

NON-KEY EXECUTIVE OFFICER REPORT TEMPLATE

LONDON BOROUGH OF CAMDEN	WARDS: Holborn and Covent Garden Wards
REPORT TITLE Covid-19 Safe Travel in Camden: Seven Dials Scheme	
REPORT OF Strategic Lead Transport Planning	
FOR SUBMISSION TO Director of Environment and Sustainability	DATE 10 th July 2020
SUMMARY OF REPORT This report seeks approval from the Director of Environment and Sustainability under delegated authority of the Cabinet Member for a Sustainable Camden; to implement an experimental traffic order in Seven Dials to enable local businesses to thrive with social distancing measures and improve safety for walking and cycling as a result of the COVID-19 pandemic. The proposals meet the objectives of Our Camden Plan by creating clean, vibrant and sustainable places and making it easier for people to travel more by foot or cycle. Local Government Act 1972 – Access to Information The following document(s) has been used in the preparation of this report: COVID-19 response: enabling safe travel in Camden (SC/2020/74) Traffic Management Act 2004: network management in response to COVID-19 Contact Officer: Kevin Stears, Major Projects Programme Manager, 5th Floor, 5 Pancras Square, London, N1C 4AG 020 7974 8904, kevin.stears@Camden.gov.uk	
RECOMMENDATIONS That the Director of Environment and Sustainability, having considered the objectives set out in the Report 'COVID-19 response: enabling safe travel in Camden', this report and the equalities impact assessment, approves the proposals set out in section 2 and 3 of this report.	

Signed:



Date: 10 July 2020

1. CONTEXT AND BACKGROUND

- 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 by the Cabinet Member for a Sustainable Camden; and is submitted pursuant to Recommendation 6 and paragraph 1.20 of that Report in particular.
- 1.2 The need for social distancing is likely to extend until at least the end of 2020 and government advice is to avoid public transport and instead walk or cycle wherever possible; and such it is expected that a large increase in walking and cycling will be observed as people return to work.
- 1.3 It is important that people travelling by either by walking or cycling are able to do so as safely and as comfortably as possible. Reallocating road space to people walking and cycling will encourage active travel and enable social distancing.
- 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 statutory guidance on 9th May 2020 '[Traffic Management Act 2004: network management in response to COVID-19](#)'; which encourages local authorities to reallocate road space to walking and cycling, by – among other measures - providing increased footway widths with physical segregation where possible. This guidance can be found at <https://www.gov.uk/government/publications/reallocating-road-space-in-response-to-covid-19-statutory-guidance-for-local-authorities>.
- 1.7 The Seven Dials area is a busy mixed-use area of Central London and is home to over 150 independent retail and restaurant / café businesses as well as three hotels, three theatres, hundreds of office workers and over 290 residential apartments.
- 1.8 Prior to the COVID-19 outbreak, the council was discussing public realm improvements in order to improve pedestrian safety and amenity as Seven Dials suffers from rat-running traffic whilst also being a busy commercial location with high pedestrian footfall.

- 1.9 “Rat-running” traffic runs through the mixed-use area from south to north route along Mercer St and east to west along Monmouth St.
- 1.10 Coinciding with the scheme, essential gas works are planned on Monmouth Street north and at the junction of Monmouth Street and Neal Street. The gas works are programmed to commence in mid-July 2020 and finish in September 2020, but these works can proceed in tandem with this report’s proposals.

2. PROPOSALS AND REASONS

- 2.1 The plan attached in **Appendix A** provides an overview of what is proposed to implemented should the decision be approved, following detailed design but still pending a Road Safety Audit.
- 2.2 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, below.

Table 1: Criteria for current proposed schemes

Criteria	Notes
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/pinch-points, 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, 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 prioritised 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 prioritised, to ensure the safety of children and parents 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

- 2.3 To allow for more space for pedestrians and cyclists, the scheme proposes timed closures to motor traffic on the following roads around Seven Dials:
- Monmouth Street, between Shaftesbury Avenue and the Dials;
 - Neal Street, between Shorts Gardens and Monmouth Street
 - Earlham Street, between the Dials and Tower Street (with an 'except for access' exemption) and;
 - Mercer Street, at its junction with Shelton Street (with an 'except for access' exemption).
- 2.4 The timed closure period would be 10:00am to 6:00pm, seven days a week, except for Earlham Street, which would operate 7.00am to 7.00pm, Monday to Saturday
- 2.5 A full closure to all motor traffic is proposed at Monmouth Street (south) between Tower Street and Shelton Street. This closure would be full time, not time-limited as per those above.
- 2.6 Cyclists would not be subject to the closures.

