

**Name of proposed decision/policy being reviewed:**

**Healthy School Streets**

**Question 1**

What is changing and why?

The local street environment, reducing potential danger from road traffic, and improving air quality in the vicinity of various schools in Camden, via 'Healthy School Street' schemes. Officers within the Transport Strategy Team are of the view that opportunities for all will be increased (noting that two-thirds of residents in the Borough do not own a car, and in the Kentish Town ward where Acland Burghley School for example is located, only 33% of households own cars). This in turn will help foster good relations between the Council and residents/schools affected. One of the aims of the scheme is to make the environment around schools safer, and more pleasant for pedestrians and cyclists. Less cars on the roads means less pollution, and less noise, which is a benefit to school pupils and local residents.

The Healthy School Streets Project (HSS) involves traffic changes to provide a safe space for children, whilst travelling to/from their school. It is anticipated that the project will result in improvements to the environment at school opening and closing times, and deliver the following benefits:

- Reduced traffic dominance. Each scheme will have a feasibility report with traffic volumes included. For example, for the Acland Burghley School Scheme data gathered shows that there were 75% less vehicles travelling past the school in the mornings after the scheme was implemented, and 65% less in the afternoons. At Gospel Oak School there were 70% less vehicles in the morning and 61% less vehicles in the afternoon travelling past the school once the HSS scheme was implemented there.
- Improved air quality outside the school, due to reduced emissions from motor traffic. Data gathered from the Acland Burghley monitoring shows a 4.5% reduction in NO<sub>2</sub> emissions outside the school once the scheme was implemented. Each future HSS site will be monitored with diffusion tubes before and after the schemes are in place.
- Improved road safety outside the school at closure times. Feasibility studies will be carried out for each scheme to include collision data. Less vehicles in the vicinity of schools, means the perception of danger from traffic is less. This potentially improves confidence amongst pupils and parents for walking/cycling/scooting to school.
- Improved access for pedestrians, cyclists, and wheelchair and mobility scooter users, by making crossings easier and allowing these groups to use the carriageway without fear of motor traffic.
- Reduced motor traffic across the network by reducing motor journeys to school, resulting in reduced congestion, air pollution and road danger.
- Improve health of school pupils by encouraging walking/cycling/scooting to school rather than arriving by car.

## Equalities Impact Assessment

Potentially the road layout around schools will change, making walking and cycling safer in those areas. We are proposing that ANPR (Automatic Number Plate Recognition) cameras are installed in some locations, to enforce road closures around schools. These are timed road closures, usually for 1 hour at the start and end of the school day. The proposals potentially cover physical and access changes to the streetscape. The length of closure will vary at each location, and diagrams of the proposed closure area are included in feasibility and consultation documents for each scheme. Therefore pedestrians, wheelchair users and people who have pushchairs, as well as road users including cyclists, car users, taxi drivers and taxi passengers are likely to be affected by the proposals. Residents who live in the areas or nearby may also be affected.

The desired outcomes of the project are aligned to the key objectives of Camden's Transport Strategy (<http://camden.gov.uk/ccm/content/transport-and-streets/transport-strategies/camdens-local-implementation-plan>).

Objective 5 in Camden's Transport Strategy aims to develop and maintain high quality, accessible public streets and spaces and recognise that streets are about more than movement.

This Equality Impact Assessment is being carried out on the project in order to give due regard to the potential positive and negative impacts of the proposals on groups at each of the schemes locations. This includes residents with protected characteristics, as defined by the Equality Act 2010, and as part of the Council's commitment to reducing inequality, which is reflected in both the Our Camden Plan and the outcomes of Camden's Equality Taskforce.

### Question 2

Who will be affected by this decision and how?

In particular do those from protected groups benefit or will they experience specific and disproportionate impacts? Will there be any direct or indirect discrimination?

These changes may affect people using the streets although the cameras only capture car registration number plates that go through the closure for analysis, in order to issue Penalty Charge Notices (PCN's) where necessary. However the cameras are running 'live feed' which some people may find intrusive. The images taken via the live feed are not viewed, unless the camera captures a vehicle entering or exiting the closure, in which case a PCN will be issued to the vehicle owner. The cameras will only be installed after a full public consultation and decision report approved by senior management. A Data Protection Impact Assessment (DPIA) will be carried out for each location.

