

NON-KEY EXECUTIVE OFFICER REPORT

LONDON BOROUGH OF CAMDEN	WARDS: Holborn and Covent Garden Camden Town with Primrose Hill Highgate Fortune Green Cantelowes Gospel Oak
REPORT TITLE COVID-19: Enabling Safe Travel in Camden – Low Traffic Neighbourhoods Programme Phase 2	
REPORT OF Strategic Lead Transport Planning	
FOR SUBMISSION TO Director of Regeneration and Planning	DATE 5 th June 2020
SUMMARY OF REPORT <p>This report seeks approval from the Director of Regeneration and Planning for 'phase 2' of the COVID-19: enabling safe travel in Camden – Low Traffic Neighbourhoods Scheme. Under delegated authority of the Cabinet Member for a Sustainable Camden; the schemes would be implemented under Experimental Traffic Orders at seven locations, plus an ETO amendment at one phase one location. These would restrict through traffic, and create (in some locations) "Heathy School Streets". The aim being to improve safety for an anticipated increased number of people walking and cycling, and to provide space to socially distance on our streets.</p> <p>This report follows the 'COVID-19 response: enabling safe travel in Camden (SC/2020/74) report, and subsequent decision taken by the Cabinet Member for a Sustainable Camden. The decision was to roll out a programme of measures to assist in making Camden streets safer during and after the COVID-19 pandemic, and associated impacts on travel in the Borough.</p> <p>Local Government Act 1972 – Access to Information</p> <p>The following document(s) has been used in the preparation of this report:</p> <p>COVID-19 response: enabling safe travel in Camden (SC/2020/74)</p> <p>Traffic Management Act 2004: network management in response to COVID-19</p> <p>Contact Officer: Karl Brierley, Principal Transport Planner 5th Floor, 5 Pancras Square, London, N1C 4AG 020 7974 5297 Karl.brierley@Camden.gov.uk</p>	
RECOMMENDATIONS That the Director of Regeneration and Planning, having considered the proposals	

in relation to the objectives set out in the Report 'COVID-19 response: enabling safe travel in Camden', and Camden Council's powers under Section 9 of the Road Traffic Regulation Act 1984, approves the proposals set out in section 2 of this report.

A handwritten signature in black ink that reads "Sam Margolis". The signature is written in a cursive style with a large initial 'S'.

Signed:
Sam Margolis, Strategic Lead Transport Planning

Date: 05/06/2020

1. Purpose of the Report

- 1.1. This report follows on from the Report of the Executive Director Supporting Communities, entitled “COVID-19 response, enabling safe travel in Camden ([SC/2020/74](#))”, which was approved on 13/05 by the Cabinet Member for a Sustainable Camden; and is submitted to the Director of Regeneration and Planning for consideration, pursuant to Recommendation 7 and paragraph 1.20 (i) of that report in particular.
- 1.2. This report sets out the rationale behind the locations for phase 2 of the safe social distancing and through-traffic reduction aspect of the COVID-19: enabling safe travel in Camden scheme. Such measures are now referenced as the “low traffic neighbourhood” workstream under that Covid-19 safer travel response.
- 1.3. The need for social distancing is likely to extend until at least the end of 2020 and both government and TfL advice is to avoid public transport and instead walk or cycle wherever possible; and as such it is expected that a large increase in walking and cycling will be observed as lockdown is relaxed.
- 1.4. An increase in private car use is also expected, as discussed in report [SC/2020/74](#), bringing increased potential for collisions between vulnerable road users and motor vehicles
- 1.5. National Government [has told Local Authorities](#) to reallocate roadspace for significantly-increased numbers of cyclists and pedestrians. The Department for Transport outlined a series of measures to help encourage more people to choose alternatives to public transport when they need to travel, making healthier habits easier and helping make sure the road, bus and rail networks are ready to respond to future increases in demand. Amongst these, are measures under which side streets could be closed to through traffic, to create low-traffic neighbourhoods and reduce rat-running while maintaining access for vehicles.
- 1.6. The Department for Transport issued fast tracked statutory guidance on 9th May 2020 (and updated on 23rd May 2020) ‘[Traffic Management Act 2004: network management in response to COVID-19](#)’; which requires local authorities to reallocate road space to walking and cycling, by – among other measures – installing modal filters (also known as filtered permeability); closing roads to motor traffic to reduce through traffic levels creating a more pleasant environment that encourages people to walk and cycle, and improves safety. Specifically, the guidance notes that “measures should be taken as swiftly as possible, and in any event within weeks, given the urgent need to change travel habits before the restart takes full effect”.
- 1.7. Transport for London issued guidance on the 14th May 2020 ‘[Streetspace for London](#)’, the guidance available online is noted to be a live document and is subject to update. This guidance is intended to complement and follow on from the DfT guidance and set the London context for delivery. The document outlines that public transport capacity will be reduced to much lower levels

and that this must only be used, by members of the public, when absolutely necessary. TfL accepts that this means that travelling by car will become more attractive for some, but as is evidenced in the Camden Transport Strategy this is not an option for the majority of Camden households, 62% of whom are without access to a car or van. This is in addition to the risks that come with increased use of private cars on our roads. The Streetspace guidance highlights Low Traffic Neighbourhoods (including Healthy School Streets), as one of the three key components to ensure that Londoners can choose to travel in a manner (walking or cycling) that is healthy, safe, and which ensures capacity on the public transport network for those who cannot walk or cycle, and on the roads for those with an essential need to travel by private car.

2. Proposals and Reasons

- 2.1 As part of the phase 1 schemes, approved in the report COVID-19 response, enabling safe travel in Camden ([SC/2020/74](#)), officers are proposing amendments to schemes at two locations

Phase one scheme amendments	
1.	Savernake Road
2.	Hartland Road

- 2.2 As part of the phase 2 Low Traffic Neighbourhoods Covid-19 safer travel programme, officers are proposing the following locations for modal filters and (camera enforced) Healthy School Streets:

Low Traffic Neighbourhood Measures		Healthy School Streets	
1	Red Lion St	5	Princess Road
2	Dane St	6	Minster Road
3	Prowse Place	7	Cliff Villas
4	Swains Lane (banned turns)		

- 2.3 The proposed locations have been assessed against the same criteria used in the report COVID-19 response, enabling safe travel in Camden ([SC/2020/74](#)) and set out in Table 1 – Locational Criteria, overleaf. Prior prioritisation work has also been carried out for Healthy School Streets schemes. This measured all schools in Camden against criteria such as pollution and traffic levels outside the schools. The three locations chosen for phase 2 of this scheme scored highly in terms of showing a need for a Healthy School Street.

Table 1: Criteria for current proposed schemes

Criteria	Reason for criteria
Pre-existing engagement/ requests from stakeholders	Provides evidence of a certain level of support/demand for interventions, especially where there is data showing current/historic “rat-running” traffic
Policy fit	Scheme being proposed fits policy background identified in section 1, where existing broad support for typology of interventions from prior consultations has been established
Footway width	Streets with narrow footways/pinchpoints, where social distancing of 2m is not possible, should be prioritised for wider footways/traffic reduction measures to enable safe walking/cycling. This includes both residential streets, high streets outside supermarkets, and other locations where this problem is likely to arise e.g. entrances to parks and green spaces which can be narrow, and schools and other locations where large numbers of people can gather
Traffic flows, speeds & “rat-running”	Streets (especially residential/local) with either current high existing traffic flows/speeds, or historical high flows/speeds (which conditions may revert to when lockdown eases) should be prioritized for interventions to make those streets safer, and enable walking & cycling with social distancing, both now and moving forward. This is particularly the case on residential streets historically used as ‘rat-runs’ to bypass main road routes.
Maintaining safe access to green space	Streets which facilitate access to green space, and are therefore likely to enable and facilitate high levels of physical activity via walking and cycling during and after lockdown conditions, will be prioritized for traffic reduction measures
Safe Routes to Schools	Streets with schools on will be prioritized, to ensure the safety of children, parents and staff travelling to/from those schools (and ability to walk/cycle to those schools) when lockdown restrictions ease and wider car journeys potentially increase at the same time
Safe point-to-point trips and key destination locations	Schemes which facilitate safe walking/cycling routes to access high streets, essential services and hospitals/NHS facilities. Where schemes provide safe routes to high streets/commercial centres these initiatives will have a co-benefit of supporting the local economy
Deliverability & impact on other services	Extent to which measures can be rapidly implemented, and which do not have undue impact on emergency services, and refuse collections. No modal filters are proposed on streets which are bus routes at this stage, to avoid undue impact on bus services.

2.4 It is proposed that the ETO for each scheme would be in place for 18 months. The Council would like to carry out a full public consultation after the experimental scheme has run for 12 months and will take a decision as to whether it can do this nearer the time in light of the circumstances then prevailing. This consultation (if it can be undertaken) would then inform the Council’s decision as to whether, at the end of the 18-month experiment, the changes should be made permanent. Traffic levels will also be monitored, as required, on relevant streets after the scheme is implemented

2.5 Proposals

Section A: Phase 1 amendment to Savernake Road (Gospel Oak Ward) and Hartland Road/Hawley Road

Phase 1 Scheme 1: Savernake Road amendment. Existing scheme approved in report [SC/2020/74](#).

- (i) Savernake Road Proposed Scheme amendment & Design (for scheme drawings, see Appendix A)

Due to an issue, highlighted by a member of the public, with vehicles parking on a single yellow lines, in the vicinity of the installed scheme/bollards, we are proposing to upgrade the single yellow lines to double yellow lines, in the vicinity of the scheme/bollards, at Savernake Road.

- (ii) Fit with Criteria

This schemes over all fit within the criteria is set outlined in report [SC/2020/74](#). Upgrading the single yellow lines to double yellow lines will ensure that vehicles do not park in the area in the vicinity of the bollard thereby enabling safe access for those on bikes.

- (iii) Proposed implementation method

The scheme has already been implemented under Section 9 of the Road Traffic Regulation Act 1984 by an Experimental Traffic Order (ETO). We propose to amend the existing ETO. This amendment will be advertised with the ETO for the below schemes and come into effect on the same date.

- (iv) Cost and funding source

The estimated cost of the scheme is expected by no more than £500. The cost of this scheme is covered by the contingency of the funding already agreed in [SC/2020/74](#) and secured from TfL as part of the agreed TfL Streetspace funding for this scheme

- (v) Notification

In addition to the ETO amendment in the local press we will place street notices on lamp columns in the vicinity of the closure. No additional letter, to the one sent out in advance of the scheme approved in [SC/2020/74](#), will be sent to the residents.

Phase 1 Scheme 2: Hartland Road amendment. Existing scheme approved in report [SC/2020/74](#)

- (i) Hartland Road/Hawley Road Scheme amendment & Design (for scheme drawings, see Appendix B)

Upgrade the existing signage only restriction to through-motor traffic on Hartland Road, approved in **SC/2020/74**, to a series of bollards with provision for 'droppable' bollards. These droppable bollards can be dropped temporarily by emergency services and refuse vehicles.

This option was originally propped as part of phase one however as part of the statutory consultation process the London Ambulance Service (LAS) raised concerns on this particular location. We agreed with LAS that we would progress a scheme without bollards at this location and monitor the effectiveness of the scheme. Post scheme delivery on 22/05 we received an email from a member of the public informing us that the signage restriction was being contravened on a regular basis. Following this a site visit by an officer confirmed that the signage was ineffective. The bollard scheme was again proposed and discussed with LAS who raised no objections to the scheme based on the updated information on contraventions. LAS will monitor and delays to ambulance time and report to the Council.

(ii) Fit with Criteria

This schemes overall fit within the criteria is set outlined in report [SC/2020/74](#). Upgrading the single yellow lines to double yellow lines will ensure that vehicles do not park in the area in the vicinity of the bollards thereby enabling safe access for those on bikes.

(iii) Proposed implementation method

The scheme has already been implemented under Section 9 of the Road Traffic Regulation Act 1984 by using an Experimental Traffic Order (ETO). An amending Order is not required because the proposed bollards can be installed under the Council's Highways Act 1980 works powers: please see paragraph 8.2 of the Legal Section below.

(iv) Cost and funding source

The estimated cost of the scheme including the bollards, notification letters (printing/distribution costs) and signage is expected by no more than £5,000. This will be funded from the Camden Town Low Emission Neighbourhood programme.

(v) Notification/letter drop area – all properties within red area shown below



Section B: Phase 2 Low Traffic Neighbourhood “Modal Filters” schemes

Scheme 1 Red Lion Street - Safe Social Distancing and Through-Traffic Reduction Scheme (Holborn and Covent Garden Ward)

- (i) Red Lion Street Proposed Scheme & Design (for scheme drawings, see Appendix C)

This scheme will restrict through traffic on Red Lion Street via the introduction of ‘droppable’ bollards (which can be dropped temporarily by emergency services and refuse vehicles) between Eagle Street and Princeton Street. This would reduce the number of vehicles using Red Lion Street, a busy narrow street with cafes and shops. It is also an established cycle route and known rat run between Theobalds Road (A401) and High Holborn (A40).

- (ii) Fit with Criteria

Criteria	Notes
Pre-existing engagement/ requests from stakeholders	The scheme was originally suggested, pre-Covid-19, as a measure to reduce rat running and further enhance the restriction on through traffic on Lambs Conduit (to the north) by a local Ward Member. A suggestion to reduce through traffic has also been made on the Making Travel in Safer in Camden Commonplace by a member of the public who stated, “Red Lion Street is on a north-south walking and cycle route. Close it south of Princeton Street”. This comment has been ‘agreed’ with by nine others (at the time of submission).

