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| LONDON BOROUGH OF CAMDEN | WARDS: Highgate and Kentish Town North Ward |
| REPORT TITLE Response to petition to extend the Dartmouth Park Area Healthy Neighbourhood consultation deadline. | |
| REPORT OF Director of Environment and Sustainability | |
| FOR SUBMISSION TO Culture & Environment Scrutiny Committee | DATE 11 th November 2024 |
| <p>SUMMARY OF REPORT</p> <p>This report is in response to a petition which was received by the Council in regard to extending the Dartmouth Park Area Healthy Neighbourhood consultation deadline. The petition states, <i>'We're asking for an extension, explanation of the purpose and objectives and real consultation.'</i> The petition received 2308 signatures, of those 595 signatures are Camden addresses. The report outlines the Council's response in addressing the key issues raised in the petition.</p> <p>As part of our Camden Transport Strategy programme of works, officers have developed initial proposals for a "Healthy Neighbourhood" in the area of Dartmouth Park covering Highgate, Kentish Town North ward and part of the London Borough of Islington.</p> <p>The project's main aims are:</p> <ul style="list-style-type: none"> • Make the area greener, healthier, and more pleasant to spend time in, with new plants, trees, and seating. • Create safer streets in the area for children to travel independently, feel confident walking, scooting, and cycling, and with new areas for play. • Reduce traffic in the area to make local streets quieter, less polluted, and safer to walk and cycle around. • Support local businesses to thrive; and • Improve health and wellbeing through cleaner air and by making it easier to walk, cycle and wheel. <p>This Healthy Neighbourhood project has just undergone a six-week Phase 2 Engagement with local people to collect feedback and comments on initial proposals shared. This phase 2 engagement was the second phase of a 3-phase process of engagement for the project.</p> <p>Local Government Act 1972 – Access to Information</p> <p>The following documents have been used in the preparation of this report:</p> <p>Healthy Streets, Healthy Travel, Healthy Lives: Camden Transport Strategy 2019 – 2041</p> | |

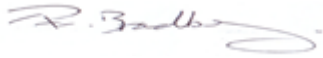
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RECOMMENDATIONS

The Culture and Environment Scrutiny Committee is recommended to determine that no further action is necessary in relation to the petition received.

Signed:



Date: 31 October 2024

1. Purpose of Report

- 1.1. This report provides a response to a petition received by the Council on 16th August 2024 calling to extend the Dartmouth Park Area Healthy Neighbourhood (DPAHN) consultation deadline. The full petition can be found in Appendix A.
- 1.2. The signed petition covers an area of two electoral wards, and two boroughs with 2,308 signatures out of which 595 signatures have a Camden postcode. This report is therefore coming to the Culture and Environment Scrutiny Committee for consideration in accordance with the Council's petition scheme, which states that "A petition with more than 2000 signatures on a borough-wide issue, or 500 signatures on a matter affecting one or two electoral wards, will be eligible to be debated at the relevant scrutiny committee meeting".
- 1.3. The actions available to the Committee, in line with the Council's petition scheme, are as follows:
 - That no further action is necessary;
 - That a further report should come back to the Committee;
 - That the matter should be referred to the relevant decision-making body or officer of the Council with a recommendation on what to do.
- 1.4. It is recommended that the Committee take no further action.

2. Dartmouth Park Area Healthy Neighbourhood and Petition

Background to The Dartmouth Park Area Healthy Neighbourhood:

- 2.1. The Dartmouth Park Area Healthy Neighbourhood is a joint borough project between Camden and Islington. This Healthy Neighbourhood aims to make streets in the area greener healthier and more pleasant to spend time in, making it easier to walk, wheel and cycle and improve air quality
- 2.2. The Dartmouth Park Area Healthy Neighbourhood (DPAHN) Project's aims and objectives aligns with the overarching policies the Council has adapted such as the [Mayor Transport Strategy](#) (MTS) 2018. The Mayor, through Transport for London (TfL) and the boroughs, and working with stakeholders, aims to reduce Londoners' dependency on cars in favour of active, efficient and sustainable modes of travel, with the central aim for 80 per cent of all trips in London to be made on foot, by cycle or using public transport by 2041. The project also aligns with the following Camden policies:
 - [Camden Transport Strategy](#) (CTS) 2019.
 - [The Cycling Action Plan](#) 2019 policy focused on delivery of primary and secondary cycle network.
 - [Camden Clean Air and Action Plan](#) 2023-2026 focused on reducing emissions from vehicles on roads in Camden by improving cycling and walking infrastructure.

