

## **Experimental road closures in the Loughborough Junction and Myatt's Field neighbourhoods**

Summary of the findings of the eight-week review and recommendations and options

For consideration by Councillor Jennifer Brathwaite, Cabinet Member for Environment and Sustainability

## **Report overview**

This report summarises the findings of an 8-week review of the experimental road closures around Loughborough Junction, which were implemented on August 29, 2015 as part of a wider plan to improve the public space in the area.

The closures were introduced under an Experimental Traffic Management Order (ETMO). An ETMO allows for a live trial period to examine people and traffic behaviour and to receive on-going feedback during the trial. ETMOs enable changes to be made in light of the evidence gathered and allow for the Council to examine the case for either proceeding with the original proposals, making changes to make a scheme more effective or stopping it completely.

The review consists of:

- Traffic survey counts (including speed and volume surveys from 23 locations and video surveys at six locations to assess the changes in volumes of motor traffic and cycling)
- Review of traffic flows (using the Council's CCTV system to carry out a review of traffic flows on the key route of Coldharbour Lane)
- Review of road safety issues
- Submissions from emergency services, King's College Hospital, Lambeth Cyclists, Loughborough Junction Action Group, Loughborough Estate Management Board, LJ Road Madness, Loughborough School and the Herne Hill Society
- A summary of all representations received from members of the public
- Evidence of impact on businesses (via face to face consultation by the Stockwell Partnership, including the business survey mentioned earlier)
- Evidence of impact on residents (via the ongoing Stockwell Partnership engagement)

NB It was hoped to include Air Quality monitoring data in any review of the scheme, however the altered eight-week timeframe means that no reliable air quality data can be established. Having consulted experts, a correlation between traffic congestion and air quality can be assumed.

Based on the information collected, several recommendations and options are provided, for the Cabinet Member for Environment & Sustainability to make a decision regarding how to proceed with the project.

## **Recommendations**

It is recommended that the Cabinet Member for Environment & Sustainability considers the following recommendations and options for the future of the experimental road closures and the Loughborough Junction public space improvements;

- That the design work for public space improvements in Loughborough Junction is re-started in the first quarter of 2016, with full community engagement and appropriate communications support to promote and publicise the overall project vision for the Loughborough Junction town centre.

- That the road closure on Barrington Road is removed due to road safety concerns arising from motor traffic using the private roads on part of Loughborough estate to by-pass the closure.
- That the road closures on Padfield Road and Calais Street are continued and the emergency services are consulted on a proposal to introduce a physical barrier on Calais Street.
- That the existing road closures/restrictions on Loughborough Road, Lilford Road and Gordon Grove are removed.

## **1. Background**

- 1.1. On August 29, 2015, a section of Loughborough Road was designated a pedestrian zone with only buses and cycles allowed to pass through. Five other road closures (in Barrington Road, Calais Street, Padfield Road, Lilford Road and Gordon Grove) were implemented to ensure that vehicles did not disperse on to the next available roads.
- 1.2. The long-term vision for Loughborough Junction is to transform the area from a traffic-heavy through road with 13,000 vehicles passing through on a typical weekday to a destination, with open public spaces, safer conditions for pedestrians and cyclists, environmental improvements and a greater mix of retail outlets, increasing trade for existing businesses and employment opportunities for local residents.
- 1.3. In 2013, a Loughborough Junction Plan commissioned by Lambeth council and the independent and resident-led Loughborough Junction Action Group (LJAG), set out various objectives for improving the public realm in the area. Reducing traffic and improving the public space on offer was identified as a priority and the council worked closely with LJAG in designing proposals to meet this objective. (APPENDIX A)
- 1.4. Design development took place during 2014 with a focus on public space improvements to Loughborough Road between its junction with Coldharbour Lane and Wyck Gardens/Loughborough Farm, facilitated by the creation of a pedestrian zone.
- 1.5. An initial public consultation on the proposals took place from 21 September to 31 October, 2014 which included an online survey, public events and meetings displaying the designs, leaflets distributed to around 11,000 residents and businesses, and posters put up in the area (APPENDIX B).
- 1.6. A Cabinet Member Delegated Decision report was published in March 2015 (APPENDIX C), recommending the introduction of experimental road closures. However the decision was put on hold by the Cabinet Member for Environment & Sustainability to consider further feedback from residents, businesses and ward councillors in the area.
- 1.7. The report was re-published in June 2015 and a decision was then taken by the Cabinet member for Environment & Sustainability to introduce the six month experimental road closures, with a consultation ongoing throughout the closures and a full 12-week review to consider how the project was developing.
- 1.8. The decision was called-in on 30 June, with the Council's Overview & Scrutiny Committee examining the decision on 16 July. (APPENDIX D) The Committee did not refer the decision back to the decision-maker but did make some recommendations for the Cabinet Member to consider.

