

Non-strategic Traffic and Highway improvement

Appendix	24
Location	Lytham Street
Proposal	Replace 40m of resident parking bays with double yellow lines
Ward(s) affected	North Walworth

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 replace 40m of resident parking bays with double yellow lines responds to feedback received from local residents and stakeholders. The feedback received is that large vehicles, with particular note to LGVs and refuse vehicles cannot traverse through smoothly due to parking on both sides which creates a narrow carriageway.

Location

- Lytham Street, North Walworth.
- Lytham Street is in parking zone South East Walworth (M2).
- There are resident bays and disabled bays located on Lytham Street.



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 40m of resident bays parking bays are replaced with double yellow lines.

Introducing double yellow lines provides a wider carriageway allowing unobstructed access for larger vehicles such as refuse or LGVs.

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considered during the period of the order and a decision made on whether the order is to be made permanent, amended or rescinded after a period, normally six to twelve months.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	24
Report author	RG
Ward members notified	21/04/2021
Comments	None

WALWORTH STREETSPACE - COMPLEMENTARY EXPERIMENTAL MEASURES

LYTHAM STREET

KEY

-  Proposed sign post
-  Existing sign post
-  Proposed white road markings
-  Proposed yellow road markings
-  Existing road marking removed
-  Existing road marking to be retained
-  Proposed Activation Area

NOTES

1. All proposed signs to be mounted at least 2.1m high
2. Where signs and posts are installed a minimum of 450mm clearance from the road side kerb face is to be maintained
3. Refer to Cycle Hoop drawings where required