- 2.7 The closed area at the southern end of Monmouth Street will be utilised as a public cycle storage area by installing Sheffield cycle stands and designated as an area for Dockless Bicycle Hire.
- 2.8 The closure on Earham Street would enable the market to operate whilst making use in the carriageway and so provide additional space for social distancing. Its closure times reflect the market operating hours.
- 2.9 To facilitate movement within the timed closure area, the scheme would reverse the one-way traffic direction on Shorts Gardens and Monmouth Street. Shorts Gardens would operate west to east between the Dials and Endell Street; Monmouth Street would operate south to north from Tower Street to the Dials. These reversals would also be full time and remain even when the timed closures are removed each day.
- 2.10 The timed closures will be controlled by droppable bollards and concertina-style extending barriers operated by Shaftesbury PLC's Seven Dials security team. There is precedent for third party operatives managing activity on the Public Highway and officers will ensure the Seven Dials team has all the necessary insurances and training in place. The Seven Dials security team operate 24 hours a day 365 days a year and are familiar with managing road closures.
- 2.11 The timed closure on Mercer Street at its junction with Shelton Street would be the only point of access into the Dials area during the closure periods. Access through it would be controlled by the Seven Dials security team, who will provide access to residents, emergency vehicles, essential deliveries, hotel drop-off and pick-up and commercial vehicle access to 164 Shaftesbury Avenue (via its Mercer Street entrance). Shaftesbury PLC would also communicate with its tenants and local groups to encourage re-timing of deliveries and servicing outside the closure times.
- 2.12 The measures would provide additional space for pedestrians and cyclists to facilitate social distancing and modal shift and would assist with commercial interests returning to activity. The closures would also remove rat-running traffic on Mercer Street and Monmouth Street, creating safer streets and improved air quality.
- 2.13 The proposals would require removal of parking bays in Monmouth Street and Shorts Gardens. It is proposed to relocate some of the resident parking bays to minimise the net number removed.
- 2.14 **Table 2** below sets out the proposed changes in resident parking bays:

Table 2: Existing and proposed resident parking bays

Street Name	Existing Resident Parking Bays	Proposed Resident Parking bays	Total Change	Notes
Monmouth Street (north)	13	0	-13	Includes 7 spaces in shared use loading bays
Monmouth Street (south)	8	0	-8	
Earlham Street (east)	7	10	+3	3 paid parking converted to resident
Earlham Street (west)	0	0	0	
Mercer Street (north)	2	6	+4	4 paid parking converted to resident
Mercer Street (south)	3	5	+2	2 paid parking converted to resident
Shorts Gardens	12	0	-12	Includes 7 spaces in shared use loading bays
Neal Street	0	0	0	
Tower Street	4	6* (see 2.17)	+2	2 paid parking converted to resident
Total	49	27	-22	

2.15 The scheme will have an overall reduction of 22 resident parking bays in the area, 14 of which are in shared loading bays and are only usable by residents overnight. 11 paid parking bays will also be removed (converted to resident bays). Removing parking bays would not only provide space for pedestrians and cyclists but discourage private car ownership and use which is an objective of Camden's Transport Strategy (CTS).

2.16 In addition to the 22 removed spaces, the six resident bays proposed on Tower Street would only be accessible outside the operational times of the market in Earlham Street. Vehicles parked there before the market sets up each day can remain and still exit via Monmouth Street northwards to the Dials.

2.17 The remaining resident bays (other than Tower Street) will have full access during the day via Mercer St south and egress via Shorts Gardens or Mercer Street.