Criteria	Notes
	All Holborn and Covent Garden Ward Councillors have been provided with details of the scheme and all offered their full support of the proposed measures with particular emphasis on supporting the local businesses/economy
Policy fit	Modal filter proposal fits with Policy 2b and Measure 2k in the CTS, and similar policy initiatives set out in the draft Climate Action Plan and Clean Air Action Plan
Footway width	Footways in general are narrow and only 1.04m at narrowest points, limiting the ability of pedestrians, and customers of local cafes and restaurants, to safely socially distance without stepping onto the carriageway which is a busy rat run between two 'A' roads
Traffic flows, speeds &/or "rat-running"	Two separate traffic counts show that circa 3,000 vehicles use Red Lion Street on an average weekday (24 hour count).
Maintaining safe access to green space	Removing rat-running vehicles from Red Lion Street will improve access to Red Lion Square, a local open space used by residents, employees and visitors to the area
Safe Routes to Schools	N/A
Safe point-to-point trips and key destination locations	Removing rat-running vehicles from Red Lion Street will improve access to local businesses on Red Lion Street and improve access to Great Ormond Street, via Lambs Conduit which already has traffic reduction measures, and to Holborn underground station. Removing through traffic will enabling pedestrians to socially distance and also facilitate safe north south movements for those on bikes using the existing cycle route. This will create a safer cycle link from High Holborn to Kentish Town via Brunswick Square, Judd Street, Midland Road and Royal College Street.
Deliverability & impact on other services	The scheme is not on a bus route and the measure can be implemented whilst allowing refuse vehicle access and emergency service/local access to all streets in the 'cell' of streets

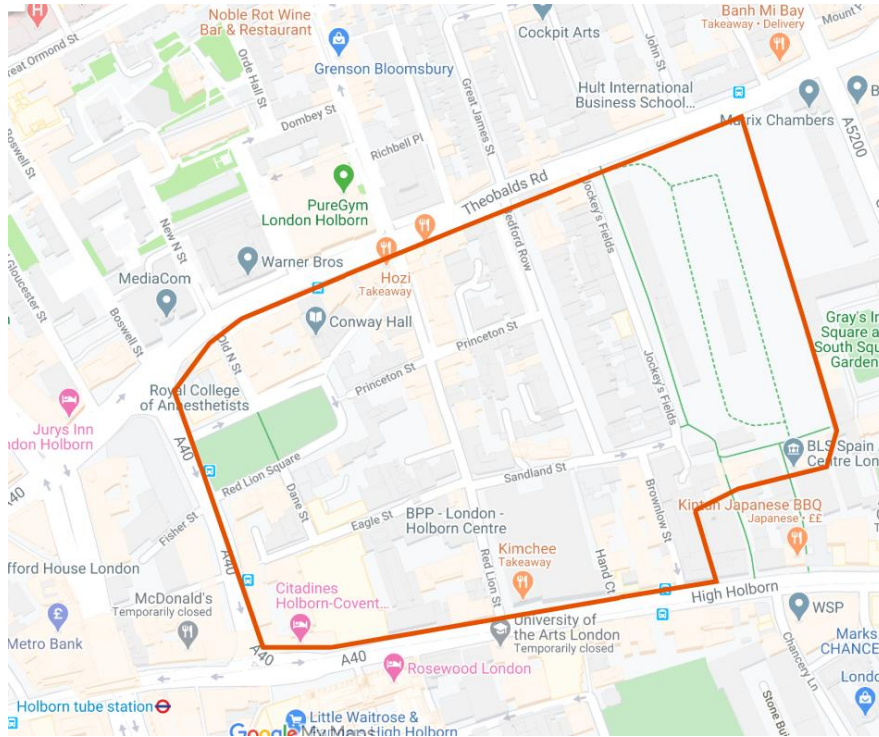
(iii) Proposed implementation method

The scheme will be implemented under Section 9 of the Road Traffic Regulation Act 1984 using an Experimental Traffic Order (ETO). Please see section 2.3 for the ETO process.

(iv) Cost and funding source

The estimated cost of the scheme including the droppable bollards, notification letters (printing/distribution costs), signage and advertising of the ETO is expected by no more than £8,018. Funding sources are outlined in section 7.

(v) Notification/letter drop area – all properties within red area shown below



Scheme 2 Dane Street - Safe Social Distancing and Through-Traffic Reduction Scheme (Holborn and Covent Garden Ward)

- (i) Dane Street Proposed Scheme & Design (for scheme drawings, see Appendix C)

This scheme will restrict through traffic on Dane Street via the introduction of ‘droppable’ bollards (which can be dropped temporarily by emergency services and refuse vehicles) between Eagle Street and Red Lion Square. This would reduce the number of vehicles using Dane Street, a narrow street and known rat run between Theobalds Road (A401) and Procter Street (A40) for vehicles wishing to avoid the signals at Theobalds Road and Procter St. Removing through traffic will enabling pedestrians to socially distance and improve access to Red Lion Square.

- (ii) Fit with Criteria

Criteria	Notes
Pre-existing engagement/ requests from stakeholders	The scheme was originally suggested, pre-Covid-19, as a measure to reduce rat running between Theobalds Road and Procter St by a local Ward Councillor. A suggestion to reduce through traffic has also been made on the Making Travel in Safer in Camden Commonplace by a member of the public who stated that “Now that Princeton Street is closed at Red Lion Square, Dane Street has become a rat run. Close to motor traffic.” This comment has been ‘agreed’ with by four others (at the time of submission). All Holborn and Covent Garden Ward Cllrs were presented with the

Criteria	Notes
	scheme and all offered their full support of the proposed measures with particular emphasis on supporting the local businesses/economy.
Policy fit	Modal filter proposal fits with Policy 2b and Measure 2k in the CTS, and similar policy initiatives set out in the draft Climate Action Plan and Clean Air Action Plan
Footway width	Footways in general are narrow and only 1.44m at narrowest points, limiting the ability of pedestrians, to safely socially distance without stepping onto the carriageway which is used as a rat run between two 'A' roads
Traffic flows, speeds &/or "rat-running"	Traffic monitoring will be undertaken as part of the scheme.
Maintaining safe access to green space	Removing rat-running vehicles from Dane Street will improve access to Red Lion Square, a local open space residents, employees and visitors to the area.
Safe Routes to Schools	N/A
Safe point-to-point trips and key destination locations	Removing rat-running vehicles from Dane Street will improve access to Red Lion Square, Red Lion Street, Procter Street, High Holborn and Holborn underground station.
Deliverability & impact on other services	The scheme is not on a bus route and the measure can be implemented whilst allowing refuse vehicle access and emergency service/local access to all streets in the 'cell' of streets

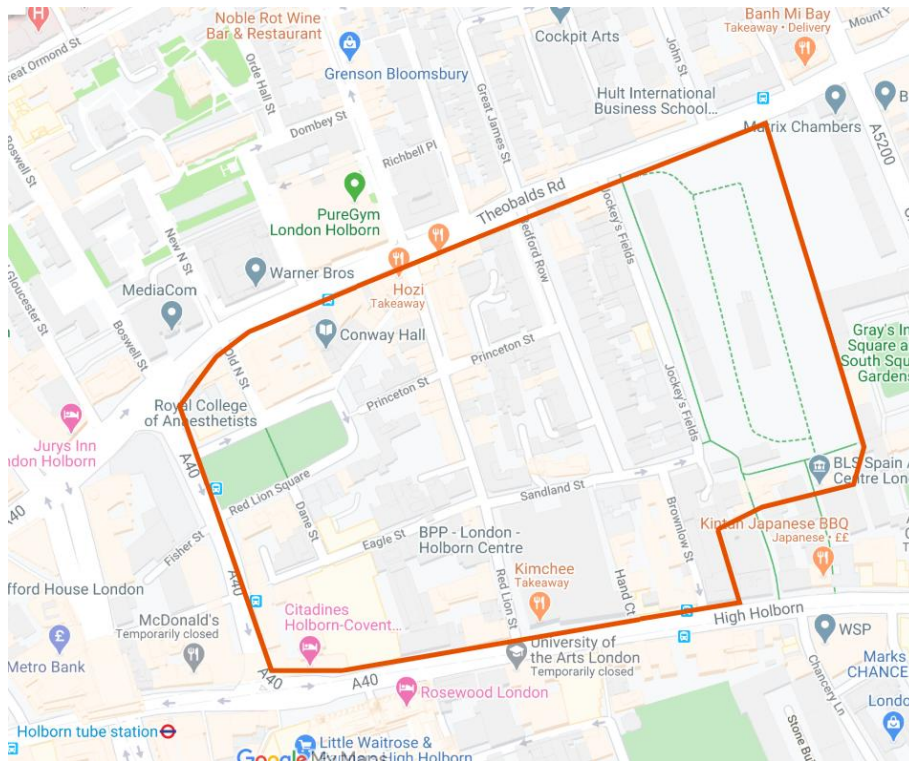
(iii) Proposed implementation method

The scheme will be implemented under Section 9 of the Road Traffic Regulation Act 1984 using an Experimental Traffic Order (ETO). Please see 2.3 for ETO process.

(iv) Cost and funding source

The estimated cost of the scheme including the droppable bollards, notification letters (printing/distribution costs), signage and advertising of the ETO is expected by no more than £8,018. Funding sources are outlined in section 7.

(v) Notification/letter drop area – all properties within red area shown below



Scheme 3 Prowse Place - Safe Social Distancing and Through-Traffic Reduction Scheme (Camden Town with Primrose Hill Ward)

(i) Prowse Place Proposed Scheme & Design (for scheme drawings, see Appendix D)

This scheme will restrict through traffic on Prowse Place via the introduction of a ‘droppable’ bollard (which can be dropped temporarily by emergency services and refuse vehicles) between Bonny Street and Ivor Street. This would reduce the number of vehicles using Prowse Place, a very narrow railway bridge underpass and make the cells of streets bounded by Camden Road, Camden Street and Royal College Street a Low Traffic Neighbourhood. The area is used as a rat run between Camden Street and Royal College Street/St. Pancras due to existing turning restrictions on Camden Road. This has been highlighted by local residents as an issue that will be heightened by TfL’s proposal for a banned left turn from Camden Street into Camden Road. Removing through traffic will enable pedestrians to socially distance while using the railway bridge underpass.

Network Rail have been contacted in relation to this scheme and have no objections to our proposals.

(ii) Fit with Criteria

Criteria	Notes
Pre-existing engagement/	Residents in this cell of streets have been engaged with the Council due to TfL’s proposed scheme to ban a left turn from

Criteria	Notes
requests from stakeholders	<p>Camden Street into Camden Road. Residents highlight that the proposal could potentially make their cell of streets a busier through route for vehicles wishing to access Camden Road from Camden Street, exacerbating an existing rat running issue. Ward Councilors have been in discussions with local residents and Cllr Cotton shared resident concerns in an article in the Camden New Journal. The status of TfL's proposed scheme is unestablished during this period.</p> <p>A suggestion to reduce through traffic was made on the Camden Town Low Emission Neighbourhood Commonplace by a member of the public who stated that "some cars speeding through as a cut through which could be stopped easily." This comment has been 'agreed' by one other person (at the time of submission). All Camden Town with Primrose Hill ward Councillors were contacted with the proposed design for this scheme as a response to COVID-19, under the Making Travel Safer in Camden programme and two of the three responded. Both Councillors supported bringing forward the proposed scheme under the Making Travel Safer in Camden programme.</p>
Policy fit	Modal filter proposal fits with Policy 2b and Measure 2k in the CTS, and similar policy initiatives set out in the draft Climate Action Plan and Clean Air Action Plan
Footway width	Footways in general are narrow and only 0.6m at narrowest points, limiting the ability of pedestrians, to safely socially distance without stepping onto the narrow carriageway.
Traffic flows, speeds &/or "rat-running"	Traffic monitoring will be undertaken as part of the scheme
Maintaining safe access to green space	N/A
Safe Routes to Schools	N/A
Safe point-to-point trips and key destination locations	Removing rat-running vehicles from Prowse Place will improve access to Camden Road Station and Camden Road, where a large supermarket is situated.
Deliverability & impact on other services	The scheme is not on a bus route and the measure can be implemented whilst allowing refuse vehicle access and emergency service/local access to all streets in the 'cell' of streets

