

Implementation of Southwark School Streets batch 4

Appendix	37
Location	Burcher Gale Grove
Proposal	Footway Widening
Ward(s) affected	Peckham

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

As part of the COVID-19 response, Council's Highways division aimed to introduce a series of neuralgic urban interventions along the Borough to encourage active travel, promote sustainable ways of connectivity, and provide the adequate conditions to maintain social distancing as per central and local government guidelines.

As a result, this proposal will widen the pavement onto Burcher Gale Grove, specifically on a section in front of Gloucester Primary school to improve current conditions for residents, parents and children who daily transit through this section of the network.

The proposal will introduce scan kerbs and wands to widen footway safely and appropriately during the duration of the experimental order; other minor tasks such as the implementation of DYL might be implemented as complementary measures to accompany the main objective the proposal.

Location



Investigation and conclusions



The site visit was performed on October 22nd.

Road widths are considerably narrow, junctions are tight, and manoeuvres are not easy, present resident parking bays and crossovers, introduce a constraint when producing the final design. To be sufficient to be able to introduce the proposed contraflow lanes.

Current marking/lining/signage needs urgent refreshing, especially close to the affected junctions.

It seems a feasible proposal that might be introduced without significant changes to current geometry or layout onto the middle section of the mentioned road.

Recommendation

Based on the officer's initial investigation, it is suggested to introduce a temporary pavement widening in between the current bike hangar located close to Samuel Street junction and the private road entrance located a few metres away from Chandler way junction.

Bomax type B scan kerbs will be installed to demarcate the area on the carriageway to be destined for footway use. Additionally, plastic wands will be installed in between kerbs to warn drivers of the proposed geometry change implemented during the experimental order is in place.

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

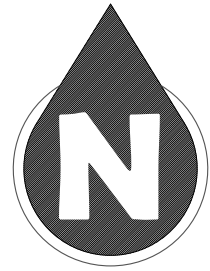
Next steps

Should this non-strategic Traffic and Highway improvement proposal be approved, the arrangement will be made to carry out statutory consultation.

Following the statutory consultation period, the council will make arrangements to install the restrictions (road marking and signage).

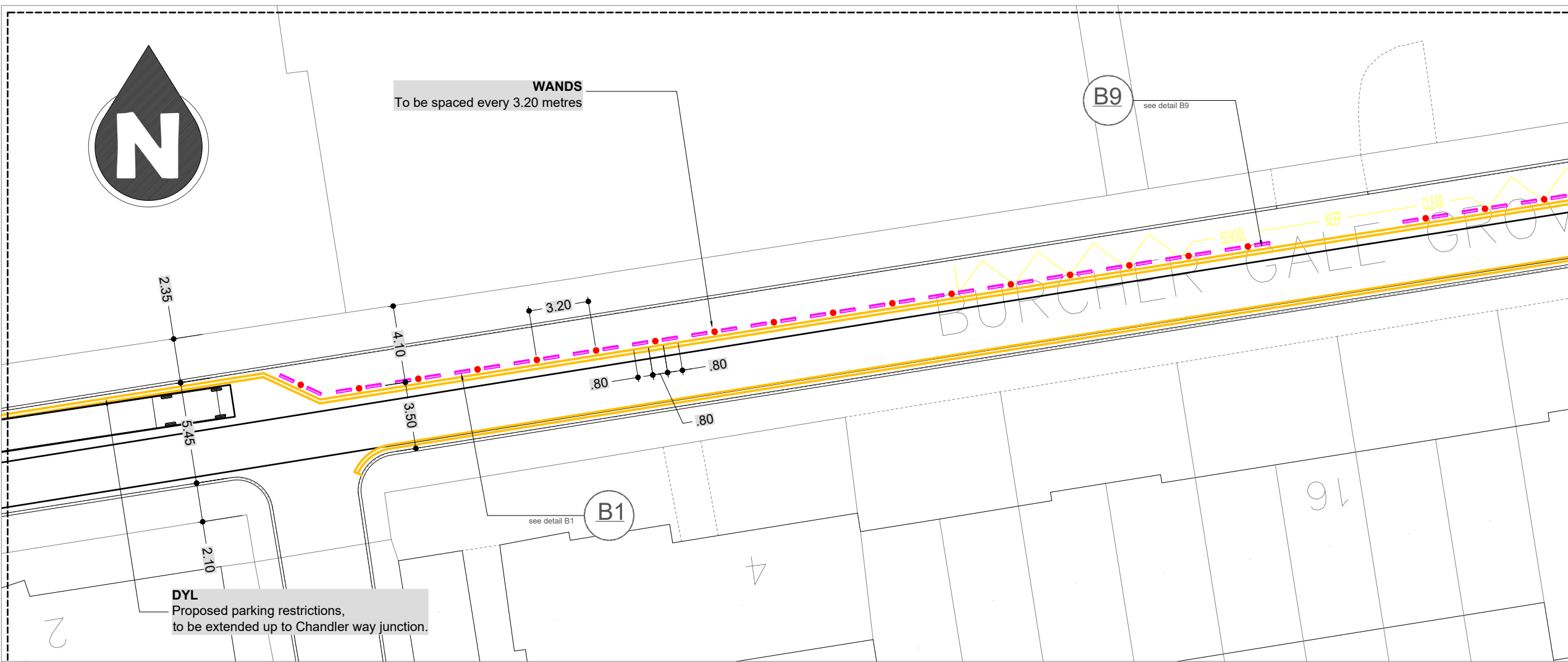
Should objections be received during the statutory consultation period, these will be presented to the Cabinet Member for determination.

