

Community and Equality Impact Assessment

As an authority, we have made a commitment to apply a systematic equalities and diversity screening process to both new policy development or changes to services.

This is to determine whether the proposals are likely to have significant positive, negative or adverse impacts on the different groups in our community.

This process has been developed, together with **full guidance** to support officers in meeting our duties under the:

- Equality Act 2010.
- The Best Value Guidance
- The Public Services (Social Value) 2012 Act

About the service or policy development

Name of service or policy	School Streets
Lead Officer	Saleem Patel
Contact Details	Saleem.Patel@befirst.london

Why is this service or policy development/review needed?

Local authorities have a statutory duty under section 39 of the 1988 Road Traffic Act,8 to “take steps both to reduce and prevent accidents”. The council have an obligation to ensure the safety of its residents, including on the journey to and from school, through the provision of safer walking and cycling routes. School Streets is a scheme whereby the streets near a school entrance are closed to most vehicles during school opening and closing times. Closing the streets to school and through traffic helps to achieve a safer, more pleasant environment for everyone using the streets whilst maintaining access for residents and businesses within the zone, and all pedestrians and cyclists.

Despite the average journey to a primary school being less than one kilometre, a quarter of cars on the road in the morning rush hour are on the school run. In England, one thousand children are killed on school roads every year and an estimated 16 children a week are fatally hit or seriously injured during the morning and afternoon school runs in Britain each week. Air pollution is five times higher on the school run and can be higher for children in cars due to inhalation of exhaust fumes – and Barking and Dagenham is ranked as one of the worst boroughs in the country for air pollution.

Building on the success of its first round of School Streets, the council is taking proactive measures to help schools, parents, residents, and the wider community tackle dangerous

traffic at peak rush hour, deal with parking issues, and to improve road safety and air quality around schools in the borough.

The proposal to introduce School Streets at seven schools aims to create pedestrian and cycle-only zones during pick-up and drop-off times, to improve road safety for local children, and reduce the parking nuisance caused to local residents living on roads outside schools.

This CEIA takes a whole system approach to consider the needs of marginalised and hidden groups and those across the spectrum of equality.

1. Community impact (this can be used to assess impact on staff although a cumulative impact should be considered).

What impacts will this service or policy development have on communities?
Look at what you know. What does your research tell you?

Please state which data sources you have used for your research in your answer below

Consider:

- National & local data sets
- Complaints
- Consultation and service monitoring information
- Voluntary and Community Organisations
- The Equality Act places a specific duty on people with 'protected characteristics'. The table below details these groups and helps you to consider the impact on these groups.
- It is Council policy to consider the impact services and policy developments could have on residents who are socio-economically disadvantaged. There is space to consider the impact below.

Demographics

See link to 'About the borough' page: <https://www.lbbd.gov.uk/about-the-borough>

Correspondence (including complaints) from and engagement with the schools and residents living in the School Streets areas has been taken into account for this Community and Equality Impact Assessment (CEIA) and the resulting School Streets schemes.

The schools relevant to this CEIA are:

- Valence Primary School,
- Southwood Primary School,
- Sydney Russell School,
- Parsloes Primary School,
- St Joseph's Catholic Primary,

- Hunters Hall and Richard Alibon – these two schools are being looked at together because of their proximity to each other and interdependence on both implementing a School Street.

Potential impacts	Positive	Neutral	Negative	What are the positive and negative impacts?	How will benefits be enhanced and negative impacts minimised or eliminated?
Local communities in general		X		Construction is the installation of road signs.	Road signs will be fixed to existing poles where possible, or new poles installed if required to ensure will be no significant noise or obstruction.
	X			Access to School Streets will be limited during closure times, making roads safer and quieter for residents and pupils attending the schools.	Residents of the school street, including those with mobility issues, will be able to apply for a permit allowing access during the closure time.
			X	No bus services are routed through any of the School Streets.	
	X			Road safety in the residential area is expected to be improved with lower traffic volumes allowing more walking and cycling in the area.	The expected reduction in traffic in the residential area is expected to make it more conducive to walking and cycling with an associated lower road safety risk.
		X		Closures will be enforced by CCTV and emergency vehicles will be exempt and therefore access to emergency services will be maintained. As a result, Emergency Services may find the School Streets provide unhindered access for their vehicles which could help response times.	Officers have consulted and continue to work with the emergency services to resolve any significant issues, therefore, it is concluded that there will be no significant impact .
	X		All residents within the School Street zone will be entitled to a permit to maintain their access.	Residents can apply for additional permits for carers if they provide proof of carer status.	

