

# Lichfield City Pedestrianisation

Cllr Janice Silvester-Hall

Date: 2 August 2023  
Agenda Item: Pedestrianisation  
Contact Officer: Martin Gritt  
Tel Number: 01543 308053  
Email: martin.gritt@lichfielddc.gov.uk  
Key Decision? No  
Local Ward  
Members



## Overview & Scrutiny

## 1. Executive Summary

- 1.1 This report provides an update on the implementation of an Experimental Traffic Regulation Order, over a trial period of 18 months in Lichfield City Centre.
- 1.2 A Traffic Regulation Order is a legal order, which allows the Local Highway Authority to regulate the speed, movement and parking of vehicles. The Act governing Traffic Orders is the Road Traffic Regulation Act 1984, and this is enforceable by law. In Staffordshire, moving Traffic Orders are enforced by the police and on-street parking restrictions are enforced by Staffordshire County Council (SCC). An Experimental Traffic Regulation Order is very similar to a Traffic Regulation Order except that the Order is not permanent. Instead, an Experimental Traffic Regulation Order can only be in place for a maximum of 18 months. Experimental Traffic Regulation Orders are often used by Local Highway Authorities to measure and assess the effects of new arrangements, before potentially making them permanent.
- 1.3 As part of the Experimental Traffic Regulation Order, a six-month formal consultation was launched so that feedback and objections from all users/stakeholders can be recorded and formally considered.

## 2. Recommendations

- 2.1 That the committee note the contents of the report.
- 2.2 That the Overview and Scrutiny Committee will provide feedback on the trial to date, and that the results of the consultation process will be reported to the committee prior to any potential changes to make pedestrianisation permanent.

## 3. Background

- 3.1 On 9 November 2021 Lichfield District Council approved its Public Realm Strategy at **Appendix A**. Whilst that strategy did not consider a scheme in the shape of what became the Experimental Traffic Regulation Order, it did set out the high value Lichfield District Council placed on active modes of travel and making the city centre more attractive to shoppers, workers, and visitors.
- 3.2 An Experimental Traffic Regulation Order is similar to a Traffic Regulation Order, except that the order is not permanent. Instead, an Experimental Traffic Regulation Order can only be in place for a maximum of 18 months. Experimental Traffic Regulation Orders are often used by local highway authorities (in this case Staffordshire County Council) to assess the effects of new arrangements, before potentially making them permanent. The Experimental Traffic Regulation Order includes a consultation period and for the first six months a consultation period is launched so that feedback and objections from all users/stakeholders can be recorded and formally considered.

- 3.3 A city centre pedestrianisation report by Amey Consulting for Staffordshire County Council was produced in August 2021 at **Appendix B**. The report sets out the detail of the previous pedestrianised zones, which permitted access for loading, disabled badge holders and permit holders leading to an average daily flow of 550 vehicles. It was noted that traffic movements of this magnitude ‘would not be associated with a pedestrian zone as they restrict pedestrian access’.
- 3.4 The Amey report then considered options for the pedestrianisation of various roads in the city centre, going beyond what was already in place.

These options were:

- a) Option 1: introducing additional restrictions during peak pedestrian activity to prohibit all motorised vehicles between 10am and 4pm. The cost was estimated at £30,000.
- b) Option 2: closing certain streets to disabled badge holders but not loading and permit holders. The estimated cost was £500,000.
- c) Option 3: removing all disabled parking from the pedestrian zone, with the pedestrian zone extended to at any time, albeit with access for loading remaining. It was proposed that more detailed consideration of suitable locations for disabled parking would need to be undertaken. The estimated cost was £20,000.
- d) Option 4: in addition to the above proposals were made in respect of the Bird Street one way system.