- 2.18 Eleven paid parking bays on Earham Street, Mercer Street and Tower Street would be replaced by resident parking bays to mitigate the reduction in resident parking bays in other streets.
- 2.19 The bays in Short's Gardens would be removed to create a running lane for traffic exiting the Dials area, while the existing running lane would be converted to pedestrian use. The bays in Monmouth Street would be removed to create additional pedestrian space.
- 2.20 Removed bays would be replaced variously by single or double yellow lines. Outside of the closure times sections will be made available for essential servicing and deliveries to premises in the affected streets.
- 2.21 Neal's Yard is a small pedestrian-only space that is Public Highway with three narrow alleyways for access. This scheme would implement the following temporary measures to suit social distancing guidelines, shown in **Figure 1**:
 - a one-way system for ingress and egress, and;
 - removal of informal seating and planters.

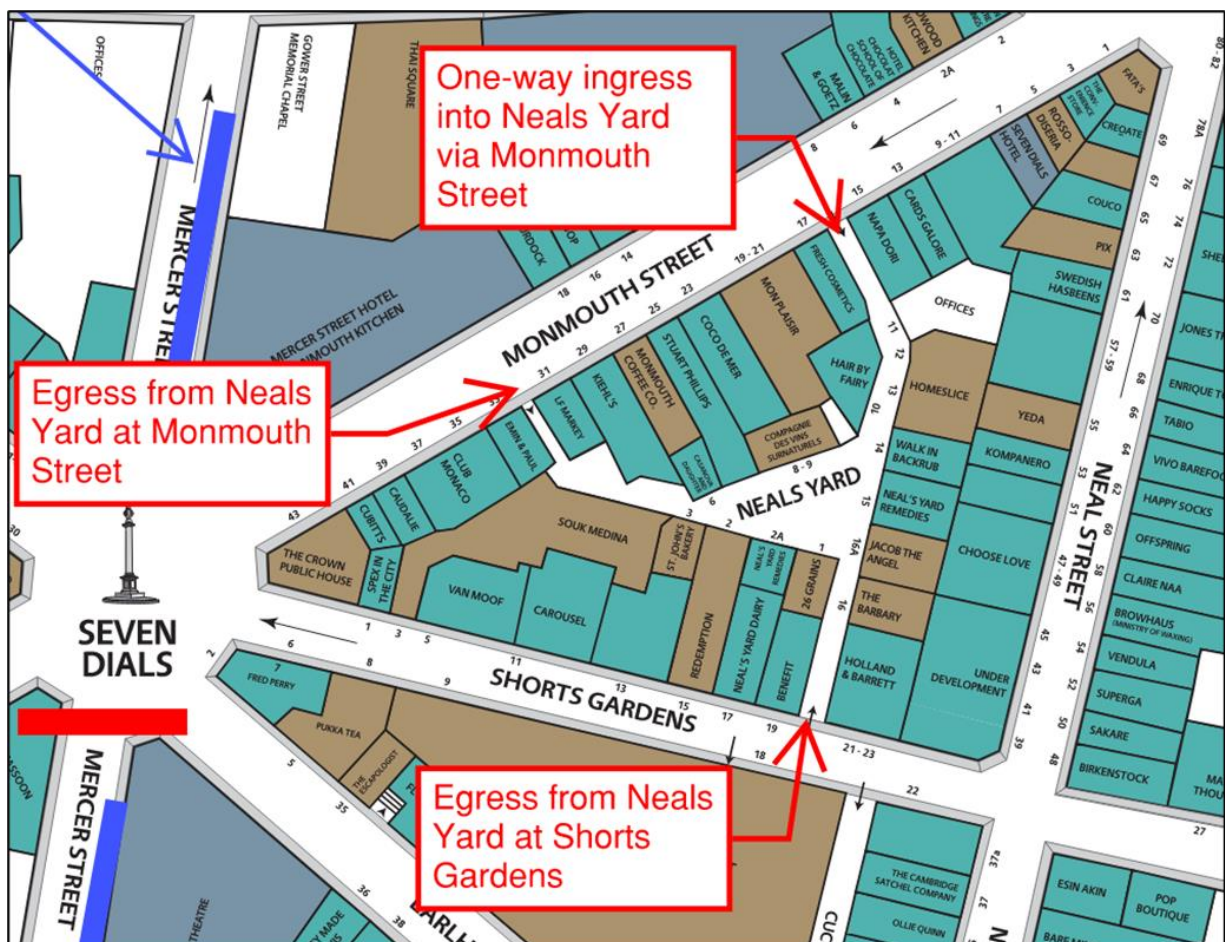


Figure 1: Proposed egress and ingress routes for Neal's Yard.

