

# Delegated decision report of:

Keith Townsend

Corporate Director of Environment

Date: 21 December 2022

Ward: St Peter's and Canalside

**Subject: Charlton Place and Camden Passage  
traffic and environmental improvements**



## Contents

Subject: Charlton Place and Camden Passage traffic and environmental improvements .....	1
1. Summary .....	3
2. Decision .....	4
3. Background .....	4
4. Monitoring and safety assessment .....	5
5. Public Consultation.....	7
6. Proposals .....	10
7. Traffic Orders .....	11
8. Section 122, Road Traffic Regulation Act 1984 .....	11
9. Implications .....	13
10. Conclusion and reasons for recommendations .....	16
11. Appendices .....	19

## 1. Summary

- 1.1 This report presents a proposal for the implementation of substantial public space improvements to Charlton Place and Camden Passage by providing an environment which supports local businesses and residents. The scheme is located at Charlton Place and Camden Passage within the St Peter's low traffic neighbourhood (LTN) and part of the people-friendly streets (PFS) programme.
- 1.2 The scheme aims at implementing more greenery as well as a reduction of traffic volumes, speeding and road danger, improving the public realm, and supporting Angel Town Centre and Camden Passage, in the context of upgrading St Peter's LTN into a Liveable Neighbourhood.
- 1.3 The first LTN trial was introduced in St Peter's in July 2020 and since then it has been evolving by addressing issues with regards to accessibility and road danger. This scheme forms part of those changes to address the issues reported by residents and identified by the monitoring data.
- 1.4 A consultation was carried out in July and August 2022 for four weeks on a scheme which proposed a point closure at the western end of Charlton Place, just south of the junction with Camden Passage, and associated parking suspensions to allow for a three point turn.
- 1.5 The objective of the proposal was to improve the public realm, including traffic restrictions which would reduce traffic volumes, cycle speeds, and road danger, and create a more pedestrian focussed space, introducing a contraflow eastbound cycle movement, thus making the Camden Passage junction with Charlton Place safer for people walking and cycling.
- 1.6 Following consultation results and considerations around road danger reduction, the proposal was modified to reduce the need for three point turns, acknowledging that a full filter could have created conflict on Charlton Place and at the narrow two-way junction with Colebrooke Row. To deliver on the objectives of the scheme whilst reducing that risk, it is now proposed to create a timed traffic restriction at Charlton Place, at the junction with Colebrooke Row, 7 days a week, from 8.15am until 9.15am and from 3.00pm until 3.45pm, tackling the traffic peak flows. It is also proposed to deliver substantial public realm improvements as well as removing some parking and creating a loading bay to support local businesses. It is also proposed to implement and permit a contra-flow cycle movement from Upper Street, eastbound, as Charlton Place is a key cycle east-west link connecting Cycleway 27 to the Barnsbury area and Cycleway 38 via a safe signalised crossing into Berners Road.
- 1.7 Delivering this scheme would reduce traffic impacts to residents and visitors of the area, reduce road danger on both Charlton Place and Camden Passage and support the local economy. The scheme fits with the aims and objectives of both the Islington Transport Strategy and the council's Vision 2030 (Net Zero Carbon) Strategy. Furthermore, the proposals outlined here are evidence of the council listening and responding to residents' and ward members' concerns after the implementation of the St Peter's LTN.

## 2. Decision

- 2.1 To note that a public consultation was carried out during July and August 2022. The results of the consultation, further monitoring and road safety assessments have influenced the original proposals and details of the new scheme are described in this report.
- 2.2 To agree on the implementation of a timed traffic restriction at Charlton Place with associated public realm improvements, greening and parking rearrangements.
- 2.3 To note that the Experimental Traffic Orders (ETO) entails a timed traffic restriction at Charlton Place and a contra-flow eastbound cycle movement and a weight restriction for a lorry ban for vehicles over 3.5 tons.
- 2.4 To agree further and separate amendments to permanent Traffic Management Orders (TMOs), one for the creation of a loading bay, and one for the removal and re-arrangement of parking spaces on Charlton Place. To agree on progressing with the required ETO to assess the impact of the scheme. If at the end of the experimental order data shows that the negative effects outweigh the benefits, the timed closure and contra-flow cycle route can be reconsidered and adapted or removed.