The report made recommendations that ‘options 3 and 4 offer the maximum benefit to pedestrians and positive change to the pedestrian zone environment’. This was because:

*Traffic survey data indicates that the approximately 80% of vehicles within the pedestrian zone are private cars therefore removal of the need to access the zone by removing disabled parking and reversal of the Bird Street one way system will have the greatest effect to traffic flows by removing the reason for vehicles to enter.*

- 3.5 As part of progressing the proposed scheme, a report on moving Blue Badge parking bays was commissioned by Lichfield District Council, appointing AccessAble. Following an initial report commissioned in July 2020 (as such a move of bays was initially a response to Covid-19) a further report on making the change permanent was produced dated October 2022 at **Appendix C**. A number of recommendations were included within the AccessAble report, an update can be found at **Appendix D**. The District Council also announced that Blue Badge holders can park in any council owned carpark free of charge, providing a valid Blue Badge is present. Blue Badge holders may also park on single or double yellow lines for up to 3 hours, but in general not where there are restrictions on loading or unloading – indicated by yellow kerb dashes and / or signs on plates.
- 3.6 A Cabinet Member Report was produced dated 3 November 2022 at **Appendix E**.
- 3.7 A Cabinet Member Decision was made to progress the ETRO on 10 November 2022, the reasons given were:
- Implementing the ETRO with the aim to make Lichfield city centre even more attractive to shoppers, workers, and visitors, to reduce traffic movement and reduce air pollution in this locality whilst giving priority to pedestrians where appropriate.*
- The ETRO restrictions would prohibit motor vehicles travelling through the following city streets at all times: Market Street, Tamworth Street, Conduit Street, Breadmarket Street, Bore Street, Dam Street, Sandford Street, and Bird Street, except for loading between the hours of 21:00 and 12:00 the following day, and no waiting at any time.
- 3.8 Informal consultation began from January 2023, with a drop-in event held at the Guildhall on 17 January 2023 & 1 March 2023.
- 3.9 The ETRO was made on 2 March 2023 (**Appendix F**). The following reason was given for the ETRO:

To ensure a continuous and standard approach to traffic movement and parking control across the retail centre of the city. To improve safety for pedestrians and simplify the existing orders to standard times.

3.10 Formal consultation started from March 2023 so that feedback and objections from all users/stakeholders can be recorded and formally considered.

**SCC Pedestrianisation Survey:**

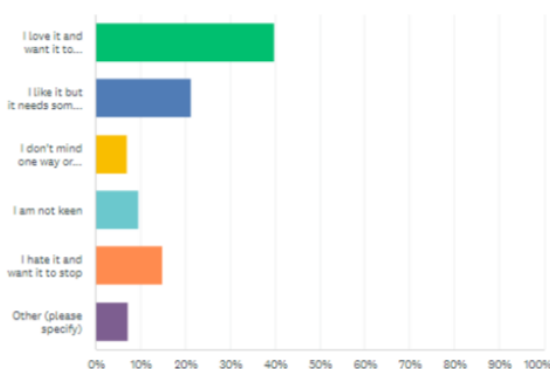
To date, the Pedestrianisation Feedback Survey launched by Staffordshire County Council is still ongoing, with 272 responses received to date: 64 in favour and 208 against.

**LDC Pedestrianisation Survey:**

To date, the Pedestrianisation Feedback Survey launched by Lichfield District Council is still ongoing, with 2,108 responses received to date. Further updates and analysis will be provided once the survey is closed.

How would you describe your feelings about the pedestrianisation of the city centre?

Answered: 2,108 Skipped: 3



ANSWER CHOICES	RESPONSES	
I love it and want it to continue	39.94%	842
I like it but it needs some amendments	21.30%	449
I don't mind one way or another	7.07%	149
I am not keen	9.68%	204
I hate it and want it to stop	14.85%	313
Other (please specify)	Responses 7.16%	151
<b>TOTAL</b>		<b>2,108</b>

**Engagement Activity:**

Since January 2023, various engagement activities were undertaken to involve visitors, residents and businesses in the decision-making process. These activities included social media campaigns on Facebook, Twitter, and LinkedIn, press releases, posters, and distribution of e-bulletins to residents and businesses.

