

<p>Committees: Streets & Walkways Sub Committee [for decision] Projects and Procurement Sub Committee [for information]</p>	<p>Dates: 14 May 2024 06 June 2024</p>
<p>Subject: Pedestrian Priority Streets Programme –Chancery Lane</p> <p>Unique Project Identifier: 12269</p>	<p>Gateway 5: Complex Authority to start work</p>
<p>Report of: Interim Executive Director Environment</p> <p>Report Author: Stephen Oliver</p>	<p>For Information</p>
<p>PUBLIC</p>	

<p>1. Status Update</p>	<p>Background:</p> <p>This scheme forms part of the Pedestrian Priority Programme to enhance comfort, safety and accessibility for people walking and wheeling, helping to deliver the objectives of the Transport Strategy and Climate Action Strategy.</p> <p>The Chancery Lane Experimental Traffic Order (ETO) commenced on 20th February 2023 with a 6-month period for statutory consultation. A decision has to be made within 18 months to make it permanent or remove it. The ETO restricts vehicles from travelling northbound on Chancery Lane north of the junction with Carey Street between 7.00am and 7.00pm, Monday to Friday, except for taxis and vehicles requiring access to properties or parking and loading facilities in Chancery Lane.</p> <p>This report:</p> <p>The purpose of this report is to present to Members the results of the traffic experiment including the statutory and public</p>
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	<p>consultation exercise and seek Member approval for making the traffic changes permanent.</p> <p>RAG Status: Green (Green at last report to Committee)</p> <p>Risk Status: Low (Low at last report to committee)</p> <p>Total Estimated Cost of Programme: ~£8.36m</p> <p>Change in Total Estimated Cost of Project (excluding risk): None.</p> <p>Spend to Date: £1,994,320 from the Pedestrian Priority Programme.</p> <p>Costed Risk Provision Utilised: £56k. No further drawdowns since the last report.</p>
<p>2. Requested decisions</p>	<p>Next Gateway: <i>Gateway 6: Outcome Report</i></p> <p>Next Steps:</p> <p>For Option 1, subject to receiving approval under the Traffic Management Act (TMAN) from Transport for London (TfL) for the scheme, the next steps following approval of this Report are:</p> <ul style="list-style-type: none"> • Notify statutory parties/local stakeholders on intent to make a permanent traffic order in accordance with the Local Authorities Traffic Order (Procedure) (England and Wales) Regulations 1996 (“the Regulations”). • Make a permanent traffic order for Chancery Lane. • Publish a notice of making for the permanent traffic regulation order. <p>For Option 2, end the experiment and remove any associated signage and cameras.</p> <p>Requested Decisions: Members of the Streets and Walkways Sub Committee are asked to choose from the following two options to progress the project:</p> <ol style="list-style-type: none"> 1) Option 1 (recommended) Make the experimental traffic measures permanent (restricting vehicles from travelling north on Chancery Lane north of the junction with Carey Street between 7.00am and 7.00pm, Monday to Friday, except taxis and vehicles requiring access to properties or parking and loading facilities in Chancery Lane). Subject to the Chancery Lane scheme receiving TMAN approval from TfL,

	<p>Option 2 (not recommended) Revert Chancery Lane to its previous state with through traffic allowed between Carey Street and Southampton Buildings.</p>
<p>3. Budget</p>	<p>No additional funding is being requested nor is it required as part of this report.</p>
<p>4. Design summary</p>	<p>4.1. Design Summary</p> <p>The scheme design comprises:</p> <ul style="list-style-type: none"> • A timed access restriction between the junction with Carey Street and Southampton Buildings enforced by Automatic Number Plate Recognition cameras (ANPR). • The restriction is Monday to Friday, 7am to 7pm except for taxis, cycles, loading and vehicles requiring access to properties or parking and loading facilities in Chancery Lane and emergency vehicles. • The existing southbound cycle contraflow between the junction with Carey Street and south of Southampton Buildings is retained. • The scheme is enforced by a pair of ANPR cameras at each end of the restriction which determine if a vehicle is “through” traffic or has stopped at the kerbside based on timed drive times between the two cameras. <p>TMAN approval is required because traffic will reassign from Chancery Lane to more strategic streets such as Fetter Lane.</p> <p>The proposals do not include any public realm changes on Chancery Lane. There may be potential for improvements as part of delivery of the Fleet Street Area Healthy Streets Plan. These would be delivered through a separate project and will be subject to funding.</p> <p>4.2. Evidence to support the recommendation.</p> <p>This section sets out the main issues to aid Members in making an informed decision on whether to make the ETO permanent. It is presented in three areas of consideration:</p> <ul style="list-style-type: none"> • results of the statutory and public consultation. • results of the monitoring of the traffic experiments. • results of the equalities assessments. <p>4.3. Statutory Consultation</p> <p>Statutory consultation is with groups such as the Freight Transport Association, TFL, the Transport and General Workers Union, adjoining London Boroughs and the Police.</p>

The Metropolitan Police commented that they did not object to the proposal.

