

Public notice

Borough-wide Experimental Orders Review



*The London Borough of Southwark (Cycle lanes) (No. *) Traffic Order 20***
*The London Borough of Southwark (Cycle tracks) (No. *) Traffic Order 20***
*The London Borough of Southwark (Bus priority) (Rotherhithe Old Road) Traffic Order 20***
*The London Borough of Southwark (Bus priority) (Southwark Bridge Road) Traffic Order 20***
*The London Borough of Southwark (Bus priority) (Sydenham Hill) (No. *) Traffic Order 20***
*The London Borough of Southwark (Bus priority) (Waterloo Road) Traffic Order 20***
*The London Borough of Southwark (Loading bays) (No. *) Order 20***
*The London Borough of Southwark (Parking places) (Car club) (No. *) Order 20***
*The London Borough of Southwark (Prescribed routes) (No. *) Traffic Order 20***
*The London Borough of Southwark (Prescribed routes) (Alberta Street and Ambergate Street) (No. *) Traffic Order 20***
*The London Borough of Southwark (Prescribed routes) (Bermondsey Spa area) Traffic Order 20***
*The London Borough of Southwark (Prescribed routes) (Charleston Street) Traffic Order 20***
*The London Borough of Southwark (Prescribed routes) (Morley Street) Traffic Order 20***
*The London Borough of Southwark (Prescribed routes) (Oakhurst Grove) Traffic Order 20***
*The London Borough of Southwark (Prescribed routes) (Peckham Rye and The Gardens) Traffic Order 20***
*The London Borough of Southwark (Prescribed routes) (Wooler Street area) Traffic Order 20***

1. Southwark Council hereby GIVES NOTICE that it proposes to make the above orders under sections 6, 45, 46, 49, 124 and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984¹, or in the case of the cycle tracks order, under section 3 of the Cycle Tracks Act 1984², as amended.
2. The effect of the orders would be to formalise (and in some circumstances to consolidate) certain measures existing in the street which have been previously implemented under trial basis, throughout the London Borough of Southwark, as below:-
 - (a) formalises and makes permanent existing bus lanes for the use of buses, pedal cycles and taxis only in: ROTHERHITHE OLD ROAD, SOUTHWARK BRIDGE ROAD, SYDENHAM HILL and WATERLOO ROAD;
 - (b) formalises and makes permanent existing car club parking places in: AVONDALE RISE south side - west of its junction with Copleston Road, BELLWOOD ROAD north-west side - north-east of its junction with Inverton Road, CHATHAM STREET south-east side - north-east of its junction with of Salisbury Close, LEATHERMARKET STREET north side - o/s No. 22 Leathermarket Street, MACHELL ROAD west side - south of its junction with Kimberley Avenue, MAGUIRE STREET south-east side - south-west of its junction with Shad Thames, NORWAY GATE north-east side - south-east of its junction with Redriff Road and ROTHERHITHE STREET north-west side - o/s No. 165 Rotherhithe Street;
 - (c) (i) formalises and makes permanent a loading bay in BEDALE STREET south-west side and (ii) in CATHEDRAL STREET formalises and makes permanent the reduction in length of an existing loading bay on the west side;
 - (d) ABBEY STREET formally revokes a banned left turn from Abbey Street into Jamaica Road;
 - (e) ALBERTA STREET and AMBERGATE STREET (i) formalises existing 'no entry' point in the south-westernmost north-west to south-east arm of Ambergate Street at its junction with the south-westernmost north-west to south-east arm of Alberta Street, (ii) formalises and makes permanent all 'one-way' operations throughout Ambergate Street;
 - (f) within the Bermondsey Spa area: (i) consolidates all existing prescribed routes, with certain exemptions for contraflow pedal cycle traffic, in: FREAN STREET, GRANGE WALK, GRIGG'S PLACE, MARINE STREET, NECKINGER, NESS STREET, SPA ROAD, (ii) consolidates and formalises the prohibition of motor vehicles from entering part of MARINE STREET, with exemption for loading and unloading by goods vehicles only, and (iii) consolidates, formalises and makes permanent prescribed routes with certain exemptions for contraflow pedal cycle traffic, in OLD JAMAICA ROAD, SUN PASSAGE and THURLAND ROAD;
 - (g) BRANDON STREET formalises and makes permanent no access into Charleston Street from Brandon Street;
 - (h) CHARLESTON STREET formalises and makes permanent the 'one-way' north-eastbound operation in that part of Charleston Street between its junctions with Cotham Street and Brandon Street;
 - (i) DAWES STREET formalises and makes permanent no access into Wooler Street from Dawes Street;
 - (j) MORLEY STREET (i) consolidates the existing prescribed routes in the length of Morley Street, (ii) formalises and makes permanent the north-eastbound 'one-way' operation between its junctions with

¹ [1984 c.27](#)

² [1984 c.38](#)

- Emery Street and Westminster Bridge Road, and (iii) formalises and makes permanent an existing south-westbound contraflow mandatory cycle lane restriction;
- (k) OAKHURST GROVE formalises and makes permanent a point road closure that prohibits the movement of all vehicles except pedal cycles, in Oakhurst Grove (between its junctions with Solway Road and Kelmore Grove);
 - (l) PECKHAM RYE and THE GARDENS formalises and makes permanent a part road closure that prohibits all vehicles except pedal cycles, from entering or proceeding in that part of the southern-most east to west arm of The Gardens which lies between its junction with Peckham Rye and a point 7 metres west of that junction;
 - (m) VILLA STREET formalises and makes permanent 'right turn only' at its junction with Wooler Street; and
 - (n) WOOLER STREET formalises and makes permanent 'one-way' north-eastbound operation throughout Wooler Street.
3. The general effect of the cycle tracks order, in conjunction with the powers conferred by section 65(1) of the Highways Act 1980³, would be, to:-
- (a) formalise and make permanent two-way segregated cycle tracks for use of pedal cycles only in (i) ONTARIO STREET north-east of its junction with London Road and (ii) PRINCESS STREET south-west of its junction with London Road; and
 - (b) formalises and makes permanent a shared-use area for pedal cycles and pedestrians only comprising of part of the footpath linking LONDON ROAD and ONTARIO STREET.
4. For more information about these proposals please contact Highways@southwark.gov.uk .
5. Copies of this notice, the proposed orders, a statement of the council's reasons for making this change and plans may be found online at www.southwark.gov.uk/trafficorders, paper copies may be obtained from or viewed at Highways, 3rd floor hub 2, 160 Tooley Street, London SE1 2QH by appointment only. Contact traffic.orders@southwark.gov.uk or 020 7525 3497 for booking details.
6. Anyone wishing to object to or make any other representations regarding the proposal, may use the form labelled '*Parking - Road traffic and highway schemes - responding to statutory consultation notices*' at www.southwark.gov.uk/statutoryconsultationnotices or send a statement in writing to: Traffic Order Consultations, Highways, Southwark Council, Environment and Leisure, P.O. Box 64529, London SE1P 5LX or by e-mail to traffic.orders@southwark.gov.uk quoting reference 'TMO2021-015 ETMO Review' by 10 December 2020. Please note that if you wish to object to this proposal you must state the grounds on which your objection is made, in writing.
7. Under requirements of current access to information legislation, any letter or e-mail sent to the Council in response to this Notice may be subject to publication or disclosure, or both, including communication to other persons affected.

Dated 19 November 2020

Dale Foden – Head of Service, Environment & Leisure

³ [1980 c.66](#)

Statement of reasons

Borough-wide Experimental Orders Review



- The London Borough of Southwark (Cycle lanes) (No. *) Traffic Order 20***
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- The London Borough of Southwark (Loading bays) (No. *) Order 20***
- The London Borough of Southwark (Parking places) (Car club) (No. *) Order 20***
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- The London Borough of Southwark (Prescribed routes) (Alberta Street and Ambergate Street) (No. *) Traffic Order 20***
- The London Borough of Southwark (Prescribed routes) (Bermondsey Spa area) Traffic Order 20***
- The London Borough of Southwark (Prescribed routes) (Charleston Street) Traffic Order 20***
- The London Borough of Southwark (Prescribed routes) (Morley Street) Traffic Order 20***
- The London Borough of Southwark (Prescribed routes) (Oakhurst Grove) Traffic Order 20***
- The London Borough of Southwark (Prescribed routes) (Peckham Rye and The Gardens) Traffic Order 20***
- The London Borough of Southwark (Prescribed routes) (Wooler Street area) Traffic Order 20***

The decision has been to formalise (and in some circumstances to consolidate) certain measures existing in the street which have been previously implemented under trial basis throughout the London Borough of Southwark. The above Traffic Orders will reflect the restrictions currently existing in the street.

Southwark wards affected:

- Borough and Bankside
- Dulwich Wood
- Goose Green
- London Bridge & West Bermondsey
- Newington
- North Bermondsey
- North Walworth
- Nunhead & Queen's Road
- Peckham Rye
- Rye Lane
- Rotherhithe
- South Bermondsey
- St George's
- Surrey Docks

SUMMARY:

STREET	TMO TYPE	DESCRIPTION
ROTHERHITHE OLD ROAD	Bus Lanes	formalises and makes permanent an existing bus lane for the use of buses, pedal cycles and taxis only in Rotherhithe Old Road, between its junctions with Lower Road and Rotherhithe New Road.
SOUTHWARK BRIDGE ROAD	Bus Lanes	formalises and makes permanent 3 existing bus lanes for the use of buses, pedal cycles and taxis only in Southwark Bridge Road.
SYDENHAM HILL	Bus Lanes	formalises and makes permanent an existing bus lane for the use of buses and pedal cycles only in Sydenham Hill.

