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| <b>Committees:</b><br><br><b>Streets and Walkways Committee [for Decision]</b>   | <b>Dates:</b><br><br>01 December 2020     |
| <b>Subject:</b><br>City Streets: Transportation Response to Support Covid-19 Recovery: Charterhouse School Street<br><br><b>Unique Project Identifier:</b><br><i>PV Project ID – 12217</i> | <b>Gateway 5: Authority to start work</b> |
| <b>Report of:</b><br>Director of the Built Environment<br><br><b>Report Author:</b><br>Min Yee Cheung  | <b>For Decision</b>                       |
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| <b>1.</b> | <p><b>Project Description:</b></p> <p>As part of the City’s COVID-19 Transport Recovery Phase 3 Programme, a Gateway 2-4 report (including proposals in this report) was approved by the Planning and Transportation, Projects Sub and Policy &amp; Resources Committees in June and July 2020.</p> <p>This included a proposal for a project to implement a “school street” outside Charterhouse School. This will close a portion of Charterhouse Square to motor vehicles at the start and end of the school day, reducing road danger and supporting children walking and cycling to and from school. The school street will be implemented using an Experimental Traffic Order with associated traffic signs and enforcement cameras. It could be made permanent if it is successful.</p> <p><b>RAG Status:</b> Green (same as last G2 - 4 report)<br/> <b>Risk Status:</b> Low (same as last G2 – 4 report)</p> |
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|                                      | <p><b>Total Estimated Cost of Project (excluding risk):</b> £60,000</p> <p><b>Change in Total Estimated Cost of Project (excluding risk):</b><br/>No change since last report to Committee</p> <p><b>Spend to Date:</b> £5,000 (staff time)</p> <p><b>Costed Risk Provision Utilised:</b> None</p> <p><b>Slippage:</b> 4 months delay due to delays in getting initial approval from the London Borough of Islington and Covid-19 lockdown.</p>   |
| <p><b>2. Requested decisions</b></p> | <p><b>Next Gateway:</b> Update report scheduled for December 2020 as part of an update on the overall Covid-19 Transport Response programme.</p> <p><b>Next Steps:</b></p> <ul style="list-style-type: none"> <li>• To seek a formal agreement with the London Borough of Islington (LBI) which would enable the City to implement the scheme.</li> <li>• Commission traffic surveys.</li> <li>• Commence communication plan to inform local residents, businesses and other stakeholders and commence the making of the Experimental Traffic Order (ETO) in consultation with the Comptroller.</li> <li>• Implement the associated signage and enforcement cameras.</li> <li>• Monitor and review the measures, including obtaining all necessary data.</li> </ul> <p><b>Requested Decisions:</b></p> <ol style="list-style-type: none"> <li>1. Subject to agreement from LBI and no objections from statutory consultees, approve the implementation of the Charterhouse School Street using an ETO, at a total estimated cost of £60k.</li> <li>2. Following the implementation of the ETO, any objections received during the statutory consultation period (up to 6 months from the implementation date) will be reported back to Members when making a final decision whether or not to make the scheme permanent or whether a public enquiry into any objections is required.</li> <li>3. Note that approval to use the £60k funding has been granted from the City's Central Fund.</li> </ol> |

### 3. Budget

3.The estimated cost to deliver the Charterhouse School Street is £60k. A breakdown of this is provided in the table below.

**Table 1: Breakdown of cost estimate**

| Item                   | Reason   | Cost (£)       |
|------------------------|--|----------------|
| Staff Costs - P&T      | Project management, design, engagement and communications, monitoring  | £6,300         |
| Staff Costs - Highways | Supervision & coordination   | £1,000         |
| Legal                  | Legal agreement to enable the City to carry out the Traffic Order process and to implement the works on a boundary street. | £5,000         |
| Fees                   | Surveys and Traffic Orders   | £8,000         |
| Works                  | Signs and enforcement cameras  | £39,700        |
| <b>Total</b>           |  | <b>£60,000</b> |

- To ensure the scheme is successful, enforcement cameras will be installed. This will allow efficient enforcement of any contraventions to ensure higher levels of compliance.
- Resources to carry out enforcement work will be met from the existing Parking Team's resources, and ongoing camera maintenance together with managing the signs will be met from the revenue generated from the penalty charge notices.

**Costed Risk Provision requested for this Gateway:** None required due to the low project risk.

### 4. Design summary

- To implement a School Street scheme outside Charterhouse Square School. The scheme would prohibit motor vehicles from using Charterhouse Square (between the eastern side of Hayne Street and the western side of the eastern arm of