**Resident Bulletins:**

Several bulletins were sent to residents, providing them with information and updates related to the trial pedestrianisation.

**Printed Collateral:**

Printed collateral was also used to disseminate information and engage residents and businesses. These included posters in businesses and business windows close to the pedestrianisation zone, also in the Guildhall and at Lichfield District Council House.

## Press Releases:

Press releases to all local and regional press and media contacts were issued throughout the process before every survey was launched and at key moments of change.

## Summary:

The engagement activities conducted since January 2023 have been extensive and varied. The Pavement Café Survey, social media campaigns, press releases, posters, in-person handouts and e-bulletins were used to actively involve residents and businesses in the trial pedestrianisation process. The information collected from these engagement efforts will contribute to informed decision-making regarding the trial pedestrianisation in Lichfield city centre. Full summary of engagement, including analysis of the survey responses received is available at **Appendix G**.

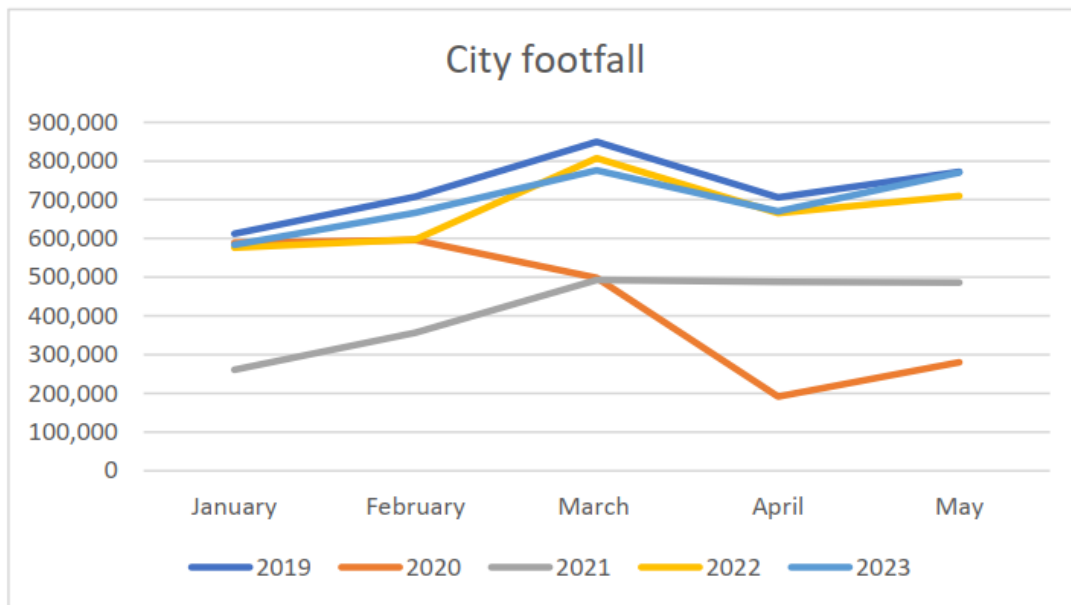
- 3.12 A workshop event was held on 17 April 2023, during the sessions, we asked people to share their ideas of how the current Experimental Traffic Regulation Order could be altered, amended, or improved. We also asked people to share their concerns about the trial with us. Full feedback is detailed here: [City centre pedestrianisation trial \(ETRO\) – April consultation event views and comments \(lichfielddc.gov.uk\)](https://www.lichfielddc.gov.uk/city-centre-pedestrianisation-trial-et-ro-april-consultation-event-views-and-comments)
- 3.13 A follow up workshop event was held on 10 July 2023. This event was an opportunity to provide an update on pedestrianisation and share the proposal based on feedback received. The proposal received mixed views. Full feedback is detailed here: [City centre pedestrianisation trial \(ETRO\) – July workshop events views and comments \(lichfielddc.gov.uk\)](https://www.lichfielddc.gov.uk/city-centre-pedestrianisation-trial-et-ro-july-workshop-events-views-and-comments)
- 3.14 As a result of feedback received via consultation, the proposal is to introduce a hybrid pedestrianisation. If introduced, the proposal would see part-time pedestrianisation:
- o Access allowed to blue badge holders/permit holders on Mondays, Tuesdays, and Wednesdays at any time.
  - o Thursdays, Fridays, Saturdays, and Sundays will be pedestrianised as per the current trial (A prohibition on motor vehicles at all times, except for loading between the hours of 21:00 and 12:00 the following day, and no waiting at any time).