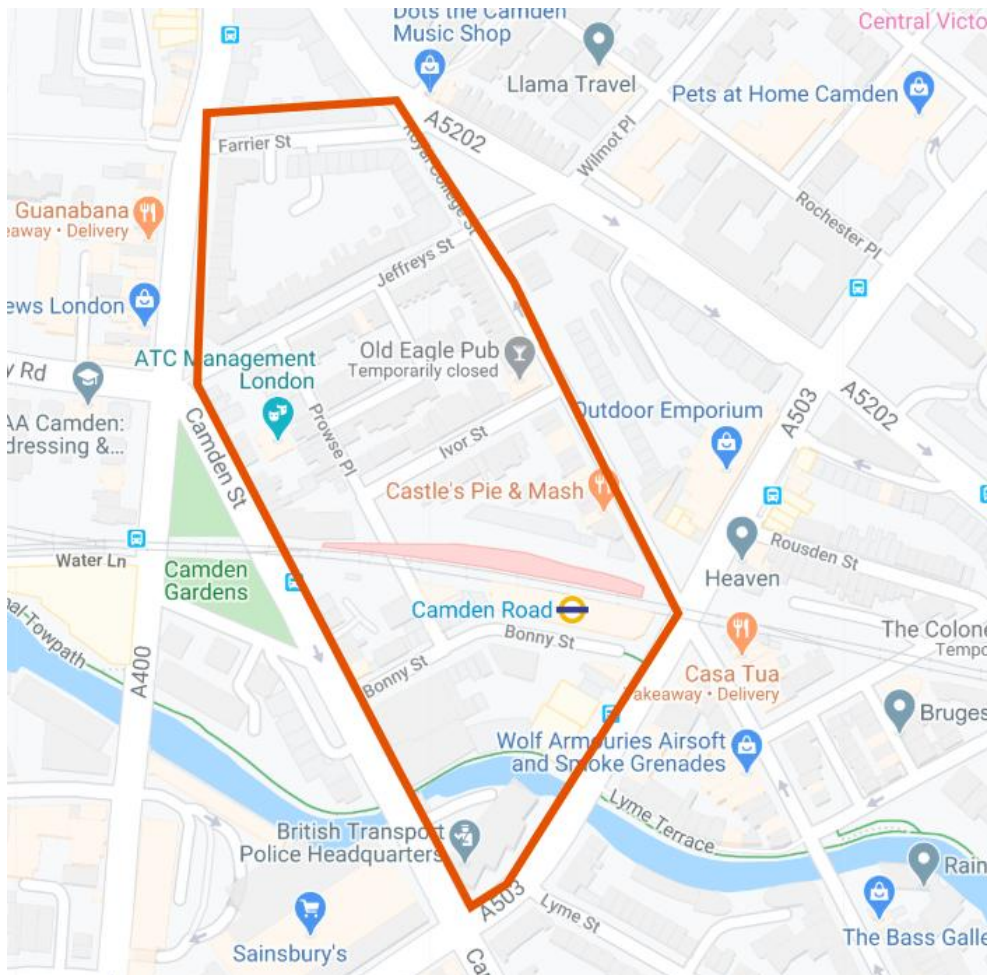
(iii) Proposed implementation method

The scheme will be implemented under Section 9 of the Road Traffic Regulation Act 1984 using an Experimental Traffic Order (ETO). Please see section 2.3 for ETO process.

(iv) Cost and funding source

The estimated cost of the scheme including the droppable bollards, notification letters (printing/distribution costs), signage and advertising of the ETO is expected by no more than £8,018. Funding sources are outlined in section 7.

(v) Notification/letter drop area – all properties within red area shown below



Scheme 4 Swains Lane - Through-Traffic Reduction Scheme (Highgate Ward)

(i) Swains Lane Proposed Scheme & Design (for scheme drawings, see Appendix E)

This scheme will ban a right turn at two locations on the northern end of Swains Lane. A right turn will be banned from Swains Lane into Bisham Gardens and from Swains Lane into South Grove Place via the introduction of signage. The aim of this scheme is to reduce the number of vehicles using Swains Lane north of the entrance to Highgate Cemetery. The stretch of road north of Highgate cemetery is narrow one way northbound lane with a single 0.6m footpath on the eastern side of the road. Swains Lane acts one of three parallel routes, south to north, from Dartmouth Park to Highgate. The other

routes, Dartmouth Park Hill and Highgate Hill West, are bidirectional roads that are part of the bus network and are suitable for these journeys.

A modal filter would be the ideal solution to at this location. However due to the issues with vehicle access to properties on the section of Swains Lane north of Highgate Cemetery and the gradient and width of the road (both contributing to an lack of appropriate location for vehicles to turn) the current banned turns are proposed. There is a risk that the signs will not be adhered to by all motorists and therefore officers will monitor the effectiveness of the scheme and install Automatic Number Plate Recognition (ANPR) camera(s) if repeat infringements develop into a common occurrence.

(ii) Fit with Criteria

Criteria	Notes
Pre-existing engagement/ requests from stakeholders	<p>A number of suggestions to reduce through traffic on Swains Lane have been made on the Making Travel in Safer in Camden Commonplace platform. One comment highlighted that “there isn’t any room for social distancing. Unfortunately, it is used by drivers as a short cut to Highgate Village” was ‘agreed’ 14 times by others. Another comment ‘agreed’ by eight others stated that “All of the traffic going up Swain's Lane uses it as a cut through to avoid Highgate West Hill and Dartmouth Park Hill. Cyclists going up Swain's Lane are subjected to vehicles consistently exceeding the speed limit going extremely close....”. Another comment, ‘agreed’, by four others stated that “Swains Lane has been a dreadful rat run for 20 years. It is totally needless as through route”</p> <p>Officers also received two emails, from members of the public, direct to the safetravel@camden.gov.uk inbox calling for Swains Lane to be pedestrianised with provision for delivery, residents and servicing. One email stated that they “feel anxious about stepping into the road with my children as cars travel fast, often above 20mph” and went on to request either footway widening or to close to Swains Lane to vehicles.</p> <p>Ward councillors have been made aware of this proposal but at the time of writing no response has been received.</p>
Policy fit	Restriction on traffic movement proposal fits with Policy 2b and Measure 2k in the CTS.
Footway width	One narrow footpath on the east side, no footpath on the West side of Swains Lane less than 0.6m at narrowest points, limiting the ability of pedestrians, to safely socially distance without stepping onto the carriageway.
Traffic flows, speeds &/or “rat-running”	7am-7pm traffic counts show that on average 1500 vehicles travel north along this section of Swains Lane per day.
Maintaining safe access to green space	Reducing rat running movements, seeking to access Highgate, will improve access to Highgate Cemetery

Criteria	Notes
Safe Routes to Schools	N/A
Safe point-to-point trips and key destination locations	Reducing rat running movements, seeking to access Highgate, will improve safe pedestrian and cycling access to Highgate and its high street at the north end of Swains Lane
Deliverability & impact on other services	The scheme is not on a bus route and the measure can be implemented whilst allowing refuse vehicle access and emergency service/local access to all streets in the area

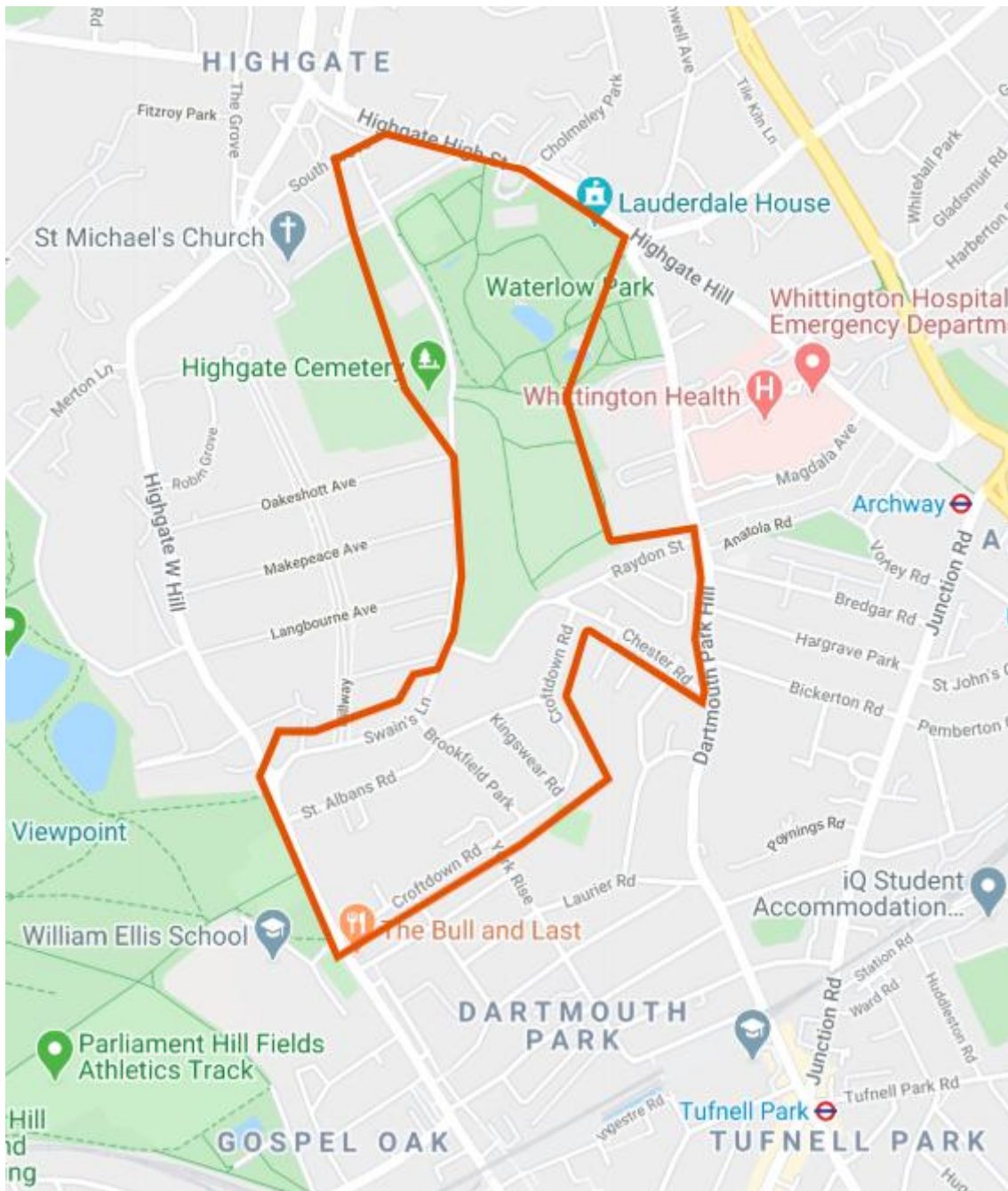
(iii) Proposed implementation method

The scheme will be implemented under Section 9 of the Road Traffic Regulation Act 1984 using an Experimental Traffic Order (ETO). Please see 2.3 for ETO process.

(iv) Cost and funding source

The estimated cost of the scheme including the droppable bollards, notification letters (printing/distribution costs), signage and advertising of the ETO is expected by no more than £7,418. Funding sources are outlined in section 7.

(v) Notification/letter drop area – all properties within red area shown below



Section C: Phase 2 Low Traffic Neighbourhood “Healthy School Streets” proposals

Scheme 5: Princess Road – Primrose Hill Primary School Healthy School Street.

- (i) Princess Road Proposed Scheme & Design (for scheme drawings, see Appendix F)

This proposal is to implement a Healthy School Street (HSS), a timed road closure, outside Primrose Hill Primary School, and to remove the existing guard railing directly outside the school. The HSS would be enforced using

signage and two ANPR cameras. One would be placed at the junction with Princess Road and Gloucester Avenue, the other at the junction with Princess Road and Chalcot Road. The proposed restrictions would be in place between 8.30am-9.30am and 3pm-4pm Monday to Friday (exact times TBC with the school, they may be extended due to staggered opening/closing times) during school term time only. This will prevent through traffic past the school, and prevent parents/carers dropping off/picking up children directly outside the school. In addition, it would allow space for physical distancing when parents/carers are waiting outside the school. The guard railing will be removed, in order to further allow physical distancing whilst parents/carers are waiting on the footway. Vehicles registered to properties on Princess Road will be exempt from the restrictions. Emergency services vehicles that are responding to an emergency, and refuse collection teams will be allowed access. Other exemptions include: Blue Disabled Badge holders resident on Princess Road, and pupils of Primrose Hill School that have a disability that prevents them walking/cycling or scooting to school.

Taxis and deliveries – In general these will not be exempt, and these should be scheduled outside of the restricted times. However exemptions can be applied for in exceptional circumstances, such as when people with mobility issues may need essential taxis during the restricted hours.