Reference	37
Report author	KH
Ward members notified	19/11/2020
Comments	



WANDS
To be spaced every 3.20 metres

B9
see detail B9



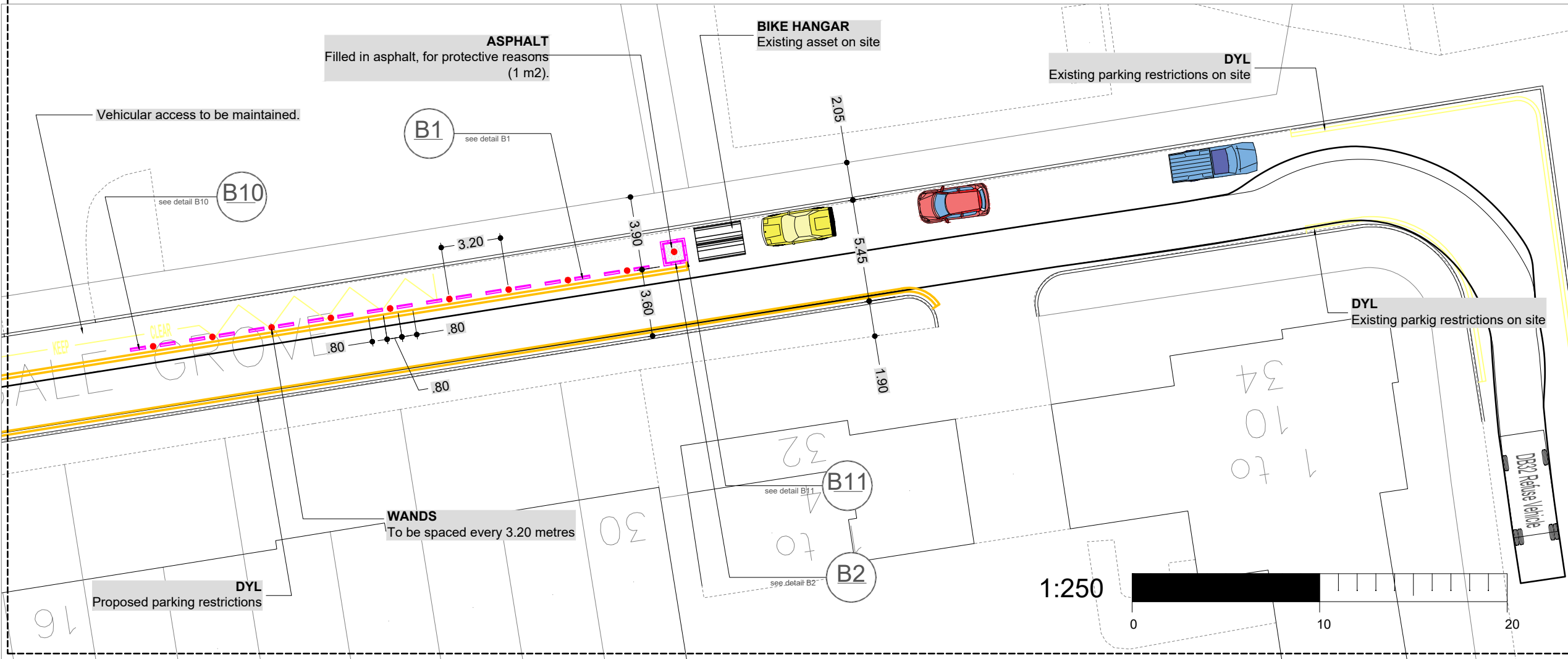
DYL
Proposed parking restrictions,
to be extended up to Chandler way junction.

