

Appendix 5: Timeline of LBH Correspondence with Side by Side school

Timeline of LBH Correspondence with Side by Side school:

Correspondence/ communication	Date	Pre/post implementation (09/11/20)	Pre/post Delegated Powers Decision (14/0920)	Contents
Email: From LBH officer To: Interlink Foundation prior to meeting on 14 September with a number of interested parties.	8 September	Pre-implementation	Precedes the date of decision in the DPD report	This email included as an attachment the draft drawing for the School Street and LTN Scheme at Harrington Hill Primary in preparation for a meeting on Monday 14 September 2020
Meeting: Interlink/LBH and interested parties including Head of Side by Side school	14 September 2020.	Pre-implementation	The same day of decision of the DPD report	Attendees took turns to speak to give their views on the proposed School Streets road closures. Head of Side by Side school spoke to express concern that Side by Side school would be cut off by the School Street and LTN Scheme at Harrington Hill Primary. Also mentioned were a general concern regarding congestion and concern that parking controls in the area make it difficult to recruit school staff. LBH Head of Streetscene provided a point of clarification: We are <i>not</i> considering closing off both Springfield and Mount Pleasant Lane which would in fact cut off the School. It would be one or the other
Email: From: LBH officer To: Interlink Foundation following the meeting on 14 September.	25 September 2020	Pre-implementation	Post-DPD decision	A written response was issued by LBH in response to the points raised during this meeting on 14 September 2020. With the written response the Council also provided an update that the formal decision had been taken to proceed with the School Street at Harrington Hill Primary and LTN traffic filter on Mount Pleasant Lane.
Email: From: LBH officer To: Head of Side by Side school	25 September 2020	Pre-implementation	Post-DPD decision	The email reiterated that access to the school will not be prevented by either the Low Traffic Neighbourhood filter or School Street at Harrington Hill Primary School and offered a meeting to discuss the school's concerns further.
Email: From: Head of Side by Side school To: LBH officer CC: Interlink Foundation	25 September 2020	Pre-implementation	Post-DPD decision	I just want to make sure I am clear regarding your email below, please can you confirm the Springfield Road and then turning left into Big Hill will not be part of the Low Traffic Neighbourhood or School Street restrictions?

<p>Email: From LBH officer To: Head of Side by Side school</p>	<p>1 October 2020</p>	<p>Pre-implementation</p>	<p>Post-DPD decision</p>	<p>“In answer to your question, I can confirm that vehicles on Springfield Road wishing to turn left into Big Hill will not be affected by the introduction of the Low Traffic Neighbourhood filter, or by the School Street at Harrington Hill primary school.”</p>
<p>Meeting: Interlink/LBH and interested parties including SENCO Officer at Side by Side school</p>	<p>26 October 2020</p>	<p>Pre-implementation</p>	<p>Post-DPD decision</p>	<p>ENCO Officer at Side by Side school described the anticipated impact of increased travel time on pupils in terms of behaviour, missing scheduled medication at school and concerns regarding the attendance times of emergency services in the event of a medical emergency</p> <p>She also described how Springfield Road is very narrow and two way traffic is difficult.</p> <p>Recruitment of school staff was raised as an issue (which will be made worse by the closures.</p> <p>Officers responded that, if buses serving Side by Side school need to use Mount Pleasant Lane to access the school, because it is wider and Springfield Road is not suitable, then this is a conversation we can have. The Council is open to exemption requests from SEND transport for specific case exemptions.</p> <p>Officers clarified in relation to emergency vehicle access that the LTN closure on Mount Pleasant Lane will not use gates to close the road, they will be planters placed either side of the road with sufficient width in the centre for emergency vehicles to pass through.</p>
<p>Email: From: LBH officer To: Head of Side by Side school</p>	<p>6 November</p>	<p>Pre-implementation</p>	<p>Post-DPD decision</p>	<p>“We previously corresponded by email following the meeting between Streetscene Officers and Interlink on the 14th September. In my email to you I offered a further meeting to discuss the impact of the plans for a School Street and Low Traffic Neighbourhood filter on Mt Pleasant Lane and Harrington Hill.</p> <p>You replied seeking clarification that the Springfield Road (and then turning left into Big Hill) will not be part of the Low Traffic Neighbourhood or School Street restrictions. I provided assurance that this is the case.</p> <p>Subsequently, Streetscene Officers attended a second meeting organised with Interlink on 26 October and attended by SENCO Officer at Side by Side school, Rivka Sclesinger. At this meeting, concerns were raised about the ability</p>

				<p>of Side by Side school buses to reroute to use Springfield Road to approach the Big Hill, this road being narrow, making two way traffic difficult. A preference was expressed for using Mt Pleasant Lane to access Big Hill for buses.</p> <p>If there are particular vehicles attending Side by Side for which access issues need to be resolved, then the Council is open to specific case exemption requests for SEND school vehicles, to avoid potential negative impacts on school transport. In order for us to consider such requests, we would require information on these vehicles from the school. Could you arrange for someone to email a list of identified SEND school vehicles, including their registration numbers, please?</p>
<p>Email: From: LBH officer To: Head of Side by Side school</p>	<p>24 November</p>	<p>Post-implementation</p>	<p>Post-DPD decision</p>	<p>Further to my last email below, the School Street and Low Traffic Neighbourhood filter on Mt Pleasant Lane and Harrington Hill launched on 9 November.</p> <p>I am writing to enquire about the situation with school transport to Side By Side school for the last two weeks. In particular, have the school buses diverted to taking Springfield Road encountered difficulties using this road, as has been suggested would be the case?</p> <p>As per my previous email, if we need to resolve access issues for particular vehicles attending Side by Side, we can do so if the school can provide us information on these vehicles.”</p>
<p>Email: From: Head of Side by Side school. To” LBH officer. CC: Interlink Foundation</p>	<p>26 November 2020</p>	<p>Post-implementation</p>	<p>Post-DPD decision</p>	<p>“In response to your queries in email dated 6th & 24th November enquiring about the impact of the newly enacted School street and LTN, I am happy to provide the following.</p> <ol style="list-style-type: none"> 1. The Hackney Local Authority Transport and Haringey Local Authority Transport have been using Springfield Road and have reported that this is causing delay. Both have said that they previously used Mount Pleasant Lane and Harrington Hill as their access route which prevented delays. So, it is clear that there are delays being experienced widely by road users. 2. Some of our classes are

				<p>currently shut due to a local Covid-19 concern. This means that a substantial number of staff and parents cannot, at this moment, reflect on the impact as they have not been travelling to school at all. But if the evidence of the past 2 weeks is anything to go by, I am alarmed and worried about the future implications.</p> <p>3. We are also starting to see the impact in terms of parents who live on the wrong side of the restrictions having difficulties getting children to school on time – for example. one parent called in to say it has extended his school journey time by up to 20 minutes. For a child with special needs this raises their level of anxiety and stress. Local minicab services on which our families depend have also reported to me that they are reluctant to take on jobs to the vicinity of the school due to the jobs taking far longer than average.</p> <p>4. We do not believe that providing individual number plates is a realistic solution, as different cars are constantly used and would be logistically and practically impossible.</p> <p>5. It was a disappointment that the school wasn't consulted at the beginning of this project and that to date our families have still not been given the opportunity to engage with the Local Authority and consulted on this closure. It certainly has caused difficulties for families and possibly could have been avoided with a consultation process. Although, I fully agree with the objective of reducing traffic pollution but it should be done in a sensitive manner.</p> <p>Please take this information into account when considering these schemes.”</p>
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