(ii) Fit with criteria

Criteria	Notes
Pre-existing engagement/ requests from stakeholders	Councilors, parents and residents have reported issues with parking and air quality outside Primrose Hill Primary school during school drop off and pick up times. A HSS has been suggested previously by the Cabinet Member for a Sustainable Camden. The school head teacher has been contacted regarding these plans and supports them. In addition, there was a suggestion placed on the Common place website for a Healthy School Street on Princess Road, and for the guard railing to be removed. Four people 'agreed' with the suggestion.
Policy fit	Healthy School Streets schemes fit with Policy 2b and Measure 2k in the CTS, and similar policy initiatives set out in the draft Climate Action Plan and Clean Air Action Plan
Footway width	Footways in general are narrow and only 1.8m at narrowest points with guard railing reducing this width even further limiting ability to safely socially distance at the school gate.
Traffic flows, speeds &/or "rat-running"	A recent traffic survey taken in April 2020, during COVID 'stay at home' guidance period, observed that on average over a 7 day period, 21% of vehicles were travelling above the speed limit of 20 miles per hour on Princess Road. The most recent 'hands-up' survey data taken from pupils at Primrose Hill School in June 2019 showed that 23% of pupils were being driven to/from school. This may be due to the relatively large catchment area of the school.
Maintaining safe access to	The school is in close proximity to Primrose Hill open space, and The Regents Canal. Provides safe walking/cycling route to/from

Criteria	Notes
green space	nearby Primrose Hill open space, and The Regents Canal during the restricted times
Safe Routes to Schools	The measure would improve safety outside the school at drop off/pick up times, and reduce air quality issues when traffic flows pick up following lockdown. Pre lockdown air quality data showed NO2 levels of between 32-40µg/m3
Safe point-to-point trips and key destination locations	This scheme would make a safer walking/cycling route to the school during the hours of operation.
Deliverability & impact on other services	The scheme is not on a bus route and the measure can be implemented whilst allowing refuse vehicle access and emergency service/local access to all streets in the 'cell' of streets

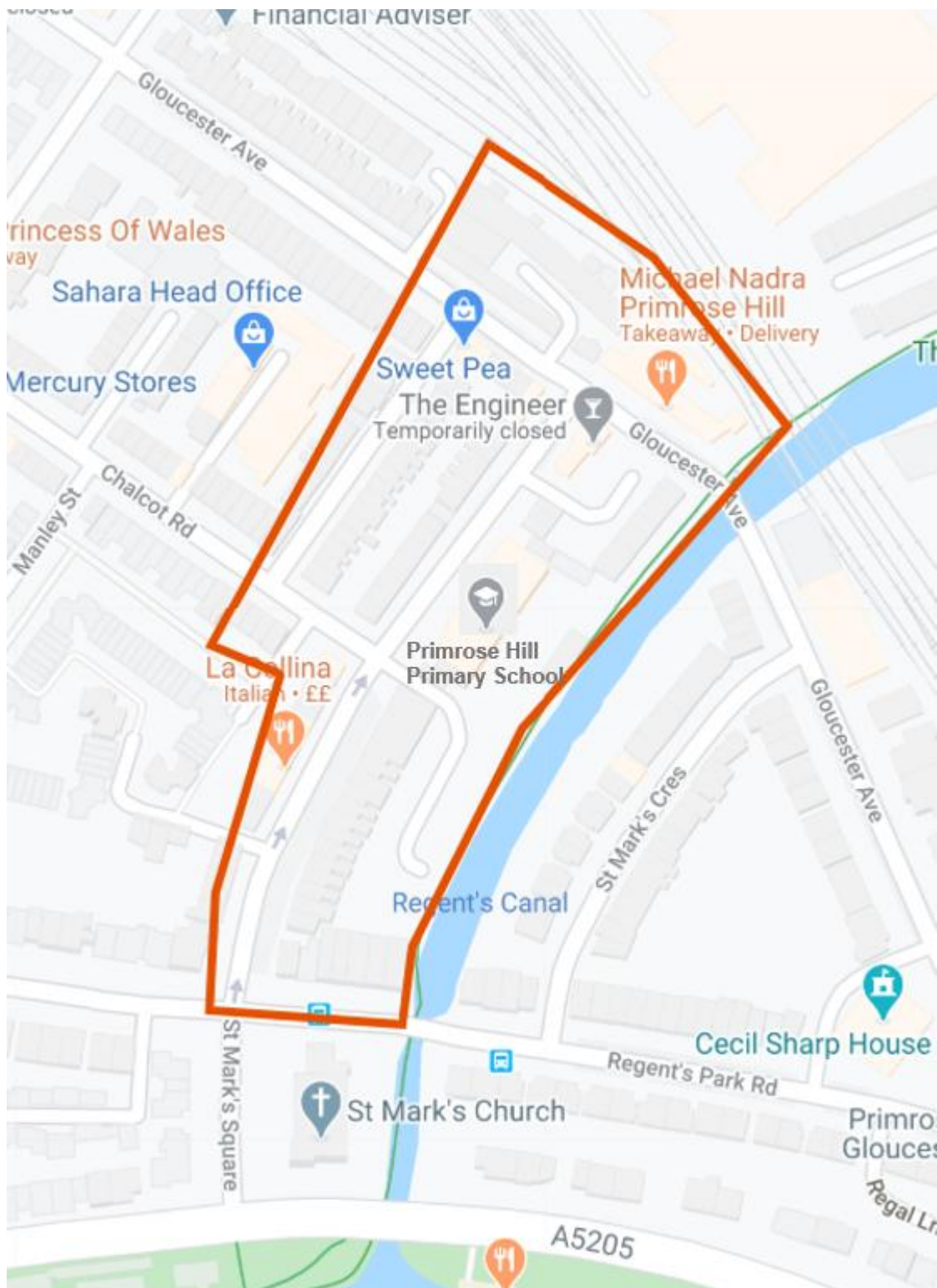
(iii) Proposed implementation method

The scheme will be implemented under Section 9 of the Road Traffic Regulation Act 1984 using an Experimental Traffic Order (ETO). Please see 2.3 for ETO process.

(iv) Cost and funding source

The estimated cost of the scheme including the droppable bollards, notification letters (printing/distribution costs), signage and advertising of the ETO is expected by no more than £67,500. Funding sources are outlined in section 7.

(v) Notification/letter drop area – all properties within red area shown below



Scheme 6 Minster Road – Mulberry House Healthy School Street

- (i) Minster Road Proposed Scheme & Design (for scheme drawings, see Appendix G)

This proposal is to implement a Healthy School Street, a timed road closure, outside Mulberry House primary school. The HSS would be enforced using signage and two ANPR cameras. One would be placed at the junction with Shoot up Hill and Minster Road and the other at the junction with Minster Road and Fordwych Road. The proposed restrictions would be in place between 8.30am-9.30am and 3pm-4pm Monday to Friday (exact times TBC with the school, they may be extended due to staggered opening/closing times) during school term time only. This will prevent through traffic passing the school, and parents/carers dropping off/picking up children directly outside the school. In addition, it would allow space for physical distancing when parents/carers are waiting outside the school. Vehicles registered to properties on Minster Road will be exempt from the restrictions. Emergency services vehicles that are responding to an emergency, and refuse collection teams will be allowed access. Other exemptions include: Blue Disabled Badge holders resident on Minster Road and pupils of Mullberry House School that have a disability that prevents them walking/cycling or scooting to school.

Taxis and deliveries – In general these will not be exempt, and these should be scheduled outside of the restricted times. However, exemptions can be applied for in exceptional circumstances, such as when people with mobility issues may need essential taxis during the restricted hours.

(ii) Fit with criteria

Criteria	Notes
Pre-existing engagement/ requests from stakeholders	Previous issues raised by residents and Councillors regarding vehicles parking and idling in the vicinity of the school. Speeding cars travelling past the school has also been highlighted as an issue for pupils walking to school. The Common place website has a suggestion to close Minster Road from Fordwych Road to allow safe cycling towards nearby Hampstead School. Four people 'agreed' with the suggestion.
Policy fit	Healthy School Streets schemes fit with Policy 2b and Measure 2k in the CTS, and similar policy initiatives set out in the draft Climate Action Plan and Clean Air Action Plan
Footway width	Footways in general are narrow and only 1.8m at narrowest points, limiting ability to safely socially distance without stepping onto the carriageway
Traffic flows, speeds &/or "rat-running"	A 24 hour traffic survey carried out before the pandemic showed high levels of traffic on Minster Road outside the school. In excess of 3000 vehicles per day turn into or turn out of Minster Road from/to Shoot Up Hill.
Safe Routes to Schools	The measure would improve safety outside the school at all times, and reduce air quality issues when traffic flows pick up following lockdown. Pre lockdown air quality data showed NO2 levels of between 32-40µg/m3
Safe point-to-point trips and key destination	Provides safe walking/cycling route to/from Mulberry House School

Criteria	Notes
locations	
Deliverability & impact on other services	The scheme is not on a bus route and the measure can be implemented whilst allowing refuse vehicle access and emergency service/local access to all streets in the 'cell' of streets

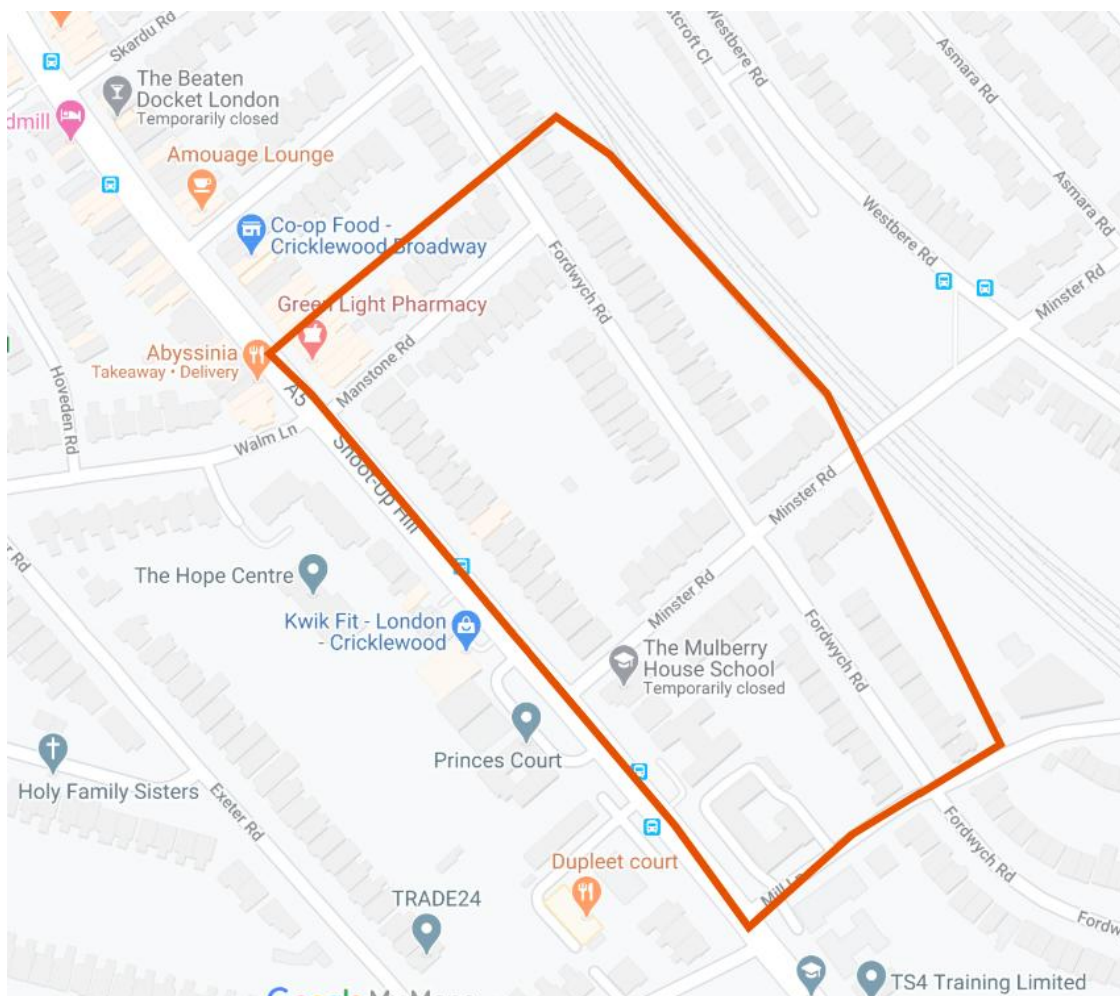
(iii) Proposed implementation method

The scheme will be implemented under Section 9 of the Road Traffic Regulation Act 1984 using an Experimental Traffic Order (ETO). Please see 2.3 for ETO process.

(iv) Cost and funding source

The estimated cost of the scheme including the droppable bollards, notification letters (printing/distribution costs), signage and advertising of the ETO is expected by no more than £67,500. Funding sources are outlined in section 7.

(v) Notification/letter drop area – all properties within red area shown below



Scheme 7 Cliff Villas – Brecknock Primary Healthy School Street

(i) Cliff Villas Proposed Scheme & Design (for scheme drawings, see Appendix H)

This proposal is to implement a Healthy School Street, a timed road closure, outside Brecknock Primary School. This would be enforced using signage and an ANPR camera at the junction with Cliff Villas and Camden Park Road. The proposed restrictions would be in place between 8.30am-9.30am and 3pm-4pm Monday to Friday during (exact times TBC with the school, they may be extended due to staggered opening/closing times) school term time only. This will prevent through traffic passing the school, and parents/carers dropping off/picking up children directly outside the school; and enhance the new parallel cycle and pedestrian crossing that is currently in construction and will be complete in June 2020. In addition, it would allow space for physical distancing when parents/carers are waiting outside the school. Vehicles registered to properties on Cliff Villas will be exempt from the restrictions. Emergency services vehicles that are responding to an emergency, and refuse collection teams will be allowed access. Other exemptions include: Blue Disabled Badge holders resident on Cliff Villas and pupils of Primrose Hill School that have a disability that prevents them walking/cycling or scooting to school.

Taxis and deliveries – In general these will not be exempt, and these should be scheduled outside of the restricted times. However, exemptions can be applied for in exceptional circumstances, such as people with mobility issues who may need essential taxis during the restricted hours.