- [Camden Climate Action Plan](#) 2020-2025 achieving a zero carbon Camden will require people to choose cycling and public transport over private car use wherever possible.

2.3. The DPAHN project also aligns with the [Council's agreed](#) approach to consultation which outlines that a 'large' project should undertake Pre-scheme engagement and a 4-week consultation. As outlined in the below chart, the approved approach to engagement outlines that prior to the Decision Report, stage 4, there will be a 4-week public consultation.

| | | | | | | | |
|--|----------------|-----------------------|----------------------------|----------------------------|------------------------|------------------|------------------|
| Cabinet approved approach to engagement on 'Large' schemes | 1 | 2 | 3 | 4 | 5 | 6 | 6 |
| | Project launch | Pre scheme engagement | 4-week Public Consultation | Analysis & Decision Report | ETO period (18 months) | TMO Consultation | Permanent Scheme |

2.4. The DPAHN was outlined in the [Camden Transport Strategy delivery programme 2022-2025 approved by the Cabinet on 14th December 2022](#) as a neighbourhood-based Safe & Healthy Streets schemes, delivering through-traffic reduction and other Healthy Streets measures

2.5. Progress on the DPAHN has previously been discussed as part of the aforementioned CTS delivery plan 22-25 at the [C+E Scrutiny Committee on the 10th November 2022](#) where in section 3.30 *"A committee member was concerned that the consultation for measures to address traffic volumes in the Dartmouth Park area had not been brought forward in the summer of 2022 as promised."*

2.6. As the above point indicates, the DPAHN project has been under consideration by the Council and requested by some stakeholders in the Highgate Ward for a number of years. A background of the project and resident engagement has been provided below, and is also available on the [projects engagement website](#):

Timeline and Engagement of The Dartmouth Park Area Healthy Neighbourhood so far:

2017

LB Camden adopted the [Highgate Neighbourhood Plan](#)

2018

Following the submission of a petition by local residents Camden council engaged with local people on plans to reduce motor vehicle traffic on Chetwynd Road, Churchill Road, Spencer Rise and York Rise.

The petition that was signed by more than 200 people highlighted unacceptably high levels of motor vehicle traffic on Chetwynd Road, Churchill Road, Spencer

Rise and York Rise and requested that the Council reduce the traffic volumes on these roads.

We undertook engagement on three proposals in the area designed to reduce traffic volumes on the streets listed in the petition. However, these proposals did not make it to the public consultation stage due to concerns about traffic displacement in the wider area

2020

The Dartmouth Park Neighbourhood Forum (DPNF) submitted the [Dartmouth Park Neighbourhood Plan](#) to Camden Council which was subsequently adopted by the Council. The plan highlights the strong desire to reduce through traffic (non-local traffic which uses the streets as a cut through). The plan also suggested traffic calming and pedestrian crossings at Swain's Lane/Highgate West Hill.

A survey conducted by the DPNF in the summer of 2020 showed good support for Low Traffic Neighbourhoods and other interventions to reduce the speed and volume of traffic in the area amongst respondents. The DPNF obtained a grant from the Community Infrastructure Levy (CIL) in autumn 2020 to undertake a more comprehensive engagement with local people and gain further insight on the appetite for change, see 2021 below.

Camden launched an [online engagement map](#) to gather views across the whole borough. A high number of comments were made in the Dartmouth Park Area. The common themes included:

- Worries over the narrow part of Swains Lane close to Highgate cemetery with blocked traffic, danger to cyclists and blind spots.
- A high demand for cycle infrastructure including: cycle lanes, cycle parking
- Residents felt cycling uphill with high volumes of traffic and narrow roads is unsafe
- Residents asked for Healthy School Streets to improve safety and air quality for children.
- The most popular request was a speed reduction and the reduction of through traffic especially on Chetwynd Road.
- Large number of requests to improve air quality on residential streets.