WATERLOO ROAD	Bus Lanes	formalises and makes permanent an existing bus lane for the use of buses, pedal cycles and taxis only in Waterloo Road, between its junctions with Barons Place and Westminster Bridge Road.
AVONDALE RISE	Car Club	formalises and makes permanent an existing car club parking place on the south side, west of its junction with Copleston Road.
BELLWOOD ROAD	Car Club	formalises and makes permanent an existing car club parking place north-west side, north-east of its junction with Inverton Road.
CHATHAM STREET	Car Club	formalises and makes permanent an existing car club parking place south-east side, north-east of its junction with of Salisbury Close.
LEATHERMARKET STREET	Car Club	formalises and makes permanent an existing car club parking place north side, o/s No. 22 Leathermarket Street.
MACHELL ROAD	Car Club	formalises and makes permanent an existing car club parking place west side, south of its junction with Kimberley Avenue.
MAGUIRE STREET	Car Club	formalises and makes permanent an existing car club parking place south-east side, south-west of its junction with Shad Thames.
NORWAY GATE	Car Club	formalises and makes permanent an existing car club parking place north-east side, south-east of its junction with Redriff Road.
ROTHERHITHE STREET	Car Club	formalises and makes permanent an existing car club parking place north-west side, o/s No. 165 Rotherhithe Street.
MORLEY STREET	Cycle Lanes	formalises and makes permanent an existing south-westbound contraflow mandatory cycle lane restriction in Morley Street.
FOOTPATH LINKING LONDON ROAD AND ONTARIO STREET	Cycle Tracks	formalises and makes permanent a shared-use area for pedal cycles and pedestrians only comprising of part of the footpath linking London Road and Ontario Street.
ONTARIO STREET	Cycle Tracks	formalises and makes permanent a two-way segregated cycle track for use of pedal cycles only, north-east of its junction with London Road.
PRINCESS STREET	Cycle Tracks	formalises and makes permanent a two-way segregated cycle track for use of pedal cycles only south-west of its junction with London Road.
BEDALE STREET	Loading Bay	formalises and makes permanent a loading bay on the south-west side.
CATHEDRAL STREET	Loading Bay	formalises and makes permanent the reduction in length of an existing loading bay on the west side.
ABBAY STREET	Prescribed Route	formally revokes a banned left turn from Abbey Street into Jamaica Road.

ALBERTA STREET	Prescribed Route	formalises and makes permanent a 'no entry' point in the south-westernmost north-west to south-east arm of Ambergate Street at its junction with the south-westernmost north-west to south-east arm of Alberta Street.
AMBERGATE STREET	Prescribed Route	formalises and makes permanent 'one-way' operations throughout Ambergate Street.
BRANDON STREET	Prescribed Route	formalises and makes permanent no access into Charleston Street from Brandon Street.
CHARLESTON STREET	Prescribed Route	formalises and makes permanent the 'one-way' north-eastbound operation in that part of Charleston Street between its junctions with Cotham Street and Brandon Street.
DAWES STREET	Prescribed Route	formalises and makes permanent no access into Wooler Street from Dawes Street.
FREAN STREET	Prescribed Route	consolidates prescribed routes with certain exemptions for contraflow pedal cycle traffic within the Bermondsey Spa area.
GRANGE WALK	Prescribed Route	consolidates prescribed routes with certain exemptions for contraflow pedal cycle traffic within the Bermondsey Spa area.
GRIGG'S PLACE	Prescribed Route	consolidates prescribed routes with certain exemptions for contraflow pedal cycle traffic within the Bermondsey Spa area.
MARINE STREET	Prescribed Route	consolidates and formalises (i) certain prescribed routes and (ii) prohibition of motor vehicles from entering part of Marine Street, with exemption for loading and unloading by goods vehicles only.
MORLEY STREET	Prescribed Route	(a) consolidates the existing prescribed routes in the length of Morley Street; and (b) formalises and makes permanent the north-eastbound 'one-way' operation in Morley Street between its junctions with Emery Street and Westminster Bridge Road.
NECKINGER	Prescribed Route	consolidates prescribed routes with certain exemptions for contraflow pedal cycle traffic within the Bermondsey Spa area.
NESS STREET	Prescribed Route	consolidates prescribed routes with certain exemptions for contraflow pedal cycle traffic within the Bermondsey Spa area.
OAKHURST GROVE	Prescribed Route	formalises and makes permanent a point road closure that prohibits the movement of all vehicles except pedal cycles, in Oakhurst Grove (between its junctions with Solway Road and Kelmore Grove).
OLD JAMAICA ROAD	Prescribed Route	consolidates, formalises and makes permanent prescribed routes with certain exemptions for contraflow pedal cycle traffic within the Bermondsey Spa area.
PECKHAM RYE	Prescribed Route	SEE THE GARDENS

SPA ROAD	Prescribed Route	consolidates prescribed routes with certain exemptions for contraflow pedal cycle traffic within the Bermondsey Spa area.
SUN PASSAGE	Prescribed Route	consolidates, formalises and makes permanent prescribed routes with certain exemptions for contraflow pedal cycle traffic within the Bermondsey Spa area.
THE GARDENS	Prescribed Route	formalises and makes permanent a part road closure that prohibits all vehicles except pedal cycles, from entering or proceeding in that part of the southern-most east to west arm of The Gardens which lies between its junction with Peckham Rye and a point 7 metres west of that junction.
THURLAND ROAD	Prescribed Route	consolidates, formalises and makes permanent prescribed routes with certain exemptions for contraflow pedal cycle traffic within the Bermondsey Spa area.
VILLA STREET	Prescribed Route	formalises and makes permanent 'right turn only' at its junction with Wooler Street.
WOOLER STREET	Prescribed Route	formalises and makes permanent 'one-way' north-eastbound operation throughout Wooler Street.

Link to decision details: <http://modern.gov.southwark.gov.uk/ieDecisionDetails.aspx?ID=7152>

Dated 19 November 2020

For more information contact:-

Coco Mak

Project Manager
Highways – Transport Projects
Highways@southwark.gov.uk



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

TRAFFIC MANAGEMENT ORDER

20** No. xxx

The London Borough of Southwark (Cycle lanes) (No. *) Traffic Order 20**

Made: xx xxxxxx 20**

Coming into force: xx xxxxxx 20**

The council of the London Borough of Southwark, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by sections 6 and 124 of the Road Traffic Regulation Act 1984^a, as amended, and of all other powers thereunto enabling, hereby make the following Order:

Citation and commencement

- 1.1 This Order may be cited as the London Borough of Southwark (Cycle lanes) (No. *) Traffic Order 20**, shall come into force on xx xxxxxx 20**.

Interpretation

- 2.1 In this Order:-

causing includes permitting;

"cycle lane" and "pedal cycle" have the meanings as in Schedule 1 to the Traffic Signs Regulations and General Directions 2016^b;

"electronic communications network" has the same meaning as that given in section 32 of the Communications Act 2003^c;

"enactment" means any enactment, whether public general or local, and includes any order, byelaw, rule, regulation, scheme or other instrument having effect by virtue of an enactment;

"kerb-line" means the imaginary line which is the projection of the line formed by the edge of the carriageway of a street;

"prescribed street", for the purposes of Article 4.1(c) means any street or part of street referred to in the Schedule to this Order;

"traffic sign" means a sign of any size, type and colour prescribed and authorised under, or having effect as though prescribed or authorised under section 64 of the Road Traffic Regulation Act 1984;

"universal service provider", "provision of a universal postal service" and "postal packet" have the same meanings as in the Postal Services Act 2000^d.

^a 1984 c.27

^b S.I. 2016 No. 362

^c 2003 c.21

^d 2000 c.26

2.2 Any reference in this Order to any enactment shall be construed as a reference to that enactment as amended, applied, consolidated, re-enacted by or as having effect by virtue of any subsequent enactment.

Cycle lane

- 3.1 No person shall cause any vehicle other than a pedal cycle to enter into or proceed in the cycle lane specified in the Schedule to this Order at any time.
- 3.2 Every person causing a pedal cycle to enter into the cycle lane specified in the Schedule to this Order shall thereupon cause that vehicle to proceed in the direction specified in column (3) of that item.

Exemptions

- 4.1 Nothing in Articles 3.1 or 3.2 above shall apply in relation to:-
- (a) anything done with the permission or at the direction of a police constable in uniform;
 - (b) any vehicle being used for ambulance, fire brigade or police purposes in an emergency;
 - (c) any vehicle being used in connection with the laying, erection, alteration, or repair in or adjacent to a prescribed street of any sewer, main, pipe or apparatus for the supply of gas, water, electricity, or of any electronic communications network; or the placing, maintenance or removal of any traffic sign, if the vehicle cannot be used for that purpose in any other street or part of that street; or
 - (d) any person who causes any vehicle to proceed in accordance with any restriction or requirement indicated by traffic signs placed on the highway pursuant to section 66 or section 67 of the Road Traffic Regulation Act 1984.
- 4.2 Nothing in Article 3.1 above shall apply in relation to any vehicle entering into the cycle lane specified in the Schedule to this Order for as long as necessary:-
- (a) to enable access to or exit from premises adjoining that cycle lane by way of a vehicular access or footway crossover, provided that vehicle leaves the cycle lane immediately thereafter;
 - (b) to enable access to or exit from a lay-by adjoining the cycle lane, provided that vehicle leaves the cycle lane immediately thereafter;
 - (c) to enable a person to board or alight from the vehicle; or
 - (d) to enable goods to be loaded on to or unloaded from the vehicle, if and in so far as the activity is not prohibited by the provisions of any other Order; or
 - (e) for the purpose of collecting refuse; or
 - (f) for the purposes of the provision of a universal postal service, provided the vehicle bears the livery of a universal postal service provider.

Dated this xxxxxxx day of xxxxxx 20**

[signature here]

DALE FODEN
Head of Service
Environment & Leisure

SCHEDULE – CYCLE LANES

<i>(1)</i> Item	<i>(2)</i> Lengths of street	<i>(3)</i> Direction of travel and type of cycle lane	<i>(4)</i> Hours of operation
1.	<p>MORLEY STREET</p> <p>the south-east side, from a point opposite the north-eastern kerb-line of Emery Street to its junction with Westminster Bridge Road.</p>	<p>south-westbound contra-flow mandatory lane</p>	<p>At any time</p>

EXPLANATORY NOTE

(This note is not part of the Order)

This Order formalises and makes permanent an existing south-westbound contra-flow mandatory cycle lane in Morley Street, in the London Borough of Southwark.



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

CYCLE TRACKS ORDER

20** No. xxx

The London Borough of Southwark Cycle Tracks Order (No. *) 20**

Made: xx xxxxxxxx 20**

Coming into force: xx xxxxxxxx 20**

The council of the London Borough of Southwark, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by section 3 of the Cycle Tracks Act 1984^a, as amended, and of all other powers thereunto enabling, and having undertaken the consultations required by Regulation 3 of the Cycle Tracks Regulations 1984^b, hereby make the following Order:-

Citation and commencement

- 1.1 This Order may be cited as the London Borough of Southwark Cycle Tracks Order (No. *) 20** and shall come into force on xx xxxxxxxx 20**.