## 3. Background

- 3.1 In 2019, the council consulted on its draft Transport Strategy, which made the case for the introduction of measures aimed at enabling a reduction in motor traffic, enabling more people to walk, cycle and wheel, and lead active lifestyles, reducing road danger and reducing the impact of transport on local air pollution and climate change. Because of the latter, it also forms part of the council's Vision 2030 (Net Zero Carbon) Strategy, which was consulted on in early 2020. Both strategies included policies and programmes to introduce low traffic and liveable neighbourhoods' borough-wide, and both were adopted by the council's Executive in November 2020.
- 3.2 The first LTN trial was introduced in St Peter's in July 2020 and since then it has been evolving by addressing issues with regards to accessibility and road danger. Monitoring of the scheme with traffic counts took place before implementation and approximately six and twelve months after the scheme was operational. In line with the Executive decision from 14 October 2021, a Blue Badge exemption has been introduced as a trial in the St Peter's LTN and monitored since 3 January 2022 to address the challenges faced by disabled people who rely on cars for their mobility. Final monitoring took place in July 2022 and the LTN was made permanent with the Blue Badge exemption on 10 November 2022.
- 3.3 Although both interim, pre-consultation and final monitoring reports show that the scheme is meeting its set objectives in terms of traffic reduction and promotion of active travel, traffic counts undertaken on Charlton Place have shown an increase in traffic after the introduction of the LTN in July 2020.
- 3.4 To address that increase in traffic, a further Traffic and Safety Assessment and optioneering work to reduce traffic at Charlton Place was carried out in the Winter of 2022. Systra developed a longlist of options, which were refined to three options. After feasibility one

option was selected to be consulted on in the summer of 2022, however following further assessment the proposal evolved to reduce road danger relating to the number of three point turns at the location a full filter would have created.

3.5 In terms of project drivers, this proposal aims to reduce road danger and improve the public realm at Charlton Place and Camden Passage by:

- Reducing traffic volumes at Charlton Place;
- Enhance the creation of placemaking and greening; and
- Support the local economy by offering new business opportunities through public space improvements.

## 4. Monitoring and safety assessment

4.1 Several rounds of traffic counts have indicated that traffic volumes have been higher at Charlton Place after the implementation of the LTN. Traffic monitoring activities have been carried out throughout the St Peter’s LTN (including at Charlton Place), where the Baseline data was collected before implementation of the LTN in June 2020 and again collected in November 2020 to produce an [‘interim monitoring report’](#). Pre-consultation monitoring data was collected in June 2021 to produce a [‘pre-consultation monitoring report’](#). The council also collected data in February 2022 and in July 2022 additional data for a [‘final check’](#) was collected to monitor the impact of filter changes in the LTN and the Blue Badge Exemption. The final checks highlight results can be seen in Table 2.

4.2 For instance, traffic increased on Charlton Place from 151 vehicles a day in June 2020 to 515 a day in February 2022, an increase of +241%. This is likely due to a combined effect of position of St Peter’s LTN traffic filters and the School Street on Duncan Street which have displaced some of the traffic onto Charlton Place.

Comparison period	Daily traffic volumes average difference	% difference
June 2020 – November 2020	+124 vehicles per day	+83%
June 2020 – June 2021	+296 vehicles per day	+197%
June 2020 – February 2022	+364 vehicles per day	+241%
June 2020 – July 2022	+261 vehicles per day	+174%

Table 1 – traffic volumes on Charlton Place

4.3 A more focussed analysis around the AM and PM peaks highlights that traffic volumes are worse – peaking from 8am until 9am and between 3pm and 4pm – when the nearby traffic restriction at the Duncan Street School Street is in operation.

4.4 A parking beat survey was also carried out in July 2022 before the implementation of the scheme so that the impact of the loss of the parking bays can be assessed based on the current occupancy levels of the parking spaces in proximity of the junctions. The results show that the resident parking bays are well used and are close to capacity, with occupation ranging from 70% and 100%, compared to the short stay parking bays for which parking occupation ranged between 30% and 50%.

4.5 A kerbside activity survey was also conducted in July 2022 to complement the parking beat survey. It revealed that during a typical weekday, peak time for loading and unloading is from 10am until 11am. Passenger pick up and drop off by taxis and PHVs peak is around lunchtime from 11am until 1pm, which is consistent with Camden Passage as a shopping and food destination. Finally waste collection happens early mornings between 6am and 7am during the week and from 10am until 11am on weekends.

4.6 In February 2022 the council commissioned Systra to undertake a safety assessment of Charlton Place and Camden Passage, which highlighted issues with cycle south-eastbound movement, conflicts at the crossing with Camden Passage, confusing traffic directions and road layout, limited visibility to the eastern end by Colebrooke Row, and parking issues.