2021

The Dartmouth Park Neighbourhood Forum (DPNF) submitted their engagement report to The Council. This report had been produced by Transport consultants Urban Movement using CIL funding. This Engagement report contained a [Design Charter](#) which outlined the key principals for a traffic scheme in the area.

“The Charter consists of 15 elements (listed in no particular order) and when combined, they represent a set of parameters that any scheme in Dartmouth

Park will need to work within in order to be a success, and to be acceptable to local residents and other stakeholders”.

2.7. In September 2023 Camden and Islington Council started the DPAHN by launching the first of three phases of engagement on the DPAHN project. As outlined on the project website the three phases of engagement are as follows:

- Phase 1 Engagement (Have your say): We undertook this joint borough engagement to better understand local concerns with streets and travel in the area and what improvements we could make. The information that local people provided would help us develop proposals.
- In Phase 1: [6-week long engagement undertaken](#). This included 13,204 postcards distributed to homes in the area and 26 trifold board installed in the area. A project commonplace website was launched, and three In person events and one online Zoom event undertaken.
- Phase 2 Engagement (Co-Design): Based on resident feedback and a technical analysis of the area initial proposals were developed and shared with local people for further comment/feedback.
- In Phase 2: 6-week long engagement undertaken. 13,963 postcards distributed to homes in the area. 33 trifold board installed in the area. Two In person events and one online Zoom event undertaken. 312 door to door business visits over two days. Two online Zoom events for Local Businesses undertaken.
- Phase 3 Public Consultation: After analysis of the above two engagement phases, a public consultation will be held before any decision is taken on whether and how to proceed with a Dartmouth Park Area Healthy Neighbourhood scheme.

2.8. As outlined in the below chart the bespoke approach to engagement on the DPAHN outlines that prior to the Decision Report and stage 6, there would have been 12 weeks of engagement before a 4-week public consultation. This would mean that there would be 16 weeks of engagement/consultation across the three phases outlined above. This is over and above the Cabinet approved 4-week consultation period for a ‘large scheme’. Please see table below which outlines the engagement timeline below, the green shading indicated the current stage of the project.

| | | | | | | | | | | |
|-----------------------|----------------|---------------------------|------------------|---------------------------|------------------|----------------------------|------------------------------------|------------------------|-----|------------------|
| Dartmouth Park Scheme | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| | Project launch | 6-week Phase 1 Engagement | Phase 1 Analysis | 6-week Phase 2 Engagement | Phase 2 Analysis | 4-week Public Consultation | Analysis/ Decision Report approved | ETO period (18 months) | TMO | Permanent Scheme |

2.9. This first phase of engagement, launched in September 2023, was aimed at establishing issues in the wider area. It is noted that this approach was criticised

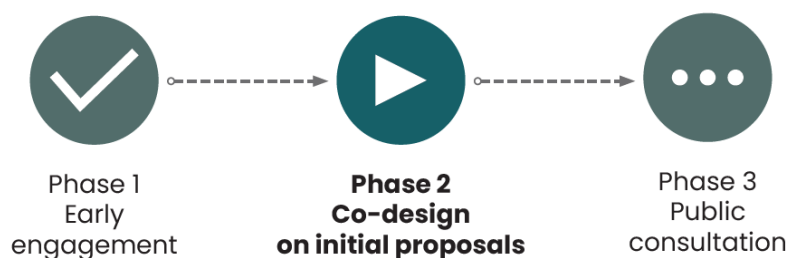
by some stakeholders in the area (during this first phase of engagement) as some people felt that the issues were already well established, including the engagement undertaken by the DPNF, and that the Council should be proceeding straight to consultation on proposals. The three phase engagement process was undertaken by Camden and Islington Council as there was a desire to reach people in the wider area to establish issues in this wider area. This approach to engagement also aligns with the DPNF Design Charters which requests that The Council should ensure *“Improvements should not just apply to one or two streets. Traffic should not be displaced to other streets in the neighbourhood. The neighbourhood should be addressed as one”*.

