

Non-strategic Traffic and Highway improvement

Appendix	15
Location	The Cut
Proposal	Introduce an “at any time” prohibition of motor vehicles via an experimental traffic order on The Cut between Hatfields and Short Street
Ward(s) affected	Borough and Bankside

Background/Request

- Following a request by Transport for London, Lambeth Council introduced a modal filter to restrict traffic between Hatfields and Short Street on The Cut in October 2020 under a temporary traffic order.
- This proposal crosses the boundary with Lambeth Council, and the temporary traffic order currently covers both boroughs.
- As a traffic management order is required to enforce the filter. Southwark and Lambeth councils will implement experimental TMOs on their sections of the highway.
- Southwark and Lambeth will enforce their own highway. An enforcement plan will be written to ensure joined up enforcement.

Purpose

- In order to ensure that the recovery from COVID-19 is achieved without excessive use of motor vehicles, TfL have created a central London Plan to create low traffic corridors.
- This modal filter will provide a more direct route for staff cycling between Guy’s and St Thomas’ hospital sites.

Background / Request

- This request came Transport for London and Lambeth Council.

Location

The Cut between Hatfields and Short Street as shown below.



Investigation and conclusions

- Officers met with TfL and Lambeth Council to discuss the proposals.
- The borough boundary runs along the centre of The Cut where the closure is proposed.
- This is a cross boundary scheme and is to be led by Lambeth Council and TfL.
- Southwark and Lambeth Councils are required to implement separate experimental traffic orders.
- Southwark and Lambeth Councils will write a joint enforcement plan.

Recommendation

It is recommended that an experimental traffic order be implemented to replace the current temporary traffic order.

This proposal is subject to Experimental Traffic Management Order (ETMO) statutory consultation, objections can be submitted for the first six months and the order can be in place for a maximum of 18 months. 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 install the measures under an experimental traffic order. This order can be in place for a maximum of 18 months, after which, the scheme must be either removed or made permanent under a permanent traffic management order.

A further report will be brought to the Cabinet Member following the experimental traffic order period for approval to remove, amend or keep the restrictions.

Audit trail

Reference	15
Report author	CG
Ward members notified	27/5/2021
Comments	None