(vi) Fit with criteria

Criteria	Notes
Pre-existing engagement/ requests from stakeholders	Previous engagement with Brecknock Primary School raised concerns from children and staff regarding air quality on Cliff Villas. They have also told us that engine idling is an issue at school opening and closing times. A School Street has also been requested via the Common Place website, with 8 people agreeing with the request.
Policy fit	Healthy School Streets schemes fit with Policy 2b and Measure 2k in the CTS, and similar policy initiatives set out in the draft Climate Action Plan and Clean Air Action Plan
Footway width	Footways in general are narrow and only 1.8m at narrowest points, limiting ability to safely socially distance without stepping onto the carriageway
Traffic flows, speeds &/or “rat-running”	Traffic monitoring will be undertaken as part of the scheme.
Safe Routes to Schools	The measure would improve safety outside the school at all times, and reduce air quality issues when traffic flows pick up following lockdown. Pre lockdown air quality data showed NO ₂ levels of between 32-40µg/m ³

Criteria	Notes
Safe point-to-point trips and key destination locations	Provides safe walking/cycling route to/from Brecknock Primary School
Deliverability & impact on other services	The scheme is not on a bus route and the measure can be implemented whilst allowing refuse vehicle access and emergency service/local access to all streets in the 'cell' of streets

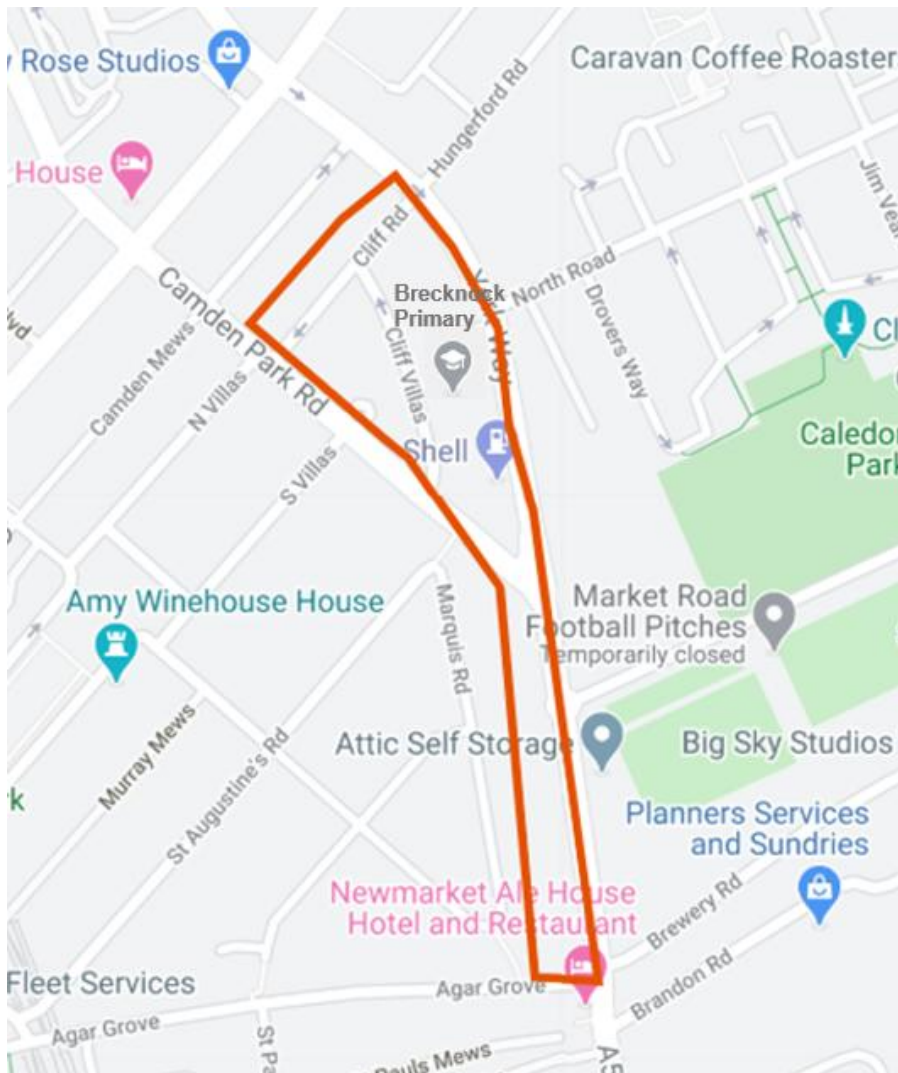
(ii) Proposed implementation method

The scheme will be implemented under Section 9 of the Road Traffic Regulation Act 1984 using an Experimental Traffic Order (ETO). Please see 2.3 for ETO process.

(iii) Cost and funding source

The estimated cost of the scheme including the droppable bollards, notification letters (printing/distribution costs), signage and advertising of the ETO is expected by no more than £57,600. Funding sources are outlined in section 7.

(iv) Notification/letter drop area – all properties within red area shown below



3. Options

3.1 Option 1 is to proceed with the proposals set out in section 2, above. This is recommended for the reasons set out in that section, under each scheme heading, and the 'fit with criteria' tables.

3.2 Option 2 is to 'do nothing'. Officers do not consider this to be an appropriate option as this is likely to result in:

- Increased road danger as a result of higher motor traffic levels, speeds, collisions and harmful emissions – with a variety of those issues prevalent both during lockdown and as lockdown restrictions continue to ease.
- Inability of residents and other users of Camden's streets – especially vulnerable roads users (pedestrians, cyclists, those pushing buggies, using wheelchairs and so on) to safely comply with Government guidance on 'social distancing', which is likely to be in place for some time.

- Modal shift away from sustainable modes of travel – from public transport as capacity and willingness to use decreases, and active travel modes if they are not safe enough to carry out – towards private motor vehicles.
- If private motor vehicle use increases, further negative externalities in respect of increased congestion, more local pollution, and increased contribution to carbon dioxide emissions and the Climate Emergency.
- Increased inequalities in respect of those in Camden who own cars – with car ownership levels in our least deprived areas being far higher than in the most deprived areas – having greater travel options than those without.

4. What the Key Impacts and Risks of the Intended Options Are and How They Will Be Addressed?

4.1 The following risks and mitigations have been identified as per the table below:

Risks and Mitigations

Risk	Mitigation
<p>The accelerated delivery of Safe Travel in Camden projects, without the full suite of (pre-Covid) public engagement measures, may be considered unreasonable by stakeholders and the wider public.</p>	<p>This safer travel response to the Covid-19 emergency to be communicated to stakeholders alongside appropriate justification. Any measures requiring Experimental Traffic Orders to be subject to informal engagement with key stakeholders, including notification of works and reasons why, in advance of implementation. The statutory minimum consultation requirements (emergency services and road user groups) have been carried out, see below.</p> <p>The experimental scheme itself functions as a consultation, and the Council will consider undertaking a full consultation when 12 months of each experimental scheme have elapsed, if circumstances then obtaining will permit. It is considered justified for the Council to depart from its previous consultation practice in respect of the implementation of Experimental Traffic Orders as set out in paragraphs 6.4 to 6.11 of (SC/2020/74) which has been approved by the Cabinet Member for a Sustainable Camden.</p>
<p>As part of the delivery of Phase One of the Making Travel in Camden Safer programme letters that were posted to properties did not arrive in the expected time frame.</p>	<p>It is suspected that due to the current pandemic that Royal Mail were unable to deliver the letters that were dispatched one week before construction date, by the expected date. Therefore for this phase the construction date will be pushed back to ten days following the ETO notice being published in the local press.</p>
<p>Accelerating the delivery</p>	<p>A Project Team, overseen by an experienced</p>

process results in compressing the normal technical project stages and may lead to oversight of key factors.	Project Board, has been set up to identify & resolve issues, provide governance and ensure the safe and effective delivery of each intervention.
Emergency services access restricted by the modal filters,	As above the statutory minimum required consultees (including police, ambulance and the fire services and the Road Haulage Association and the Road Freight Association) have been contacted and have not raised any objections to proposals.
Issues with designs of schemes become apparent after installation	RSA Stage 1 & 2 to be completed as part of the design process and RSA Stage 3 will be completed post installation
Using cameras to enforce HSS comes with data collection and handling risks	A Data Protection Impact Assessment has been produced for the Boroughs wider HSS programme and will be used for these schemes.

4.2 In terms of equality considerations, an EQIA has been produced and is included in Appendix I. The measures are considered to advance equalities for many protected groups, albeit with a small disadvantage noted for those solely reliant on motor vehicles for transport. On balance, the scheme is considered to promote equality of opportunity among protected groups, in line with the Camden Transport Strategy.

5. Timetable for Implementation and Next Steps

5.1 Construction of Prowse Place, Red Lion Street, Swains Lane and Dane Street schemes is scheduled for week commencing 22nd June 2020. The next step for these schemes following decision report approval will be to proceed with the informal engagement outlined below.

Construction, and launch, of the HSSs (Minster Road, Princess Road and Cliff Villas) is scheduled in time for the commencement of the 20/21 academic year. The next step for these HSS schemes following decision report approval will be to proceed with purchasing the cameras, and the informal engagement outlined below.

The experimental schemes will run for 18 months and the Council would like to carry out a full public consultation after each has run for 12 months. A decision as to whether a full public consultation can go ahead then will be made nearer the time in light of the circumstances then prevailing. If a public consultation is practicable, the response will inform the Council's decision as to whether, at the end of the 18-month experiment, the changes should be made permanent. Traffic levels will also be monitored, as required, on relevant streets after the scheme is implemented.

6. Consultation/Engagement

- 6.1 Some of the chosen locations have had previous stakeholder requests as described in the relevant tables in point 2.4. Following the decision to roll out the schemes, a commonplace website was set up [here](#). This gives residents and stakeholders the opportunity to comment on the locations, and suggest future locations for the schemes.
- 6.2 All of the schemes in phase 2 have had statutory consultation with emergency services, the Freight Transport Association and Road Haulage Association undertaken, no objections were raised.
- 6.3 In addition to the statutory minimum consultation, the following engagement activities will be undertaken prior to implementation of each scheme:
- A notification letter informing local residents, businesses etc. of the scheme, the reasons for each, and opportunities to provide feedback will be sent to all properties in the area shown for each scheme above.
 - The same letter will be sent to local stakeholders identified through the CINDEK database for each scheme area
 - On-street notices will be displayed in the vicinity of each scheme, and the Council's Twitter feed will be used to notify all stakeholders of the initiatives
 - A dedicated webpage has been developed, within the Council's [Making Travel Safer in Camden](#) Covid-19 pages, providing details of the schemes, opportunities for feedback, and so on
- 6.4 The measures will be principally aimed at minimising road traffic accident risks to road users, in particular pedestrians and cyclists during the Covid-19 crisis. In addition future measures will be aimed at enabling physical distancing, safe and sustainable journeys and reducing harmful impacts of motor traffic, thereby protecting public health and reducing inequality. The CTS in 2019 was subject to a full Equalities Impact Assessment (EQIA) and any measures brought forward as part of this scheme will either be a) already included in the agreed strategy and/or b) consistent with the policies and principles set out in the Strategy. The COVID-19 Enabling Safe Travel in Camden scheme also has an EQIA, this has been updated to include the phase 2 locations. It is attached as Appendix I. The relevant decision-maker must carefully consider this assessment as applicable to the schemes they are asked to approve.
- 6.5 In addition, with reference to disability, the Council has a duty under section 29 of the Equality Act (set out in the EIA) not to do anything that constitutes discrimination (or victimisation or harassment) in the exercise of a public function, and a duty to make reasonable adjustments. The EIA is also important material in this regard.

7. Finance Comments of the Executive Director Corporate Services

7.1 The estimate costs, and their funding sources, for Phase one Schemes are outlined below

Phase 1

Scheme	Estimated Scheme cost	Funding source
Savernake Road	£500	Existing scheme contingency
Hartland Road	£5,000	Camden Town Low Emission Neighbourhood

7.2 The estimated costs, and their funding sources, for Phase Two schemes, including Camden fees, is outlined below:

Phase 2

Modal Filters	Scheme cost	Healthy School Streets	Scheme cost
1 Red Lion St	£8,018	5 Princess Road	£67,500
2 Dane St	£8,018	6 Minster Road	£67,500
3 Prowse Place	£8,018	7 Cliff Villas	£57,600
4 Swains Lane (banned turns)	£7,418		

Total costs for Phase Two schemes are **£224,072**. These schemes will be funded via the below:

Total requested from TfL from Streetspace fund	£62,727
Total requested from DfT Tranche 1 allocation:	£100,000
Total Camden match funding	£61,345

8. Legal Comments of the Borough Solicitor

8.1 The recommendations in this report are being considered in the Council's capacity as the Local Highway/Traffic Authority for the Borough.

Highways and road traffic works and order-making powers

8.2 Part V of the Highways Act 1980 (Improvement of highways) sets out various powers for local highway authorities to carry out works in or near public highways. The general power of improvement in section 62 is followed by a

number of specific powers. It is considered that, since none of the specific powers is apt to cover the installation of a bollard or bollards in a street or road, as recommended for Hartland Street in section A of paragraph 2.5 above, this work can be carried out under the section 62 general power of improvement.

- 8.3 Parts I and II of the Road Traffic Regulation Act 1984 (“RTRA”) empower the Council to regulate or restrict traffic on roads within the Borough by Traffic Regulation Order for a range of purposes.
- 8.4 RTRA section 9 (experimental orders) and RTRA section 14 (temporary orders) are the main powers potentially available to the Council for its Covid-19 road traffic measures. An ETO under RTRA section 9 can authorise traffic filtering and footway widening; a temporary order or notice under RTRA section 14 can authorise traffic filtering, footway widening and restricting vehicle speeds.
- 8.5 An ETO is appropriate for a measure introduced on an experimental basis with a view, if the experiment is successful, to continuing it after the experimental period has ended. Thus an ETO is recommended as the appropriate order for all of the Phase 2 schemes, together with the proposed amendment to the Savernake Road Phase 1 scheme, recommended in this report. These schemes will follow the revised ETO consultation process outlined in paragraphs 6.6 to 6.11 of SC/2020/74 and approved by the Cabinet Member for a Sustainable Camden on 13th May 2020.

Statutory duties and powers relating to road safety

- 8.6 Under RTRA section 122(1), the Council has a duty, so far as practicable having regard to the matters set out in section 122(2), to exercise its functions under the RTRA to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. Based on case law applicable to another RTRA power, it is considered that “safe” in section 122(1) means “not at risk of accident”, rather than “free from ill-health”.
- 8.7 Section 39 of the Road Traffic Act 1988 requires the Council to prepare and carry out a programme of measures designed to promote road safety, to carry out studies into accidents arising out of the use of vehicles on roads in its area, and – in the light of those studies - to take such measures as appear to the Council to be appropriate to prevent such accidents, including giving advice and practical training to road users, the construction, improvement, maintenance or repair of roads for which they are responsible, and other measures taken in the exercise of its powers for controlling, protecting or assisting the movement of traffic on roads.

