RECOMMENDATIONS

That the Cabinet Member for Environment and the Public Realm:

1. Considers the objection received as part of the statutory process for a permanent closure of Lytham Street.
2. Rejects the objection.
3. Instructs officers to write to the objector informing them of this decision.
4. Instructs officers to make the permanent Traffic Management Order.
5. Instructs officers to work with the Metropolitan Police Service on mitigating any possible anti-social behaviour issues that may be linked to the closure.

BACKGROUND INFORMATION

6. Part 3D paragraph 23 of the Council's Constitution gives the Cabinet member for Environment and the Public Realm responsibility for determining objections to traffic management orders that are of a strategic nature.
7. The scheme is part of the council's cycle filtered permeability programme funded by Transport for London, through the Local Implementation Programme for 2014-15 and is therefore considered strategic.
8. Lytham Street was closed experimentally 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 C.
9. 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.
10. 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 B.
KEY ISSUES FOR CONSIDERATION

11. 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.

12. 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.

13. 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 Street, safety issues, poor sightlines and the speed of rat-running traffic were raised as some of the reasons for the closure.

14. The approval to trial closure of Lytham Street was given by the then 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.

15. Appendix B 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.

16. Statutory consultation was carried out for a proposed permanent closure in November 2014. A total of six representations were received. Four are in support of a permanent closure, one objecting and the other expressing concerns about the impact of the closure on anti-social behaviour offences around Lytham street and Liverpool Grove area from the Metropolitan Police - see appendix A for full details. The objections, and the officer response, are summarised in the table below.

<table>
<thead>
<tr>
<th>Objections</th>
<th>Officers Response</th>
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<tr>
<td>This results in cars and lorries (e.g. those unloading from Argos/ Superdrug on the Walworth Road every week) having to do 3 point turns in the narrow road to exit Walworth Rd which is dangerous, blocks the roads and potentially causes damage to properties</td>
<td>This was part of teething problems when the scheme went live. However, additional road signs were put up on adjacent roads to inform motorists of the closure. Compliance has improved</td>
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The closure of Lytham Street has also meant that the road is now closed to emergency vehicles. Emergency services are exempted from the closure and can remove the bollard in emergency.

As a result of all this, more traffic is unnecessarily pushed onto the Walworth Road causing even more congestion. Post-trial traffic survey does not support the notion that traffic volumes on adjacent roads have increased due to the closure. Walworth Road should take through traffic at expense of this street.

Concerns about increase in ASB due to the closure

Drivers driving the wrong way on Merrow St

Officers will liaise with colleagues in Community safety and enforcement team and the Police to monitor and resolve any emerging ASB issues due to the closure. This was part of teething problems when the scheme went live, but compliance has improved following moving traffic enforcement by parking services.

COMMUNITY COUNCIL CONSULTATION

18. The Borough, Bankside and Walworth Community council was consulted on the proposal to permanently close Lytham Street on 29 September 2014. The community council resolved to support the permanent closure of Lytham street to motor traffic.

POLICY IMPLICATIONS

19. The recommendation to implement the proposals contained within this report is consistent with the polices of the Council’s 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/EQUALITIES

20. 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.

21. This scheme was identified as one which would help to deliver the Council’s aim of increasing cycling levels in the borough by improving safe access as well as particularly benefitting local school children who walk to school.

22. This scheme is intended to encourage the use of sustainable modes of transport.
RESOURCE IMPLICATIONS

23. The project is funded by Transport for London local implementation programme for 2014/15. The project is within the scope of the permitted use of the funding. The total budget is £187,000 for 2014/15 for cycle permeability programme. All funding sources have been confirmed and approved by cabinet.

24. The cost of the proposed Traffic Management Order scheme is around £2,000 and will be contained within the £187,000 allocated budget for cycle permeability.

25. Any future maintenance costs arising from this investment will be funded from existing Asset management Business Unit revenue maintenance budgets.

26. Staffing and any other costs connected with this recommendation to be contained with existing business unit budgets.

CONSULTATION

27. A statutory consultation was undertaken in November 2014 to make permanently close Lytham Street to motor traffic. Six representations were received – see Appendix A.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Director of Legal Services

28. The Cabinet Member for Environment and the Public Realm is being asked to approve the permanent closure of Lytham Street to motor traffic with the overriding objective of encouraging the use of sustainable modes of transport.

29. A trial closure has been undertaken and following this a statutory consultation was carried out in November 2014. Out of the six representations that were received, one raised objections and another expressed some concerns.

30. The objections are set out in full at appendix A whilst a response to the matters which arose from the consultation are set out in paragraph 17 of this report.

31. The Cabinet Member has the authority to make the decision recommended in accordance with paragraph 23, part 3D of the Council Constitution.

32. The Equality Act 2010 introduced the public sector equality duty, which merged existing race, sex and disability equality duties and extended them to include other protected characteristics; namely age, gender reassignment, pregnancy and maternity, religion and belief and sex and sexual orientation, including marriage and civil partnership. In summary those subject to the equality duty, which includes the Council, must in the exercise of their functions: (i) have due regard to the need to eliminate unlawful discrimination, harassment and victimisation; and (ii) foster good relations between people who share a protected characteristic. These issues are considered at paragraphs 20 to 22 of the report.
33. The report is requesting approval from the Cabinet Member for Environment and the Public Realm to implement the cycle permeability scheme by permanent closure of Lytham Street to motor traffic, following a trial period and consultation exercise as reflected in the report.

34. It is noted that the cost of the proposed scheme is estimated to be £2,000 and this together with the cost of fees and contingency will be contained within the £187,000 cycle permeability budget allocated within the capital programme funded by Transport for London (TfL).

35. It is also noted that any future maintenance costs arising from this investment will be funded from existing departmental revenue budgets.

36. Staffing and any other costs connected with this recommendation to be contained with existing departmental revenue budgets.
APPENDICES

<table>
<thead>
<tr>
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<tbody>
<tr>
<td>Appendix A</td>
<td>Representation from Statutory consultation</td>
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<tr>
<td>Appendix B</td>
<td>Pre and post-trial analysis - Lytham Street experimental closure</td>
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<td>Appendix C</td>
<td>Location Plan</td>
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BACKGROUND PAPERS

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AUDIT TRAIL

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<thead>
<tr>
<th>Lead Officer</th>
<th>Deborah Collins, Strategic Director Environment and Leisure</th>
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<tr>
<td>Report Author</td>
<td>Matthew Hill, Public Realm Programme Manager</td>
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<td>Version</td>
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CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / EXECUTIVE MEMBER

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<td>Strategic Director of Resources</td>
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<tr>
<td>Date final report sent to Constitutional Support Services</td>
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