- 2.22 Refer to **Table 3** below for the fit of this scheme with the agreed criteria noted in Table 1 above -

Table 3: Fit with criteria

Criteria	Notes
Pre-existing engagement/ requests from stakeholders	Providing improvement for Seven Dials has been an aspiration for Camden and public and private stakeholders in the area. Seven Dials is part of London’s West End and Theatreland, typically popular with visitors. Along with residents, market stalls and a multitude of businesses in operation it is expected that the footfall will return to this area. Traffic data shows rat-running traffic running in two directions through Seven Dials (Monmouth Street and Mercer St). Measures to reduce traffic and improve pedestrian safety have been actively discussed between external stakeholders and Camden Council recently and as part of these measures various traffic and footfall studies have been undertaken.
Policy fit	In addition to promoting cycling and walking, the scheme is in accordance with Camden’s transport strategy (specifically objectives 1, 2, 4, 5, 6 and 7).
Footway width	Footways in general are narrow around Seven Dials with less than 6m total width of non-road space, limiting ability to safely socially distance without stepping onto the carriageway. Additional footway width will be essential for areas around Seven Dials that will have queues outside businesses, creating pinch points on all streets.
Traffic flows, speeds & “rat-running”	Seven Dials is a mixed-use area with residents, sitting in the heart of London’s West End. Traffic data shows a high flow of vehicles rat-running at Seven Dials (Monmouth Street and Mercer St) as well as high pedestrian footfall. Implementing this scheme will enable walking & cycling with social distancing.
Maintaining safe access to green space	Although this scheme does not provide access to green space, the Seven Dials will provide open space for people to relax away from traffic in an area with limited nearby green space (e.g. Monmouth Street area where there is no entry allowed for through-motor traffic).
Safe Routes to Schools	N/A to scheme
Safe point-to point trips and key destination	Seven Dials is a retail destination as well as being on an important walking route from Tottenham Court Road Station

locations	and wider Covent Garden. This scheme will facilitate safe walking/cycling routes around Seven Dials and on A to B routes to and from other destinations in the West End. The scheme will support the local economy and enable safe return to work to the numerous businesses in Seven Dials, which tend to be smaller independent businesses supporting the local economy and protecting jobs.
-----------	--

3. OPTIONS APPRAISAL

3.1 Officers consider that there are two options available to the Director of Environment and Sustainability; these being:

- Option 1 - Approve the proposals outlined in Section 2
- Option 2 - Do Nothing

3.2 By doing nothing, the Council would not meet policies outlined in Camden’s Transport Strategy, Our Camden Plan or guidance set out in the Traffic Management Act (2004) (9 May 2020).

Officers therefore recommend that the Director of Environment and Sustainability, approve Option 1.

4. WHAT ARE THE KEY IMPACTS/RISKS? HOW WILL THEY BE ADDRESSED?

4.1 Vehicle access to Seven Dials during timed closures will be restricted, which may impact loading operations for businesses. Businesses and local residents will be notified of the proposals during the notification period and vehicles will be able to access Seven Dials outside of the timed closure periods. Local deliveries can be done via loading bays on Endell Street (north of Neal Street) and Shaftesbury Avenue near the Monmouth Street/Neal Street junction. There will be need for the local groups, business and landowners to work together to re-time deliveries outside closure times.