The network management duty and Covid-19 statutory guidance in the road traffic field

8.8 The Department for Transport (DfT) guidance mentioned at paragraph 1.5 of this report was issued under section 18 of the Transport Management Act 2004 (TMA). As the DfT notes in the guidance, “it applies to all highway authorities in England, who shall have regard to this guidance to deliver their network duty under the act. It is effective from the date of publication” – which was 9th May 2020.

8.9 TMA section 16 (the network management duty) provides as follows:

- “(1) It is the duty of a local traffic authority... (“the network management authority”) to manage their road network with a view to achieving, so far as may be reasonably practicable having regard to their other obligations, policies and objectives, the following objectives–*
- (a) securing the expeditious movement of traffic on the authority's road network; and*
 - (b) facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority.*
- (2) The action which the authority may take in performing that duty includes, in particular, any action which they consider will contribute to securing–*
- (a) the more efficient use of their road network; or*
 - (b) the avoidance, elimination or reduction of road congestion or other disruption to the movement of traffic on their road network or a road network for which another authority is the traffic authority;*
- and may involve the exercise of any power to regulate or co-ordinate the uses made of any road (or part of a road) in the road network (whether or not the power was conferred on them in their capacity as a traffic authority).”*

8.10 The Transport for London guidance referred to in paragraph 1.7 above is issued under Part V of the Greater London Assembly Act 1999 (Transport), specifically section 144(2) (duties of London borough councils etc) which empowers the Mayor to issue guidance to London borough councils, among other bodies and persons, about the implementation of the Mayor's transport strategy. Under section 144(3) the bodies and persons to whom such guidance is addressed are to have regard to the guidance in exercising any function.

Equality

8.11 The Council must, when carrying out the Council's functions (which includes making decisions), have due regard to the needs set out in section 149 of the Equality Act 2010 (the Public Sector Equality Duty('PSED')). This duty includes having due regard to the need to advance equality of opportunity between persons who share a relevant protected characteristic (including people with a disability) and persons who do not share it. The Council must consider the duty, which is personal to decision makers. In order to assist the

Council to comply with section 149, two Equality Impact Assessments (EIA) have been prepared and are attached as Appendices A1 & A2. The relevant decision-maker must carefully consider these assessments as applicable to the schemes they are asked to approve.

- 8.12 In addition, with reference to disability, the Council has a duty under section 29 of the Equality Act (set out in the EIA) not to do anything that constitutes discrimination (or victimisation or harassment) in the exercise of a public function, and a duty to make reasonable adjustments. The EIA is also important material in this regard.
- 8.13 The Council should also bear in mind relevant parts of the United Nations Convention on the Rights of Persons with Disabilities and the United Nations Convention on the Rights of the Child (these are referred to in more detail in the EIA). Some of those parts relate to (as regards persons with disabilities) the physical environment, transportation, personal mobility and sporting and leisure activities (UNCRPD), and (as regards children) self-reliance and active participation in the community of disabled children, standards of health, dangers and risks of environmental pollution, and recreational and leisure activities (UNCRC).
- 8.14 In summary, the PSED requires the Council, when exercising its functions, to have 'due regard' to the need to:
1. Eliminate discrimination, harassment and victimisation and any other conduct that is prohibited by or under the Act (which includes conduct prohibited under section 29);
 2. Advance equality of opportunity between people who share a relevant protected characteristic and those who don't share it;
 3. Foster good relations between people who share a relevant protected characteristic and those who do not (which involves having due regard, in particular, to the need to tackle prejudice and promote understanding).
- 8.15 Under the duty the relevant protected characteristics are: age, disability, gender reassignment, pregnancy and maternity, race, religion, sex, and sexual orientation. In respect of the first aim only i.e. reducing discrimination, etc the protected characteristic of marriage and civil partnership is also relevant.
- 8.16 Having due regard to the need to 'advance equality of opportunity' between those who share a protected characteristic and those who do not includes having due regard, in particular, to: the need to remove or minimize disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic; the need to take steps

to meet the needs of persons who share a protected characteristic where those needs are different from the needs of persons who do not share that characteristic, and encourage those who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.

- 8.17 Further, section 149 provides that the steps involved in meeting the needs of disabled persons that are different from the needs of persons who are not disabled include, in particular, steps to take account of disabled persons' disabilities. Compliance with the PSED may involve treating some persons more favourably than others, but that is not to be taken as permitting conduct that would otherwise be prohibited under the Act (which includes breach of an equality clause or rule, or of a non-discrimination rule).
- 8.18 The Council should be aware that the PSED is not a duty to achieve the objectives or take the steps set out in section 149. Rather, the PSED requires the authority to take the specified needs into proper consideration when carrying out its public functions. There must be a proper appreciation of the potential impact of the decision on the equality objectives set out in section 149 and of the desirability of promoting them. "Due regard" means the regard that is appropriate in all the particular circumstances in which the authority is carrying out its functions. Provided due regard is had in this way, including considering mitigation measures as described below, it is for the Council to decide, taking into account all relevant factors (which may, depending on the circumstances, include the requirement upon the Council to operate within its budget) how much weight to give to the equality implications of the decision.
- 8.19 Paragraph 4.2 of this report provides a summary of equality considerations in relation to the proposals. However a careful consideration of the EIA itself is one of the key ways in which the relevant decision makers can show that they have carried out their duty to "have regard" to the relevant matters. The relevant decision-makers must therefore carefully consider the EIA in respect of the scheme(s) they are being asked to approve. In considering the EIA and all other material contained in and appended to this Report, the relevant decision-makers must bear in mind all of the parts of the public sector equality duty set out in the previous paragraph, and the duty not to discriminate and to make reasonable adjustments set out in section 29. Further, the relevant decision-makers should bear in mind the Convention provisions.
- 8.20 Where it is apparent from the analysis of the information that any of the proposed recommendations, should they be agreed, would have an adverse impact on those with protected characteristics, then any adjustments that would avoid or reduce that effect (mitigating steps) should be identified and

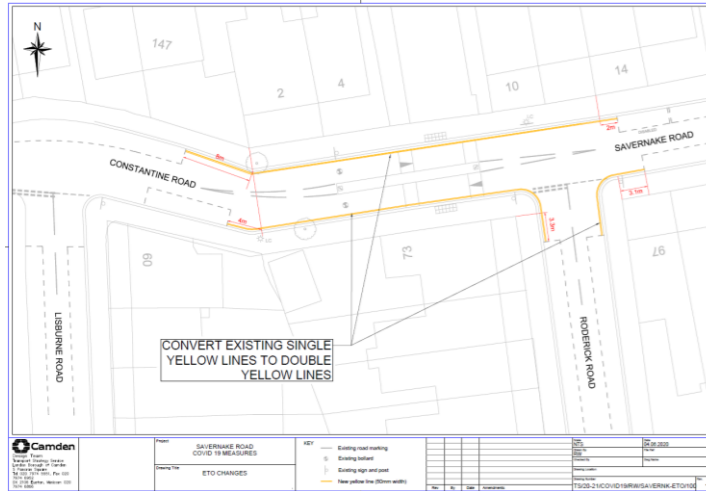
Careful consideration then given to whether and if so how they can be implemented.

- 8.21 In exercising its road traffic and highway powers, the Council is exercising a “public function”: Under section 29 of the Equality Act 2010, it must not, when exercising a public function, “do anything that constitutes discrimination, harassment or victimisation” (section 29(6)) and it must make reasonable adjustments (section 29(7)). The duty to make reasonable adjustments arises in relation to disabled persons and under section 20 of, and Schedule 2 to, the Equality Act 2010.

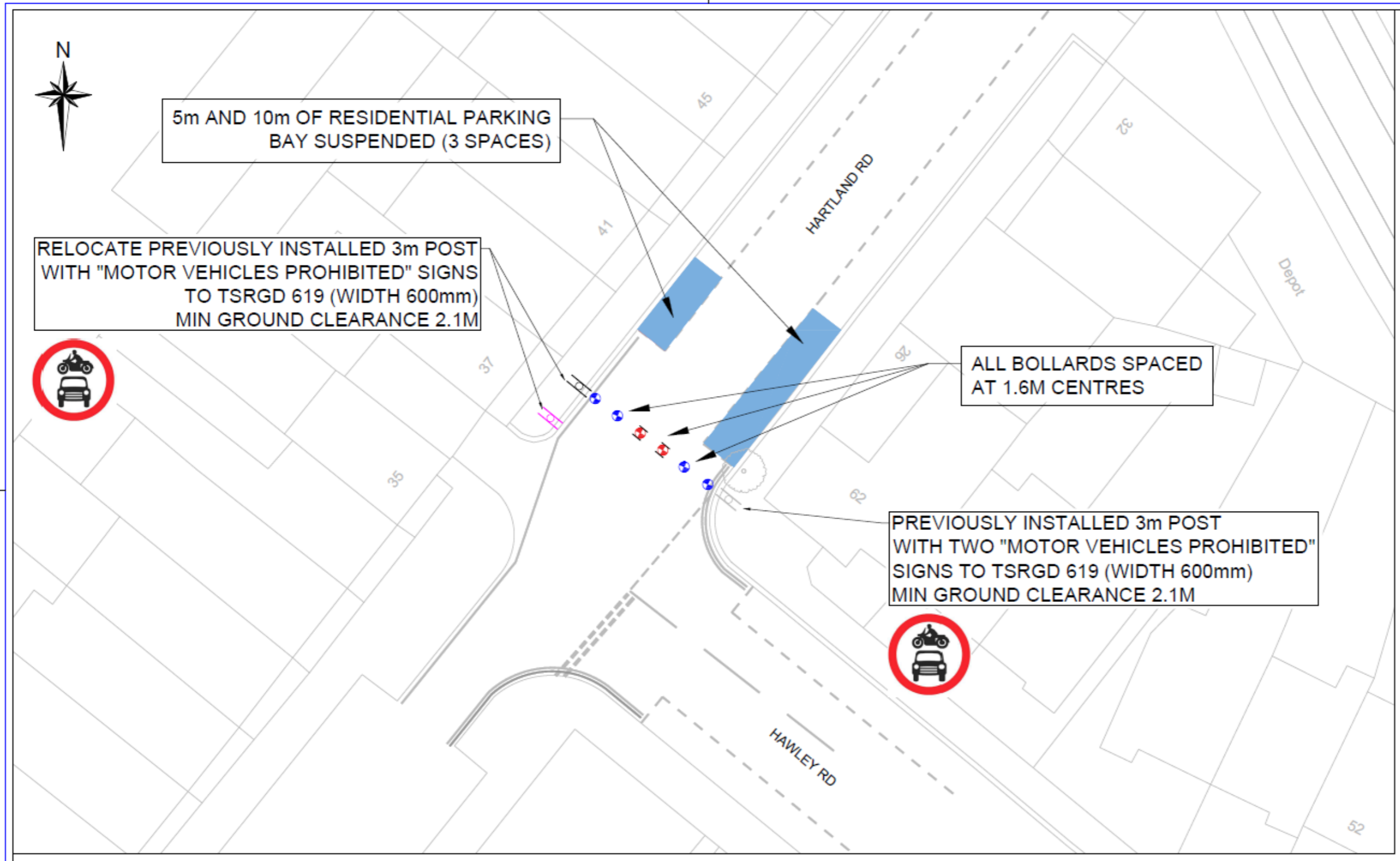
9. Environmental Implications

- 9.1 The proposals within this report have positive implications for the environment. They are designed to reduce traffic movements and support sustainable modes of transport such as walking and cycling, which will limit air pollution and reduce greenhouse gas emissions. The proposals strongly align with the objectives of the Clean Air Action Plan, the draft Climate Action Plan and recommendation 9 of Camden’s Citizen Assembly on the Climate Crisis, to trial more car free days and zones.