## **2. Implementation**

- 2.1 Following the decision by the Overview & Scrutiny Committee, officers began work to implement the road closures under an Experimental Traffic Management Order (ETMO).

- 2.2 A letter from the Cabinet Member for Environment and Sustainability was delivered to over 11,000 properties and businesses in the project area. The letter provided information on the Council's vision for the Loughborough Junction area, the background to the road closures, how people could find out more about the project and how people could take part in the statutory consultation, which would officially start on the day the closures were introduced (APPENDIX E). Full details of the project along with a series of FAQs were published online at [www.lambeth.gov.uk/lj](http://www.lambeth.gov.uk/lj).
- 2.3 Before the introduction of the ETMO, the Council consulted with the emergency services and no objections were received to the proposed road closures.
- 2.4 The experimental closures were introduced on Saturday 29th August and comprised the following measures:
- A 54 metre Pedestrian Zone on Loughborough Road between Ridgeway Road and Styles Gardens
  - Double-sided point No Entries on Barrington Road, Gordon Grove, Lilford Road and Calais Street.
  - Planters physically blocking the street at Padfield Road.

### **3. Impact**

- 3.1 Non-compliance across the closure area was initially very high and the following remedial actions were undertaken during the first eight weeks:
- Additional carriageway messages were painted at closure locations on 9 September, including "NO THROUGH ROAD", "NO ENTRY", "TURN LEFT/RIGHT".
  - Temporary barriers were placed in the carriageway at all the point "No Entry" locations on 11 September but were removed approximately a fortnight later following concerns raised by the emergency services.
  - Red and white barriers were introduced on Loughborough Road on 17 September to reduce the carriageway width but still allow access for buses
  - Additional advance warning signage was introduced on 28 September, along with warnings about the risk of receiving £130 Penalty Charge Notices (PCN)
  - Variable message signs were introduced at the Coldharbour Lane/Loughborough Road junction in early October warning about the risk of receiving a £130 PCN if motorists entered the Loughborough Road Pedestrian Zone.
- 3.2 By the end of September, there had been an improvement in compliance at all closure locations.
- 3.3 A CCTV car has been deployed at all closure locations except Padfield Road and warning notices have been issued at all locations between 29 August and 29 September. At Loughborough Road, first offenders have continued to receive warning notices, followed by a PCN for a second offence.