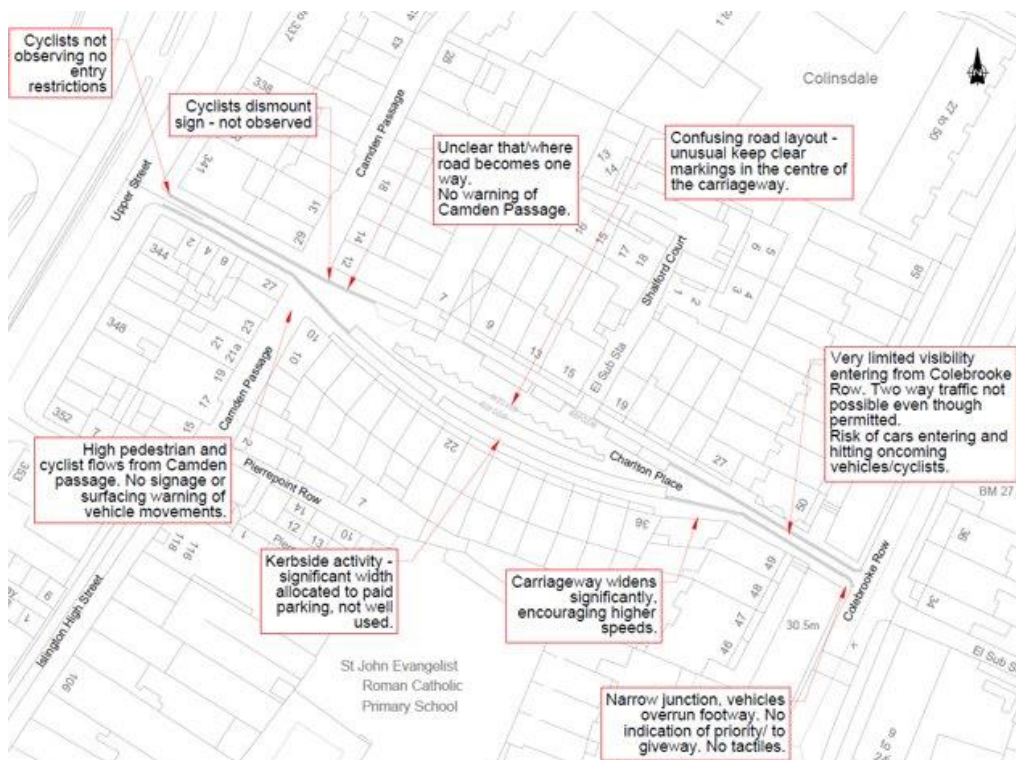


Figure 1: Site safety assessment was undertaken on 8 February 2022 at 8:45am by Systra.

4.7 No ASB or crime issues have been reported by the council's Community Safety team.

## 5. Public Consultation

- 5.1 A public consultation took place from 25 July to 22 August 2022, on a proposal which included parking changes, the provision of a new loading bay and a 24/7 traffic filter on Charlton Place, south of the junction with Camden Passage. It was made up of an online and physical questionnaire for individuals (residents, visitors, students, etc), and for businesses, traders and other organisations. It was promoted through leaflets and business letters distributed and posted in the local vicinity, as well as through the council's social media channels. Street intercepts, business visits, workshop and an online meeting were organised, and paper copies of the questionnaire were also made available at Islington Town Hall and during events. The detail of the public engagement is present at Appendix 3.
- 5.2 The businesses who took part in the consultation were made up of both antiques market traders and brick and mortar businesses. Whilst most businesses welcomed the proposed provision of a loading bay on Charlton Place, a majority felt that the traffic filter would hinder their ability to operate and force vehicles into potentially dangerous three-point turns.
- 5.3 Traders expressed that idling from delivery vans in the morning would cause friction from residents. Some businesses, specifically Market traders explained that proximity on Camden Passage is vital for deliveries. As the Passage is pedestrianised the process of offloading good can be challenging and a lengthy process. Other businesses expressed that heavy goods need to be transported by cart and therefore a need to park as close as possible to the Passage.
- 5.4 On Camden Passage, comments mainly related to the clutter in the area, including A-boards, tables and chairs, which create an inaccessible walking environment. The Passage would also benefit from more branding and gateways to express its presence and attract more visitors.
- 5.5 Two in-person workshops were held on 2 and 16 August 2022 with residents, businesses, market traders, and visitors at Camden Passage and Charlton Place corner; and one online workshop was held on 11 August 2022. Key issues discussed at the workshop included the conflict between people crossing Charlton Place at Camden Passage with traffic and people cycling, parking availability with a tension between resident parking, loading needs and short stay parking, public realm issues around clutter and rubbish collection. Whilst not all participants objected to the traffic restrictions, many outlined the risks of three-point turns relating to the proposed traffic filter, with road danger impacts on people cycling and walking.
- 5.6 Overall, 217 questionnaires were completed during the consultation with 206 (95%) responses by individuals and 11 (5%) responses by businesses and traders.
- 5.7 The results highlighted that individual respondents most wanted to see planting, greening, and pavement improvements on Camden Passage and Charlton Place. Residents who live in Charlton Place, Camden Passage and in the neighbouring roads had a more mixed view of the proposals than those who live further away in the borough or in another borough. The questionnaire results showed that 28% of the residents and locals' visitors fully supported the proposals, whilst 23% strongly disagreed.