Interpretation

- 2.1 In this Order:-

any reference to any named footpath or street (or part thereof) in any provision of this Order should be construed as referring to such footpaths or streets as lie within the London Borough of Southwark;

"cycle track" has the same meaning as in section 329(1) of the Highways Act 1980^c, as amended by section 1(1) of the Cycle Tracks Act 1984;

"enactment" means any enactment, whether public general or local, and includes any order, bye-law, rule, regulation, scheme or other instrument having effect by virtue of an enactment;

"footpath" has the same meaning as in section 329(1) of the Highways Act 1980;

"kerb-line" means the imaginary line which is the projection of the line formed by the edge of the carriageway of a street; and

"pedal cycle" has the same meaning as in the Traffic Signs Regulations and General Directions 2016^d.

^a 1984 c.38

^b S.I. 1984 No. 1431

^c 1980 c.66

^d SI 2016/362

- 2.2 The Interpretation Act 1978^e applies to this Order as though it were an enactment.
- 2.3 Any reference in this Order to any enactment shall be construed as a reference to that enactment as amended, applied, consolidated, re-enacted by or as having effect by virtue of any subsequent enactment.

Cycle track

- 3.1 Each area of carriageway or footpath described in the Schedules to this Order is hereby designated as a cycle track.
- 3.2 The cycle tracks referred to in Schedule 1 to this Order are to be for the use of pedal cycles only.
- 3.3 The cycle track referred to in Schedule 2 to this Order is to be for the shared-use of pedal cycles and pedestrians only.

Dated this xxxxxxx day of xxxxxx 20**

[signature here]

DALE FODEN
Head of Service
Environment & Leisure

^e 1978 c.30

SCHEDULE 1
Cycle track for the use of pedal cycles only

<i>Item No.</i>	<i>Designated cycle track</i>
(1)	(2)

1.	<p>ONTARIO STREET</p> <p>a two-way segregated cycle track for use of pedal cycles only comprising of the north-western part of Ontario Street, as is bounded on the north-west edge by the north-western kerb-line of Ontario Street and a line marked 2 metres south-east of and parallel to that north-western edge, which lies between a point 6.5 metres north-east of the north-eastern kerb-line of London Road and a point 30 metres north-east of that kerb-line.</p>
2.	<p>PRINCESS STREET</p> <p>a two-way segregated cycle track for use of pedal cycles only comprising of the entire width of the carriageway, between the south-western kerb-line of London Road and a point 23 metres south-west of that kerb-line.</p>

SCHEDULE 2
Cycle track for the use of both pedestrians and pedal cycles

Item No. *Footpath designated as cycle track*

(1) (2)

1. FOOTPATH LINKING LONDON ROAD AND ONTARIO STREET

a shared-use area for use of pedal cycles and pedestrians only comprising of that part of the footpath bounded on the north-west edge in alignment with the north-western kerb-line of Ontario Street and a line marked 2 metres south-east of and parallel to that north-western edge, which lies between the north-eastern kerb-line of London Road and a point 6.5 metres north-east of that kerb-line.

EXPLANATORY NOTE

(This note is not part of the Order)

This Order, formalises and makes permanent sections of existing two-way segregated cycle track for:-

- (a) the use of pedal cycles only either side of London Road in (i) Ontario Street and (ii) Princess Street; and
- (b) the 'shared-use' of pedal cycles and pedestrians in the footpath which links London Road and Ontario Street,

in the London Borough of Southwark.



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

TRAFFIC MANAGEMENT ORDER

20** No. xxx

The London Borough of Southwark (Bus priority) (Rotherhithe Old Road)
Traffic Order 20**

Made: xx xxxxx 20**

Coming into force: xx xxxxx 20**

The council of the London Borough of Southwark, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by sections 6 and 124 of the Road Traffic Regulation Act 1984^a, as amended, and of all other powers thereunto enabling, hereby make the following Order:

Citation and commencement

- 1.1 This Order may be cited as the London Borough of Southwark (Bus priority) (Rotherhithe Old Road) Traffic Order 20**, and shall come into force on xx xxxxx 20**.

Interpretation

- 2.1 In this Order-

causing includes permitting;

"carriageway" has the same meaning as in section 329(1) of the Highways Act 1980^b;

"vehicle" includes part of a vehicle;

"bus", "local bus", "pedal cycle", "taxi", "traffic lane", "contra-flow" and "with-flow lane" have the meanings given in Schedule 1 to the Traffic Signs Regulations and General Directions 2016^c;

"bus lane" means a traffic lane on a length of road which is specified in column (2) in the table in the Schedule and in respect of which traffic signs are in place indicating the controls specified in this Order;

"kerb-line" means the imaginary line which is the projection of the line formed by the edge of the carriageway of a street, and for the avoidance of doubt, any dimension in a specified street referred to in this Order which is measured from the kerb-line of another specified street, shall be construed as though measured from a point at the intersection of the two kerb-lines of those two streets;

^a 1984 c.27

^b 1980 c.66

^c SI 2016/362

“times of operation” means in relation to a bus lane specified in an item in column (2) of the table in the Schedule, the times specified in column (3) of that item; and

“traffic sign” means a sign of any size, type and colour prescribed and authorised under, or as having effect as though prescribed or authorised under section 64 of the Road Traffic Regulation Act 1984.

2.2 The Interpretation Act 1978^d applies to this Order as if it were an enactment.

Bus priority controls

3.1 Except as provided in Articles 4 and 5, no person shall cause a vehicle to be in a bus lane in a length of road specified in an item in column (2) of the table in the Schedule during the times specified in that item in column (3) of that item unless that vehicle is proceeding in the direction specified in column (4) of that item and is of a type specified in column (5) of that item.

Exemptions - bus lanes

4.1 The controls specified in Article 3.1 do not apply so as to prevent a vehicle being in a bus lane if and for as long as necessary-

- (a) to enable a person to get on or off the vehicle; or
- (b) to enable goods to be loaded on to or unloaded from the vehicle;

if and in so far as the activity is not prohibited by the provisions of any other Order.

4.2 The controls specified in Article 3.1 do not apply in respect of a vehicle which is being used for a purpose which is within an exemption to a restriction or prohibition imposed by any other Order or which is permitted by any other Order.

4.3 The controls specified in Article 3.1 do not apply in respect of a vehicle crossing a bus lane to get to or from any road adjacent to the bus lane or any vehicular access to premises adjacent to the bus lane.

Exemptions - bus lanes

5.1 The controls specified in Article 3.1 do not apply in respect of a vehicle being in a bus lane if the vehicle is being used:-

- (a) in the service of a local authority for the purpose of collecting refuse;
- (b) for the purposes of the provision of a universal postal service (as defined in the Postal Services Act 2011^e) provided the vehicle bears the livery of a universal service provider (as defined in the aforementioned Act);
- (c) in connection with the removal of any obstruction to traffic;
- (d) in connection with the maintenance, improvement or reconstruction of any road;
- (e) in connection with the maintenance, improvement or construction of any street furniture including bus stop infrastructure;
- (f) in connection with any building operation or demolition;
- (g) in connection with the laying, erection, alteration or repair in or near the bus lane of any sewer or of any main, pipe or apparatus for the supply of gas, water or electricity, or of any electronic communications network (as defined in section 32 of the Communications Act 2003^f), providing the vehicle cannot be used for that purpose without being in the bus lane or the bus-only route and in so far as the activity is not prohibited by the provisions of any other Order.

^d 1978 c.30

^e 2011 c.5

^f 2003 c.21

5.2 The controls specified in Article 3.1 do not apply in respect of a vehicle being in a bus lane:

- (a) so as to avoid an accident;
- (b) to allow a person to get or give help in consequence of an accident or emergency or otherwise take action for public safety;
- (c) to such an extent and for such a time as is needed to comply with any requirement resulting from works or an emergency in any part of the road adjoining the bus lane;
- (d) if it is being used for ambulance, fire brigade or police purposes.

5.3 The controls specified in Article 3.1 do not apply in respect of anything done with the permission or at the direction of a police constable in uniform or a civil enforcement officer.

Dated this xxxxxxx day of xxxxxx 20**

[signature here]

DALE FODEN
Head of Service
Environment & Leisure

SCHEDULE - BUS LANES

<i>(1)</i> Item	<i>(2)</i> Lengths of road	<i>(3)</i> Times of operation	<i>(4)</i> Direction of travel and type of bus lane	<i>(5)</i> Type of permitted vehicle
1.	ROTHERHITHE OLD ROAD the west side, between a point 22 metres south-east of a point opposite the south-eastern kerb-line of Cope Street and a point opposite the common boundary of Nos. 3 and 5 Rotherhithe Old Road.	7 am to 7 pm Monday to Saturday	Northbound with-flow lane	Bus Pedal cycle Taxi

EXPLANATORY NOTE

(This note is not part of the Order)

This Order formalises and makes permanent an existing bus lane for the use of buses, pedal cycles and taxis only in Rotherhithe Old Road, between its junctions with Lower Road and Rotherhithe New Road, in the London Borough of Southwark.



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

TRAFFIC MANAGEMENT ORDER

20** No. xxx

The London Borough of Southwark (Bus priority) (Southwark Bridge Road)
Traffic Order 20**

Made: xx xxxxx 20**

Coming into force: xx xxxxx 20**

The council of the London Borough of Southwark, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by sections 6 and 124 of the Road Traffic Regulation Act 1984^a, as amended, and of all other powers thereunto enabling, hereby make the following Order:

Citation and commencement

- 1.1 This Order may be cited as the London Borough of Southwark (Bus priority) (Southwark Bridge Road) Traffic Order 20**, and shall come into force on xx xxxxx 20**.

Interpretation

- 2.1 In this Order-

causing includes permitting;

"carriageway" has the same meaning as in section 329(1) of the Highways Act 1980^b;

"vehicle" includes part of a vehicle;

"bus", "local bus", "pedal cycle", "taxi", "traffic lane", "contra-flow" and "with-flow lane" have the meanings given in Schedule 1 to the Traffic Signs Regulations and General Directions 2016^c;

"bus lane" means a traffic lane on a length of road which is specified in column (2) in the table in the Schedule and in respect of which traffic signs are in place indicating the controls specified in this Order;

"kerb-line" means the imaginary line which is the projection of the line formed by the edge of the carriageway of a street, and for the avoidance of doubt, any dimension in a specified street referred to in this Order which is measured from the kerb-line of another specified street, shall be construed as though measured from a point at the intersection of the two kerb-lines of those two streets;

^a 1984 c.27

^b 1980 c.66

^c SI 2016/362

“times of operation” means in relation to a bus lane specified in an item in column (2) of the table in the Schedule, the times specified in column (3) of that item; and

“traffic sign” means a sign of any size, type and colour prescribed and authorised under, or as having effect as though prescribed or authorised under section 64 of the Road Traffic Regulation Act 1984.

