

# Non-strategic Traffic and Highway improvement

<b>Appendix</b>	24
<b>Location</b>	Bleinheim Grove/Choumert Grove/Choumert Road/Mcdermott Road
<b>Proposal</b>	Rye Lane Cycle link
<b>Ward(s) affected</b>	Rye Lane

## 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.

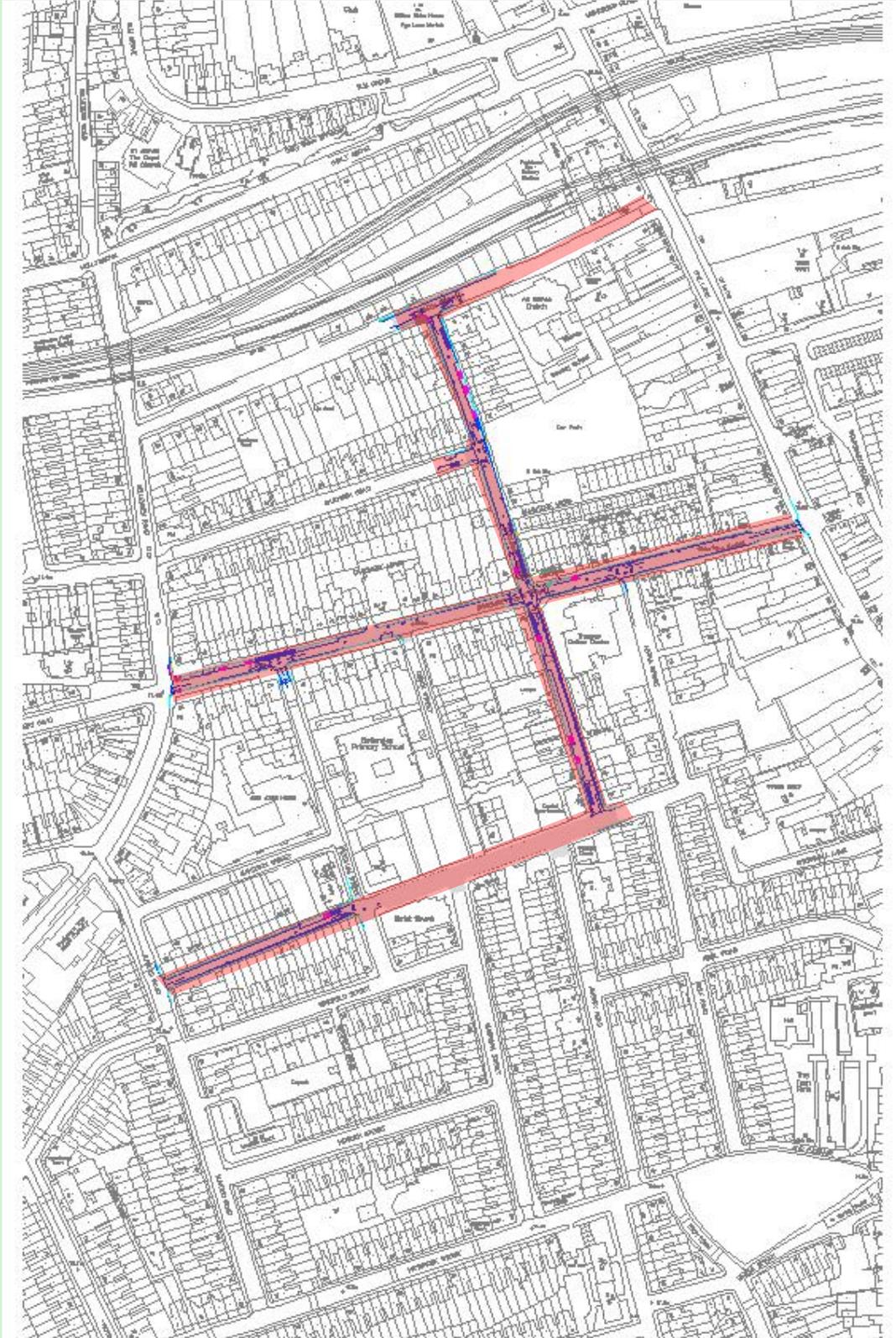
This may include changes to waiting and loading restrictions, traffic calming, improved crossing facilities etc.

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 last year (2019-2020) CGS/DHB process, a resident introduced a proposal to incorporate a number of contraflow lanes at one-way roads close to Peckham Rye Railway Station.
- The proposal was then reviewed, and funds were allocated
- The idea introduced several contraflow lanes at the following roads: Choumert Grove travelling northbound from Chadwick Road to Blenheim Grove, Choumert Grove travelling southbound between Chadwick Road to Mcdermott Road, Choumert Road travelling eastbound from Choumert Grove to Rye Lane, and Choumert road travelling Westbound from Reedham Street to Bellenden Road.
- The intervention created a series of connections that encouraged active/sustainable travel around the neighbourhood and ensured that cyclists could avoid dangerous junctions circulating through this network section.
- An experimental traffic order was introduced in summer 2020 as part of the council's covid-19 response. All schemes that encourage or promote active travel were brought forward at that moment; therefore, the experimental traffic order was a reasonable option to speed the process and make the installation possible in a short period.
- The proposal was installed by August 2020, immediately after the notice was published.
- An exhaustive monitoring process was followed to identify any issues while the scheme went live.
- After the legal period required to assess an experimental order (18 months) ended, the community and the commuters majorly backed up the proposal.
- Only six responses/enquiries were raised during this period, and they were responded to appropriately. The success of the scheme remains out of the question.
- By February 2022, the experimental order will expire; therefore, we aim to introduce a permanent order that allows this proposal to remain on time.

## Location



## Investigation and conclusions



- The proposal was installed in Summer 2020
- The experimental Traffic order period finishes by the end of February 2022.
- Only six observations were received during the experimental period, and they have been answered accordingly.
- No safety issues had been recorded, nor complaints from residents had been received while the proposal had been installed.
- All steps had been covered to introduce this proposal with minor or no amendments as a permanent order.

## Feedback from Councillors

<b>Comments</b>	None
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## Recommendation

The proposal has not flagged any significant issues based on the officer's initial investigation and posterior monitoring.

Nonetheless, it is suggested to introduce "give way lines" and additional road signs onto the junctions between Choumert Grove and Chadwick Road to reinforce northbound vehicles' priority against the ones travelling south.

Sign clutter must be corrected, and old signage and duplicate signages could be removed if funding allows.

Temporary protective buildouts (scan kerbs and wands) installed onto the following junctions: Bellenden Road/Choumert Road and Chadwich Road/Choumert Grove; must be dismantled, and conventional buildouts must be constructed instead.

This proposal is subject to Traffic Management Order (TMO) statutory consultation. A TMO is a legal mechanism the council, as traffic authority, uses to control aspects of how the highway is used. They provide the legal backing to signs and road markings employed on the public highway and allow them to be enforceable.

## 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 deliver the works accordingly.

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

## Audit trail

<b>Reference</b>	24
<b>Report author</b>	IG
<b>Ward members notified</b>	30.11.21