

Non-strategic Traffic and Highway improvement

Appendix	1.4
Location	Camberwell Road
Proposal	Introduction of Bus Lanes
Ward(s) affected	Camberwell Green

Non-strategic Traffic and Highway improvement

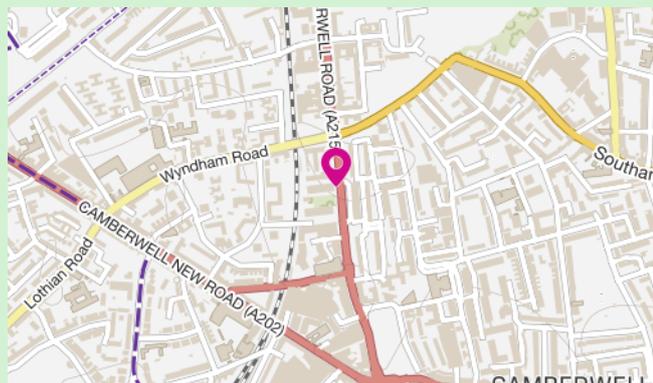
A non-strategic traffic and highway improvement is a small project where the council proposes to modify the existing Highway layout. This may include changes to waiting and loading restrictions, traffic calming, improved crossing facilities etc.

Under Part 3D of the council's constitution, the Cabinet Member is responsible for Transport Issues: To decide to implement permanent traffic orders to support the current traffic restrictions, subject to statutory consultation.

Background / Request

- to improve bus operations, bus passenger journeys and bus stop accessibility.
- No issues have been found since the restriction was implemented in 2001

Location



- The east side, between a point with the intersection with Walworth Road and a point at the boundary of 79/81 Camberwell Road.
- The east side, between a point 45 meters south of the southern kerbline of Bowyer Place and a point 65 meters north of the intersection with Bullace Row.
- The west side, between a point with the intersection with Camberwell Green and a point opposite the boundary of 311/313 Camberwell Road.
- The west side, between a point 8 metres north of the northern kerbline of Medlar Street and a point 10 metres south of the southern kerbline of Wyndham Road.
- The west side, between a point 10 metres north of the northern kerbline of Wyndham Road and a point 12 metres south of the southern kerbline of Bethwin Road.
- The west side, between a point 7 meters north of the northern kerbline of Bethwin Road and a point 43 meters south of the southern most kerbline of Urlwin Street.

Investigation and conclusions

- The restriction was installed since 23th Mar 2001



Feedback from Councillors

Comments

Recommendation

No issues have been identified since the restriction was implemented. The experimental traffic order is expired. It's recommended to make a permanent traffic order to support the signs that are installed on site.

This proposal is subject to Traffic Management Order (TMO) statutory consultation. 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.

Next steps

Should this permanent traffic orders be approved, then arrangement will be made to carryout statutory consultation.

Should objections be received during the statutory consultation period, these will be presented to the Cabinet Member for determination.

Audit trail

Reference	1.4
Report author	CM
Ward members notified	15/07/2020