- 3.4 Regular visits have been made to the project area at different times of the day including the peak hours to assess the impact of the experimental closures on the highway network and noted the following;
- There have been frequent occasions when traffic has backed up on Coldharbour Lane
  - Denmark Road has experienced more traffic as it is the first north/south through route to the east of Loughborough Road. There have been reports of traffic congestion, particularly during the peak hours. Visits have shown that there has been both traffic congestion and free-flowing traffic during the peaks.
  - St. James's Crescent and Angell Road experienced an increase in traffic.
  - Vehicles have increasingly used the private estate roads around Howard House, Harris House and Swinford Gardens.
  - Residents also expressed concern about the impact on Knatchbull Road, Cormont Road, Brief Street, Burton Road, Eastlake Road and Flodden Road.
- 3.5 There have been particular problems relating to the temporary traffic signals at the Herne Hill Road junction where TfL started work to replace the traffic signals on 7 September. At times, the temporary signals have been stuck on red or failed entirely. On other occasions, green time has been given to Herne Hill Road when there is no traffic exiting the street. In addition the temporary signals did not provide for a right turn filter phase from Coldharbour Lane into Herne Hill Road, which contributed to queuing in an eastbound direction.
- 3.6 Officers impressed on TfL the need to optimise the signals timings and some remedial action was taken in mid-October when the green phase on Coldharbour Lane was increased and the pedestrian phase was changed to on-demand only. However, there can be no doubt that the fixed cycle of the temporary signals at this junction has contributed to traffic queues on Coldharbour Lane in both an east and westerly direction.
- 3.7 The new traffic signals were activated on 31 October and the temporary signals removed, resulting in an immediate improvement in traffic flows in both directions; largely due to increased green time for traffic on Coldharbour Lane.

#### **4. Reaction**

- 4.1 From 29 August to 23 October, the council received 408 written submissions regarding the road closures.
- 4.2 A campaign group was established to oppose the road closures, named LJ Road Madness, which organised an online petition and a public meeting on 1 October, which was attended by several hundred people.

- 4.3 Following feedback from residents and local councillors, it was agreed to bring forward the planned review of the experimental road closures to take place after eight weeks rather than three months.

## **5. Review**

### **5.1 Traffic Surveys**

- 5.1.1 Speed and volume traffic counts were taken at 23 locations across the project area between 15 October and 21 October. This data has been compared with counts taken in January 2015 at similar locations to establish changes in traffic volumes and traffic speed. (APPENDIX F)

- In total traffic volumes fell by 6222 vehicles across the 23 count locations, which represents a reduction of just over 5% between the survey counts.
- Average traffic speeds also showed a reduction 1.2mph, a fall of just over 5%.
- These overall figures were not consistent across all locations and several roads experienced significant changes in traffic volumes.
- Increases in traffic volumes were recorded on Barrington Road, St. James's Crescent, Angell Road, Lilford Road, Denmark Road, Flodden Road, Knatchbull Road, Cormont Road, Burton Road, Herne Hill Road, Eastlake Road, Villa Road and Fyfield Road.
- The largest reductions in speed occurred at Denmark Road, Calais Street and Burton Road; in the case of Denmark Road and Burton Road, this is largely attributed to the increased volume of traffic.
- Reductions in traffic volumes were recorded on Loughborough Road at all three survey locations, Calais Street and Milkwood Road.
- On Coldharbour Lane between Herne Hill Road and Loughborough Road volumes of traffic and speed fell.
- On Coldharbour Lane, Loughborough Road and Shakespeare Road traffic volumes decreased in an easterly direction and increased in the westerly direction.
- Increases in average speed were recorded at Cormont Road, St James's Crescent and Herne Hill Road.

### **5.2 Review of traffic flows**

- 5.2.1 At the Loughborough Road/Coldharbour Lane/Hinton Road junction, video surveys were made using CCTV footage. Footage was examined from 14 October and compared with similar timed footage from 15 January. The evidence showed that over the monitoring periods cycling increased by 24% and motor vehicles using the junction decreased by 30% (APPENDIX G.i);

### Loughborough Road

Motor vehicles exiting Loughborough Road decreased by 77%, whilst the number of cycles increased by 32%

### Coldharbour Lane east (travelling from Camberwell)

Motor vehicles exiting Coldharbour Lane east decreased by 11%, whilst the number of cycles increased by 16%.

### Hinton Road

Motor vehicles exiting Hinton Road decreased by 36%, whilst the number of cycles increased by 21%.