4.2 Some local residents and visitors may feel inconvenienced by the loss of 22 parking spaces. The scheme will consolidate resident parking bays to Mercer Street, Earlham Street and Tower Street. The streets in Seven Dials are narrow and thus removing parking bays will allow for wider footways for walking and queuing for businesses. Removal of parking spaces to enable walking and cycling is also consistent with the adopted Camden Transport Strategy (2019). Policy 2h, as part of a wider objective to reduce car ownership, car use and motor traffic levels in the Borough, states that we will “...remove motor vehicle parking provision where necessary in order to facilitate sustainable transport modes as set out in Policy 1c”. Policy 1c, as part of a wider objective to transform our streets to enable walking and cycling, states that we will:

“change how road space is allocated, including reducing kerbside space for parking/loading provision, and reallocating carriageway space to active, sustainable travel modes, if necessary, to enable and encourage people to walk and cycle, to improve road safety and deliver enhancements to the public realm”.

Furthermore, it is noted that there may be spare capacity on surrounding streets to help absorb some of the parking loss in this area: Endell Street, for example, has a parking permit to space ratio of only 63% (12 active permits with 19 spaces provided) according to our current datasets.

According to the 2011 Census around 25% of properties in this area own a vehicle – so the proposals to remove parking will not affect the majority of residents on a day to day basis.

While residents who do own a car may have a preference for parking directly outside their homes, this is not always an option. In trying to balance the needs of all users, the Council cannot guarantee a parking space for residents on their street. As stated on the Council’s website, a resident’s parking permit does not guarantee the holder a space to park on their street, but it allows them to park within the CPZ where they live. We are installing these changes under an ‘Experimental Traffic Order’ (ETO), which not only gives us the chance to monitor how the changes are working, but also allows us listen to the views of residents, road users and stakeholders over a period of 12-18 months.

- 4.3 Dropping off of disabled passengers by car/taxi along the route could be made more challenging by restricting access to resident/emergency services vehicles only. However, vehicles are still able to stop to drop off passengers along Shelton Street and local residents including those with disabilities can access the area via the staffed closure point. An Equalities Impact Assessment considering this and other equalities issues is at **Appendix B**.

5. LINKS TO THE CAMDEN PLAN

- 5.1 The proposal meets the objectives of Our Camden Plan by creating clean, vibrant and sustainable places and making it easier for people to travel more by foot or bike.

6. CONSULTATION/ENGAGEMENT

- 6.1 Officers have been gathering the views of the public using the [Common Place web tool](#), which invites people to identify locations where temporary cycling facilities, footways and road closures could be installed to help people travel safely as a response to the COVID-19 pandemic. The Council has received over 1100 responses in the 5 weeks that Common Place has been open for views.

- 6.2 Of these responses, a number support the reduction in vehicular through traffic in the Seven Dials area (refer to **Appendix C**). All comments cited that the rat running traffic needs to be addressed and allowance should be made for adequate social distancing for businesses and space for outdoor restaurant tables. Multiple people also “agreed” with these comments as can be seen in Appendix B. Living Streets (the charity for everyday walking) also support this approach across London, as set out here: <https://londonlivingstreets.com/2020/04/16/rethinking-our-streets-urgent-policy-responses-to-covid-19/>.
- 6.3 The plan contained at **Appendix D** formed the basis of the stakeholder consultation discussed below. It was updated post-consultation to the version contained in Appendix A. At feasibility it was anticipated a total of 8 parking spaces bays would be available for resident use as part of the scheme, but at details design that was reduced to 6.
- 6.4 Officers have engaged with key services within the Council, with statutory consultees, the Cabinet Member for a Sustainable Camden and ward councillors on these proposals. Comments from key services areas have assisted in refinement of the proposals and are described below. No responses were received from Ward Councillors.
- 6.5 The contractor undertaking the essential gas works on Monmouth Street was consulted and the proposals in this report have been agreed in principle.
- 6.6 Officers engaged with external stakeholders including emergency services, Covent Garden Citizens Association (CGCA), Seven Dials Trust, Shaftesbury plc and Westminster City Council.
- 6.7 The Metropolitan Police asked how access into Seven Dials will be facilitated during the timed closure and what experience the Seven Dials security staff for traffic management. The security team is on site 24/7 and used to working with traffic management systems, having dealt with road closures for events, working with the Police for many years. The role of managing these closures is the same as the event management work and also the same as the work the same security company carries out in Carnaby Street, where they manage the pedestrian zone on behalf of the City of Westminster.
- 6.8 The London Ambulance Service commented that they would like to ensure they can gain access to the Seven Dials area via Monmouth Street from Shaftesbury Avenue and that a minimum carriageway of 3.5m would be available within the closed/pedestrianised areas. Arrangement will be made as part of the detailed design to ensure ambulances can still access the Seven Dials area. After the gas works in Monmouth Street are complete, Monmouth Street and Neal Street will be effectively pedestrianised by the closures at the northern end of Monmouth Street and the southern end of Neal Street. However, the carriageway would not be obstructed by street furniture during the closure times enabling emergency service vehicles to pass along them should they need to.