2.2 The Interpretation Act 1978^d applies to this Order as if it were an enactment.

Bus priority controls

3.1 Except as provided in Articles 4 and 5, no person shall cause a vehicle to be in a bus lane in a length of road specified in an item in column (2) of the table in the Schedule during the times specified in that item in column (3) of that item unless that vehicle is proceeding in the direction specified in column (4) of that item and is of a type specified in column (5) of that item.

Exemptions - bus lanes

4.1 The controls specified in Article 3.1 do not apply so as to prevent a vehicle being in a bus lane if and for as long as necessary-

- (a) to enable a person to get on or off the vehicle; or
- (b) to enable goods to be loaded on to or unloaded from the vehicle;

if and in so far as the activity is not prohibited by the provisions of any other Order.

4.2 The controls specified in Article 3.1 do not apply in respect of a vehicle which is being used for a purpose which is within an exemption to a restriction or prohibition imposed by any other Order or which is permitted by any other Order.

4.3 The controls specified in Article 3.1 do not apply in respect of a vehicle crossing a bus lane to get to or from any road adjacent to the bus lane or any vehicular access to premises adjacent to the bus lane.

Exemptions - bus lanes

5.1 The controls specified in Article 3.1 do not apply in respect of a vehicle being in a bus lane if the vehicle is being used:-

- (a) in the service of a local authority for the purpose of collecting refuse;
- (b) for the purposes of the provision of a universal postal service (as defined in the Postal Services Act 2011^e) provided the vehicle bears the livery of a universal service provider (as defined in the aforementioned Act);
- (c) in connection with the removal of any obstruction to traffic;
- (d) in connection with the maintenance, improvement or reconstruction of any road;
- (e) in connection with the maintenance, improvement or construction of any street furniture including bus stop infrastructure;
- (f) in connection with any building operation or demolition;
- (g) in connection with the laying, erection, alteration or repair in or near the bus lane of any sewer or of any main, pipe or apparatus for the supply of gas, water or electricity, or of any electronic communications network (as defined in section 32 of the Communications Act 2003^f), providing the vehicle cannot be used for that purpose without being in the bus lane or the bus-only route and in so far as the activity is not prohibited by the provisions of any other Order.

^d 1978 c.30

^e 2011 c.5

^f 2003 c.21

5.2 The controls specified in Article 3.1 do not apply in respect of a vehicle being in a bus lane:

- (a) so as to avoid an accident;
- (b) to allow a person to get or give help in consequence of an accident or emergency or otherwise take action for public safety;
- (c) to such an extent and for such a time as is needed to comply with any requirement resulting from works or an emergency in any part of the road adjoining the bus lane;
- (d) if it is being used for ambulance, fire brigade or police purposes.

5.3 The controls specified in Article 3.1 do not apply in respect of anything done with the permission or at the direction of a police constable in uniform or a civil enforcement officer.

Dated this xxxxxxx day of xxxxxx 20**

[signature here]

DALE FODEN
Head of Service
Environment & Leisure

SCHEDULE - BUS LANES

<i>(1) Item</i>	<i>(2) Lengths of road</i>	<i>(3) Times of operation</i>	<i>(4) Direction of travel and type of bus lane</i>	<i>(5) Type of permitted vehicle</i>
1.	SOUTHWARK BRIDGE ROAD the east side, between a point 18 metres north-east of the south-western wall of No. 1 Southwark Bridge Road and a point 8 metres north of north-eastern kerb-line of Thrale Street.	7 am to 7 pm Monday to Saturday	Southbound with-flow lane	Bus Pedal cycle Taxi
2.	SOUTHWARK BRIDGE ROAD the west side, between the common boundary of Nos. 68 and 70 Southwark Bridge Road and a point 15 metres south of the southern kerb-line of Union Street.	7 am to 7 pm Monday to Saturday	Northbound with-flow lane	Bus Pedal cycle Taxi
3.	SOUTHWARK BRIDGE ROAD the west side, between a point 21 metres north of the northern kerb-line of Union Street and a point 8 metres north of the north-western kerb-line of America Street.	7 am to 7 pm Monday to Saturday	Northbound with-flow lane	Bus Pedal cycle Taxi

EXPLANATORY NOTE

(This note is not part of the Order)

This Order, formalises and makes permanent existing bus lanes for the use of buses, pedal cycles and taxis only in Southwark Bridge Road, in the London Borough of Southwark.



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

TRAFFIC MANAGEMENT ORDER

20** No. xxx

The London Borough of Southwark (Bus priority) (Sydenham Hill) (No. *)
Traffic Order 20**

Made: xx xxxxxx 20**

Coming into force: xx xxxxxx 20**

The council of the London Borough of Southwark, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by sections 6 and 124 of the Road Traffic Regulation Act 1984^a, as amended, and of all other powers thereunto enabling, hereby make the following Order:

Citation and commencement

- 1.1 This Order may be cited as the London Borough of Southwark (Bus priority) (Sydenham Hill) (No. *) Traffic Order 20**, and shall come into force on xx xxxxxx 20**.

Interpretation

- 2.1 In this Order-

causing includes permitting;

"carriageway" has the same meaning as in section 329(1) of the Highways Act 1980^b;

"vehicle" includes part of a vehicle;

"bus", "local bus", "pedal cycle", "taxi", "traffic lane", "contra-flow" and "with-flow lane" have the meanings given in Schedule 1 to the Traffic Signs Regulations and General Directions 2016^c;

"bus lane" means a traffic lane on a length of road which is specified in column (2) in the table in the Schedule and in respect of which traffic signs are in place indicating the controls specified in this Order;

"kerb-line" means the imaginary line which is the projection of the line formed by the edge of the carriageway of a street, and for the avoidance of doubt, any dimension in a specified street referred to in this Order which is measured from the kerb-line of another specified street, shall be construed as though measured from a point at the intersection of the two kerb-lines of those two streets;

^a 1984 c.27

^b 1980 c.66

^c SI 2016/362

“times of operation” means in relation to a bus lane specified in an item in column (2) of the table in the Schedule, the times specified in column (3) of that item; and

“traffic sign” means a sign of any size, type and colour prescribed and authorised under, or as having effect as though prescribed or authorised under section 64 of the Road Traffic Regulation Act 1984.

2.2 The Interpretation Act 1978^d applies to this Order as if it were an enactment.

Bus priority controls

3.1 Except as provided in Articles 4 and 5, no person shall cause a vehicle to be in a bus lane in a length of road specified in an item in column (2) of the table in the Schedule during the times specified in that item in column (3) of that item unless that vehicle is proceeding in the direction specified in column (4) of that item and is of a type specified in column (5) of that item.

Exemptions - bus lanes

4.1 The controls specified in Article 3.1 do not apply so as to prevent a vehicle being in a bus lane if and for as long as necessary-

- (a) to enable a person to get on or off the vehicle; or
- (b) to enable goods to be loaded on to or unloaded from the vehicle;

if and in so far as the activity is not prohibited by the provisions of any other Order.

4.2 The controls specified in Article 3.1 do not apply in respect of a vehicle which is being used for a purpose which is within an exemption to a restriction or prohibition imposed by any other Order or which is permitted by any other Order.

4.3 The controls specified in Article 3.1 do not apply in respect of a vehicle crossing a bus lane to get to or from any road adjacent to the bus lane or any vehicular access to premises adjacent to the bus lane.

Exemptions - bus lanes

5.1 The controls specified in Article 3.1 do not apply in respect of a vehicle being in a bus lane if the vehicle is being used:-

- (a) in the service of a local authority for the purpose of collecting refuse;
- (b) for the purposes of the provision of a universal postal service (as defined in the Postal Services Act 2011^e) provided the vehicle bears the livery of a universal service provider (as defined in the aforementioned Act);
- (c) in connection with the removal of any obstruction to traffic;
- (d) in connection with the maintenance, improvement or reconstruction of any road;
- (e) in connection with the maintenance, improvement or construction of any street furniture including bus stop infrastructure;
- (f) in connection with any building operation or demolition;
- (g) in connection with the laying, erection, alteration or repair in or near the bus lane of any sewer or of any main, pipe or apparatus for the supply of gas, water or electricity, or of any electronic communications network (as defined in section 32 of the Communications Act 2003^f), providing the vehicle cannot be used for that purpose without being in the bus lane or the bus-only route and in so far as the activity is not prohibited by the provisions of any other Order.

^d 1978 c.30

^e 2011 c.5

^f 2003 c.21

- 5.2 The controls specified in Article 3.1 do not apply in respect of a vehicle being in a bus lane:
- (a) so as to avoid an accident;
 - (b) to allow a person to get or give help in consequence of an accident or emergency or otherwise take action for public safety;
 - (c) to such an extent and for such a time as is needed to comply with any requirement resulting from works or an emergency in any part of the road adjoining the bus lane;
 - (d) if it is being used for ambulance, fire brigade or police purposes.
- 5.3 The controls specified in Article 3.1 do not apply in respect of anything done with the permission or at the direction of a police constable in uniform or a civil enforcement officer.

Dated this xxxxxxx day of xxxxxx 20**

[signature here]

DALE FODEN
Head of Service
Environment & Leisure

SCHEDULE - BUS LANES

<i>(1) Item</i>	<i>(2) Lengths of road</i>	<i>(3) Times of operation</i>	<i>(4) Direction of travel and type of bus lane</i>	<i>(5) Type of permitted vehicle</i>
1.	SYDENHAM HILL the west side, between a point 12 metres north of the northern kerb-line of the vehicular access to Attleborough Court and Dunton Court and a point 11 metres south of the southern kerb-line of London Road.	7 am to 10 am 4 pm to 7 pm Monday to Friday	Northbound with-flow lane	Bus Pedal cycle

EXPLANATORY NOTE

(This note is not part of the Order)

This Order, formalises and makes permanent an existing bus lane for the use of buses and pedal cycles only in Sydenham Hill, in the London Borough of Southwark.



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

TRAFFIC MANAGEMENT ORDER

20** No. xxx

The London Borough of Southwark (Bus priority) (Waterloo Road)
Traffic Order 20**

Made: xx xxxxx 20**

Coming into force: xx xxxxx 20**

The council of the London Borough of Southwark, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by sections 6 and 124 of the Road Traffic Regulation Act 1984^a, as amended, and of all other powers thereunto enabling, hereby make the following Order:

Citation and commencement

- 1.1 This Order may be cited as the London Borough of Southwark (Bus priority) (Waterloo Road) Traffic Order 20**, and shall come into force on xx xxxxx 20**.