### Coldharbour Lane west (travelling from Brixton)

Motor vehicles exiting Coldharbour Lane west decreased by 7%, whilst the number of cycles increased by 29%.

5.2.2 The video survey data for the closures at Loughborough Road, Barrington Road, Lilford Road, Gordon Grove and Calais Street (APPENDIX G.ii) showed the following levels of cycle use and motor vehicle use (non-compliance) over a 24 hour period on 14 October:

	<u>Cycle</u>		<u>Motor vehicles</u>	
	North	South	North	South
Loughborough Road	843	678	672	1174
Barrington Road	118	76	230	572
Lilford Road	207	224	226	873
Calais Street	246	206	64	96
	East	West	East	West
Gordon Grove	102	104	372	192

Non-compliance is higher in locations where a motor vehicle reaches the traffic sign and there is no immediate alternative route i.e. when the vehicle needs to perform a 3-point turn.

5.2.3 Footage was captured from the permanent CCTV camera located on Coldharbour Lane / Loughborough Road junction (APPENDIX G.iii).

19-23 October between 7am and 7pm (54 clips analysed)

- On 36 occasions congestion was observed in an eastbound direction.
- Traffic in a westbound direction towards Brixton was observed to be flowing freely.

2-6 November between 7am and 7pm (50 clips analysed)

- On 7 occasions congestion was observed in an eastbound direction.
- On 2 occasions congestion was observed in a westbound direction.

### 5.3 Review of road safety issues

5.3.1 Following concerns raised by residents regarding a number of road safety issues, a site visit was undertaken by members of the Council's transport team. The following observations were made:

- An increase in through-traffic on estate roads.
- Confusion among drivers near Gordon Grove and Lilford Road about where they could 'get through', with the resultant manoeuvres of drivers turning and backing up to change direction potentially increasing the risk of collision.
- Inappropriate speeds in Denmark Road.

### 5.4 Official Submissions

#### 5.4.1 London Ambulance Service (APPENDIX H)

The London Ambulance Service stated that it will not formally object to the scheme as it is too early to conclusively measure any perceived increase in journey times. However, their official response raised concerns regarding;

- A perceived increase in traffic congestion
- The reduction in available routes for general motor traffic having a knock-on effect on other roads and the potential to increase response and journey times
- The use of physical barriers at a number of the closures reduces the number of available routes to emergency crews
- Possible increases in pollution generated from stationary/slow moving traffic

NB All physical barriers referred to have been removed to allow emergency services to pass through freely and this has been acknowledged by the London Ambulance Service.

#### 5.4.2 London Fire Brigade (APPENDIX I)

The London Fire Brigade has raised a formal objection to the scheme based on;

- Gridlocked roads throughout the Coldharbour Lane area
- Specifically total gridlock at most times of the day and evening in Coldharbour Lane, Herne Hill Road, Hinton Road, Gresham Road and Barrington Road
- Antisocial behaviour and poor/dangerous driving being witnessed by drivers including 3 point turns on crowded roads and driving on pavements
- A significant knock on effect to surrounding roads as commuters and residents try and circumvent the closures
- Coldharbour Lane is Primary Route for attending incidents and as such reduced attendance times have been experienced

It was stated that it is too early to provide empirical data or evidence confirming the increase in journey times but the objection stands.

#### 5.4.3 Metropolitan Police Service (APPENDIX J)

The Metropolitan Police Service stated that it would raise no objection to the scheme at this stage as it is too early for any measurable analysis to have taken place.