- 6.9 The Seven Dials Trust had provided comments and recommendations for the detail of the scheme. Overall the Trust supports the scheme in the urgent response to COVID-19 pandemic, provided the scheme is a temporary measure.
- 6.10 The CGCA's key comments regarded deliveries and taxi access during timed closure, loading areas along streets outside of timed closures and resident parking bay locations. Local deliveries during the timed closure can be done via loadings areas on Endell Street (north of Neal Street) and Shaftesbury Avenue near the Monmouth Street/Neal Street junction. Taxi/Private hire vehicle access for hotel pick up/drop off will be allowed via the staffed closure point on Mercer Street South. The location of resident parking bays are proposed in areas where there is less foot traffic and away from business shop fronts. In utilising these areas for resident parking bays, it will improve the level of social distancing for the busier areas.
- 6.11 Shaftesbury plc were consulted and no objections were raised for the scheme.
- 6.12 Westminster City Council were consulted but did not respond.
- 6.13 Businesses within the area such as the Covent Garden Hotel and Cambridge Theatre requested access during the timed closure for hotel guest access (drop off and pick up) and maintaining the loading bay on Mercer St South respectively. The scheme now reflects these requests.
- 6.14 Camden markets team was consulted and commented on the need for the market stalls to be within the carriageway on Earlham Street to allow for social distancing. In response the scheme also includes a timed closure for Earlham Street to allow for operation of the markets.
- 6.15 Should these proposals be approved, the Council would implement the changes outlined in section 2 under an Experimental Traffic Order (ETO), in line with decision report [SC/2020/74](#). A consultation procedure close to the statutory minimum procedure as described, and for the reasons given, in paragraphs 6.6 to 6.11 of that report will be followed. Officers would ideally wish to carry out a full public consultation when 12 months of the subject experimental scheme have elapsed, to elicit views from stakeholders and members of the public as part of the council's consideration to whether the experimental scheme should be made permanent or not. However circumstances may not permit a full public consultation to be carried out then, so officers propose to make a decision as to whether this will be practicable nearer the time.
- 6.16 Residents living in properties and businesses within the Seven Dials area, as shown in **Figure 3**, and local groups and councillors would also be notified ahead of any changes being made. Street notices advertising the scheme would also be erected around Seven Dials.

