

Non-strategic Traffic and Highway improvement

Appendix	1718Q3-022
Location	Winchester Walk, Bedale Street, Stoney Street and Park Street
Proposal	Amendments to waiting and loading restrictions
Community council	Borough, Bankside and Walworth
Ward(s) affected	Cathedrals

Non-strategic Traffic and Highway improvement

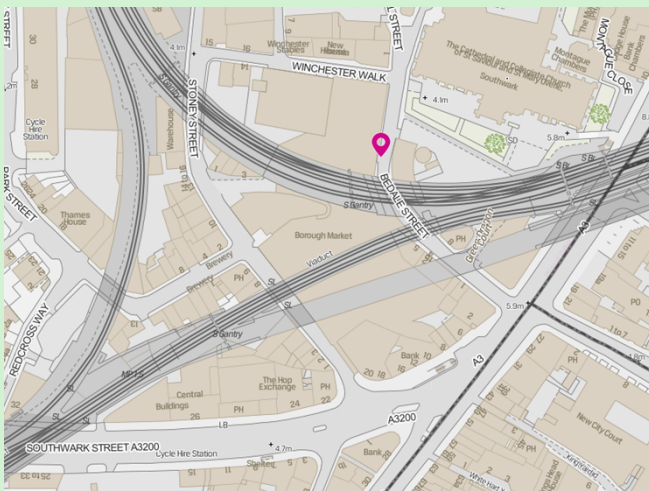
A non-strategic traffic and highway improvement is a small project where the council proposes to modify the existing Highway layout. This may include changes to waiting and loading restrictions, traffic calming, improved crossing facilities etc.

Under Part 3D of the council's constitution, the Cabinet Member is responsible for Transport Issues: To decide to implement a traffic and highway improvement project, subject to statutory consultation.

Background / Request

- Stoney Street has been closed to vehicular traffic since June 2017 to enhance pedestrian safety following the terrorist attacks. The changes proposed in this report accommodate this closure and offer alternative routes and loading arrangements for essential deliveries. The proposals also pre-empt increased traffic movement on the surrounding streets.

Location



- Bedale Street, Winchester Walk, Stoney Street and Park Street
- All are within a Controlled Parking Zone (C1) implemented 1974.

Investigation and conclusions

- The introduction of additional loading bays will formalise the high amount of freight loading and unloading in the area.
- The enforcement of waiting and loading restrictions on existing double yellow lines will ensure that this main access route remains clear for all road users at the busiest parts of the day and keep loading/unloading to a minimum.
- The waiting and loading restrictions will be in place from 10am to 6pm everyday.

Feedback from Community Council

Referral date (if applicable)

Referred by

Community Council date

Comments

Recommendation

Based on officer's investigation, it is recommended that the proposed changes to waiting and loading restrictions and formal loading bays are approved as shown in attached drawing.

This proposal will be enforced under an Experimental Traffic Order. A TMO is the legal mechanism the council as traffic authority uses to control aspects of the way that the highway is used. They provide the legal backing to signs and road markings used on the highway and allow them to be enforceable.

A detailed design drawing of the proposal is provided within this document.

Next steps

Should this non-strategic Traffic and Highway improvement proposal be approved, then arrangement will be made to introduce the changes. The public will be able to comment on the amendments for the first six months after implementation.

The experimental order can be in place for a maximum of 18 months following which statutory consultation must take place to introduce the changes permanently.

Should objections be received during the first six months, these will be presented to the Cabinet Member for determination.

Audit trail

Reference	1718Q3-022
Report author	JR
Ward members notified	10/11/2017
Referral	No