10. Appendices
Appendix A Savernake Road amendment



Appendix B Hartland Road Amendment



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 Transport Strategy Service
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Project
**HARTLAND ROAD - HAWLEY ROAD JN
 COVID 19 MEASURES**

Drawing Title
GENERAL ARRANGEMENT

KEY

Existing road marking	New sign and post
New removable bollard with hi vis band (white) and cycle sign (TSRGD 955 (100mm dia))	
New bollard with hi vis band white	
Parking bay suspension	

Rev	By	Date	Amendments

Scale
 NTS

Drawn By
 RW

Checked By

Drawing Lock

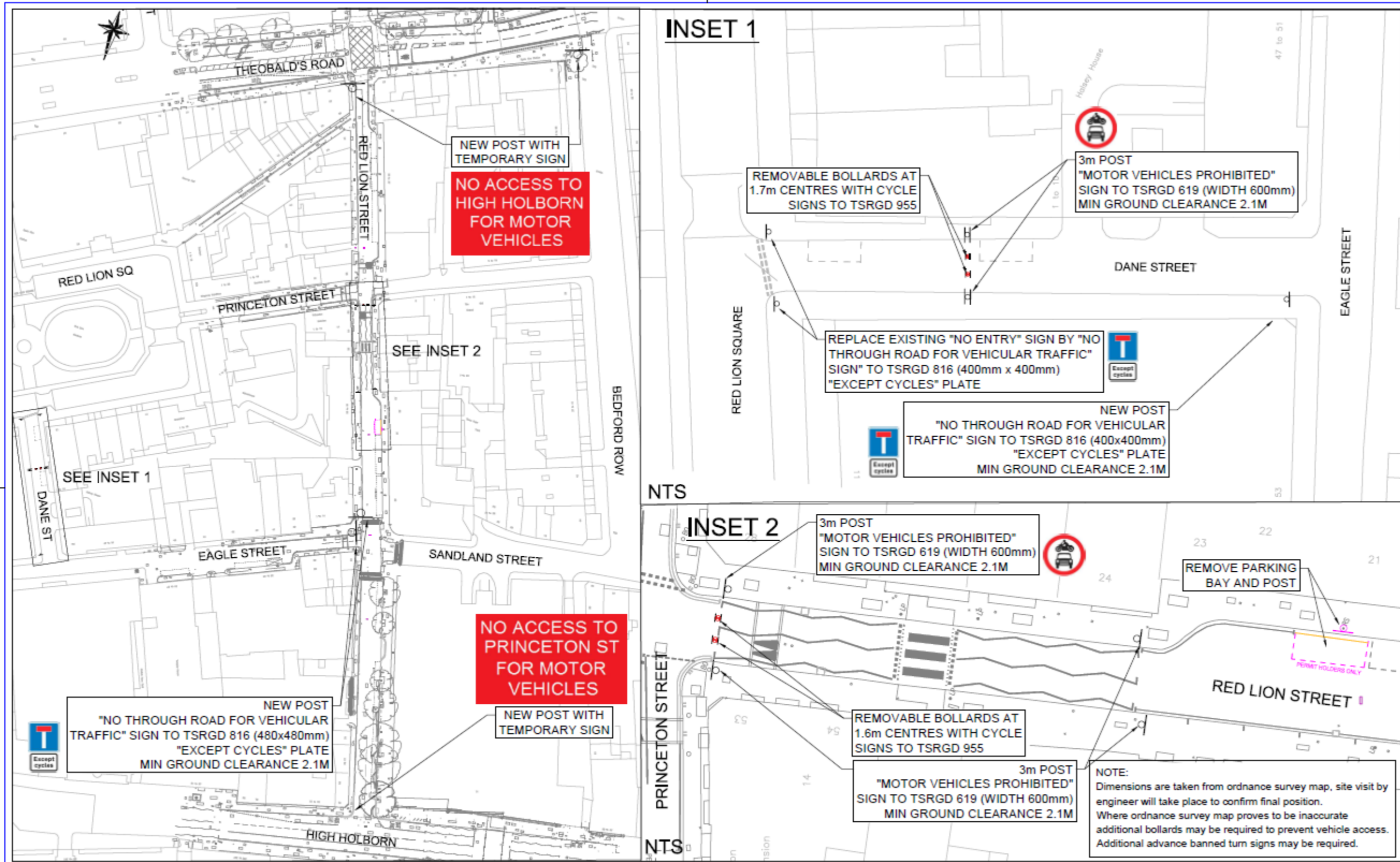
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 TS/20-21/COVID19/RW/HARTLHAWL/100

Date
 04.06.2020

File Ref

DRAFT

Appendix C Red Lion Street and Dane Street



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Project
DANE STREET COVID 19 MEASURES

Drawing Title
GENERAL ARRANGEMENT

KEY

- Existing road marking
- New removable bollard with hi vis band white
- ⊥ New sign and post

Rev	By	Date	Amendments

Scale
 NTS

Drawn By
 RW

Checked
 Name

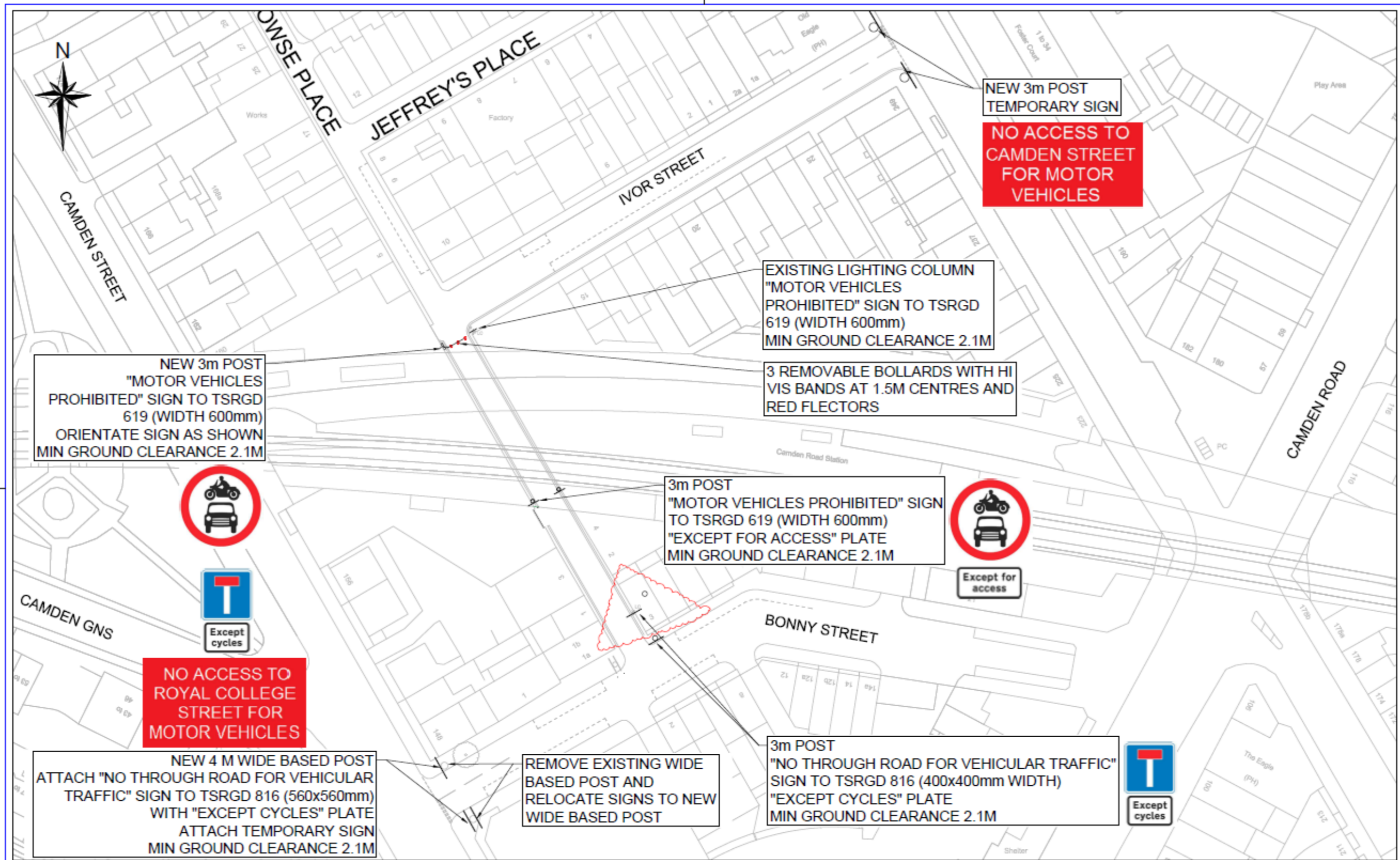
Drawing Number
TS/20-21/COVID19/RW/DANEST/100

Date
 07.05.2020

File Ref

DRAFT

Appendix D Prowse Place



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Project
**PROWSE PLACE
 COVID 19 MEASURES**

Drawing Title
GENERAL ARRANGEMENT

KEY

- Existing road marking
- Ⓢ New removable bollard with hi vis band white and cycle sign TSRGD 955 (dia 100mm)
- Ⓟ New sign and post

Rev	By	Date	Amendments

Scale
 NTS

Date
 17.04.2020

Drawn By
 RW

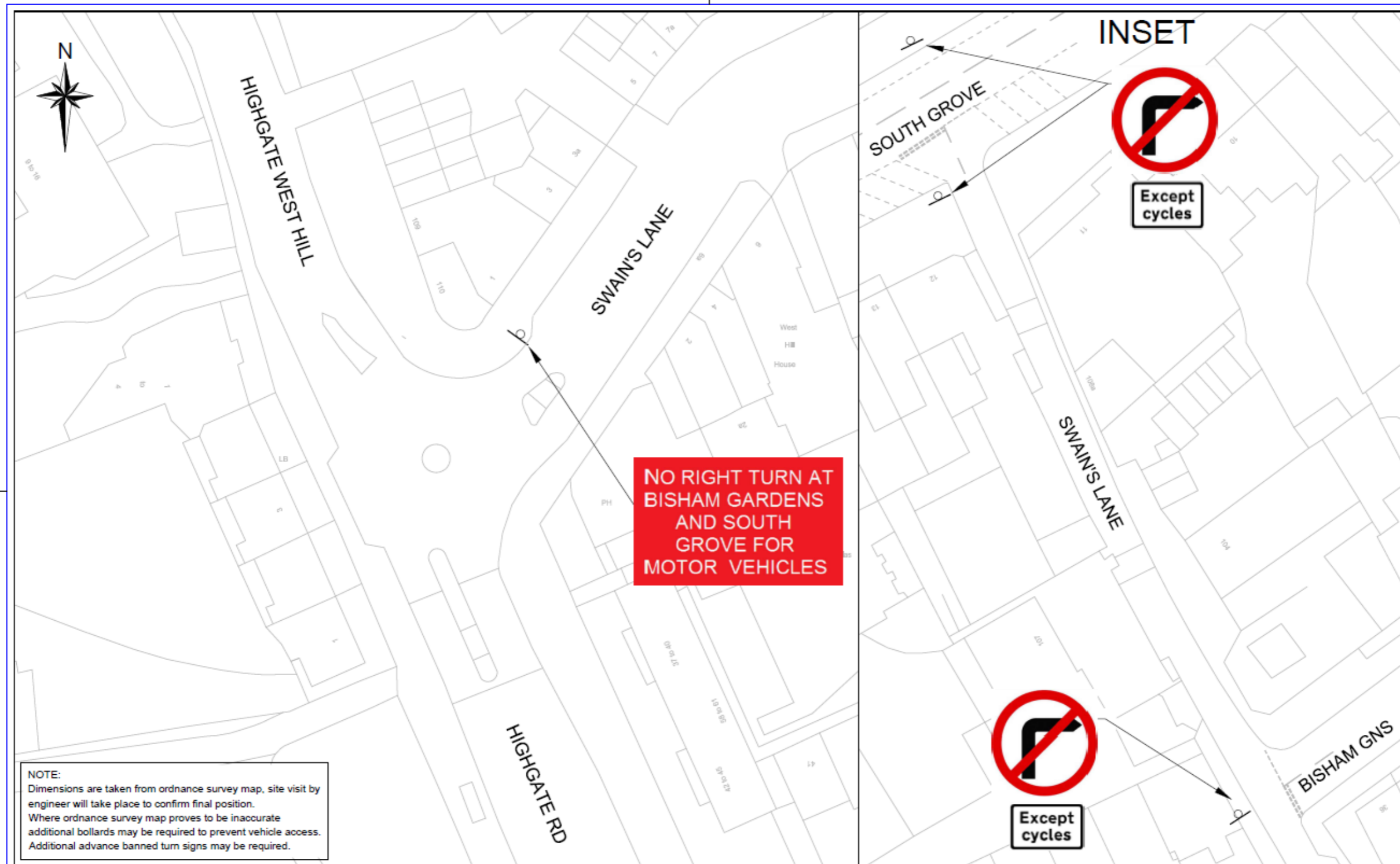
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Drawing Number
 TS/20-21/COVID19/RW/PROWSE/100

Rev.
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DRAFT

Appendix E Swains Lane



NOTE:
 Dimensions are taken from ordnance survey map, site visit by engineer will take place to confirm final position.
 Where ordnance survey map proves to be inaccurate additional bollards may be required to prevent vehicle access.
 Additional advance banned turn signs may be required.

