

Item No. 16.	Classification: Open	Date: 29 September 2014	Meeting Name: Borough, Bankside and Walworth Community Council
Report title:		Lytham Street Permanent Closure	
Ward(s) or groups affected:		East Walworth	
From:		Head of Public Realm	

RECOMMENDATION

1. That the community council comment on the proposal to make permanent the closure of Lytham Street to motor vehicles, following a one year experimental closure.

BACKGROUND INFORMATION

2. Lytham Street experimental closure was developed as part of Liverpool Grove community street community project in 2013. The aim of the trial was to assess impact on displaced traffic, considered acceptable from a network management perspective. A location plan is provided at Appendix B.
3. Public consultation was formally launched in April 2012 with an event at St Peters Church. Public consultation continued throughout 2012. A steering group of local people was set up to help steer and deliver the project.
4. Cyclists were exempted from the experimental closure. This is in the interests of encouraging sustainable modes of transport and improving road safety in particular for school pupils.
5. The experimental closure was made live in August 2013. Comparison of traffic data for the pre / post-trial conditions does not reveal significant traffic displacements on adjacent roads during the experimental closure - see Appendix A.

KEY ISSUES FOR CONSIDERATION

6. Prior to the experimental closure, Lytham Street (3.9m carriageway width) was open to two way traffic although since the road only accommodated one-way traffic at a given time a priority system was in operation. There were safety concerns at the northern junction with Liverpool Grove, near the entrance to St Peter's school.
7. The eastern footway has an average width of 1.2m, while the western footway averages 0.7m width with street lighting columns further narrowing the effective footway width to almost zero. Pedestrians therefore end up walking in the road.
8. The idea to experimentally close Lytham Street came from Liverpool Grove steering group, parents of pupils of St Peters C.E Primary School and local parishioners. Their response to the initial consultation "Make My Street" event in

the summer 2012 demonstrated a desire to trial closure of Lytham St. Safety issues, poor sightlines and the speed of rat-running traffic were raised as some of the reasons for the closure.

9. The approval to trial closure of Lytham Street was given by the cabinet member for transport, environment, and recycling on 30 May 2013. This included a proviso that any permanent closure of Lytham Street will only be considered subject to consultation and where the impacts of displaced traffic are considered acceptable.
10. Appendix A shows details of traffic flows on adjacent roads post and pre-trial period. From this data officers conclude that:
 - There is significant reduction in traffic volume on Liverpool Grove (eastbound) and Merrow Street (eastbound). This is likely due to the experimental closure
 - There is no significant traffic displacements onto Browning Street and Portland Street
11. On the basis of the pre and post-trial traffic survey results, officers intend to make the existing temporary closure permanent, subject to the views of the community council. If the community council does not support the closure being made permanent, the final decision will be referred to the cabinet member for regeneration, planning, and transport.

Policy implications

12. The recommendations contained within this report are consistent with the policies of the Transport Plan 2011, particularly:

Policy 1.1 – pursue overall traffic reduction

Policy 2.3 – promote and encourage sustainable travel choices in the borough

Policy 4.2 – create places that people can enjoy

Policy 5.1 – improve safety on our roads and to help make all modes of transport safer

Community impact statement

13. The implementation of any transport project creates a range of community impacts. All transport schemes aim to improve the safety and security of vulnerable groups and support economic development by improving the overall transport system and access to it.
14. The scheme is part of community street project and have been developed in consultation with the local community to ensure their aspiration is met. The vision plan for this scheme was developed on principles established during workshops with local residents.
15. This scheme is intended to improve conditions for vulnerable road users, particularly cyclists and pedestrians in the vicinity of the school.

Resource implications

16. This report is for the purpose of consultation only and there is no resource implications associated with it.

17. It is however noted that this project will be funded by 2014/15 Transport for London LIP programme for cycle permeability improvements.

Consultation

18. No formal objections were received to the experimental order within 6 months of that order being made.
19. Ward members were informally consulted prior to this report being prepared. No comments were received.
20. The public is now being given the opportunity to comment on the proposal through the community council.
21. Subject to the views of the community council, no further consultation is legally required. A notice will be published to make the experimental order permanent.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Transport Plan 2011	Council website also Southwark Council 160 Tooley Street London SE1 2QH	Clement Agyei –Frempong Tel: 0207 525 2305
Decision making process for Lytham Street experimental closure	http://moderngov.southwark.gov.uk/ieDecisionDetails.aspx?id=3798	

APPENDICES

No.	Title
Appendix A	Pre and post trial analysis - Lytham Street experimental closure
Appendix B	Location Plan

AUDIT TRAIL

Lead Officer	Des Waters, Head of Public Realm	
Report Author	Matt Hill, Public Realm Programme Manager	
Version	Final	
Dated	17 September 2014	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments included
Director of Legal Services	No	No
Strategic Director of Finance and Corporate Services	No	No
Date final report sent to Constitutional Team		17 September 2014

Appendix A

Location	Total number of vehicles over 24 hour period post implementation of closure -2014	Total number of vehicles over 24 hour period pre-implementation of closure – 2011/12	Differential vehicle volume over 24 hour	Differential traffic volume / hour
Browning Street (eastbound)	2931	2819	112	4.6
Browning Street (westbound)	2878	2870	8	0.3
Portland Street (northbound)	2079	2315	-236	-9.8
Portland Street (southbound)	2263	2237	-26	1.0
Liverpool Grove (eastbound)	279	1079	-800	-33.3
Liverpool Grove (westbound)	252	251	1	0
Merrow Street (eastbound)	277	1194	-917	-38.2
Merrow Street (westbound)	1395	1332	63	2.6
Merrow Street-one way section (westbound)	1164	1138	26	1
Sondes Street	305	482	-177	-7.3
Date Street (northbound)	176	395	-219	-9.1
Date Street (southbound)	122	291	-169	-7.0

APPENDIX B