			<p>X Visitors of residents are not permitted to enter the School Street zone and will be asked to arrive outside of the closure times. Blue badge holders will be able to apply for a permit allowing entry to the School Street zone during restricted hours should they require access to the school or a property within the zone.</p> <p>X There may be some confusion when the School Street schemes are implemented, with residents thinking they can access the closure zones using current CPZ permits.</p>	<p>Closure times will be 1.25 hour in the morning and 1.25 hour in the afternoon Monday – Friday during term-time, so disruption for visitors will be limited.</p> <p>Clear information on permits, what is and is not valid, how to apply etc will be distributed to residents and provided online ahead of implementation.</p>
Age		X	<p>If a particular person is wholly or mostly dependent on car or vehicular travel (e.g. older people with a significant mobility impairment), the operation of the finished scheme will have no additional impact as all residents of the school street, including those with mobility issues, will be able to apply for a permit allowing access during the closure times.</p>	<p>Emergency vehicles will automatically be exempt from the restrictions, and blue badge holders, residents and businesses in the School Street zone can apply for an exemption free of charge.</p>
	X		<p>The impact on children and their families is expected to be positive. Road safety in the residential area is expected to be improved with lower traffic volumes allowing more walking and cycling in the area.</p>	<p>The expected reduction in traffic in the residential area is expected to make it more conducive to walking and cycling with an associated lower road safety risk. Air quality will also be improved.</p>
		X	<p>There may be some minor negative impact on</p>	<p>The closure timings will be minimal to</p>

			<p>elderly residents who don't own a car, but who rely on others driving them to places (family, friends etc.). However, informal carers will be able to apply for a permit allowing access and discretion will be applied to residents who depend on others for vehicular access</p>	<p>avoid significant disruption to residents. School Streets will operate on weekdays during term time only, typically between 8am to 9.15am and 2.45pm to 4pm.</p>
Disability		X	<p>If a particular person is wholly or mostly dependent on car or vehicular travel (e.g. older people with a significant mobility impairment), the operation of the finished scheme will have no additional impact as all residents of the school street, including those with mobility issues, will be able to apply for a permit allowing access during restricted times.</p>	<p>Emergency vehicles will automatically be exempt to the restrictions, and blue badge holders, residents and businesses in the School Street zone can apply for an exemption free of charge. Residents can apply for additional permits for carers. Their other visitors are not permitted to drive into the School Street zone and will be asked to arrive outside of the restricted times or park in alternative streets. All blue badge holders needing access to the School Street can apply for a permit, as can any vehicle carrying Special Educational Needs (SEN) or disabled students. Approved providers of SEN will be permitted to enter the zone.</p>
		X	<p>No street furniture will be placed on the footway or block any desire lines at junctions, therefore, operation of the implemented scheme would be neutral for visually impaired people.</p>	
		X	<p>If a particular person is wholly or mostly dependent on car or vehicular travel (e.g., a person with a significant mobility impairment or wheelchair users), the operation of the finished scheme will have no additional impact.</p>	<p>Impacts will be closely monitored and any on-going adverse impacts will be taken into account as appropriate in the decision on whether to make the scheme permanent or not.</p>