4.4. Public Consultation

An online public consultation portal was open between the scheme commencement in February 2023 and August 2023. A postcard detailing the scheme and its objectives was sent to all surrounding properties in the area publicising the scheme and the on-line consultation.

The full consultation report summary can be viewed in Appendix 3.

The public consultation had 78 responses about the traffic experiment, of which:

- 52 responses supported the permanent removal of through traffic whilst 25 did not support.
- 51 responses agreed that the reduction in through traffic improved the experience of walking on Chancery Lane whilst 20 did not.
- 50 responses agreed that the removal of through traffic improved the experience of visiting or spending time on Chancery Lane whilst 20 did not.
- 48 responses agreed that the removal of through traffic improved the experience of cycling whilst 20 disagreed.

A summary of the responses to the consultation can be viewed in Appendix 3ii. Of the non-supportive responses, eight were from respondents who were either local residents, local business owners or local workers. They predominantly did not support the scheme as they considered that it increased their journey times or that there was not a problem with traffic that needed addressing. Many of the other comments from respondents who were unsupportive were of similar a nature or under the misapprehension that Chancery Lane was to be pedestrianised, and taxis would not have through access. (Taxi do have through access and for pick up and drop off).

Other Stakeholders

The L.B. of Camden have commented that they will not object to the scheme being made permanent.

The City of Westminster have commented that they will not object to the scheme being made permanent.

The London Cycling Campaign supported the experimental scheme but also commented that:

- The time restriction be extended to stop through traffic at all times.

- The existing Chancery Lane cycle contraflow should be extended from Holborn to Fleet Street.

4.5. Parallel consultation

In addition, the Fleet Street Area Healthy Streets Plan consultation, which ran for six weeks in May and June 2023, included a question relating to the Chancery Lane traffic restriction and support for public realm improvements and formalised loading on the street. The summary table can be viewed in Appendix 3. Of the 93 responses received 76 supported retaining the restriction and improving the Chancery Lane public realm whilst ten responses did not support the scheme. 11 responses were from taxi users of whom six agreed with making the scheme permanent.

4.6. Monitoring

Area wide traffic counts were carried out prior to the scheme in September 2022 and again in March 2024. The full results can be viewed in Appendix 4.

- On Chancery Lane there has been a 36% reduction in motor traffic over a 24hour period (a reduction of 962 motor vehicle movements). Between 7AM and 7PM when the restriction is in place the reduction has been 43% (a reduction of 860 motor vehicle movements).
- Fetter Lane has seen a corresponding north bound increase in motor traffic of 27% over a 24hour period (an increase of 1327 motor vehicles) and a 31% increase between 7AM and 7PM, an increase of 1031 motor vehicles. It is believed that some of this increase is due to reassigned traffic from Chancery Lane. The City Transport Strategy identifies the Fetter Lane / New Fetter Lane corridor as a City Access Street, intended for journeys around the Square Mile. The redistribution of traffic from Chancery Lane (a Local Access Street) to Fetter Lane is considered appropriate. Officers are not aware of any significant negative impacts because of this reassignment.
- East bound traffic on Remanent Street within LB Camden and Carey Street in the City of Westminster both decreased whilst west bound traffic on both streets increased.

ANPR Counts in November 2023 identified that during the restricted hours, taxis represented 68% of motor traffic on Chancery Lane between Carey Street and Southampton Buildings (see below chart).

Motor vehicles 7AM to 7PM Chancery Lane
November 2023.