2.10. In July 2024 the second phase of three phases of engagement on the DPAHN launched. The second stage of engagement sought feedback from stakeholder on three types of initial proposals, as outlined below:

- Local traffic management plan
- Road safety, bus priority and cycle network improvements
- Improvements to local streets.

2.11. This second phase of engagement ran from 8th July to 18th August 2024. For this phase of engagement, we collected feedback/comments from stakeholders via online survey, comments made in any of the events and email feedback. The communications for this stage of engagement seen in Appendix B (leaflet sent to all homes) outlined that this phase of engagement was the second of three phases stating, *‘based on what you tell us at this stage, we will create final designs for the neighbourhood which will be subject to consultation at a later date’* and *‘we will use the feedback received on these initial proposals to help shape the final proposals for the DPAHN. **We will then hold a public consultation** before any scheme is considered for delivery.’* This text was supported by a timeline visual in the leaflet shown below:

Project timeline



The projects [engagement website](#) outlined that these proposals were based on feedback received from stakeholders and a technical analysis of the area. It was also noted that *“These ideas presented are not the final proposals and this is not a public consultation”*.

2.12. As part of phase 2 engagement a [Proposals Overview Document](#) was made publicly available on the project website which explained *‘based on your*

feedback on these initial proposals we will create final designs for the Dartmouth Park Area Healthy Neighbourhood which will be subject to consultation at a later date.'

- 2.13. The project website itself shared a project timeline map illustrating the steps being taken for DPAHN: <https://dartmouthpark.commonplace.is/timeline>
- 2.14. The second of the three phases of engagement has been completed, and Officers are reviewing the feedback received during this second phase of engagement. The third phase of engagement would be a 4-week, public consultation. The Council does not yet have a set date for this third phase of engagement.
- 2.15. This phased approach to engagement enables the Council to take on board feedback from each engagement. For example, learning from feedback received during phase one engagement improvements were made to the sign-up page for the events and more stakeholder groups were added to the communication channels.
- 2.16. An overview of the reach of the engagement across the first two phases undertaken to date is provided below:

| Phase 1 Engagement (25 Sept – 5 Nov 2023) | Phase 2 Engagement (8 July – 18 Aug 2024) |
|--|--|
| 13,204 postcards distributed to homes in the area. | 13,963 leaflets distributed to homes in the area. |
| 26 trifold board installed in the area. | 33 trifold boards installed in the area. |
| Three In-person events held (6 sessions) | Two In-person events held (4 sessions) |
| One online Zoom event held | One online Zoom event held |
| | Two online Zoom events held for Local Businesses. |
| 108 people attended across all events. | 224 people attended across all events. |
| 792 Commonplace online comments | 1245 individual online surveys filled out |
| 365 comments collected at the in-person events | 450 comments collected at the in-person events |
| 275 Local Business visits made by officers | 312 Local Business visits made by officers |
| 40 project emails received | 800 project emails received |

- 2.17. During phase 1 and phase 2, engagement with local people did not stop and prior to starting phase 2 the Council undertook additional engagement meetings. Four online meetings were undertaken with local resident

associations/groups: Highgate West Hill Resident Association, Highgate Society, Residents of Chetwynd Road and Dartmouth Park Neighbourhood Forum to collect more feedback and to help inform more residents of the DPAHN project.

Petition for The Dartmouth Park Area Healthy Neighbourhood:

- 2.18. On 16th August 2024 the Council received a petition. As outlined in section 1.2 the petition covers an area of two electoral wards, and two boroughs with 2,308 signatures out of which 595 signatures have a Camden postcode. The petition states: *'The timing and poor quality of the proposals suggest this is in name only. We're asking for an extension, explanation of the purpose and objectives and real consultation.'*