	X		<p>Applications for temporary permits will be considered if access is an issue due to short-term health or mobility issues.</p> <p>Operation of the implemented scheme is likely to generate a slight positive impact on an unknown number of people with breathing difficulties if traffic volumes within the residential area reduce and traffic volumes on the boundary roads remain broadly similar to pre-scheme volumes as expected due to reduced air pollution.</p> <p>Operation of the finished scheme is likely to generate a positive impact on an unknown number of pedestrians and cyclists with mobility issues due to reduced traffic volumes making for a more pleasant, safer walking and cycling environment.</p> <p>Emergency services will be able to access School Street zones at all times as they will be automatically exempt from the restrictions, meaning that access and response times are expected to be largely unaffected. Officers have consulted and will continue to work with the emergency services to resolve any significant issues that arise.</p>	<p>Ensure residents are aware of the proposal in advance so that alternative arrangements (e.g., new routes) are known.</p>
	X			
		X		
Gender reassignment		X	There is no clear evidence, data, or rationale	NA

			to expect that these works will have a differential impact on people with this characteristic	
Marriage and civil partnership		X	There is no clear evidence, data, or rationale to expect that these works will have a differential impact on people with this characteristic	NA
Pregnancy and maternity	X		Greater reliance on car - little time impacts. Emergency services will be able to access the road closures meaning that response times are expected to be largely unaffected. As the School Street is a low traffic zone and unauthorised vehicles will not be able to enter the area, Emergency Services may find the School Streets provides unhindered access for their vehicles, which would be a positive.	Impacts will be closely monitored, and any on-going adverse impacts will be taken into account as appropriate in the decision on whether to make the scheme permanent or not. If required a permit can be requested by any pregnant residents in the School Street zone.
Race (including Gypsies, Roma, and Travellers)		X	There is no clear evidence, data, or rationale to expect that these works will have a differential impact on people with this characteristic	NA
Religion or belief			X Staff of religious buildings within a School Street will be offered a permit. If an attendee of a religious building is wholly or mostly dependent on car or vehicular travel (e.g. a person with a significant mobility impairment or wheelchair users), the operation of the School Street may generate a low negative impact initially. However, this is not specific to any religious belief so is covered more fully in the disability section of this CEIA.	Staff of a religious building within the scheme can apply for permits. Visitors to the building are not permitted to enter the zone and will be asked to arrive outside of the restricted times. Blue badge holders will be able to apply for a permit allowing entry to the School Street zone during restricted hours should they require access to a property within the zone.

		X		<p>Pupils attending Parish / Faith Schools may find it harder to walk or cycle the whole way to school due to the generally larger catchment area. However parents needing to drive their children to school will still be able to park nearby so we expect this to have a mainly neutral impact.</p>	
Sex			X	<p>Women are statistically more likely to do most of the work involved in looking after children and other family members. in lockdown, mothers in two-parent households were only doing, on average, a third of the uninterrupted paid-work hours of fathers. https://www.ifs.org.uk/publications/14861</p> <p>According to the 2014 National Travel Survey, trips to escort children to school are more likely to be made by women aged 30 to 49.</p> <p>The School Streets may impact an unknown number of parents who drop children at school and go on to work and are therefore constrained by time. This may have a low negative impact.</p>	<p>Parents who feel they need to drive can park legally nearby and walk the last part of the journey. If available, information will be provided on locations where parents can park, such as supermarket, leisure centre car parks or Park & Stride areas.</p>
Sexual orientation		X		<p>There is no clear evidence, data, or rationale to expect that these works will have a differential impact on people with this characteristic.</p>	<p>Not applicable</p>

Socio-economic Disadvantage	X		Statistically, more socio-economically disadvantaged residents are less likely to have a vehicle, and so potentially there could be a small benefit to this group from safer, more accessible (via active travel modes) streets around schools.	Residents within the School Street zone will be able to apply for exemption permits, allowing them to keep their current access.
Any community issues identified for this location?	X	X	<p>During the consultation period, residents told staff of regular arguments, verbal abuse and threats as a result of the parking congestion around the school gates in the morning. Some said it was negatively affecting their daily lives. Therefore, the removal of such threats will have a positive impact on residents, particularly those who live directly outside the school gates.</p> <p>Lots of the population in these streets are elderly and rely on family, friends or carers to travel around (using their car).</p>	Plenty of notice has been given to residents of the proposals, including the closure times, to ensure they can work their routines around the timings if needed.

