

Non-strategic Traffic and Highway improvement

Appendix	23
Location	Penton Place
Proposal	Introduce 2 resident permit bays
Ward(s) affected	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.

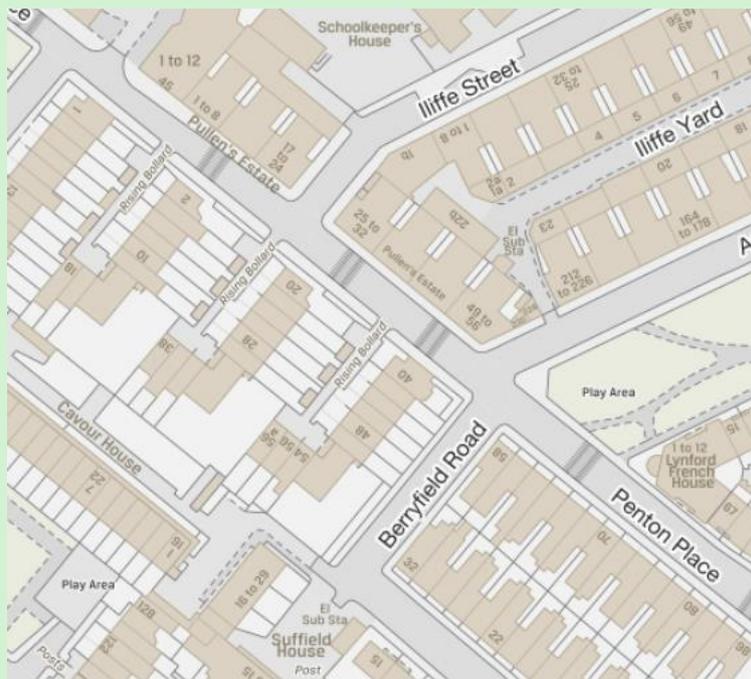
Under Part 3D of the council's constitution, the Cabinet Member is responsible for Transport Issues: To decide to implement a traffic and highway improvement project, subject to statutory consultation.

Background / Request

This request forms part of the complementary measures proposed as part of the experimental Walworth Streetspace scheme. The complementary measure to introduce 2 resident permit bays responds to feedback received from local residents for additional resident parking. This minimises the overall reduction in resident parking provision that was required to accommodate space the introduction of modal filters as part of the Walworth Streetspace experimental measures.

Location

- Penton Place, Newington.
- Penton Place is located in the West Walworth (Zone E) CPZ
- There are resident bays, pay by phone bays and disabled bays located on Penton Place.



Investigation and conclusions

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

Recommendation

It is recommended that the 2 resident bays are introduced on Penton Place, with the following restrictions:

Monday – Friday
8:30am - 6:30pm
Permit holders only

The above coincides with restrictions on residents bays within the West Walworth (E) parking zone.

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considered during the period of the order and a decision made on whether the order is to be made permanent, amended or rescinded after a period, normally six to twelve months.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 carry out 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

Reference	23
Report author	RG
Ward members notified	21/04/2021
Comments	None