The petition asks for three things to be consider by the Council,

- The consultation period for the project be extended.
 - Explanation of the purpose and objectives of the project
 - A real consultation.
- 2.19. The request for an extension to the consultation period in the petition is noted by officers. The petition states: *'Details of this highly complex scheme was published by Camden and Islington Council on 8 July and shockingly the deadline for comments was 18 August just six weeks during the school holidays.'* The Council planned the online engagement event and two in person engagement events to take place before the school holidays began. The online event took place on Wednesday, 17th July 2024 and the in-person events took place on Tuesday 23rd July 2024 and Wednesday 24th July 2024 which was before or on the final day of the LB Camden and LB Islington's school term, respectively. The online survey remained live until 18th August 2024.
- 2.20. Officers are not proposing to extend the consultation as the second phase of engagement (co-design) was not a consultation but the second phase of three phases of engagement. This phasing was clearly outlined in communications circulated and on the project's engagement website. The period of engagement on the DPAHN is not yet complete. As outlined above, the approach undertaken in the DPAHN means that the Council has yet to undertake a public consultation and that will be phase 3. This third phase will be another opportunity for stakeholders to comment on proposals prior to any decision being made to consider moving forward with implementation of a scheme. The approach to engagement, as outlined in section 2.8 above, on the DPAHN exceeds the Cabinet approved approach to consultation which outlines a 4-week consultation period for a 'large' scheme.
- 2.21. The petition notes that the current phase of engagement is a Co-Design. However it notes that a Co-Design phase *'would involve taking time to explain the scheme, its purpose and benefits and for the residents and businesses to understand it and consider ways it could be improved.'*
- 2.22. The request for an explanation of the purpose and objectives of the project is noted by officers. The communications on the project to date have outlined both

the objectives of the project and the purpose and objectives of each phase of engagement. As part of Phase 1 engagement a presentation was recorded, in video form from the Phase 1 engagement online meeting. This presentation explained the background, the engagement exercise being undertaken and the objectives of the DPAHN. This presentation also outlined the projects policy context and alignment to both boroughs Transport Strategy, Air Quality Strategy and Climate Action plans. [This presentation is available](#) on the project's engagement website. The project objectives respond to the engagement undertaken and are outlined on the [project website](#) and are highlighted on the leaflets sent to local people. As part of Phase 2 engagement a video presentation was also recorded and is [available online](#), This presentation explained the background, the scheme, the aims and objectives and the current phase of engagement.

However, in response to the concerns raised in this petition, officers will ensure that if the scheme proceeds to the public consultation stage the objectives of the scheme will again be clearly outlined, as they were during the co-design stage of engagement (phase two).

- 2.23. The request for 'real consultation' is also noted by officers. As outlined in Section 2.7 and 2.8 a public consultation is the next step in the process for DPAHN. Local people will be informed via the same communications outlined in the table in section 2.16. That will be phase 3, and the Council will have a 4-week consultation, which aligns with the length of a consultation in the Council's Cabinet approved Decision-Making process report, see Section 2.3 above.
- 2.24. In conclusion, it is not deemed necessary to extend phase 2 engagement further and instead officers propose to focus on carefully considering information gathered through the phase 1 and phase 2 engagement which has been undertaken to date to develop and bring forward proposals for a public consultation. There has already been extensive pre-consultation engagement to help develop ideas and proposals (including a previous petition submitted to the council in 2017 and engagement undertaken by the DPNF). There will be another opportunity for stakeholders to comment on proposals that have emerged from that engagement as part of the public consultation planned as phase 3. Following this proposed consultation, a report would be produced which would outline the engagement undertaken to date and propose to the Decision Maker the next steps. If proposals for the traffic management plan are approved for implementation these would be introduced under an Experimental Traffic Order (ETO) as a trial for a maximum 18-month period. The ETO process is another statutory consultation in itself allowing a further opportunity for stakeholder feedback. In line with Camden's agreed processes, any measures introduced as part of a large scheme under an ETO would then be subject to a further public consultation before the end of the trial on whether or not to retain, amend or remove the scheme(s). The engagement undertaken to date has provided Officers with significant volumes of responses from (in recent phase 2) surveys being filled by 1245 stakeholders and around 800 emails regarding the project. The project team has received a high level of feedback and are considering all as they develop phase 3 consultation. Officers recommend, in respect of the options available to the Committee in section 1.3 that "no further

action is necessary” as the project is currently in the second of three phases of engagement with a public consultation yet to come

3. Finance Comments of the Executive Director Corporate Services

- 3.1. Feasibility and engagement on this project has been funded by Transport for London from Project code 1060085 (Dartmouth Park Area Healthy Neighbourhood).
- 3.2. To date £155k has been spent on feasibility and engagement activities.
- 3.3. Cost estimates for the proposed elements have not yet been produced. These would be produced and contained in a Decision Report following a public consultation.