If this is to be introduced, a new Experimental TRO would be implemented with a new six-month consultation period so that feedback and objections from all users/stakeholders can be recorded and formally considered as part of the revised scheme.

- 3.15 The Monday – Wednesday proposal has also been shared with a number of businesses who attended a business specific workshop, the responses were favourable with the majority of those represented at the workshop would welcome the change.
- 3.16 Footfall within the city centre continues to be monitored. The following statistics are taken from footfall counters that measure footfall in Tamworth Street, Dam Street, Market Street and Bird Street.
- Whilst the statistics show that the footfall figures in the city are not yet back to pre-covid levels, it does show that they are recovering in line with pre-covid levels – as illustrated by the two blue lines with the darker blue being pre-covid and the light blue being current figures. It shows that in May 2023 the footfall was just 1,926 below pre-covid levels.

The figures also show that in March 2023 the figure dipped significantly below 2022's footfall figures, however as this did not continue as a trend in April or May, it is hard to attribute this to any one issue. The figures are however being kept under review ongoing.

Month	2019	2020	2021	2022	2023
January	612,253	588,705	260,937	576,315	583,673
February	707,752	595,871	357,042	597,218	666,741
March	849,707	498,686	492,755	807,467	775,977
April	705,966	191,717	487,711	665,961	670,605
May	772,121	279,895	485,718	710,161	770,195



## Next Steps

- 3.17 As a result of feedback via consultation, the Cabinet Member for High Streets & Visitor Economy has introduced the following changes:
- o Access allowed to blue badge holders/permit holders on Mondays, Tuesdays, and Wednesdays at any time.
  - o Thursdays, Fridays, Saturdays, and Sundays will be pedestrianised as per the current trial (A prohibition on motor vehicles at all times, except for loading between the hours of 21:00 and 12:00 the following day, and no waiting at any time).
- 3.18 The amended E TRO will be implemented with a new six-month consultation period so that feedback and objections from all users/stakeholders can be recorded and formally considered as part of the revised scheme.
- 3.19 Enforcement of the restrictions will be introduced once Staffordshire County Council have amended the E TRO and installed the signage.
- 3.20 Notice of the changes and an update on enforcement will be issued via all available methods of communications.

## Alternative Options

1. Continue with current restrictions and continue to engage with stakeholders to determine an alternative proposal.
2. To stop the Experimental TRO process and revert back to the original 'part pedestrianised' scheme within the city centre.

<p><b>Consultation</b></p>	<ol style="list-style-type: none"> <li>1. We have consulted with AccessAble on this decision to ensure that the council has considered suitable alternative arrangements and the needs of disabled Blue Badge holders.</li> <li>2. Lichfield City Council have confirmed their in-principal support for a pedestrianised City Centre, pending further discussion and analysis of a detailed scheme proposal and its implications</li> <li>3. The council's city centre masterplan Member Task Group are supportive of a pedestrianised city centre.</li> <li>4. Consultation with members of the public and businesses has been on-going, by continuously assessing the trial's impact, we aim to enhance the scheme's effectiveness and contribute to the creation of a safe, prosperous and vibrant city centre.</li> </ol>
----------------------------	---