5.8 Respondents could comment on the proposals through a free text box. The 187 free text box comments received show that overall views were mixed, where 56 responses categorised as positive, 92 mixed and 48 negative. After analysing the comments, 28% fully support the proposal and 23% fully objected to them. However, 17% of respondents objected to the installation of a 24/7 traffic filter (17%); followed by 10% supporting the need for cycling and public realm improvements; and the objection to the reduction of residents parking bays (7%), but also supporting businesses by formalising a loading bay (7%). The graph in Figure 2 shows all responses received.

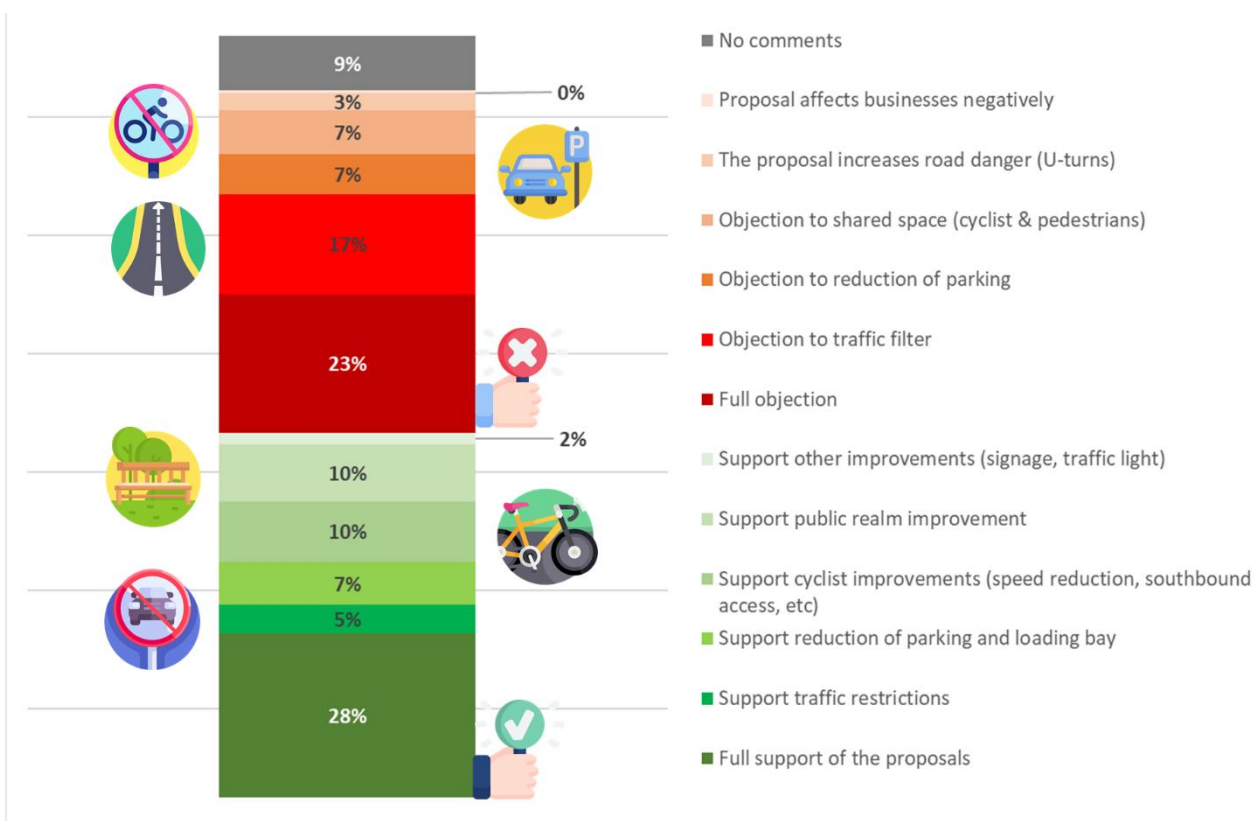


Figure 2: Free box responses from individuals during consultation period.

5.9 The key themes in those free text comments are summarised on the table below:

Theme	Detailed comments	Officer comments and proposed mitigation
Through traffic and volume of traffic	<ul style="list-style-type: none"> <li>• Larger vehicles such as commercial waste collection trucks and good vehicles create noise late at night.</li> <li>• Businesses and residents are very clear that access to Charlton Place must be kept available to make and receive deliveries.</li> <li>• Concerns around access for deliveries and tradesmen.</li> <li>• 24-hour closure and cars U-turning would increase road danger and conflicts between traffic, people walking and cycling.</li> </ul>	<p>The council will liaise with waste collection operators and propose alternative locations for waste collection.</p> <p>New proposal for timed restriction allows a large window for deliveries and reduces need for three-point turns compared to a full traffic filter.</p>