2. Consultation

Provide details of what steps you have taken or plan to take to consult the whole community or specific groups affected by the service or policy development e.g. on-line consultation, focus groups, consultation with representative groups.

If you have already undertaken some consultation, please include:

- Any potential problems or issues raised by the consultation
- What actions will be taken to mitigate these concerns

Engagement has been carried out in different phases, using various online and offline platforms.

Schools were engaged early-on in May 2021 to explore what the issues outside the school gates were and gauge their views on the initial School Streets proposals. Once designs were agreed with the schools, all the relevant materials were uploaded online.

Early engagement with schools, key stakeholders and local residents was then undertaken between June and July 2021, to introduce the concept of School Streets, gather feedback, and gauge levels of support. This engagement was conducted via face to face (door knocking) and online surveys and Q&As, and all schools and residents living in and around the proposed School Streets zones received information leaflets. A telephone voicemail service was also available for residents who weren't home when their doors were knocked on and who wanted to get in touch with questions and request a call back from the team. A letter was also sent to stakeholders across the School Streets areas encouraging their input.

Key consultation figures:

- 290 residents engaged with face to face, with an average of 75% in support of introduction of School Streets
- 55 people responded to online survey, with an average of 56% support for the scheme
- 39 phone calls received and responded to
- 884 aware website visitors, and 84 engaged online visitors
- 70 letters sent to stakeholders

Potential problems / issues:

Some residents shared concerns about traffic displacement on streets surrounding the School Streets zones.

Some parents of children at the schools shared concerns about access to the schools by car, and time impacts on their journey to school / work where they combine the two journeys.

Mitigating actions:

Impacts will be closely monitored and any on-going adverse impacts will be taken into account as appropriate in the decision on whether to make the schemes permanent or not.

The council will look at other traffic calming measures in the surrounding roads, such as speed controls, double yellow lines, deploying parking resources to the area at peak morning and afternoon rush hours, if required following monitoring of the schemes.

The council will continue working with the schools to encourage less driving and more active travel to/from school, for example through funding Living Streets' WOW (Walk Once a Week) scheme in the schools in question to encourage more walking / park and stride. With its proven track record of achieving modal shift, this may act as a mitigating measure to traffic displacement by helping to reduce car journeys to these schools.

Access will be maintained for key groups: emergency vehicles will be exempt, and blue badge holders, residents and businesses in the School Street zone can also apply for an exemption free of charge. It will not affect residents' ability to park.

3. Monitoring and Review

How will you review community and equality impact once the service or policy has been implemented?

*These actions should be developed using the information gathered in **Section 1 and 2** and should be picked up in your departmental/service business plans.*

Action	By when?	By who?
Review CEIA prior to the School Streets Experimental Traffic Management Order being made permanent, and following monitoring undertaken during their implementation.	12 months after a School Street goes live enforcement is taking place	School Streets Project Manager

4. Next steps

It is important the information gathered is used to inform any Council reports that are presented to Cabinet or appropriate committees. This will allow Members to be furnished with all the facts in relation to the impact their decisions will have on different equality groups and the wider community.

Take some time to summarise your findings below. This can then be added to your report template for sign off by the Strategy Team at the consultation stage of the report cycle.

Implications/ Customer Impact
<p>It is recommended that the recommendations from the CEIA are implemented and a systemic approach is taken across all the delivery plans that involve residents and local community groups in their implementation, recognising them as 'experts' in their community and in understanding their health needs. As follows:</p> <p>Engaging them</p> <ul style="list-style-type: none"> to design and co facilitate consultation events and engagement plans around key decisions in the future implementation of the Traffic Management Order, and in any scheme design changes or related mitigation measures prior to making them permanent.

5. Sign off

The information contained in this template should be authorised by the relevant project sponsor or Divisional Director who will be responsible for the accuracy of the information now provided and delivery of actions detailed.

Name	Role (e.g. project sponsor, head of service)	Date
Tim Thomas	Head of Policy, Infrastructure and Transport Planning	27 Oct 2021