4. Legal Comments of the Borough Solicitor

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

The Network Management Duty

- 4.2. Under section 16 of the Traffic Management Act 2004 (the network management duty), the duty of a traffic authority is 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. Under section 17(5) of the Traffic Management Act 2004 the network management duty includes obligations on traffic authorities to monitor the effectiveness of the implementation of their decisions and assess their performance in managing their network.
- 4.3. The Network Management Duty Guidance was published in November 2004. In terms of public consultation it states that the local traffic authority should seek the views of residents, local businesses and the different road users both when deciding which policies on network management to adopt and when monitoring whether these policies are delivering the required outcomes. Such consultation should preferably be part of the authority’s overall public consultation programme.

The Mayor of London’s Transport Strategy

- 4.4. The Mayor’s Transport Strategy 2018 was issued under Part V of the Greater London Authority Act 1999 (Transport), specifically section 144(1) which empowers the Mayor to issue guidance to London borough councils, among other bodies and persons. Under section 144(1) London borough councils are to have regard to the guidance in exercising any function.

Consultation

- 4.5. In *R (on the application of Moseley) v London Borough of Haringey* [2014] UKSC 56, the Supreme Court approved a list of four legal requirements relating to public consultation, which had previously been approved by the Court of

Appeal in *R v Brent London Borough Council ex parte Gunning* (1985) 84 LGR 168—and therefore often referred to as the ‘Gunning’ or ‘Sedley’ requirements. These are that:

1. consultation must be at a time when the authority’s proposals are still at a formative stage;
 2. the proposer must give sufficient reasons for any proposal to permit of intelligent consideration and response;
 3. adequate time must be given for consideration and response; and
 4. the product of consultation must be conscientiously taken into account in finalising any proposals.
- 4.6. In terms of the fourth point, the decision maker must consider consultation responses with 'a receptive mind' (*R v Camden London Borough Council ex parte Cran* [1995] EWHC 13 (Admin)) and be prepared to change course if persuaded (*R v London Borough of Barnet ex p B* [1994] ELR 357). But there is no duty to adopt the views of consultees (*R (Smith) v East Kent Hospital NHS Trust* [2002] EWHC 2640 (Admin)).

Equality

- 4.7. 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 - 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 comply with the duty, which requires rigorous consideration and an open mind, and is personal to decision makers.
- 4.8. 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).
- 4.9. 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.
- 4.10. In addition, with reference to disability, the Council has a duty under section 29 of the Equality Act 2010 (set out in the EQIA) 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.

- 4.11. 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).
- 4.12. 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).
- 4.13. 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.
- 4.14. 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.

5. Environmental Implications

- 5.1. In line with Camden's policies, the Healthy Neighbourhood project aims to have a positive impact on the environment by making streets in the area more pleasant to spend time in, making it easier to walk, wheel and cycle and improve air quality.
- 5.2. Taking into consideration the Council's [Camden Transport Strategy](#) 2019, [The Cycling Action Plan](#) 2019, [Camden Clean Air and Action Plan](#) 2023-2026 and [Camden Climate Action Plan](#) 2020-2025 as we develop the project.

- 5.3. We want to make the area greener, healthier with new plants, trees and seating and create safer, cleaner streets for vulnerable users such as children who can then travel to school safely and have areas for play.
- 5.4. The project would seek to reduce traffic in the area to make local streets quieter, less polluted and safer to walk and cycle around.

6. Equalities Impact Assessment

- 6.1. At present we are in the earlier stages of the project outlined in section 2.8. At this stage we have a preliminary Equalities Impact Assessment (EQIA) prepared for DPAHN highlighting area demographics and what can impact protected characteristics. As part of the Council's delivery programme at decision report stage a detailed EQIA is produced highlighting all impacts.

7. Appendices

Appendix A: Petition

Appendix B: Phase 1 & 2 Communications

REPORT ENDS