#### 5.4.4 Kings College Hospital (APPENDIX K)

KCT submitted a three page response to the review and the issues raised by KCH can be summarised as follows:

- Better efforts should have been made at engagement with KCH before the introduction of the closures
- Staff have experienced significant delays when travelling by bus or car
- Delays and local road congestion is a cause for concern for patients, visitors and staff
- Staff feedback of patients reporting difficulty arriving for appointment on time
- An increase in queuing around Cutcombe and Caldicott Road, the main vehicle access routes to the hospital car park
- Staff experiencing delays of between 20-30 minutes, results of which include added stress and an impact on managing work/life schedules including childcare
- Concerns about road safety for pedestrians and cyclists
- Lack of appropriate signposting for the road closures and new traffic arrangements

It was also noted that KCH support improvements that can be made to deliver the vision for a better and safer Loughborough Junction.

#### 5.4.5 Lambeth Cyclists (APPENDIX L)

Lambeth Cyclists acknowledged the project was an ambitious step towards re-balancing the streets and if it is meeting the manifesto commitments of the Council's Labour administration the scheme should be continued. Lambeth Cyclists had the impression;

- There was less traffic on Loughborough and Milkwood Roads but more traffic on St James's Crescent, Denmark, Flodden and Knatchbull Roads.
- The Padfield Road and Calais Street closures appear to have had a positive effect on quietness and safety in those streets. Gordon Grove seems less successful
- The area needs a CPZ
- Some anecdotal evidence that residents are switching the way they make local trips from cars to walking and cycling
- There has been a weakness in communication
- Any decision to end the trial should be taken on a street by street basis rather than "end one, end all" basis.

#### 5.4.6 Loughborough Estate Management Board (APPENDIX M)

A written submission from the Chair of the LEMB raised a number of concerns including:

- The detrimental effect on residents, staff, businesses and visitors to and from the estate

- Vehicles using the private estate roads as a cut through and rat run to avoid the Barrington Road closure, endangering the lives of children and residents
- Access difficulties for healthcare professionals and carers needing to visit vulnerable residents on the estate
- Missed appointments at King's College Hospital due to congestion of Coldharbour Lane
- The effect of the closures on local businesses and longer journey times

#### 5.4.7 Loughborough Junction Action Group (LJAG) (APPENDIX N)

A written submission from LJAG stated it would like to reserve judgement on the road closures until the results of the review are published. LJAG wanted details of the impact on businesses and any proposals to stop rat-running through the Loughborough Estate. Other issues raised included:

- Improved compliance on Loughborough Road Pedestrian Zone and associated benefits of less traffic.
- Less congestion on Coldharbour Lane after the temporary traffic signals were removed.
- Anecdotal evidence that people are walking their children to school.
- Disappointment that the experiment has divided the community.
- Concerns about poor distribution of leaflet publicising the on-line survey.
- It would be premature to stop the experiment before it has been given a fair trial.
- If the trail does continue the Council's communications team needs to mount a rigorous public relations campaign to explain its benefits and how it fits with plans to improve the town centre.

#### 5.4.8 LJ Road Madness group (APPENDIX O)

The LJ Road Madness campaign submitted a 34 page response to the review on 6 November opposing the scheme. Among the issues raised were:

- Thousands of people are calling for the Loughborough Junction and Myatt's Fields road closures to be reversed with immediate effect.
- Residents and businesses have been campaigning against the road closures since they were first proposed
- A flawed process and lack of clarity of what the scheme really seeks to achieve; a totally inadequate process to assess the net benefit of the scheme - i.e. the complete omission of any process to consider the negative impacts.
- A summary of what the negative impacts have been for the residents, businesses, people who work in the area and the many hundreds, possibly thousands who come to and through the area, including those visiting and tending to the sick and elderly, delivering goods and services or simply visiting friends and relatives.

The group stated it is not against improvements to the area, with many of the group working with residents and community groups trying to achieve just that aim, to make the place better as somewhere to live, work or visit. The group suggested there are a

whole range of options for reducing traffic flow and improving the public space which should be looked at in consultation with residents, businesses, schools etc.

A petition opposing the scheme organised by the group attracted the support of around 4,800 people, including both electronic and written signatures.