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|  | <p>Charterhouse Square) from Monday to Friday, between 8:15 to 9:15 am and 3.00 to 4.00 pm (school starting &amp; finishing times). It would operate during term times only. A plan of the proposal is shown in Appendix 1.</p> <p>ii) Access to all routes will be maintained, although it may require a slightly longer journey, which is similar to the long term arrangement that was previously in place under the Crossrail work. This means that during the restricted hours, through traffic will need to divert to Long Lane, which is a wider and therefore a more appropriate route for through traffic. Access to Hayne Street and all off-street parking and servicing areas will be maintained. However, access to a few of the properties along the affected section of Charterhouse Square will be from up to 35 metres away. An Equalities Impact Assessment/screening has been completed. A draft of the findings is provided in Appendix 2.</p> <p>iii) The restriction is to be implemented initially as an experiment using an ETO. Statutory consultation will be carried out as required as well as public engagement and notification. A communications plan is attached in Appendix 3. This has been specifically tailored for this experimental scheme rather than the temporary measures detailed in the Gateway 2-4 report.</p> <p>iv) Monitoring including traffic data analysis and a consultation survey will be undertaken to assess the experiment. This includes assessing the impact on access and on the surrounding streets for all road users. If the experiment is successful, the scheme will be made permanent.</p> <p>v) Certain vehicles/functions such as waste collection, street cleansing and emergency services will be exempt from the restriction.</p> <p>vi) Signage and enforcement cameras will be installed to ensure high levels of compliance as well as to enable efficient enforcement of contravention, where required.</p> <p>The proposal is expected to deliver significant benefits for the school and local community, including road danger reduction and supporting children walking and cycling. Negative impacts of the restriction are anticipated to be minor as it is only operational for two hours per day during school term time. There are only a few properties, including the school, which are within the restricted area. Alternative routes and access to off-street premises are maintained, albeit may require a slightly longer journey or be less</p> |
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|  | <p>convenient. The length of the restriction only extends 70m, motor vehicle access to any property within the restricted area, including those required for people with mobility needs, is no more than 35m away (equivalent to 5-6 parking bays). On balance, it is considered that the benefits outweigh the adverse impacts.</p>   |
| <p><b>5. Delivery team</b></p>           | <ul style="list-style-type: none"> <li>i) The project will be managed by the City Transportation Team.</li> <li>ii) Highways will coordinate and manage the implementation.</li> <li>iii) The Parking Team will liaise with Siemens for the supply and installation of the enforcement equipment and the M &amp; E team will arrange the installation of any columns and liaise with UK Power Networks to source the power to the enforcement.</li> </ul>  |
| <p><b>6. Programme and key dates</b></p> | <p><u>Late November/Early December 2020:</u></p> <ul style="list-style-type: none"> <li>• Commence communication with Members, LBI and local residents and occupiers.</li> <li>• Gateway 5 report and approval</li> <li>• Sort agreement with LBI.</li> </ul> <p><u>Mid December 2020</u></p> <ul style="list-style-type: none"> <li>• Carry out pre-implementation traffic surveys</li> <li>• Continue communication with members, local residents, businesses, school, etc as necessary.</li> </ul> <p><u>January 2021: (subject to agreement with LBI)</u></p> <ul style="list-style-type: none"> <li>• Commence work (install signs) and start the Experimental Traffic Order</li> </ul> <p><u>From January 2021 to June 2021</u></p> <ul style="list-style-type: none"> <li>• Install enforcement cameras</li> <li>• Monitor experiment, obtain post-implementation traffic data, review feedback and consider objections, if appropriate.</li> <li>•</li> </ul> <p><u>Late 2021</u></p> <ul style="list-style-type: none"> <li>• Submit Gateway 6 report including consideration of any objections</li> <li>• Assess experiment and if successful, make permanent</li> </ul> |
| <p><b>7. Risks</b></p>                   | <p>The main risks of this project are:</p>   |

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|                              | <ol style="list-style-type: none"> <li>1. Objections to the ETO. Although the restrictions only cover two short periods of the day, objection(s) is considered to be likely.</li> <li>2. Installation of enforcement equipment has a lead-in time of 6 -12 weeks from procurement. This will mean that the cameras will be installed after the ETO has been made. Without the CCTV equipment in place, compliance levels may be lower and could affect the success criteria. Therefore, in the interim, mobile enforcement will be considered to reduce this risk.</li> </ol> |
| <b>8. Success criteria</b>   | <p>The success criteria are:</p> <ol style="list-style-type: none"> <li>i. The scheme reduces motor vehicles outside Charterhouse school during the school starting and finishing times;</li> <li>ii. The scheme is supported by the local community, in particular by the school;</li> <li>iii. Parents and pupils feel safer while going to and from school. This will be established through regular engagement with parents via the school on the effectiveness of the scheme.</li> <li>iv. Has no/minimal impacts on the wider road network.</li> </ol>                  |
| <b>9. Progress reporting</b> | <ul style="list-style-type: none"> <li>• The Covid-19 recovery programme of measures are subject to ongoing monitoring and regular updates will be provided to Members. The next update report is scheduled for December 2020.</li> <li>• A separate Gateway 6 for this element of the project will be provided at the conclusion of the Experimental scheme, likely to be in late 2021.</li> </ul>   |

### Appendices

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| <b>Appendix 1</b> | Plan of the proposal                   |
| <b>Appendix 2</b> | Equalities Impact Screening/Assessment |
| <b>Appendix 3</b> | Communication plan                     |

### Contact

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