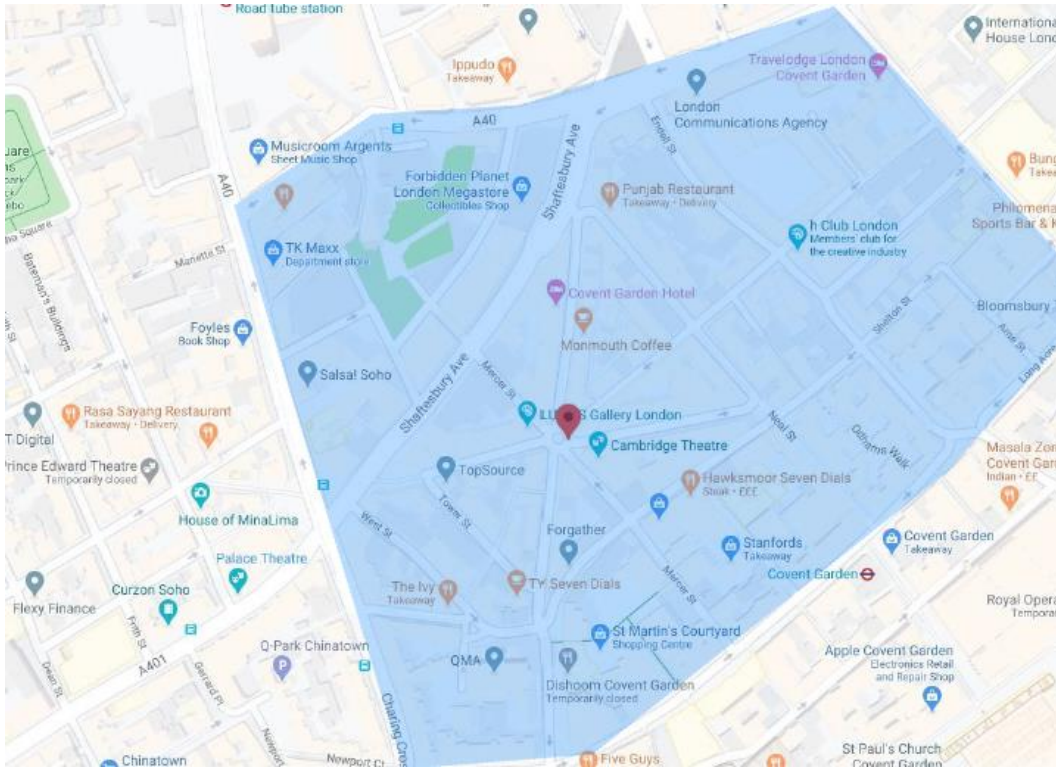


Figure 3: Notification area in blue

7. LEGAL IMPLICATIONS

7.1 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 order-making powers

7.2 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.

7.3 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. Both an ETO and a Temporary Traffic Order can be made for a maximum of 18 months. 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.

7.4 On this basis, the subject scheme will be implemented as an experimental traffic scheme under RTRA section 9, following the revised approach to consultation approved for Covid-19 traffic schemes under recommendation 2, and described in paragraphs 6.6 to 6.11 of SC/2020/74. The revised approach could be enhanced by a full public consultation at 12 months of the running of the subject experimental scheme, if circumstances then permit. Officers will make a decision as to whether this will be practicable nearer the time.

Statutory duties and powers relating to road safety

- 7.5 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”.
- 7.6 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

- 7.7 The Department for Transport (DfT) guidance mentioned at paragraph 1.5 above 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.
- 7.8 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)."

Equality

- 7.9 The Council must, when carrying out the Council's functions (which includes making decisions), have due regard to section 149 of the Equality Act 2010 (the Public Sector Equality Duty). 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, an Equalities Impact Assessment (EQIA) is attached as Appendix C to this report. The relevant decision-maker must carefully consider the EQIA as applicable to the scheme they are asked to approve.
- 7.10 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. 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).
- 7.11 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).
- 7.12 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.

- 7.13 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.

8. ENVIRONMENTAL IMPLICATIONS

- 8.1 The proposals would have a positive impact on the environment, restricting vehicle access into Seven Dials during timed closures and eliminating the north to south rat run along Monmouth St. Creating more footway space will encourage people to undertake trips by bicycle and walking rather than by car or taxi, which emit high levels of nitrogen dioxide (NO₂) and particulates pollution (PM₁₀).

9. RESOURCE IMPLICATIONS

- 9.1 The estimated cost of implementing the proposal would be £20,000 and would be fully met by Shaftesbury PLC. Design, project management and other staff costs, plus the costs of Road Safety Audits, notification letters distribution and the making of the Experimental Traffic Order (ETO) are covered by Camden Council “match funding”.
- 9.2 The timed closure access points to the public highway around Seven Dials will be managed by the Seven Dials Security team at no cost to Camden.
- 9.3 There would be a loss of parking revenue from removal of eleven paid parking bays across the scheme . Officers have engaged with parking services who have agreed that the impact on revenue will be monitored during the ETO period to fully understand any impact.

10. APPENDICES

Appendix A – Plan of Proposal (detailed design)

Appendix B – Equalities Impact Assessment

Appendix C – Seven Dials Comments from Common Place Web Tool

Appendix D – Plan of Proposal (stakeholder engagement)

REPORT ENDS