#### 5.4.9 Loughborough School (APPENDIX P)

The deputy head teacher at Loughborough Primary School raised the following concerns;

- Complaints from teachers, other staff and the community
- Journey times increasing due to build-up of traffic on Coldharbour Lane, Atlantic Road and Shakespeare Road
- Increased traffic on estate roads
- Confusion over traffic restrictions particularly in Barrington Road

#### 5.4.10 Herne Hill Society (APPENDIX Q)

A written submission was received from the Herne Hill Society that re-iterated objections to the road closures including:

- The scheme lacks any justification and is premature as it fails to recognise the current and future planning context of the area
- The scheme is not value for money
- The public consultation was inadequate and its reporting biased

5.4.11 Southwark Council were asked for a submission for the review but felt unable to provide any analysis at this stage, although they indicated their interest in reading the report conclusions.

5.4.12 Transport for London were unable to provide any empirical data regarding the impact to their networks, although made clear that they would look to work with us on any traffic assessments if the scheme were to continue.

## 5.5 **Public representations**

5.5.1 A total of 408 written submissions (via post and e-mail) were received between 29 August and 23 October.

- 76% (310) objected to the scheme
- 10% (39) supported the scheme
- Many of the responses simply objected to the overall scheme, whilst others referred to longer journey times, congestion, air quality and poor consultation.

5.5.2 Written submissions were received from a number of local businesses;

- Several were from motor mechanic businesses operating from railway arches in Wickwood Street, Gordon Grove and Lilford Road and all reported a loss in income due to the road closures

- A takeaway shop on Coldharbour Lane objected due to an increase in delivery times
- A sole trader in Lilford Road said that clients were having difficulty accessing her business
- A business in Denmark Road objected to the increase in traffic on this road.
- UK Power Networks objected to the Padfield Road closures and the impact it has been having on vehicles accessing their site on Bengeworth Road.
- The London Taxi Drivers Association objected and asked that licenced taxis be granted an exemption to use the Loughborough Road Pedestrian Zone.
- Coach operator, Redwings, based in Milkwood Road raised issues about:
  - Coaches needing to turn left or right out of Hinton Road because they are unable to use Loughborough Road into Coldharbour Lane and the potential danger to cyclists The traffic jams on Coldharbour Lane due to the temporary traffic signals at the Herne Hill Road junction
  - The impact of the closures on pollution
  - The additional costs to the company, estimated to be £300 per day

NB: Redwings have been advised that if their fleet is registered with TfL as local buses they can use the Loughborough Road Pedestrian Zone.

## **5.6 On street survey**

A questionnaire was prepared to seek the views of residents and businesses. The Stockwell Partnership was engaged carry out random surveys within the project area and this work took place between 21 October and 29 October.

Stockwell Partnership carried out a survey with 119 individuals at locations across the project area (APPENDIX R). 24% of respondents were connected with local businesses, while local residents plus businesses accounted for 57% of those interviewed. The remainder were people working, commuting to/through or visiting the project area. Key findings of the survey are:

- 60% thought that the road closures had affected their daily routine; most focussing on negative impacts such as increased traffic; longer journey times; pollution and congestion.
- 44% said they made more journeys on foot as a result of the closures; 30% said they made less journeys by car.
- 53% thought none of the closures should be made permanent; 12% thought all should be made permanent; and 12% thought some of the closures should be made permanent.
- 45% of businesses thought the closures have had a negative impact on their business; 14% thought the closes have had a positive impact; 17% said they had experienced no impact; 24% did not say.
- Five businesses reported a decrease in turnover; three said that the increase in people walking had resulted in more visits to their shops.

## **5.7 Online survey**

5.7.1 The survey was placed on-line on 26 October with a closing date of 6 November. The availability of the on-line survey was publicised via email where possible and through a flyer that was distributed to over 11,000 properties and businesses in the project area. Where requested, paper surveys were distributed and, when returned, the responses were entered into the online survey.