<p><b>Financial Implications</b></p>	<ol style="list-style-type: none"> <li>1. Majority of revenue through Major Projects budget (£22,500.00), and an additional capital sum (£42,284.00) from S106 allocated to the project: <ul style="list-style-type: none"> <li>• Consultant fees (Amey, AccessAble, Legal advice): £49,816.35</li> <li>• Improvements (New bays, benches, signage): £1,932.94</li> <li>• Communications (Printed material, venue hire): £574.86</li> </ul> </li> <li>2. Project is within budget and do not expect to exceed budget.</li> <li>3. There will be an additional spend of circa £6,000.00 to implement the changes to the E TRO.</li> </ol>
--------------------------------------	--

<p>Approved by Section 151 Officer</p>	<p>Yes</p>
--	------------

<p><b>Legal Implications</b></p>	<ol style="list-style-type: none"> <li>1. The council appointed DWF to advise on the legal process for completing the ETRO to ensure that the legislation is being adhered to.</li> </ol>
----------------------------------	---

<p>Approved by Monitoring Officer</p>	<p>Yes</p>
---------------------------------------	------------

<p><b>Contribution to the Delivery of the Strategic Plan</b></p>	<ol style="list-style-type: none"> <li>1. Restricting vehicle access in the city centre supports the priority of shaping place and developing prosperity.</li> <li>2. Enabling people to live healthy and active lives by allowing more pedestrianisation space within the city centre.</li> <li>3. Develop prosperity to encourage economic growth by supporting businesses with their requests for pavement licenses for outdoor space.</li> </ol>
--	--

<p>Equality, Diversity and Human Rights Implications</p>	<ol style="list-style-type: none"> <li>1. In introducing the removal of the Disabled Persons Parking Bays, the District Council engaged with an advisory body, AccessAble to determine the impact on Blue Badge holders of the proposal.</li> <li>2. The Council has dedicated provision for alternative parking (with no net loss), to meet the needs of Blue Badge holders, these being facilities within Bird Street Car Park and Lombard Street Car Park both located near shops, cafes and other facilities.</li> <li>3. Blue Badge holders can also park in any bay on any council car park free of charge if there are no Disabled Persons Parking Bays available when displaying their Blue Badge.</li> <li>4. Blue badge holders can also park legally on single or double yellow lines within the city for up to three hours if they are not causing an obstruction.</li> <li>5. This dedicated provision will continue to be kept for Blue Badge holders whilst the ETRO is implemented.</li> <li>6. An Equality Impact Assessment has been carried out and continues to be updated throughout the Experimental Traffic Regulation Order.</li> </ol>
<p>EIA (Equality Impact Assessment) logged by Equalities Officer</p>	<p>Yes. The EIA will continue to be updated throughout the trial with the latest version available at: <a href="http://lichfielddc.gov.uk">City centre pedestrianisation trial (ETRO) – Key documents (lichfielddc.gov.uk)</a></p>
<p>Crime &amp; Safety Issues</p>	<ol style="list-style-type: none"> <li>1.</li> </ol>

<p>Environmental Impact (including Climate Change and Biodiversity).</p>	<ol style="list-style-type: none"> <li>1. The reduction in vehicles in the city centre will see a change in the character and appearance of those streets where cars would have previously driven/parked.</li> <li>2. Pedestrianisation will benefit many businesses who can continue to trade outside their buildings demise through the use of pavement licenses, allowing visitors an opportunity for outdoor dining.</li> </ol>
--	---

<p>GDPR (General Data Protection Regulation) / Privacy Impact Assessment</p>	<p>Not applicable.</p>
--	------------------------

	Risk Description & Risk Owner	Original Score (RYG)	How We Manage It	Current Score (RYG)
A				
B				
C				
D				
E				

	<p><b>Background documents</b> Any previous reports or decisions linked to this item</p>
--	--

	<p><b>Relevant web links</b></p> <p>Any links for background information which may be useful to understand the context of the report</p>
--	--