Theme	Detailed comments	Officer comments and proposed mitigation
The intervention is not needed	<ul style="list-style-type: none"> <li>The roads are already quiet and feature traffic calming measures.</li> </ul>	Restrictions reduced to 1h45 hours a day to address AM and PM peak traffic.
Support for the proposals	<ul style="list-style-type: none"> <li>The area would benefit from improvements in the public realm that address traffic and cycle speeds.</li> <li>Reduction of short-stay parking is welcome.</li> </ul>	Public realm proposal designed around improving the pedestrian experience and lowering traffic and cycle speeds with continuous crossing and custom materials to reinforce the Passage. Reduction in short stay parking.
Traffic displacement	<ul style="list-style-type: none"> <li>The proposals might result in an increase in traffic on Upper Street, Colebrooke Row, St Peter's Street, and Duncan Street.</li> </ul>	Volumes are relatively low but additional counts will be conducted as part of the implementation.
Parking issues	<ul style="list-style-type: none"> <li>The existing double and single yellow lines, white lines, parking and double parking create an unsafe environment for people walking and cycling.</li> <li>Existing parking and lack of enforcement on double yellow lines is an issue outside properties.</li> <li>Maintain residents parking bays.</li> <li>Reduce short-stay bays and traffic.</li> <li>Consider Blue Badge holders parking bays.</li> </ul>	Parking proposals formalise current delivery arrangements with a loading bay. Resident parking retained. Blue Badge holders can park in any parking space, including short stay and resident parking bays.
Exemptions	<ul style="list-style-type: none"> <li>Access for disabled people.</li> <li>Access for Charlton Place residents.</li> <li>Access for emergency and service vehicles.</li> </ul>	Timed restriction provide access for residents and emergency vehicles.
Accessibility for all road users	<ul style="list-style-type: none"> <li>Crossing conflict between people walking and cycling is more significant than with motor traffic.</li> <li>Uneven footway surface / pavement creates accessibility issues.</li> <li>Road surfaces on the north section of Charlton Place create hazards for people cycling due to its poor condition.</li> <li>Clutter: A-boards, tables, chairs, and planters/cycle parking on Camden Passage.</li> </ul>	Proposed continuous crossing should reinforce pedestrian priority at Camden Passage. The council will continue working with Angel BID and local businesses to address street clutter on Camden Passage.  Formalise the two-way cycling movement, making it safer than the current informal arrangement.
Public realm improvements	<ul style="list-style-type: none"> <li>High quality public realm by which to announce an entry point onto Camden Passage.</li> <li>Improve waste management and install well-designed bins to secure the waste.</li> </ul>	Proposed bins arrangements at Camden Walk. High quality public realm including rain gardens, trees and seating should make increase

Theme	Detailed comments	Officer comments and proposed mitigation
	<ul style="list-style-type: none"> <li>Green infrastructure and landscaping.</li> <li>Formalise southbound movement to address cyclist speed.</li> </ul>	sense of place in Camden Passage.

Table 2: Free-text box responses categorised into themes

5.10 It is worth noting that there will be an objection period of 6 months following the implementation of the ETO for the timed restriction and contra-flow cycling. The council must consider any objections before deciding whether to make the ETO permanent. In regard to the parking changes, there is a 21-day period for formal objections which must be considered by the council prior to making a final decision.

5.11 An Inclusive Economy officer will also assist in engaging with local businesses about the restrictions and proposed parking arrangements, which are designed to improve loading and deliveries.

## 6 Proposals

6.1 The proposal includes the installation of a time closed restriction, seven days a week, between the hours of 8.15am to 9.15am and 3.00pm to 3.45pm with signage and camera enforcement at the junction with Colebrooke Row.