Interpretation

- 2.1 In this Order-

causing includes permitting;

"carriageway" has the same meaning as in section 329(1) of the Highways Act 1980^b;

"vehicle" includes part of a vehicle;

"bus", "local bus", "pedal cycle", "taxi", "traffic lane", "contra-flow" and "with-flow lane" have the meanings given in Schedule 1 to the Traffic Signs Regulations and General Directions 2016^c;

"bus lane" means a traffic lane on a length of road which is specified in column (2) in the table in the Schedule and in respect of which traffic signs are in place indicating the controls specified in this Order;

"kerb-line" means the imaginary line which is the projection of the line formed by the edge of the carriageway of a street, and for the avoidance of doubt, any dimension in a specified street referred to in this Order which is measured from the kerb-line of another specified street, shall be construed as though measured from a point at the intersection of the two kerb-lines of those two streets;

^a 1984 c.27

^b 1980 c.66

^c SI 2016/362

“times of operation” means in relation to a bus lane specified in an item in column (2) of the table in the Schedule, the times specified in column (3) of that item; and

“traffic sign” means a sign of any size, type and colour prescribed and authorised under, or as having effect as though prescribed or authorised under section 64 of the Road Traffic Regulation Act 1984.

2.2 The Interpretation Act 1978^d applies to this Order as if it were an enactment.

Bus priority controls

3.1 Except as provided in Articles 4 and 5, no person shall cause a vehicle to be in a bus lane in a length of road specified in an item in column (2) of the table in the Schedule during the times specified in that item in column (3) of that item unless that vehicle is proceeding in the direction specified in column (4) of that item and is of a type specified in column (5) of that item.

Exemptions - bus lanes

4.1 The controls specified in Article 3.1 do not apply so as to prevent a vehicle being in a bus lane if and for as long as necessary-

- (a) to enable a person to get on or off the vehicle; or
- (b) to enable goods to be loaded on to or unloaded from the vehicle;

if and in so far as the activity is not prohibited by the provisions of any other Order.

4.2 The controls specified in Article 3.1 do not apply in respect of a vehicle which is being used for a purpose which is within an exemption to a restriction or prohibition imposed by any other Order or which is permitted by any other Order.

4.3 The controls specified in Article 3.1 do not apply in respect of a vehicle crossing a bus lane to get to or from any road adjacent to the bus lane or any vehicular access to premises adjacent to the bus lane.

Exemptions - bus lanes

5.1 The controls specified in Article 3.1 do not apply in respect of a vehicle being in a bus lane if the vehicle is being used:-

- (a) in the service of a local authority for the purpose of collecting refuse;
- (b) for the purposes of the provision of a universal postal service (as defined in the Postal Services Act 2011^e) provided the vehicle bears the livery of a universal service provider (as defined in the aforementioned Act);
- (c) in connection with the removal of any obstruction to traffic;
- (d) in connection with the maintenance, improvement or reconstruction of any road;
- (e) in connection with the maintenance, improvement or construction of any street furniture including bus stop infrastructure;
- (f) in connection with any building operation or demolition;
- (g) in connection with the laying, erection, alteration or repair in or near the bus lane of any sewer or of any main, pipe or apparatus for the supply of gas, water or electricity, or of any electronic communications network (as defined in section 32 of the Communications Act 2003^f), providing the vehicle cannot be used for that purpose without being in the bus lane or the bus-only route and in so far as the activity is not prohibited by the provisions of any other Order.

^d 1978 c.30

^e 2011 c.5

^f 2003 c.21

- 5.2 The controls specified in Article 3.1 do not apply in respect of a vehicle being in a bus lane:
- (a) so as to avoid an accident;
 - (b) to allow a person to get or give help in consequence of an accident or emergency or otherwise take action for public safety;
 - (c) to such an extent and for such a time as is needed to comply with any requirement resulting from works or an emergency in any part of the road adjoining the bus lane;
 - (d) if it is being used for ambulance, fire brigade or police purposes.
- 5.3 The controls specified in Article 3.1 do not apply in respect of anything done with the permission or at the direction of a police constable in uniform or a civil enforcement officer.

Dated this xxxxxxx day of xxxxxx 20**

[signature here]

DALE FODEN
Head of Service
Environment & Leisure

SCHEDULE - BUS LANES

<i>(1)</i> Item	<i>(2)</i> Lengths of road	<i>(3)</i> Times of operation	<i>(4)</i> Direction of travel and type of bus lane	<i>(5)</i> Type of permitted vehicle
1.	WATERLOO ROAD the north-east side, between a point 5 metres south-east of the south-eastern kerb-line of Barons Place and a point 8 metres south-east of the south-eastern wall of Northcott House, No. 259 Waterloo Road.	7 am to 7 pm Monday to Saturday	South-eastbound with-flow lane	Bus Pedal cycle Taxi

EXPLANATORY NOTE

(This note is not part of the Order)

This Order formalises and makes permanent an existing bus lane for the use of buses, pedal cycles and taxis only in Waterloo Road, between its junctions with Barons Place and Westminster Bridge Road, in the London Borough of Southwark.



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

TRAFFIC MANAGEMENT ORDER

20** No. xxx

The London Borough of Southwark (Loading bays) (No. *) Order 20**

Made: xx xxxxxxxx 20**

Coming into force: xx xxxxxxxx 20**

The council of the London Borough of Southwark, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by sections 6 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984^a, as amended, and of all other powers thereunto enabling, hereby make the following Order:

Citation and commencement

- 1.1 This Order may be cited as The London Borough of Southwark (Loading bays) (No. *) Order 20** and shall come into force on xx xxxxxxxx 20**.

Interpretation

- 2.1 In this Order:-

"council" means the council of the London Borough of Southwark;

"enactment" means any enactment, whether public general or local, and includes any order, bye-law, rule, regulation, scheme or other instrument having effect by virtue of an enactment; and

"the Order of 2016" means the London Borough of Southwark (Loading bays) (No. 1) Order 2016^b.

- 2.2 Any reference in this Order to any enactment shall be construed as a reference to that enactment as amended, applied, consolidated, re-enacted by or as having effect by virtue of any subsequent enactment.
- 2.3 Unless the context otherwise requires, any expression used in this Order which is also used in the Order of 2016 shall have the same meaning as in that Order.

^a 1984 c.27

^b LBS 2016/005

Revocation

- 3.1 Without prejudice to the validity of anything done or to any liability incurred in respect of any act or omission before the coming into force of this Order:-
- (a) the designation by the Order of 2016 of the loading bay numbered 12 in Schedule 1 therein is hereby revoked; and
 - (b) there were added to Schedule 1 to the Order of 2016 the items numbered *** and *** set out in columns 1 through 5 of the Schedule to this Order.

Designation of loading bay and application of the Order of 2016 thereto

- 4.1 Each area on a highway comprising the length of carriageway of a street specified in column 2 of the Schedule to this Order and bounded on one side of that length by the edge of the carriageway, is designated as a loading bay.
- 4.2 The provisions of the Order of 2016 (other than Articles 3.1 and 12.1) shall apply to each area designated as a loading bay by this Order as if in those provisions any reference to a loading bay shall include a reference to each area designated as a loading bay by this Order and as if any reference to Schedule 1 to the Order of 2016 included a reference to the Schedule to this Order.

Placing of traffic signs etc.

- 5.1 The council shall:-
- (a) place and maintain traffic signs indicating the limits of each loading bay referred to in the Schedule to this Order;
 - (b) place and maintain in or in the vicinity of each loading bay referred to in the Schedule to this Order, traffic signs indicating that such a loading bay may be used during the permitted hours for the leaving only of the vehicles referred to in Article 4.1 of the Order of 2016; and
 - (c) carry out such other work as is reasonably required for the purposes of the satisfactory operation of a loading bay.

Dated this xxxxxxx day of xxxxxx 20**

[signature here]

DALE FODEN
Head of Service
Environment & Leisure

SCHEDULE - LOADING BAYS

<i>No. of loading bay (1)</i>	<i>Designated loading bay (2)</i>	<i>Permitted hours (3)</i>	<i>Maximum loading period (4)</i>	<i>Minimum return interval (5)</i>
***.	BEDALE STREET the south-west side, from a point 33.5 metres north-west of the north-western kerb-line of Borough High Street, north-westward for a distance of 8 metres.	At any time	1 hour	2 hours
***.	CATHEDRAL STREET the west side, from a point 15 metres south of the southern kerb- line of Winchester Walk southward for a distance of 17 metres.	At any time	1 hour	2 hours

EXPLANATORY NOTE

(This note is not part of the Order)

This Order, formalises and makes permanent:-

- (i) a loading bay in Bedale Street to facilitate deliveries to the Borough Market area, and
- (ii) the reduction in length of an existing loading bay in Cathedral Street,
in the London Borough of Southwark.



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

TRAFFIC MANAGEMENT ORDER

20** No. xxx

The London Borough of Southwark (Parking places) (Car club) (No. *) Order 20**

Made: xx xxxx 20**

Coming into force: xx xxxx 20**

The council of the London Borough of Southwark, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by sections 6 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984^a, as amended, and of all other powers thereunto enabling, hereby make the following Order:

Citation and commencement

- 1.1 This Order may be cited as the London Borough of Southwark (Parking places) (Car club) (No. *) Order 20** and shall come into force on xx xxxx 20**.

Interpretation

- 2.1 In this Order:-

“car club” means an organisation operating a car sharing scheme approved by the Council to operate within its boundaries and which supports the planning and sustainable transport policy objectives of the Council;

“car club permit” means a permit issued by the Council to a car club, under the provisions of Article 16.4 of the Order of 2011;

“council” means the council of the London Borough of Southwark;

“enactment” means any enactment, whether public general or local, and includes any order, byelaw, rule, regulation, scheme or other instrument having effect by virtue of an enactment;

“parking bay” means an area within a parking place that is indicated by road markings as being provided for the leaving of one vehicle only;

“parking place” means an area on a highway designated as a parking place by this Order; and

“the Order of 2011” means The London Borough of Southwark (Parking Places) (Car Club) (No. 1) Order 2011^b

^a 1984 c.27

^b LBS 2011/071

2.2 Any reference in this Order to any enactment shall be construed as a reference to that enactment as amended, applied, consolidated, re-enacted by or as having effect by virtue of any subsequent enactment.