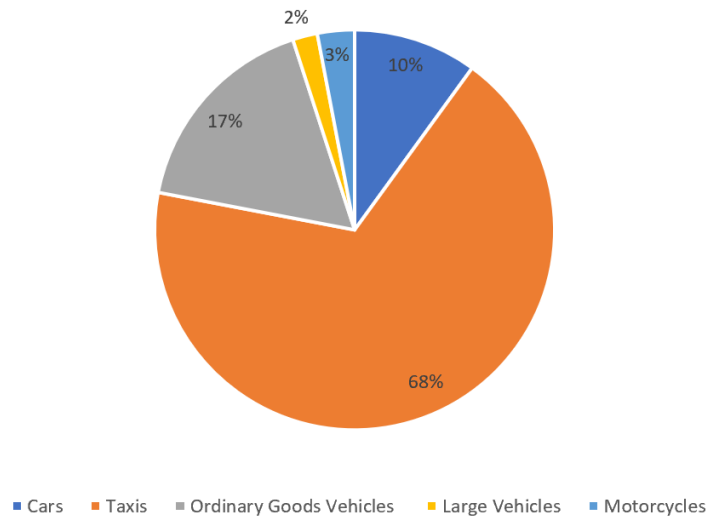


Figure1 - Percentage breakdown of motor vehicles travelling on Chancery Lane (November 2023).

4.7. Enforcement.

The scheme has been enforced since 11th September 2023. Penalty Charge Notices for contraventions of the timed restriction appear to be consistent at an average of 8 a day.

4.8. Equality Impact Assessment (EQIA).

An EQIA was produced for the initial temporary measures and used as the basis for the experimental phase of the trials. In consideration of the question of whether or not to make the measures permanent, a more detailed EQIA has been undertaken. The results of the consultation exercise were shared with the consultants to build a holistic understanding of the impacts of the scheme on people who report having protected characteristics and the EQIA report can be found in Appendix 5.

In summary the EQIA states that a permanent TMO:

Would 'lock in' the benefits delivered through the ETO, and overall would be positive for equality. In particular it identified benefits for:

- People walking and cycling would benefit from improved road safety and perceptions of safety and ease in crossing the street and improved air quality from reduced traffic.

	<ul style="list-style-type: none"> • People who require direct access to properties on Chancery Lane by car and taxi. <p>It acknowledges that it would also lock in those slightly longer journey times for general traffic which may have implications for some protected characteristics, however these are relatively minor and outweighed by the positives. It identified:</p> <ul style="list-style-type: none"> • slight disbenefits for disabled, older and pregnant people who need to travel by car.
5. Delivery team	<p>The Delivery team remains unchanged from the previous report and includes:</p> <ul style="list-style-type: none"> • Project management by the Transport and Public Realm Projects team in Policy and Projects.
6. Programme and key dates	<p>Subject to committee approving Option 1, the indicative programme is as follows:</p> <ul style="list-style-type: none"> • Immediately following committee, – Traffic Order consultant services are procured and TMAN application to Transport for London is drafted and submitted. • Early June 2024 – Permanent Traffic Order documents are drafted, and internal review processes commence. • Mid July 2024 – Internal approvals completed. • Thursday 1 August 2024 – permanent traffic order is advertised in the City AM Newspaper and the London Gazette. • Friday 16 August 2024 – The experimental traffic order ends and the permanent traffic order replaces it.
7. Risks	<p>This scheme is not considered to represent any additional risks to the Pedestrian Priority Programme.</p> <p>The main ongoing risk implications for the schemes are:</p> <ul style="list-style-type: none"> • Delay in receiving TMAN approval from TfL. • Engagement and external support issues with adjoining stakeholders. • Legal Issues: including receiving legal challenges regarding the decision to proceed with permanent traffic orders. <p>These risks have been mitigated by early engagement with TfL and Westminster and Camden Council. Further information available in the previously approved Risk Register (Appendix 2).</p>
8. Success criteria	<p>By improving the comfort and safety of people walking, wheeling and cycling on Chancery Lane this project contributes</p>

	<p>to the Pedestrian Priority Programme wide success criteria set at the initiation of the programme:</p> <ol style="list-style-type: none"> 1) Number of kilometres of new pedestrian priority streets and total length of pedestrian priority streets (Climate Action Strategy and Transport Strategy targets). 2) Length of street with pedestrian comfort level of A+, length of street with pedestrian comfort level of at least B+ (Climate Action Strategy and Transport Strategy targets). 3) Percentage of people rating the experience of walking in the City as pleasant (Transport Strategy target and measured through the City Streets survey).
9. Progress reporting	Reporting will be provided to Project Vision. No officer project board is required.

Appendices

Appendix 1	Project Coversheet
Appendix 2	Risk Register
Appendix 3 and 3ii	Consultation Report Summary
Appendix 4	Area wide traffic counts summary.
Appendix 5	Equalities Impact Assessment

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