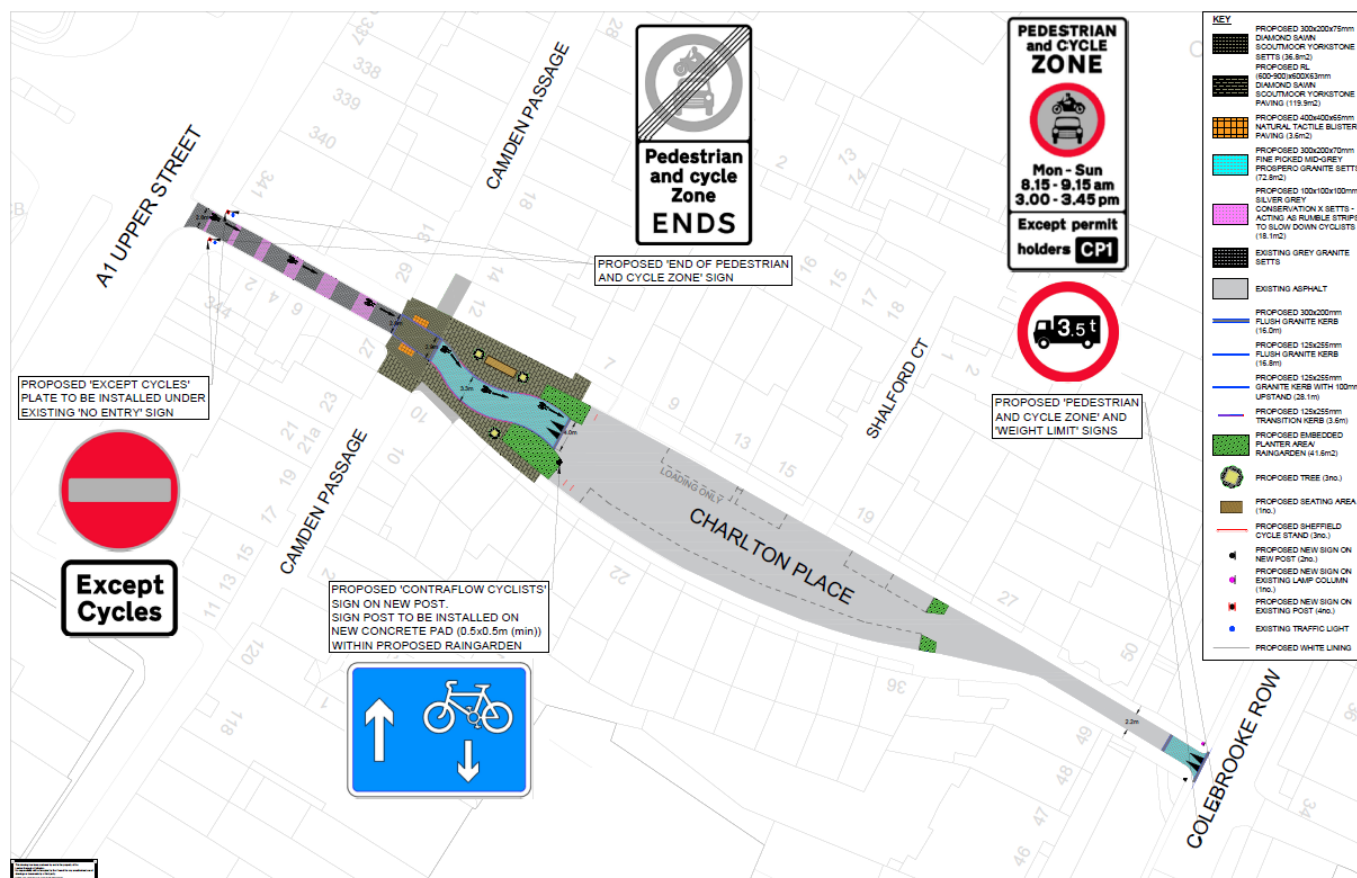


Figure 3: proposed design for Charlton Place

6.2 The introduction of the scheme will affect parking at Charlton Place, in particular:

- Removal of five short-stay parking bays in the west end of Charlton Place. This will allow the creation of a flexible loading bay, which can be used by residents outside operational hours
- Conversion of one short-stay bay into a resident bay.
- Conversion of one residential space into a short-stay bay.
- No loss of resident parking bays.

6.3 Public realm and greening improvement:

- Adding continuous raised crossing with associated tactile paving across Camden Passage to reinforce pedestrian safety.
- Enable people to cycle southeast bound down Charlton Place.
- Introducing greening including planters, raingardens and trees on Charlton Place and near Camden Passage.
- Installing seating on Charlton Place, near Camden Passage.

6.4 Cycle infrastructure

- Provision of a contra-flow cycle movement from Upper Street into Charlton Place.
- Deflection measures to reduce cycle speeds when approaching Camden Passage.

6.5 The proposals also include modifying the existing traffic order for the lorry ban to include a ban above 3.5 tons, including for loading, but with an exemption for access for residents, for instance for large removals or scaffoldings.

## 7 Traffic Orders

7.1 Three different traffic orders will be needed to implement this scheme:

- An Experimental Traffic Order (ETO) for the timed traffic restriction and the contra-flow cycle movement, which would be covered by a Prescribed Routes order.
- An Experimental Traffic Order (ETO) for the weight restriction for a lorry ban for under 3.5 tons.
- A Permanent Traffic Order for the new loading bay;
- The Islington free parking places, loading places and waiting, loading and stopping restrictions order

## 8 Section 122, Road Traffic Regulation Act 1984

8.1 In the exercise of its powers under the Road Traffic Regulation Act 1984, the council is required, under s.122 of the Act, 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 street, whilst at the same time have regard to the following considerations:

- The desirability of securing and maintaining reasonable access to premises;

- The effect on the amenities of any locality affected and the importance of regulating and restricting the use of roads by heavy commercial vehicles to preserve or improve the amenities of the areas through which the roads run;
- The impact on air quality both locally and in the surrounding areas;
- The importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and
- Any other matters appearing to the council to be relevant.

