

# Non-strategic Traffic and Highway improvement

<b>Appendix</b>	22
<b>Location</b>	Cooks Road
<b>Proposal</b>	Introduce a part closure replacing the existing point closure and replace 20m parking bay with double yellow lines.
<b>Ward(s) affected</b>	Newington

## 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.

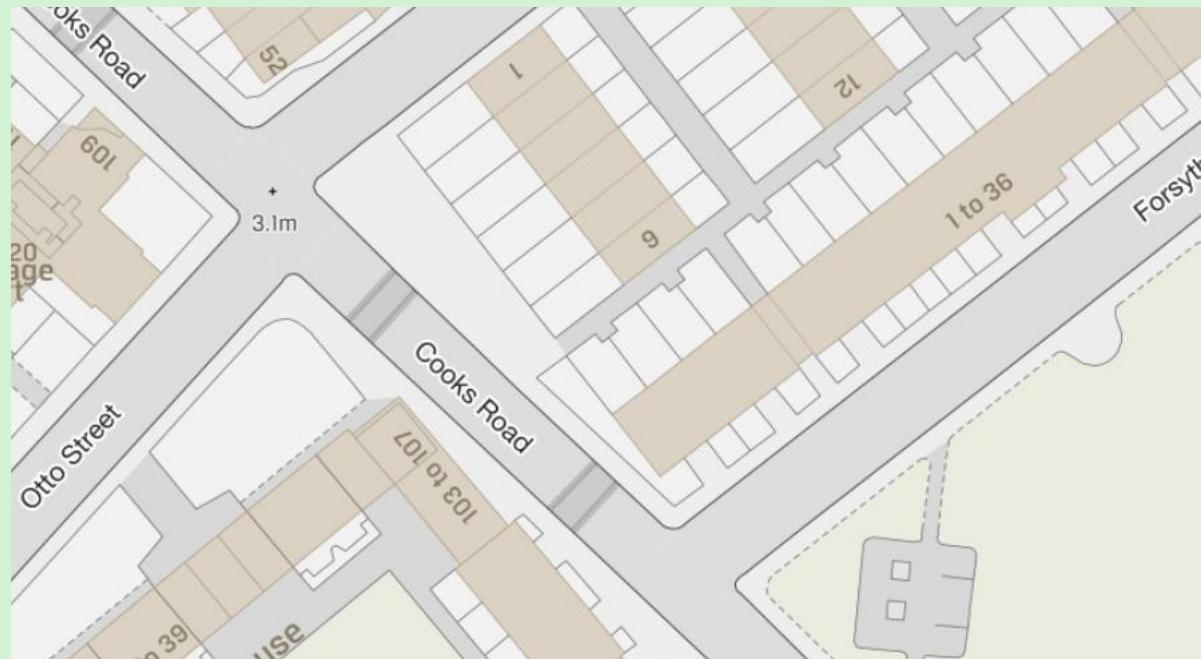
Under Part 3D of the council's constitution, the Cabinet Member is responsible for Transport Issues: To decide to implement a traffic and highway improvement project, subject to statutory consultation.

## Background / Request

This request forms part of the complementary measures proposed as part of the experimental Walworth Streetspace scheme. The complementary measure to introduce a part closure allows us to temporarily activate the space for the local community including seating.

## Location

- Cooks Road, Newington.
- Cooks Road is split over two parking zones; West Walworth (Zone E) CPZ and South Walworth (J). The proposal effects bays within the South Walworth (J) CPZ.
- There are resident bays and disabled bays located on Cooks Road.



## Investigation and conclusions

- Officers provided a briefing to Cabinet Member to present Walworth Streetspace update including timescales for review and proposed complementary measures in the Walworth area.

## Recommendation

It is recommended that the existing point closure on Cooks Road is replaced with a part closure.

To install a part closure and ensure sufficient turning capacity it is recommended that 20m of resident permit bays are replaced with 20m of double yellow lines.

The part closure will still be enforced using an ANPR camera and access for the emergency services and other permitted vehicles is incorporated into the proposals.

This proposal is subject to Experimental Traffic Management Order (ETMO). As such consultation and feedback will be considered during the period of the order and a decision made on whether the order is to be made permanent, amended or rescinded after a period, normally six to twelve months. The maximum time an experimental order can be in place is eighteen months.

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 arrangements will be made to carryout advertisement of the Experimental Traffic Order relevant to this proposal.

Once appropriate statutory processes have been followed for the Experimental Traffic Order the proposal will proceed to installation.

Objections can be made regarding the Experimental Traffic Order up to 6 months of the Experimental Traffic Order's live date but this does not have to be presented to Cabinet Member for decision before proceeding to implementation.

### Audit trail

<b>Reference</b>	22
<b>Report author</b>	RG
<b>Ward members notified</b>	21/04/2021
<b>Comments</b>	None