2.3 Unless the context otherwise requires, any expression used in this Order which is also used in the Order of 2011 shall have the same meaning as in that Order.

Designation of parking place and application of the Order of 2011 thereto

3.1 The area on a highway comprising the length of carriageway of a street specified in columns (2) and (3) of the Schedule to this Order and bounded on one side of that length by the edge of the carriageway, and having a width throughout of 2 metres, is designated as a parking place.

3.2 The provisions of the Order of 2011 (other than Articles 3 and 15) shall apply to the area designated as a parking place by this Order as if in those provisions any reference to a designated parking place or to a parking place shall include a reference to the area designated as a parking place by this Order and as if any reference to the Schedule to the Order of 2011 included a reference to the Schedule to this Order.

Placing of traffic signs etc.

4.1 The council shall:-

- (a) place and maintain traffic signs indicating the limits of the parking place referred to in the Schedule to this Order;
- (b) place and maintain in or in the vicinity of each parking place referred to in the Schedule to this Order traffic signs indicating that such a parking place may be used during the permitted hours for the leaving only of the vehicles specified in Article 4.1 of the Order of 2011; and
- (c) carry out such other works as is reasonably required for the purposes of the satisfactory operation of a parking place.

Dated this xxxxxxx day of xxxxxx 20**

[signature here]

DALE FODEN
Head of Service
Environment & Leisure

SCHEDULE - CAR CLUB PARKING PLACE

Parking places (referred to in column 2 below) in which a vehicle may be left at any time provided the vehicle displays a valid car club permit bearing the parking place number specified in relation to that parking place in column 1 below.

<i>Parking place number (1)</i>	<i>Designated parking place (2)</i>	<i>Number of vehicles within a parking place (3)</i>	<i>Special manner of standing (4)</i>
S140.	<p>AVONDALE RISE</p> <p>the south side, from a point 11 metres west of the western kerb-line of Copleston Road westward for a distance of 5.5 metres.</p>	1	-
S146.	<p>BELLWOOD ROAD</p> <p>the north-west side, from a point 10 metres north-east of the north-eastern kerb-line of Inverton Road north-eastward for a distance of 5.5 metres.</p>	1	-
S105.	<p>CHATHAM STREET</p> <p>the south-east side, from a point 6 metres north-east of the north-eastern kerb-line of Salisbury Close north-eastward for a distance of 5.5 metres.</p>	1	-
S187.	<p>LEATHERMARKET STREET</p> <p>the north side, from a point 0.5 metres west of the eastern wall of No. 22 Leathermarket Street westward for a distance of 5.5 metres.</p>	1	-
S145.	<p>MACHELL ROAD</p> <p>the west side, from a point 5 metres south of the southern kerb-line of Kimberley Avenue southward for a distance of 5.5 metres.</p>	1	-
S179.	<p>MAGUIRE STREET</p> <p>the south-east side, from a point 82 metres north-east of the north-eastern kerb-line of Gainsford Street north-eastward for a distance of 5.5 metres.</p>	1	-
S107.	<p>NORWAY GATE</p> <p>the north-east side, from a point 11.5 metres north-west of the north-western wall of No. 38 Norway Gate north-westward for a distance of 5.5 metres.</p>	1	-
S125.	<p>ROTHERHITHE STREET</p> <p>the north-west side, from a point 14 metres north-east of the north-eastern wall of No. 165 Rotherhithe Street north-eastward for a distance of 5.5 metres.</p>	1	-

EXPLANATORY NOTE

(This note is not part of the Order)

This Order, formalises and makes permanent the existing car club parking places in Avondale Rise, Bellwood Road, Chatham Street, Leathermarket Street, Machell Road, Maguire Street, Norway Gate and Rotherhithe Street, in London Borough of Southwark.



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

TRAFFIC MANAGEMENT ORDER

20** No. xxx

The London Borough of Southwark (Prescribed routes) (No. *) Traffic Order 20**

Made: xx xxxxxx 20**

Coming into force: xx xxxxxx 20**

The council of the London Borough of Southwark, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by sections 6 and 124, and Part IV of Schedule 9, of the Road Traffic Regulation Act 1984^a, as amended, and of all other powers thereunto enabling, hereby make the following Order:

Citation and commencement

- 1.1 This Order may be cited as the London Borough of Southwark (Prescribed routes) (No. *) Traffic Order 20** and shall come into force on xx xxxxxxxx 20**.

Interpretation

- 2.1 In this Order:-

causing includes permitting;

“council” means the council of the London Borough of Southwark;

“enactment” means any enactment, whether public general or local, and includes any order, byelaw, rule, regulation, scheme or other instrument having effect by virtue of an enactment.

- 2.2 Any reference in this Order to any enactment shall be construed as a reference to that enactment as amended, applied, consolidated, re-enacted by or as having effect by virtue of any subsequent enactment.

^a 1984 c.27

Revocation

- 3.1 Without prejudice to the validity of anything done or to any liability incurred in respect of any act or omission before the coming into force of this Order, the Southwark (Prescribed Route (No. 8) Traffic Order 1970^b is hereby revoked.

Dated this xxxxxxx day of xxxxxx 20**

[signature here]

DALE FODEN
Head of Service
Environment & Leisure

^b 1970/322

EXPLANATORY NOTE

(This note is not part of the Order)

This Order, formally revokes a banned left turn from Abbey Street into Jamaica Road, in the London Borough of Southwark.

DRAFT



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

TRAFFIC MANAGEMENT ORDER

20** No. xxx

The London Borough of Southwark (Prescribed routes) (Alberta Street and Ambergate Street)
Traffic Order 20**

Made: xx xxxxxx 20**

Coming into force: xx xxxxxx 20**

The council of the London Borough of Southwark, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by sections 6 and 124 of the Road Traffic Regulation Act 1984^a, as amended, and of all other powers thereunto enabling, hereby make the following Order:

Citation and commencement

- 1.1 This Order may be cited as the London Borough of Southwark (Prescribed routes) (Alberta Street and Ambergate Street) Traffic Order 20** and shall come into force on xx xxxxxxxx 20**.

Interpretation

- 2.1 In this Order:-

causing includes permitting;

“council” means the council of the London Borough of Southwark;

“enactment” means any enactment, whether public general or local, and includes any order, byelaw, rule, regulation, scheme or other instrument having effect by virtue of an enactment;

“kerb-line” means the imaginary line which is the projection of the line formed by the edge of the carriageway of a street;

“prescribed routes”, for the purposes of Article 5 means the length of street referred to in Articles 3 and 4 of this Order, which lie in the London Borough of Southwark; and

“traffic sign” means a sign of any size, type and colour prescribed and authorised under, or having effect as though prescribed or authorised under section 64 of the Road Traffic Regulation Act 1984.

- 2.2 Any reference in this Order to any enactment shall be construed as a reference to that enactment as amended, applied, consolidated, re-enacted by or as having effect by virtue of any subsequent enactment.

^a 1984 c.27

Prescribed routes

Alberta Street

- 3.1 No person causing any vehicle to proceed in the south-westernmost north-west to south-east arm of Alberta Street shall, upon reaching its junction with the south-westernmost north-west to south-east arm of Ambergate Street, cause that vehicle to enter or proceed into the south-westernmost north-west to south-east arm of Ambergate Street.
- 3.2 Every person causing any vehicle to proceed in a south-westward direction in the north-easternmost north-east to south-west arm of Alberta Street shall, upon reaching the south-westernmost north-west to south-east arm of Ambergate Street/the south-westernmost north-west to south-east arm of Alberta Street, cause that vehicle to turn right.

Ambergate Street

- 4.1 No person causing any vehicle to proceed in the north-easternmost north-west to south-east arm of Ambergate Street shall cause that vehicle to proceed in any direction other than south-east.
- 4.2 No person causing any vehicle to proceed in the north-east to south-west arm of Ambergate Street shall cause that vehicle to proceed in any direction other than south-west.
- 4.3 No person causing any vehicle to proceed in the south-westernmost north-west to south-east arm of Ambergate Street shall cause that vehicle to proceed in any direction other than north-west.

Exemptions

- 5.1 Nothing in Articles 3 and 4 above shall apply in relation to:-
 - (a) anything done with the permission or at the direction of a police constable in uniform;
 - (b) any vehicle being used for ambulance, fire brigade or police purposes in an emergency;
 - (c) any person who causes any vehicle to proceed in accordance with any restriction or requirement indicated by traffic signs placed on the highway pursuant to section 66 or section 67 of the Road Traffic Regulation Act 1984;
 - (d) any vehicle being used for the maintenance, improvement, re-construction, cleansing or lighting of that part of street; and
 - (e) any vehicle being used in connection with the laying, erection, alteration, or repair in or adjacent to that part of street of any sewer, main, pipe or apparatus for the supply of gas, water, electricity, or of any electronic communications network; or the placing, maintenance or removal of any traffic sign, if the vehicle cannot be used for that purpose in any other street or part of street.

Dated this xxxxxxx day of xxxxxx 20**

[signature here]

DALE FODEN
Head of Service
Environment & Leisure

EXPLANATORY NOTE

(This note is not part of the Order)

This Order formalises and makes permanent:-

- (a) the 'no entry' point in the south-westernmost north-west to south-east arm of Ambergate Street at its junction with the south-westernmost north-west to south-east arm of Alberta Street; and
- (b) the 'one-way' operations throughout Ambergate Street,
in the London Borough of Southwark.

DRAFT



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

TRAFFIC MANAGEMENT ORDER

20** No. xxx

The London Borough of Southwark (Prescribed routes) (Bermondsey Spa area)
Traffic Order 20**

Made: xx xxxxxx 20**

Coming into force: xx xxxxxx 20**

The council of the London Borough of Southwark, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by sections 6 and 124, and Part IV of Schedule 9, of the Road Traffic Regulation Act 1984^a, as amended, and of all other powers thereunto enabling, hereby make the following Order:

Citation and commencement

- 1.1 This Order may be cited as the London Borough of Southwark (Prescribed routes) (Bermondsey Spa area) Traffic Order 20** and shall come into force on xx xxxxxxxx 20**.

