, prior to the implementation of the two ETOs, journeys to school for these pupils would have been more heavily reliant on using Mount Pleasant Lane and turning right onto Big Hill. A revision of the policy on exemptions to include journeys by private vehicles originating from this area, just southeast of the restrictions on Mount Pleasant Lane, could be considered.

68. Such a limited case exemption does not apply to the home addresses of pupils 1 and 2. The Council is unaware whether it would apply to Child A, Child B and Child C due to the lack of home address information for these individuals.

Summary/conclusions

69. This review was undertaken to investigate representations that were made to the Council about the disparate impact that the School Street and a Low Traffic Neighbourhood filter on Mount Pleasant Lane potentially are having, or potentially could have, on certain pupils attending Side-by-Side Special School, 9 Big Hill, Clapton E5 9HH. Particular consideration has been given to the Public Sector Equality Duty of the Council in relation to the representations that have been raised during the experimental period the School Street and a Low Traffic Neighbourhood filter.
70. To further understand the impact of the schemes, the Council has conducted a series of investigations as summarised in paragraph 9 above. Furthermore, Officers have considered a number of mitigation measures and whether it would be appropriate to: (1) modify or amend the ETOs to mitigate the impact on the 5 pupils identified; (2) extend or modify the existing exemption criteria so as to bring any of the pupils identified within it; (3) modify the existing exemption criteria to offer exemptions to include private vehicles carrying pupils to Side-by-Side School; (4) take any other mitigating step in relation to the pupils under consideration.
71. A review of the data gathered on journey times and traffic analysis and of the existing systems in place for dealing with requests for exemptions from School Streets suggests that it is not necessary to consider any modification of the ETOs themselves, or amendment of the existing exemption application criteria in relation to the pupils under consideration.
72. Whilst the evidence gathered to date on journey times and traffic volumes does not indicate any increase, it may be the case that, on balance, a small increase in journey times would be considered tolerable and proportionate (even when the special educational and physical needs of these pupils are taken into account) in order to achieve the wider benefits of the School Streets and LTN schemes for pupils of Harrington Hill Primary School and local residents.

73. The Council accepts that as a result of restricting route choice for pupils to and from Side-by-Side school that there is a risk of an impact, however infrequent, to certain disabled children who experience detrimental impacts due to their disability. The Council continues to weigh the risk of this harm to a certain cohort of disabled residents against the benefits of the scheme, including benefits to other disabled residents identified in the impact assessment.
74. In any case, it is understood that Side-by-Side school will be relocating from the existing site on Big Hill, north of the traffic filter on Mount Pleasant Lane to a new site at Avigdor Mews, Lordship Road, N16. Therefore, any amendment of the ETO's now would not materially affect these pupils' journeys to school when the move is complete. As such, it would be disproportionate at this time at least to consider any amendment to the ETOs in relation to these pupils' journeys to school.
75. The recommendation of this review is continued monitoring of the impact of each ETO on the Protected Groups following the publication of the final delegated powers decision report, and ongoing review of the Council's exemptions policies and processes across the School Streets and Low Traffic Neighbourhood schemes to ensure a consistency of approach and application.

Signed



Andrew Cunningham

Head of Streetscene, Hackney Council

4 October 2021