5.7.2 A total 2944 responded to the first question and entered the survey. Approximately 160 of these responded to the business-specific questions in the survey. 55% of respondents said they lived in the area; 6% owned and/or ran a businesses in the area; 7% worked in the area; 22% commuted to or through the area. 79% of respondents owned a car or van; 50% owned a bicycle; and 6% owned a motorcycle. Key findings of the survey are:

- 72% want none of the road closures to be made permanent; 17% want all the road closures to be made permanent; and 8% want some of the closures to be made permanent.
- 64% of businesses said the closures have had a negative impact on their business; 19% reported no difference and 5% reported a positive impact.
- 56% thought that road safety had got worse as a result of the closures; and 20% thought road safety had got better.
- 13% had made more journeys by foot; 14% by bike and 15% by car.
- 4% had made fewer journeys by foot; 6% by car and 16% by car.

Of those who expressed a firm opinion on specific road closures:

- 55% said Loughborough Road should remain closed; 45% want it re-opened.
- 44% said Barrington Road should remain closed; 56% want it re-opened.
- 44% said Lilford Road should remain closed; 56% want it re-opened.
- 68% said Padfield Road should remain closed; 32% want it re-opened.
- 63% said Calais Street should remain closed; 37% want it re-opened.

5.7.3 Hundreds of additional comments were made by respondents and, whilst it has not been possible to analyse all the comments in detail, these largely mirror the feedback received as part of the statutory consultation and include impact on journey travel times, access to parts of the area by motor vehicle, impact on businesses and air quality.

## **6. Conclusions**

6.1 The experimental road closures have caused a high level of feedback, from residents and businesses in Loughborough Junction, local ward councillors and commuters who travel through the area. The strength of feeling resulted in the planned 12-week review being brought forward to eight weeks to give a full picture of the scheme's impact before a decision is made on how to proceed.

6.2 The traffic surveys and monitoring has shown;

- An overall reduction in car use throughout the area

- An overall increase in cycling throughout the area
- An overall reduction in traffic speeds throughout the area
- Increased traffic and congestion in 13 roads that have remained open
- Decreased traffic and congestion in Loughborough Road, Calais Street and Milkwood Road
- An increase in traffic on estate roads

6.3 Official submissions have shown;

- Although it is too early to provide comprehensive and reliable data on journey times, emergency services are concerned about a perceived increase in response times
- Kings College Hospital staff and patients and Loughborough School staff and parents have seen journey times increase
- Concern regarding road safety, congestion and air quality particularly in Coldharbour Lane
- Positive impact on quietness and safety in Padfield Road and Calais Street
- There is support for the wider vision of making Loughborough Junction a safer and more pleasant place to live

6.4 Responses from businesses and the wider public have shown;

- A majority of respondents are opposed to the road closures continuing
- The road closures are having a detrimental impact on the majority of businesses in the area

6.5 The on-street and online survey has shown;

- More journeys are being made by foot
- The majority of respondents are opposed to the road closures continuing
- Just over half of respondents thought road safety had deteriorated
- Of those who expressed a firm opinion, more than half of respondents thought Loughborough Road, Padfield Road and Calais Street should remain closed
- Of those who expressed a firm opinion, more than half of respondents thought Barrington Road and Lilford Road should re-open

## 7. Recommendations

### **Changes to the experimental road closures**

Broadly speaking, there are three options in relation to the road closures that have been introduced under the existing ETMO: Make no changes; introduce modifications to the current arrangements; or suspend and remove all the closures. Any modification to the existing ETMO would re-start the six month statutory consultation period and, in practice, it will not be until January 2106 at the earliest that a new ETMO could be put in place. Nevertheless it is recommended that modifications to the current arrangements are considered.

