

# Non-strategic Traffic and Highway improvement

Appendix	29
Location	Ruskin Walk
Proposal	Experimental northbound one-way operation
Ward(s) affected	Dulwich Village

## 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.

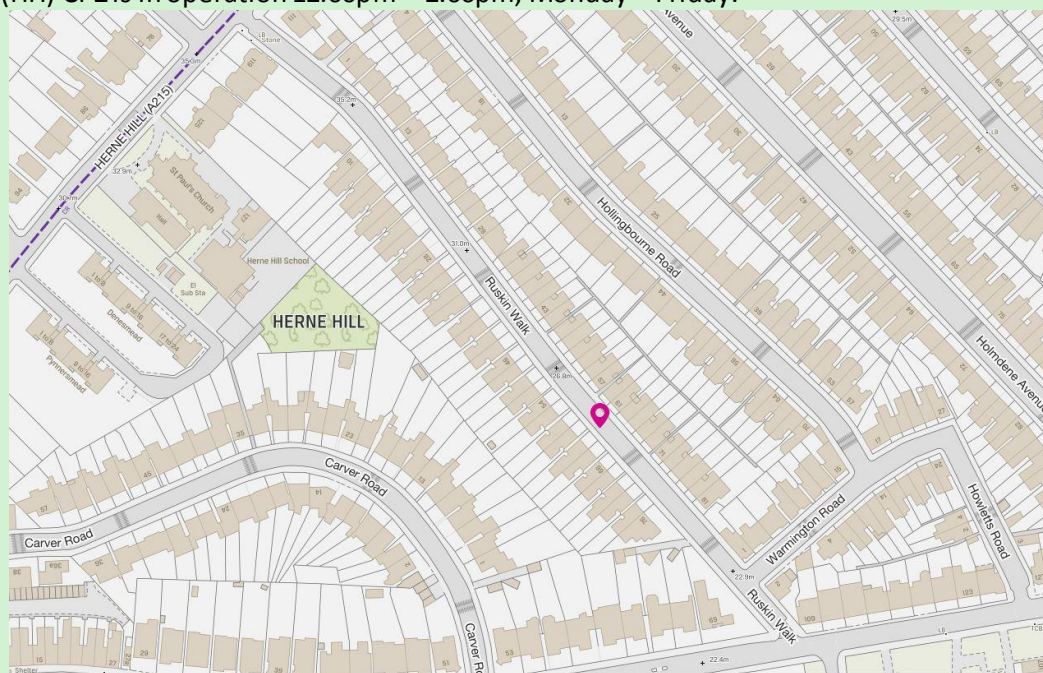
Under Part 3D of the council's constitution, the Cabinet Member is responsible for Transport Issues: To decide to implement a traffic and highway improvement project, subject to statutory consultation.

## Background / Request

- This request came from a resident, who provided feedback from multiple residents of Ruskin Walk via the ward councillors.
- This feedback was concerning lack of passing space for vehicles, through traffic, and vehicle speeds which have resulted in many instances of damage to parked vehicles.

## Location

- Ruskin Walk is in Herne Hill (HH) controlled parking zone (CPZ), implemented in 2003.
- (HH) CPZ is in operation 12.00pm – 2.00pm, Monday – Friday.



## Investigation and conclusions

- A traffic study was carried out on 8<sup>th</sup> November 2018, which showed that although average vehicle speeds are below the 20mph speed limit, over 40% of vehicles exceed this speed.
- Officers visited site on 8<sup>th</sup> January 2020 and noted that vehicles are parked on both sides of the carriageway, allowing one vehicle to pass between them at any one time.
- Vehicles were observed speeding to reach passing places, and conflict between oncoming vehicles is a problem.
- Officers had a discussion with the ward Cllrs on the 25<sup>th</sup> October 2020 regarding problems on Ruskin Walk. Ward Cllrs were keen to try an experimental one way.



## Recommendation

It is recommended that Ruskin Walk be made one-way northbound with an exception for cyclist.

This experimental proposal is subject to Traffic Management Order (TMO) consultation. An Experimental Traffic Management Order would be made under powers contained within the Road Traffic Regulation Act (RTA) 1984. This is valid for 18 months and residents will be asked for their views during this time. 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 an experimental TMO.

The proposal for Ruskin Walk is a trial and the order is to be experimental, as such consultation and feedback will be considered during the period of the order and a decision made on whether the order is be made permanent after a period of twelve to eighteen months.

Should objections be received during the consultation period, these will be presented to the Cabinet Member for determination before a decision is made.

Audit trail

Reference	29
Report author	KH
Ward members notified	07/02/2020
Comments	None





NOTES  
 Making Ruskin Walk one way  
 and advisory cycle contra-flow



REV	DATE	REVISION DESCRIPTION / DETAILS	DRAWN	CHECKED	APPROVED



1920\_MTS\_ONE WAY\_RUSKIN WALK

MASTERPLAN

STATUS: REVISION 1.0

SCALE: NTS

DRAWING NO: RW1

DATE DRAWN: JANUARY 2020

DATE ISSUED: JANUARY 2020