B1
see detail B1

ASPHALT
Filled in asphalt, for protective reasons
(1 m2).

BIKE HANGAR
Existing asset on site

DYL
Existing parking restrictions on site



Vehicular access to be maintained.

B1
see detail B1

B10
see detail B10

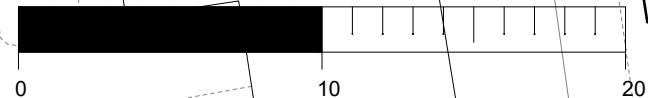
WANDS
To be spaced every 3.20 metres

B11
see detail B11

B2
see detail B2

DYL
Proposed parking restrictions

1:250



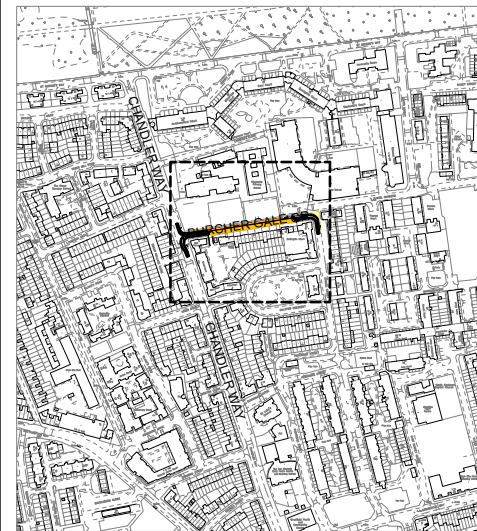
NOTES

1. Dimensions in meters, unless otherwise stated.
2. This drawing should be read in conjunction with other relevant engineering details, drawings & specifications.
3. Any discrepancies should be reported to the design engineer immediately, so that clarification can be sought prior to the commencement of works.
4. The dimensions must be verified on site before construction.
5. All works are to be in accordance with Southwark borough council specification and standards.

KEY

- EXISTING KERB**
Existing 150 mm straight kerb.
- EXISTING TACTILES**
Existing crossing facility.
- BOMAX SCAN KERB**
Type B1 - straight (41u)
Type B2 - straight (4u)
Type B6 - 2 m radius (2u)
Type B9.4 - LH taper (1u)
Type B10.4 - RH taper (1u)
Type B11 - Angle kerb (4u)
- WAND**
Type and brand to be specified later.
(23u)
- PROPOSED ROAD MARKINGS**
Proposed RM to accompany proposal.
- EXISTING ROAD MARKINGS**
Existing restrictions on site.

KEY MAP



REV	DATE	REVISION DESCRIPTION / DETAILS	DRN BY	CHKD BY	APRVD BY
A	20.10.20	OUTLINE DESIGN	IG	--	--



PROJECT:
**COVID-19 RESPONSE - SCHOOL STREET
BURCHER GALE GROVE PAVEMENT WIDENING
ANGEL OAK ACADEMY**

TITLE:
MASTER PLAN

STATUS:	OD	DRAWN	IG
SCALE:	1:250 @ A3	DESIGNED	IG
DRAWING NO:	LBS/MW/BURCHER_GROVE/1000/01	CHECKED	GM
DATE DRAWN:	20 OCT 2020	APPROVED	RW
DATE ISSUED:	23 OCT 2020	REV:	A

C:\USERS\KAMRON\DRIVE\DESIGN\TOP\IGOR TRABA\01\BSS\BURCHER_GALE GROVE\LBS\MW\BURCHER_GROVE_1000\01\REVIA.DWG