### **7.1 Recommendation 1: Removal of the Loughborough Road, Lilford Road and Gordon Grove closures**

The existing road closures/restrictions on Loughborough Road, Lilford Road and Gordon Grove are removed. This would remove the risk associated with the official objection from London Fire Brigade and address the concerns raised by London Ambulance Service and Kings College Hospital regarding emergency response times. However, it is likely that the removal of four of the six road closures would result in motor traffic returning to its pre-closure levels, making the overall of vision for Loughborough Junction harder to achieve. The adoption of Recommendation 4 would help mitigate this and progress with designs for a safer public space.

### **7.2 Recommendation 2: Removal of the Barrington Road closure**

The concerns raised about the volume of traffic using the private estate roads between St James's Crescent and Angell Road to by-pass the closure on Barrington Road need to be addressed. The only effective way to stop this rat running would be through the installation of barriers but these would need to be introduced on several roads and would cause inconvenience to the emergency services, estate residents and service vehicles. Consent would also be required from the Loughborough Estate Management Board.

It is therefore recommended that the closure on Barrington Road is lifted so as to remove the current risk from rat running traffic on the estate. The suspension of the Barrington Road closure would also in part address objections raised by residents and businesses regarding restricted access to the area as it would open up an additional vehicular route into the area from the south west. Barrington Road will undoubtedly see more motor traffic if the current closure is suspended but it has speed cushions to slow traffic and a relatively wide carriageway compared to parts of St James's Crescent and Angell Road that have seen a significant increase in traffic since this closure was introduced.

### **7.3 Recommendation 3: Closures at Padfield Road and Calais Street**

The road closures at Padfield Road and, to a lesser degree, Calais Street have proved the least controversial. Both are largely "stand alone" closures that aim to tackle specific, local rat runs and both appear to have been successful in achieving their objectives. Feedback also shows that they command support locally. It is recommended that both closures remain in place and that the introduction of some type of physical barrier is considered at the Calais Street closure. The proposed changes at Calais Street would require further consultation with the emergency services.

### **7.4 Recommendation 4: Re-start the public space design development**

It has always been acknowledged that public space improvements could be designed and introduced whilst still allowing through traffic to use Loughborough Road but it was felt that the removal of this traffic would help to create the conditions for a more viable and pleasant district centre to develop. In reality, a public space design can, and needs to, be developed that works with or without through traffic.

Therefore, regardless of any decisions on the future of the experimental road closures, it is proposed that design work for public space improvement in Loughborough Junction is re-started in the first quarter of 2016 and that a steering group is established to oversee this process.

It is proposed that the steering group comprises representatives from Loughborough Junction Action Group, Loughborough Estate Management Board, Loughborough Estate TRA, local businesses, Network Rail, as well as council officers and ward councillors, with public meetings to enable co-design with residents.

The public space design development and the work of the steering group will have the full support of a detailed communications plan. Weak communications surrounding the road closures has been raised as an issue and the difficulty in communicating the ultimate vision and tangible benefits of the scheme have proved to be a substantial barrier in the public understanding and perception of the scheme.

**Report authorised by:** Raj Mistry, Acting Director of Environment

## **APPENDICIES**

**APPENDIX A – Loughborough Junction Plan**

**APPENDIX B – Consultation documents**

**APPENDIX C – Cabinet Member Delegated Decision Report**

**APPENDIX D – Call-in Response Report**

**APPENDIX E – Letter to residents**

**APPENDIX F – Traffic Count Data**

**APPENDIX G – Video Survey Data**

**APPENDIX H – LAS Official Response**

**APPENDIX I – LFB Official Response**

**APPENDIX J – MPS Official Response**

**APPENDIX K – KCH Official Response**

**APPENDIX L – Lambeth Cyclists Official Response**

**APPENDIX M – LEMB Official Response**

**APPENDIX N – LJAG Official Response**

**APPENDIX O – LJ Road Madness Official Response**

**APPENDIX P – Loughborough School Official Response**

**APPENDIX Q – Herne Hill Official Response**

**APPENDIX R – Stockwell Partnership Survey Results**