Interpretation

- 2.1 In this Order:-

causing includes permitting;

"council" means the council of the London Borough of Southwark;

"enactment" means any enactment, whether public general or local, and includes any order, byelaw, rule, regulation, scheme or other instrument having effect by virtue of an enactment;

"goods" means goods of any kind whether animate or inanimate and includes postal packets of any description;

"goods vehicle" and "pedal cycle" have the same meaning as in the Traffic Signs Regulations and General Directions 2016^b;

"kerb-line" means the imaginary line which is the projection of the line formed by the edge of the carriageway of a street;

"loading" means the stopping of a vehicle at a specific location in a street for the purpose of loading goods to or unloading goods from that vehicle from or to premises located within that street or on land adjacent to that street, and includes any reasonable time waiting by that vehicle whilst the loaded or unloaded goods are delivered or collected from those premises (and for the completion of any paperwork associated with that delivery or collection) - provided that a vehicle must depart from any specific location on a street as soon as that delivery or collection is completed;

^a 1984 c.27

^b SI 2016/362

“motor vehicle” has the same meaning as in section 136(1) of the Road Traffic Regulation Act 1984;

“prescribed routes”, for the purposes of Article 13 means the length of street referred to in Articles 3, 4, 5, 6, 7, 8, 9, 10, 11 and 12 of this Order, which lie in the London Borough of Southwark; and

“traffic sign” means a sign of any size, type and colour prescribed and authorised under, or having effect as though prescribed or authorised under section 64 of the Road Traffic Regulation Act 1984.

- 2.2 Any reference in this Order to any enactment shall be construed as a reference to that enactment as amended, applied, consolidated, re-enacted by or as having effect by virtue of any subsequent enactment.

Prescribed routes

Frean Street

- 3.1 No person shall cause any vehicle to proceed in that part of Frean Street, which lies between its junction with Marine Street and its junction with Sun Passage, in a direction other than from west to east.
- 3.2 No person shall cause any motor vehicle to proceed in that part of Frean Street which lies between the north-eastern kerb-line of Sun Passage and the south-western kerb-line of Thurland Road.
- 3.3 Nothing in Article 3.2 above shall apply to a pedal cycle.

Grange Walk

- 4.1 No person shall cause any vehicle to proceed in that part of Grange Walk, which lies between the south-eastern kerb-line of Tower Bridge Road and the north-western kerb-line of Fendall Street, in any direction other than from north-west to south-east.
- 4.2 Every person causing any vehicle to proceed in Grange Walk shall, upon reaching its junction with Neckinger, cause that vehicle to turn right into Neckinger.

Grigg's Place

- 5.1 No person shall cause any vehicle to proceed in Grigg's Place in any direction other than north-east.
- 5.2 Every person causing any vehicle to proceed in Grigg's Place shall, upon reaching its junction with Grange Walk, cause that vehicle to turn right into Grange Walk.

Marine Street

- 6.1 No person shall cause any motor vehicle to enter into or proceed in that part of Marine Street which lies between the south-western kerb-line of A200 Jamaica Road and a point 54 metres south-west of that kerb-line. Provided nothing in this Article shall apply in relation to a goods vehicle which enters the part of Marine Street referred to above for the purpose of loading.
- 6.2 Every person causing a vehicle to proceed in a north-eastbound direction in Marine Street shall, upon reaching its junction with A200 Jamaica Road, cause that vehicle to turn left into the north-westbound carriageway of A200 Jamaica Road.
- 6.3 No person shall cause any vehicle to enter Marine Street at its junction with A200 Jamaica Road.
- 6.4 No person causing any vehicle to proceed in Marine Street, except pedal cycles using the eastbound contra-flow cycle lane, shall upon reaching its junction with Old Jamaica Road, cause that vehicle to enter into Old Jamaica Road.
- 6.5 No person shall cause any vehicle, except pedal cycles using the north-eastbound contra-flow cycle lane, to proceed in that part of Marine Street which lies between the south-western kerb-line of Old Jamaica Road and the south-western kerb-line of Frean Street, in any direction other than south-west.

- 6.6 No person shall cause any motor vehicle to enter into or proceed in that part of Marine Street, which lies between the south-western kerb-line of Freaan Street and the north-eastern kerb-line of Enid Street/Rouel Road.

Neckinger

- 7.1 No person shall cause any motor vehicle to proceed in that part of Neckinger which lies between the southern kerb-line of Abbey Street and the northern kerb-line of Spa Road in a direction other than from north to south.
- 7.2 Nothing in Article 7.1 above shall apply to a pedal cycle.

Ness Street

- 8.1 No person causing any motor vehicle to proceed in that part of Ness Street, which lies north-west of a point 6 metres south-east of the south-eastern kerb-line of Freaan Street, shall upon reaching that point, cause that motor vehicle to enter or proceed into that part of Ness Street which lies south-east of a point 6 metres south-east of the south-eastern kerb-line of Freaan Street.
- 8.2 No person causing any motor vehicle to proceed in that part of Ness Street, which lies south-east of a point 6 metres south-east of the south-eastern kerb-line of Freaan Street, shall upon reaching that point, cause that motor vehicle to enter or proceed into that part of Ness Street which lies north-west of a point 6 metres south-east of the south-eastern kerb-line of Freaan Street.

Old Jamaica Road

- 9.1 No person shall cause any vehicle to proceed in that part of Old Jamaica Road which lies between the south-eastern kerb-line of Marine Street and its junction with Thurland Road in a direction other than from north-east to south-west.
- 9.2 No person causing any vehicle to proceed in that part of Old Jamaica Road which lies north-west of the south-eastern kerb-line of Marine Street shall, upon reaching that point, cause that vehicle to enter or proceed into that part of Old Jamaica Road which lies south-east of the south-eastern kerb-line of Marine Street.
- 9.3 No person causing any vehicle to proceed in a south-westward direction in that part of Old Jamaica Road which lies between Marine Street and Thurland Road shall, upon reaching its junction with Sun Passage, cause that vehicle to enter or proceed into Sun Passage.
- 9.2 Nothing in Articles 9.1 and 9.2 above shall apply to a pedal cycle.

Spa Road

- 10.1 Every person causing any vehicle to proceed in a north-eastbound direction in Spa Road shall, upon reaching its junction with Thurland Road, cause that vehicle to turn left into Thurland Road.
- 10.2 Nothing in Article 10.1 above shall apply to a pedal cycle.

Sun Passage

- 11.1 No person shall cause any vehicle to proceed in that part of Sun Passage which lies between the north-western kerb-line of Freaan Street and the south-eastern kerb-line of Old Jamaica Road in a direction other than from south-east to north-west.
- 11.2 Every person causing any vehicle to proceed in a north-westbound direction in Sun Passage shall, upon reaching its junction with Old Jamaica Road, cause that vehicle to turn left into Old Jamaica Road.
- 11.3 Nothing in Article 11.2 above shall apply to a pedal cycle.

Thurland Road

- 12.1 No person shall cause any vehicle to proceed in the full length of Thurland Road which lies between the north-western kerb-line of Dockley Road and its junction with Old Jamaica Road in a direction other than from south-east to north-west.

12.2 No person causing any vehicle to proceed in a south-eastern direction, shall cause that vehicle to enter or proceed in that part of Thurland Road which lies south-east of the south-eastern kerb-line of Spa Road.

12.3 Nothing in Articles 12.1 and 12.2 above shall apply to a pedal cycle.

Exemptions

13.1 Nothing in Articles 3, 4, 5, 6, 7, 8, 9, 10, 11 and 12 above shall apply in relation to:-

- (a) anything done with the permission or at the direction of a police constable in uniform;
- (b) any vehicle being used for ambulance, fire brigade or police purposes in an emergency;
- (c) any person who causes any vehicle to proceed in accordance with any restriction or requirement indicated by traffic signs placed on the highway pursuant to section 66 or section 67 of the Road Traffic Regulation Act 1984;
- (d) any vehicle being used for the collection of refuse, maintenance, improvement, reconstruction, cleansing or lighting of that part of street; and
- (e) any vehicle being used in connection with the laying, erection, alteration, or repair in or adjacent to that part of street of any sewer, main, pipe or apparatus for the supply of gas, water, electricity, or of any electronic communications network; or the placing, maintenance or removal of any traffic sign, if the vehicle cannot be used for that purpose in any other street or part of street.

Revocations

14.1 Without prejudice to the validity of anything done or to any liability incurred in respect of any act or omission before the coming into force of this Order:-

- (a) the London Borough of Southwark (Prescribed Routes and Width Restriction) (Bermondsey Spa Area) (No. 1) Traffic Order 2011^c is hereby revoked;
- (b) the London Borough of Southwark (Prescribed route) (Marine Street) (No. 1) Traffic Order 2012^d is hereby revoked; and
- (c) the London Borough of Southwark (Prescribed routes) (Neckinger) (No. 1) Traffic Order 2013^e is hereby revoked.

Dated this xxxxxxx day of xxxxxx 20**

[signature here]

DALE FODEN
Head of Service
Environment & Leisure

^c LBS 2011/090

^d LBS 2012/105

^e LBS 2013/039

EXPLANATORY NOTE

(This note is not part of the Order)

This Order consolidates, formalises and makes permanent prescribed routes with certain exemptions for contraflow pedal cycle traffic within the Bermondsey Spa area and formalises prohibition of motor vehicles from entering part of Marine Street, with exemption for loading and unloading by goods vehicle only, in the London Borough of Southwark.

DRAFT



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

TRAFFIC MANAGEMENT ORDER

20** No. xxx

The London Borough of Southwark (Prescribed routes) (Charleston Street) Traffic Order 20**

Made: xx xxxxxx 20**

Coming into force: xx xxxxxx 20**

The council of the London Borough of Southwark, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by sections 6 and 124 of the Road Traffic Regulation Act 1984^a, as amended, and of all other powers thereunto enabling, hereby make the following Order:

Citation and commencement

- 1.1 This Order may be cited as the London Borough of Southwark (Prescribed routes) (Charleston Street) Traffic Order 20** and shall come into force on xx xxxxxxxx 20**.

Interpretation

- 2.1 In this Order:-

causing includes permitting;

“council” means the council of the London Borough of Southwark;

“enactment” means any enactment, whether public general or local, and includes any order, byelaw, rule, regulation, scheme or other instrument having effect by virtue of an enactment;

“kerb-line” means the imaginary line which is the projection of the line formed by the edge of the carriageway of a street;

“prescribed routes”, for the purposes of Article 5 means the length of street referred to in Articles 3 and 4 of this Order, which lie in the London Borough of Southwark; and

“traffic sign” means a sign of any size, type and colour prescribed and authorised under, or having effect as though prescribed or authorised under section 64 of the Road Traffic Regulation Act 1984.

- 2.2 Any reference in this Order to any enactment shall be construed as a reference to that enactment as amended, applied, consolidated, re-enacted by or as having effect by virtue of any subsequent enactment.