For each scheme, there will be residents/visitors affected. This will include a board range of road users and motorist's age 16+, male and female, of varying ethnicities, religion, and sexual orientation. However it is unlikely that this information will be captured by the CCTV camera, and none of that information will be required in order to undertake enforcement. No request to disclose that information will be made by the council. Blue Disabled Badge Holders who are resident in the restricted zone, and vehicles that bring children with physical disabilities to the schools can request an exemption, and officers will produce a 'white list' of vehicles which are exempt from the restriction.

## Equalities Impact Assessment

We will closely monitor all future consultations on Healthy School Street schemes, using ANPR cameras to assess and respond to any concerns around those issues which may be raised going forward, and other equalities issues which may be raised with each individual scheme.

### Question 3

Does the proposed decision have an impact (positive or adverse) on our duty to eliminate discrimination/harassment and victimisation, promote equality of opportunity or foster good relations between different groups in the workforce and community (those that share characteristics and those that do not)?

The scheme/s could have a positive impact on the relationships between the school community and local residents, as well as drivers and children with physical disabilities as there will be less traffic on the street, making it safer to travel in. One of the aims of the project is to reduce traffic around schools, which could improve relations between parents of children at the school, and local residents. Conflicts around road safety, pollution and noise will reduce if vehicles aren't allowed in the area at school drop off/pick up times.

The scheme also aims to have a positive impact on young people by improving the environment, making it safer/ less polluted for walking/scooting/cycling to school. A previous scheme of this kind at St. Josephs School in Camden, which used bollards to enforce the road closure showed a 3.8% reduction in N02 levels around the school after implementation, and an increase of 3% of pupils using active travel modes of transport to school.

### Question 4

If there is an adverse impact can it be avoided?

If it can't be avoided what are we doing to mitigate the impact?

There could be an adverse impact on some residents who need to use their cars during the hours of restriction, for instance those with reduced mobility. We have mitigated this by allowing vehicles already parked in the restriction zone to exit the area during the timed closure period. Blue disabled badge holders resident within the restricted zone will also be exempt from the closure, along with pupils of the school who need to be driven due to reduced mobility. The data collected (i.e. evidence of the blue badge and vehicle registration details) will be cross referenced with the Camden Accessible Transport Team, who hold details of Blue Badge Holders. Exempted vehicle registration numbers will be passed on to the parking team, to ensure that those vehicles don't receive a Penalty Charge Notice.

All schools in Camden are easily accessed by public transport and the schools encourage pupils to use this as one of the alternatives to being driven to school.

The scheme on Burghley Road (Acland Burghley Secondary School) will be introduced in September 2018 under an Experimental Traffic Order for 12 months, and monitored during that time. Another consultation proposing to make the scheme permanent will follow if the scheme is deemed to be achieving its objectives. Gospel Oak Primary School has also been approved, with proposed implementation in November/ December 2018. We propose to follow this process with future HSS schemes.

## Equalities Impact Assessment

### Question 5

Could any part of the proposed activity discriminate unlawfully?

Can we advance equality of opportunity via this decision/policy?

Can we foster good relations via this decision/policy?

Officers are not of the opinion that these changes will discriminate unlawfully.

For the Acland Burghley Scheme (as an example): Officers consider that by removing traffic in the area surrounding the school, the measures will improve safety and make the environment more pleasant for all users of the road.

The proposed scheme helps deliver some of the agreed objectives which comply with Camden's Transport Strategy. These are:

- Encourage healthy and sustainable travel choices by prioritising walking, cycling and public transport in Camden.
- Improve road safety and personal security for people travelling in Camden.
- Develop and maintain high quality, accessible public streets and spaces and recognise that streets are about more than movement.
- Ensure the transport systems supports access to local services and facilities, reduces inequalities in transport and increases social inclusion

Each scheme will be subject to detailed monitoring/reviews to ascertain their success.

### APPENDIXES:

1. Acland Burghley Feasibility report
2. Acland Burghley Decision Report
3. New End Feasibility Report
4. Gospel Oak Decision Report

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Date: 10/05/18

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