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Project
**SWAIN'S LANE
 COVID 19 MEASURES**

Drawing Title
GENERAL ARRANGEMENT

KEY
 — Existing road marking
 + New sign and post

Rev	By	Date	Amendments

Scale
 NTS

Drawn By
 RW

Check
 RW

Drawn Location
 TS/20-21/COVID19/RW/SWAINS/100

Date
 15.05.2020

File Ref

Drawn By

Check

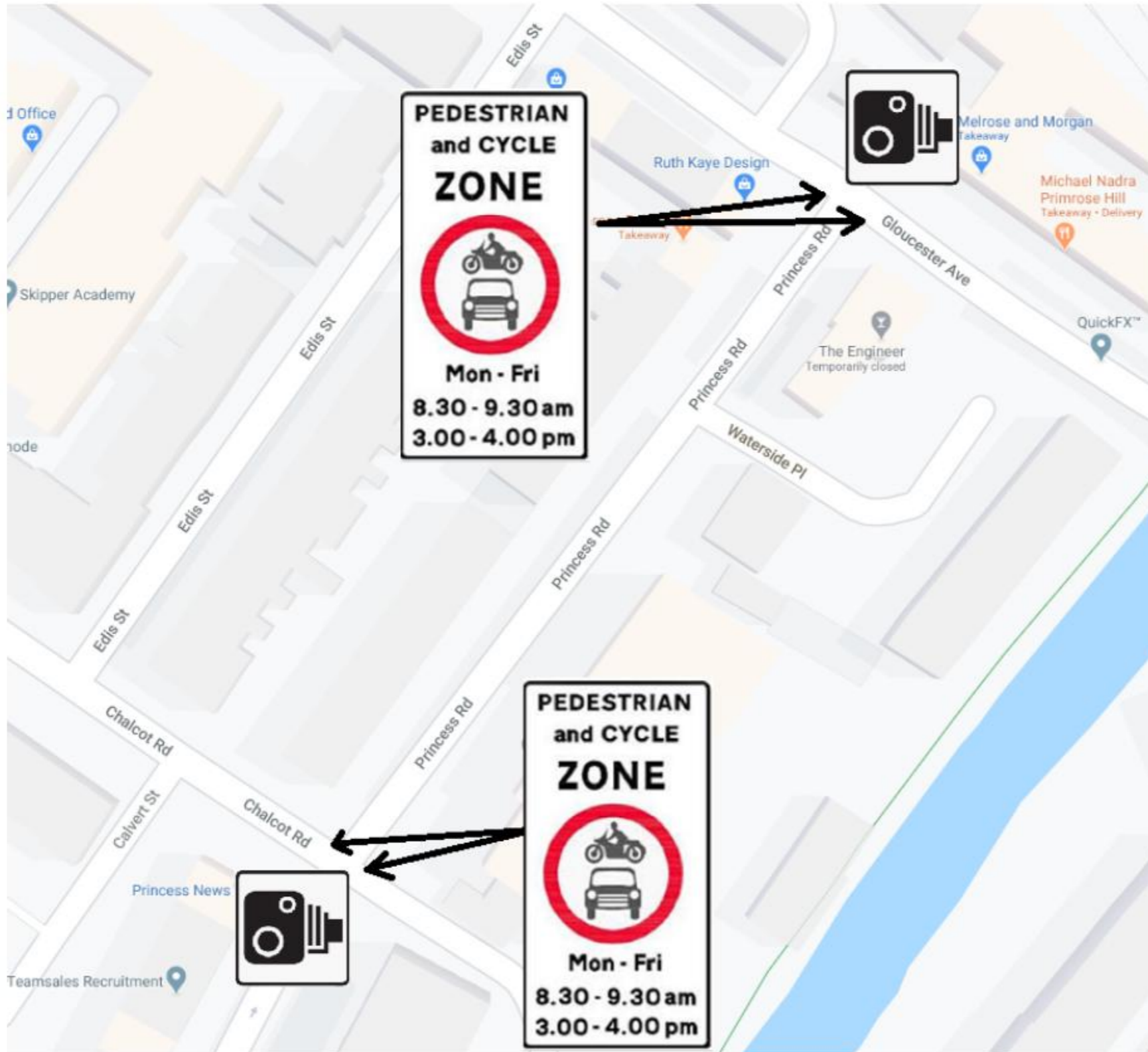
Drawn Location

Date

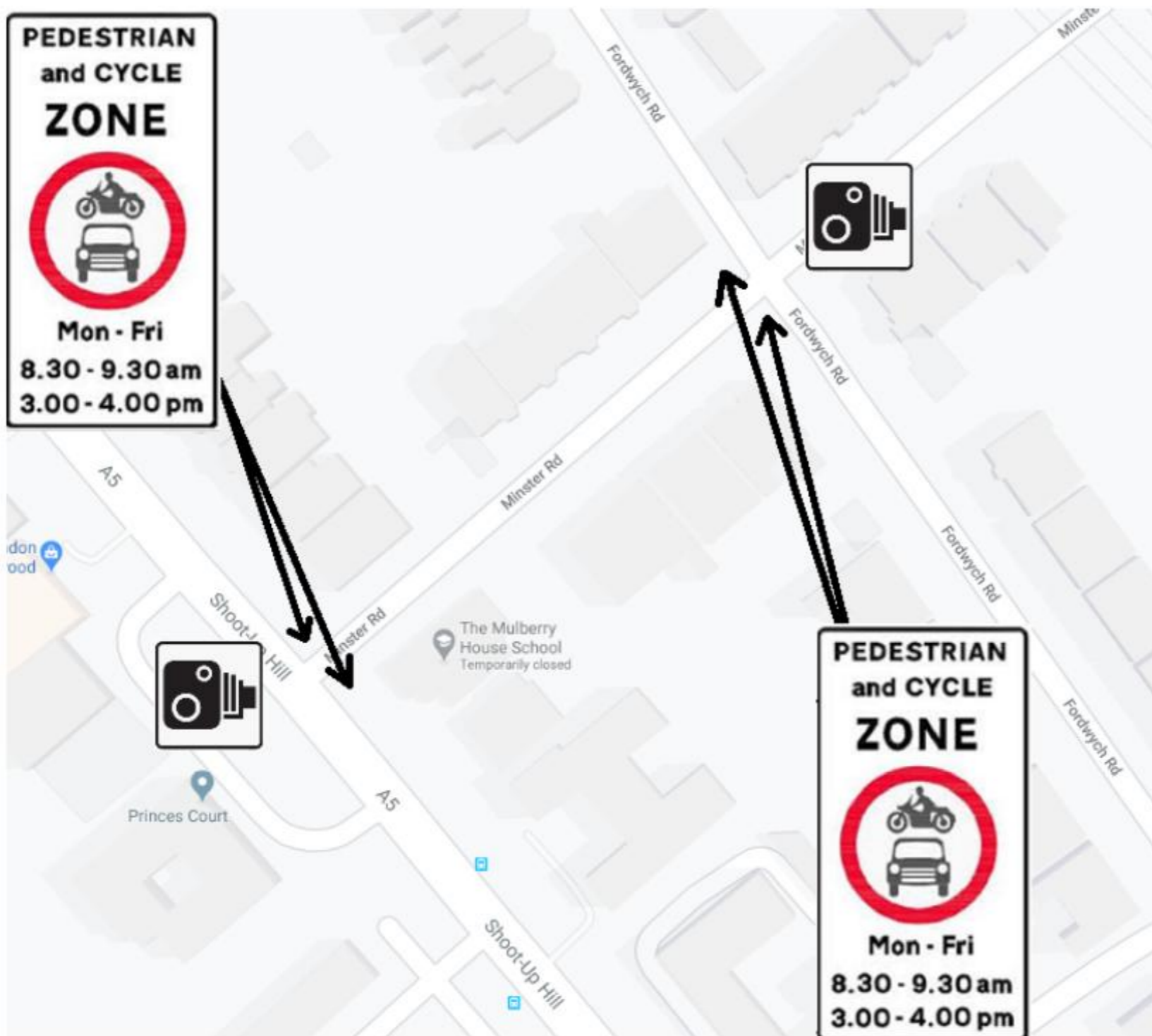
File Ref

DRAFT

Appendix F Princess Road – Detailed concept to be produced after location of cameras is agree with Parking Services.



Appendix G Minster Road Detailed concept to be produced after location of cameras is agree with Parking Services.



Appendix H Cliff Villas Detailed concept to be produced after location of cameras is agree with Parking Services.



COVID-19 response: enabling safe travel in Camden

Section 1: WHAT IS BEING ANALYSED?

Question 1: What is changing and why?

If the issue is going for decision, for example at Cabinet meeting, what are the decision makers being asked to decide? If you are reviewing a policy what are its main aims? How will these changes affect people?

Context

A series of emergency measures have been agreed by the Cabinet Member for Sustainability. Decision details can be found [here](#). Various locations across Camden need to facilitate the safe travel and transport needs of people in Camden, in light of Covid-19. Through short-term changes to Camden's streets the proposed locations seek to improve road safety, and help people in the borough social distance safely through providing more, safe space they can use to walk and cycle in.

Since the country has been in lockdown, many more people are walking and cycling, for essential trips and for exercise. It is important that people choosing to walk and cycle can do so safely, including (for example) when needing to safely walk (or queue) in the road to maintain social distancing of 2 metres. This is also a safety issue from an accessibility perspective: people using wheelchairs or pushing buggies are less able to maintain social distancing without adequate space, or adequate space for the more mobile to be able to move into.

The agreed scheme is being rolled out as of May 2020. As part of phase 2 of the scheme, we are proposing measures to restrict through-traffic (but allowing walking and cycling) on the below listed residential roads in the Borough. These will assist with the safe travel and transport needs of residents, in light of Coronavirus (COVID-19).

- Dane Street
- Red Lion Street
- Minster Road (Mulberry House School)
- Princess Road (Primrose Hill School)
- Prowse Place
- Swains Lane
- Cliff Villas (Brecknock School)

While it is not known how long the emergency measures will be required for, it is anticipated that they may

be in place for several months, and potentially longer, so physical changes to the various streets, outlined above are proposed.

The aims of the schemes are:

- To improve road safety by helping people in the borough physically distance through providing more, safe space they can use to walk and cycle in.
- To address anticipated medium-term rises in walking, cycling, and use of motor vehicles.
- To mitigate the impact on Camden's communities of the expected rising numbers of vehicles on our roads lock down as the government's lockdown restrictions are relaxed.
- To improve access to local amenities for pedestrians, cyclists, and wheelchair and mobility scooter users, by allowing these groups to use the carriageway without fear of motor traffic.
- To reduce traffic and road danger on key walking and cycling routes to local amenities.

The desired outcomes of the project are aligned to the key objectives of Camden's Transport Strategy. This can be found here: <https://www.camden.gov.uk/transport-strategies-and-plans>

This Equality Impact Assessment is being carried out on the above locations, in order to give due regard to the potential positive and negative impacts of the proposals on groups, including residents and other stakeholders with protected characteristics, as defined by the Equality Act 2010. Due regard is also given to the Council's commitment to reducing inequality, which is reflected in both the Our Camden Plan and the outcomes of Camden's Equality Taskforce.

Section 2: PLANNING YOUR EQUALITY ANALYSIS

Question 2: Do those from protected groups benefit or will they experience specific and disproportionate impacts? Will there be any direct or indirect discrimination?

Gather relevant equality data and information to show who will be affected by this decision and how. Set this out below. Include the results of any consultation or engagement. If you have identified any information gaps set out what these are.

Given the nature of the current emergency, it is not considered critical to gather exhaustive information on the equality data of the local population of each of the locations listed above.

The road layout in the above locations will change, making walking and cycling safer in those areas. 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 and businesses on the streets listed above, or on nearby streets will also be affected.

The changes may affect people using the streets listed above. For each location, there will also be residents

affected. This will include a broad range of residents and road users of all ages, gender identities, varying ethnicities, religion, and sexual orientation. We hope that the scheme will have a positive impact on residents, including children, and those with mobility issues, as the roads will see a reduction in motor vehicle use. Therefore improving the safety of vulnerable road users, and making it safer for any user cycling or walking. Access by motor vehicle to every property on the streets listed above will be retained. This will enable access for to emergency services, environmental services and home deliveries.

There may be an impact on some protected groups who are reliant on the car, as these closures may lead to longer journeys in some cases. In order to access properties, drivers may not be able to use the most direct route. However, this is expected to be minimal.

The proposed emergency measures for the locations listed above have not been the subject of a formal consultation or engagement, therefore no information is available for analysis regarding the impact of the proposed measures on characteristics of protected groups.

Section 3: ANALYSING YOUR EQUALITY INFORMATION AND ASSESSING YOUR IMPACT

Question 3: Does the proposed decision have an impact (positive or adverse) on our duty to eliminate discrimination/harassment and victimisation, advance equality of opportunity or foster good relations between different groups in the community (those that share characteristics and those that do not)?

The schemes could have a positive impact on the relationships between the school community (five of the six locations are in close proximity to schools) and local residents. Although schools are currently closed, a small number of children of parents of key workers are still attending school, and a phased return is expected as of June 2020.

Section 4: PLANNING FOR IMPROVMENT

Question 4: If there is any adverse impact, can it be avoided? If it can't be avoided, what are we doing to mitigate the impact?

The locations have been chosen, as they are not deemed to have any adverse impact. Emergency services, refuse collections or buses will not be impacted at these locations.

Question 5: Could any part of the proposed activity discriminate unlawfully? Can we advance equality of opportunity via this decision / policy? Can we foster relations via this decision / policy?

It is not considered that the schemes would discriminate unlawfully. These proposals are in line with objectives in the Camden Transport Strategy (CTS). These objectives seek to transform our streets to enable an increase in walking and cycling.

The Transport Strategy Team has received (often significant) levels of prior requests from

residents/stakeholders regarding schemes such as this. The locations for these proposals have been identified through previous stakeholder engagement exercises. Therefore they could foster good relations with stakeholders if they are implemented.

Previous public consultations/engagement for similar schemes has been carried out via the Camden Transport Strategy. The results of that consultation showed that 58% of Camden residents responding to the consultation agreed with the proposal to ‘reduce through-traffic on our residential streets, through the application of timed or permanent restrictions’. Therefore implementing these schemes could foster good relations between the council and respondents to that consultation. The CTS was consulted on in early 2019, and an EIA was approved for it. The EIA is posted on our website as an appendix to the CTS: <https://www.camden.gov.uk/transport-strategies-and-plans>

Section 5: OUTCOME OF THE EIA

For the reasons set out above, it is not considered that the proposed schemes will discriminate unlawfully.

Section 6: CHECK AND SIGN OFF

EIA prepared by: Michelle Jamieson

Date: 05/06/20

EIA checked by:

Date:

EIA approved by:

Date:

(Relevant Director Sponsor)

What to do upon approval

For organizational change: If your EIA relates to internal staff, please send to your HR Business Adviser

For all other EIAs: Please add to the discussion on the [Equalities in Camden](#) Yammer group, you can do this by using the “Share something with this group..” box, attaching your draft to your message.

REPORT ENDS