

Non-strategic Traffic and Highway improvement

Appendix	4.1
Location	Cycle Lanes in Lambeth Road, Morley Street, Princess Street and Waterloo Road as part of the Route 68 Scheme
Proposal	Installation of Cycle Lanes
Ward(s) affected	St George's

Non-strategic Traffic and Highway improvement

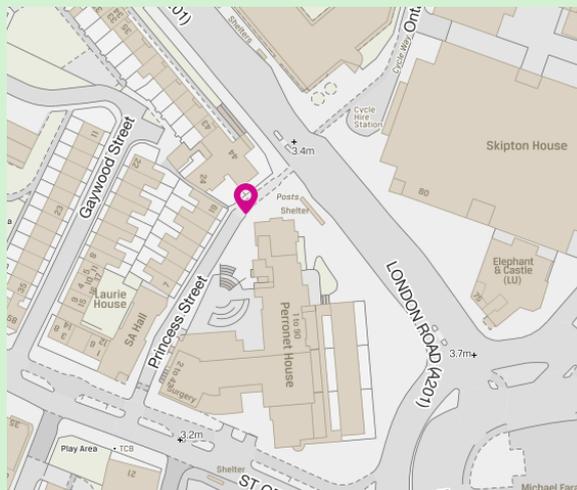
A non-strategic traffic and highway improvement is a small project where the council proposes to modify the existing Highway layout. This may include changes to waiting and loading restrictions, traffic calming, improved crossing facilities etc.

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

- These changes from part of a scheme of traffic control for Bus Route 68, which was introduced through the London Bus Initiative (LBI).
- Installed cycle lane line and bollard to block the car users get access to the road and increased the level of safety
- It encourages people to cycle more
- No issues have been found since the restriction was implemented in 2002

Location



- Princess Street, located adjacent to the south-east kerb, from the junction with London Road, south-westward for a distance of 18 metres.
- Princess Street, located adjacent to the north-west kerb, from the junction with London Road, south-westward for a distance of 18 metres

Investigation and conclusions

- The restriction was installed since 7th Jun 2002



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 non-strategic Traffic and Highway improvement proposal 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	4.1
Report author	CM
Ward members notified	16/07/2020