8.2 In balancing the considerations above, officers consider that the implementation of the changes to Charlton Place should proceed on the following factors:

- Motorised access is restricted to only 1 hour and 45 minutes a day (1 hour in the morning, 45 minutes in the afternoon) and residents and businesses on Charlton Place will be exempt.
- The lorry ban for vehicles above 3.5 tons is justified in regards to the narrow layout of Charlton Place and to preserve pedestrian safety.
- The scheme should reduce air pollution by restricting traffic at peak times with limited traffic displacement.
- Public service and emergency services vehicles such as waste and recycling collection vehicles will be exempt from the restrictions.
- Resident parking, as well as a proportion of short stay parking and a new loading bay all offer access to Charlton Place.

## 9 Implications

### 9.1 Financial Implications

#### Costs

- 9.1.1 The estimated scheme costs are £130k which includes the costs of public realm improvements, greening, the traffic orders, traffic monitoring before and after installation and communications to support the change. Around £7.5k will be spent on traffic orders. An amount of £31k is committed to being invested in maintenance fees associated with a 10 year maintenance plan for green spaces and rain gardens.
- 9.1.2 The scheme will be funded through a range of sources. Council capital represents £90k of the funding, and 40k of external funding is provided through CIL and S106 (30k) and 10k through LIP.

#### Revenue

- 9.1.3 There is a potential revenue loss caused by the loss of the five short stay parking bays. Considering the revenue accrued in 2022 up until June, it is estimated to be less than £24k annually.
- 9.1.4 This loss is considered minimal, and it suggests that the bays are not heavily used (they are used less than 5% of the time by paying customers). It also suggests that part of the loss will be absorbed by a more frequent usage of the remaining parking spaces and vehicles using Colebrooke Row short stay bays.

### 9.2 Legal Implications

- 9.2.1 By Section 16 of the Traffic Management Act 2004, local traffic authorities must:

manage their road network with a view to achieving, so far as may be reasonably practicable having regard to their other obligations, policies and 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.

The action which the authority may take in performing that duty includes, in particular, any action which they consider will contribute to securing:

- c) the more efficient use of their road network; or
- d) 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 ...”

“Traffic” includes pedestrians.

- 9.2.2 The Road Traffic Regulation Act 1984 (the “1984 Act”) Section 9 enables the council to make an Experimental Traffic Order (“ETO”). An ETO shall not continue in force for longer than 18 months. At the end of the trial period the ETO will lapse unless it is made permanent.
- 9.2.3 In making an ETO the council must follow the procedures set out in Regulations 23 and 24 of the Local Authorities’ Traffic Orders (Procedure) (England and Wales) Regulations 1996.
- 9.2.4 There is a 6 month’ period after the ETO comes into effect for making objections to the ETO. The council must take any objections into account before deciding whether to make the ETO permanent.
- 9.2.5 The council, as Highway Authority, has a general power to improve the highway under Part V of the Highways Act 1980. Section 96 of the Highways Act 1980 gives the council the power to plant shrubs in the highway and erect guards etc to protect the shrubs. In addition, section 115B of the Highways Act 1980 empowers a highway authority to place objects or structures on the highway to enhance the amenity of the highway or its immediate surroundings (which includes providing shrubs or flowers). Section 63 of the Road Traffic Regulation Act 1984 gives the council power to provide stands and racks for bicycles in the road.
- 9.2.6 The proposal outlined in this report should have regard to the Department for Transport’s (DfT) statutory guidance ‘Traffic Management Act 2004: Network Management to support recovery from COVID19’ updated on 30 July 2021.
- 9.2.7 When deciding whether to make a traffic order the council must have regard to the Mayor of London’s Transport Strategy (sections 142 and 144(1)(a) Greater London Authority Act 1999). That strategy emphasises the importance of reducing emissions and improving air quality. Regard should also be had to the Islington Transport Strategy (adopted in November 2020).
- 9.2.8 These functions are functions within section 149(1) of the Equality Act 2010 attracting the duty to have “due regard” to the need to:
- (a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Act;
  - (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
  - (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
- 9.2.9 This is dealt with in the Equalities Impact Assessment in section 9.4.
- 9.2.10 Regard should be had to the provisions of the Human Rights Act. In particular, the provisions of Article 1, of the First Protocol protection of property, Article 2, right to education and Article 8, right to respect for private and family life.

- 9.2.11 In relation to Article 1, residents will remain able to park in proximity of their homes. However, parking is widely available in the area. Further, the right under Article 1 is qualified rather than absolute as it permits the deprivation of an individual's possessions or rights where it is in the public interest. The public interest benefits are outlined within this report.
- 9.2.12 In relation to Article 2, access to educational institutes will not be affected by the proposals.
- 9.2.13 In relation to Article 8, right to respect for private and family life has a broad interpretation and extends to being in a public place if there is a reasonable expectation of privacy there. It is not considered that the implementation of the changes proposed in this report will impede on the right of individuals to respect for private and family life either in public or on private land.

