

Non-strategic Traffic and Highway improvement

Appendix	14
Location	Pope Street
Proposal	Proposed single blips on existing double yellow lines and convert existing single yellow to double yellow lines
Ward(s) affected	London Bridge and West Bermondsey

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.

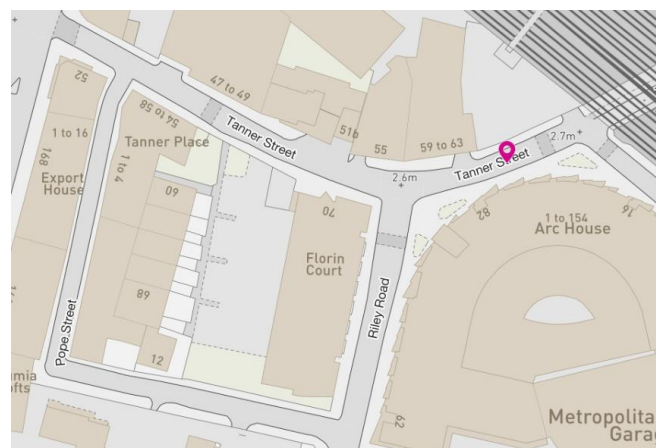
Under Part 3D of the council's constitution, the Cabinet Member is responsible for Transport Issues: To decide to implement a traffic and highway improvement project, subject to statutory consultation.

Background / Request

This request came from a Highway Officer, informing Highways that after making changes to Tanner street making it one way and only a no right turn from Riley Road, traffic can now only go down Pope Street which means this will get a bit busier than what it normally would be. Because of this, we need to let vehicles still load/unload and also parking can be available but not within peak hours.

Location

- Pope Street, London Bridge and West Bermondsey
- Pope Street is in a CPZ (Controlled Parking Zone) GR, Operating Mon-Fri, 8.30am – 6.30pm.
- There is currently double yellow lines and single yellow lines



Investigation and conclusions

- Officers attended site and noted that vehicles can park on one side of the road making this extremely narrow, especially if a vehicle is loading on the other side then no vehicles can get through. So we are introducing operation times to park out of peak hours.

Recommendation

It is recommended that proposed single blips are to be installed on the existing double yellow lines and all existing single yellow lines are to be upgraded to double yellow lines. Single yellow blips – operating Mon-Sun 8am-7pm.

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.

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 carryout 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	14
Report author	KH
Ward members notified	Yes
Comments	None