### 9.3 Environmental Implications and contribution to achieving a net zero carbon Islington by 2030

- 9.3.1 The proposal is aimed at introducing more greenery and thus helping to offset the council's carbon footprint, and it will pave the way for future, similar initiatives.
- 9.3.2 Trees and greenspaces increase resilience to climate change and contribute to reducing the borough's carbon emissions. Increasing tree cover and greenspace provides a valuable carbon 'sink' whilst supporting nature, improving soil, reducing overheating, and increasing air and water quality.
- 9.3.3 The timed traffic restriction also means that less traffic will be using Charlton Place during the hours of operation, with positive impacts on emissions and air quality.
- 9.3.4 The installation of raingardens including the removal of the parking/loading bays, will involve some minor disruption, the use of materials as well as some additional transportation and noise pollution by the contractor during their installation.

### 9.4 Equalities Impact Assessment

- 9.4.1 The council must, in the exercise of its functions, have due regard to the need to eliminate discrimination, harassment and victimisation, and to advance equality of opportunity, and foster good relations, between those who share a relevant protected characteristic and those who do not share it (section 149 Equality Act 2010). The council has a duty to have due regard to the need to remove or minimise disadvantages, take steps to meet needs, in particular steps to take account of disabled persons' disabilities, and encourage people to participate in public life. The council must have due regard to the need to tackle prejudice and promote understanding.
- 9.4.2 A formal Equalities Impact Assessment (EQIA) has been carried out to analyse the impact of the scheme on the different people with protected characteristics and from disadvantaged groups.
- 9.4.3 The full EQIA is attached in Appendix 2 and is summarised below

9.4.4 The impact on the points a), b), c) within section 149(1) of the Equality Act 2010 is deemed minimal.

### **Positive impacts of the scheme**

9.4.5 The scheme would reduce volume of traffic, improve air quality, and reduce road danger, which can all have positive impacts for people with protected characteristics. The scheme would also provide a more welcoming and safer environment for people from all walks of life, improving their mental health by including more comfort seating, greening and rain gardens, safer and inclusive crossing as well as a new public space for markets, events and recreation. The proposal would also contribute to improve cyclist environment for those travelling eastbound whilst seeking to reduce cycle speeds, improving pedestrian safety.

9.4.6 The design of the scheme has been developed with the aim to improve St Peter's streets as aligned with the healthy street's indicators; and it supports the council's response to climate change by reducing emissions, adapting our streets to be more resilient to urban heat through greening, which can benefit older and younger people, as well as those living in flats. The following healthy streets elements will deliver benefits to the area and to St Peter's residents, businesses and visitors: accessible and inclusive open space, safer and inclusive pedestrian crossing, reduction in noise, empowering people to cycle and walk more safely, and reduced air pollution within the residential area.

### **Negative impacts of the scheme**

9.4.7 The loss of short stay parking bays can affect visitors, but the area has many residents only parking spaces and the loss is not deemed critical. Additional short stay parking bays are also available nearby on Colebrooke Row.

9.4.8 The traffic restriction can impact visitors of the area who need access to Charlton Place. Resident of Charlton Place will however get exemptions.

9.4.9 The deflection to encourage lower cycle speeds could impact disabled people who cycle and use their cycles as a mobility aid. The deflection could also represent a trip hazard and impact people with visual impairments and should therefore be designed in a way that does not affect pedestrian movement.

## **10 Conclusion and reasons for recommendations**

10.1.1 **Recommendation.** The Director of Environment is asked to agree the proposals set out in this report, including the of rain gardens, seating, new trees, continuous crossing, new parking arrangements with a loading bay under a permanent Traffic Management Order, and the timed traffic restriction, new contra-flow cycle movement and weight restriction under 3.5tons under Experimental Traffic Orders.

10.2 **Reasons.** The proposal will significantly improve the public realm, as well as the cycling and walking environment, support the function of Angel Town Centre as well as reducing traffic volumes at peak times. Currently, there are many conflicts between people walking



and cycling and those in motor vehicles and the scheme will provide a balanced approach considering the different road users of the space and their needs in the following way:

- Improving the public realm with a wider pavement, including more comfortable seating
- Strengthening greening with rain gardens and trees to improve resilience to climate change
- Providing a safer and inclusive pedestrian crossing as well as a more welcoming space for market traders, events and recreation, in line with the people-friendly pavement (PFP) programme
- Improving the cyclist environment and reducing collisions; and
- Providing a permanent loading bay for businesses in the area.

Signed by:

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## 11 Appendices

1. Appendix 1 – Charlton Place and Camden Passage design
2. Appendix 2 – Equalities Impact Assessment
3. Appendix 3 – Consultation report and Business engagement
4. Appendix 4 – Consultation leaflet sent to residents