^a 1984 c.27

Prescribed routes

Brandon Street

3.1 No person causing any vehicle to proceed in Brandon Street shall, upon reaching its junction with Charleston Street, cause that vehicle to enter or proceed into Charleston Street.

Charleston Street

4.1 No person causing any vehicle to proceed in that part of Charleston Street which lies between its junction with Cotham Street and its junction with Brandon Street shall cause that vehicle to proceed in any direction other than north-east.

Exemptions

5.1 Nothing in Articles 3 and 4 above shall apply in relation to:-

- (a) anything done with the permission or at the direction of a police constable in uniform;
- (b) any vehicle being used for ambulance, fire brigade or police purposes in an emergency;
- (c) any person who causes any vehicle to proceed in accordance with any restriction or requirement indicated by traffic signs placed on the highway pursuant to section 66 or section 67 of the Road Traffic Regulation Act 1984;
- (d) any vehicle being used for the maintenance, improvement, re-construction, cleansing or lighting of that part of street; and
- (e) any vehicle being used in connection with the laying, erection, alteration, or repair in or adjacent to that part of street of any sewer, main, pipe or apparatus for the supply of gas, water, electricity, or of any electronic communications network; or the placing, maintenance or removal of any traffic sign, if the vehicle cannot be used for that purpose in any other street or part of street.

Dated this xxxxxxx day of xxxxxx 20**

[signature here]

DALE FODEN
Head of Service
Environment & Leisure

EXPLANATORY NOTE

(This note is not part of the Order)

This Order formalises and makes permanent:-

- (a) no access into Charleston Street from Brandon Street;
- (b) the 'one-way' north-eastbound operation in that part of Charleston Street between its junctions with Cotham Street and Brandon Street,

in the London Borough of Southwark.

DRAFT



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

TRAFFIC MANAGEMENT ORDER

20** No. xxx

The London Borough of Southwark (Prescribed route) (Morley Street) Traffic Order 20**

Made: xx xxxxxx 20**

Coming into force: xx xxxxxx 20**

The council of the London Borough of Southwark, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by sections 6 and 124, and Part IV of Schedule 9, of the Road Traffic Regulation Act 1984^a, as amended, and of all other powers thereunto enabling, hereby make the following Order:

Citation and commencement

- 1.1 This Order may be cited as the London Borough of Southwark (Prescribed route) (Morley Street) Traffic Order 20** and shall come into force on xx xxxxxxxx 20**.

Interpretation

- 2.1 In this Order:-

causing includes permitting;

"council" means the council of the London Borough of Southwark;

"enactment" means any enactment, whether public general or local, and includes any order, byelaw, rule, regulation, scheme or other instrument having effect by virtue of an enactment;

"kerb-line" means the imaginary line which is the projection of the line formed by the edge of the carriageway of a street;

"pedal cycle" has the same meaning as in the Traffic Signs Regulations and General Directions 2016^b;

"prescribed routes", for the purposes of Article 4 means the length of street referred to in Article 3 of this Order, which lies in the London Borough of Lambeth and the London Borough of Southwark; and

"traffic sign" means a sign of any size, type and colour prescribed and authorised under, or having effect as though prescribed or authorised under section 64 of the Road Traffic Regulation Act 1984.

- 2.2 Any reference in this Order to any enactment shall be construed as a reference to that enactment as amended, applied, consolidated, re-enacted by or as having effect by virtue of any subsequent enactment.

^a 1984 c.27

^b SI 2016/362

Prescribed routes

Morley Street

- 3.1 No person causing any vehicle to proceed in Morley Street between its junctions with Waterloo Road and Frazier Street shall cause that vehicle to proceed in any direction other than south-west.
- 3.2 No person causing any vehicle to proceed in Morley Street between its junctions with Emery Street and Frazier Street shall cause that vehicle to proceed in any direction other than north-east.
- 3.3 No person causing any vehicle to proceed in Morley Street, except pedal cycles using the south-westbound contra-flow cycle lane, between its junctions with Emery Street and Westminster Bridge Road shall cause that vehicle to proceed in any direction other than north-east.
- 3.4 Nothing in Articles 3.1 and 3.2 above shall apply to a pedal cycle.

Exemptions

- 4.1 Nothing in Article 3 above shall apply in relation to:-
 - (a) anything done with the permission or at the direction of a police constable in uniform;
 - (b) any vehicle being used for ambulance, fire brigade or police purposes in an emergency;
 - (c) any person who causes any vehicle to proceed in accordance with any restriction or requirement indicated by traffic signs placed on the highway pursuant to section 66 or section 67 of the Road Traffic Regulation Act 1984;
 - (d) any vehicle being used for the maintenance, improvement, re-construction, cleansing or lighting of that part of street; and
 - (e) any vehicle being used in connection with the laying, erection, alteration, or repair in or adjacent to that part of street of any sewer, main, pipe or apparatus for the supply of gas, water, electricity, or of any electronic communications network; or the placing, maintenance or removal of any traffic sign, if the vehicle cannot be used for that purpose in any other street or part of street.

Revocation

- 5.1 Without prejudice to the validity of anything done or to any liability incurred in respect of any act or omission before the coming into force of this Order, the London Borough of Southwark (Prescribed routes) (Morley Street) Traffic Order 2019^c is hereby revoked.

Dated this xxxxxxx day of xxxxxx 20**

[signature here]

DALE FODEN
Head of Service
Environment & Leisure

^c LBS 2019/088

EXPLANATORY NOTE

(This note is not part of the Order)

This Order:-

- (a) consolidates the existing prescribed routes in the length of Morley Street; and
- (b) formalises and makes permanent the north-eastbound 'one-way' operation in Morley Street between its junctions with Emery Street and Westminster Bridge Road, in the London Borough of Southwark.

DRAFT



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

TRAFFIC MANAGEMENT ORDER

20** No. xxx

The London Borough of Southwark (Prescribed route) (Oakhurst Grove) Traffic Order 20**

Made: xx xxxxxx 20**

Coming into force: xx xxxxxx 20**

The council of the London Borough of Southwark, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by sections 6 and 124 of the Road Traffic Regulation Act 1984^a, as amended, and of all other powers thereunto enabling, hereby make the following Order:

Citation and commencement

- 1.1 This Order may be cited as the London Borough of Southwark (Prescribed route) (Oakhurst Grove) Traffic Order 20** and shall come into force on xx xxxxxxxx 20**.

Interpretation

- 2.1 In this Order:-

causing includes permitting;

“council” means the council of the London Borough of Southwark;

“enactment” means any enactment, whether public general or local, and includes any order, byelaw, rule, regulation, scheme or other instrument having effect by virtue of an enactment;

“kerb-line” means the imaginary line which is the projection of the line formed by the edge of the carriageway of a street;

“pedal cycle” has the same meaning as in the Traffic Signs Regulations and General Directions 2016^b;

“prescribed routes”, for the purposes of Article 4 means any street or part of street referred to in Article 3 of this Order; and

“traffic sign” means a sign of any size, type and colour prescribed and authorised under, or having effect as though prescribed or authorised under section 64 of the Road Traffic Regulation Act 1984.

- 2.2 Any reference in this Order to any enactment shall be construed as a reference to that enactment as amended, applied, consolidated, re-enacted by or as having effect by virtue of any subsequent enactment.

^a 1984 c.27

^b SI 2016/362

Prescribed routes

Oakhurst Grove

- 3.1 No person causing any vehicle to proceed in that part of Oakhurst Grove which lies south-east of a point 8 metres north of the northern kerb-line of Kelmore Grove shall, upon reaching that point, cause that vehicle to enter that part of Oakhurst Grove which lies north-west of a point 8 metres north of the northern kerb-line of Kelmore Grove.
- 3.2 No person causing any vehicle to proceed in that part of Oakhurst Grove which lies north-west of the common boundary of Nos. 3 and 5 Oakhurst Grove shall, upon reaching that point, cause that vehicle to enter that part of Oakhurst Grove which lies south-east of the common boundary of Nos. 3 and 5 Oakhurst Grove.
- 3.3 Nothing in Articles 3.1 and 3.2 above shall apply to a pedal cycle.

Exemptions

- 4.1 Nothing in Article 3 above shall apply in relation to:-
 - (a) anything done with the permission or at the direction of a police constable in uniform;
 - (b) any vehicle being used for ambulance, fire brigade or police purposes in an emergency;
 - (c) any person who causes any vehicle to proceed in accordance with any restriction or requirement indicated by traffic signs placed on the highway pursuant to section 66 or section 67 of the Road Traffic Regulation Act 1984;
 - (d) any vehicle being used for the maintenance, improvement, re-construction, cleansing or lighting of that part of street; and
 - (e) any vehicle being used in connection with the laying, erection, alteration, or repair in or adjacent to that part of street of any sewer, main, pipe or apparatus for the supply of gas, water, electricity, or of any electronic communications network; or the placing, maintenance or removal of any traffic sign, if the vehicle cannot be used for that purpose in any other street or part of street.

Dated this xxxxxxx day of xxxxxx 20**

[signature here]

DALE FODEN
Head of Service
Environment & Leisure

EXPLANATORY NOTE

(This note is not part of the Order)

This Order formalises and makes permanent a point road closure that prohibits the movement of all vehicles except pedal cycles, in Oakhurst Grove (between its junctions with Solway Road and Kelmore Grove), in the London Borough of Southwark.



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

TRAFFIC MANAGEMENT ORDER

20** No. xxx

The London Borough of Southwark (Prescribed route) (Peckham Rye and The Gardens)
Traffic Order 20**

Made: xx xxxxxx 20**

Coming into force: xx xxxxxx 20**

The council of the London Borough of Southwark, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by sections 6 and 124 of the Road Traffic Regulation Act 1984^a, as amended, and of all other powers thereunto enabling, hereby make the following Order:

Citation and commencement

- 1.1 This Order may be cited as the London Borough of Southwark (Prescribed route) (Peckham Rye and The Gardens) Traffic Order 20** and shall come into force on xx xxxxxxxx 20**.

Interpretation

- 2.1 In this Order:-

causing includes permitting;

"council" means the council of the London Borough of Southwark;

"enactment" means any enactment, whether public general or local, and includes any order, byelaw, rule, regulation, scheme or other instrument having effect by virtue of an enactment;

"kerb-line" means the imaginary line which is the projection of the line formed by the edge of the carriageway of a street;

"pedal cycle" has the same meaning as in the Traffic Signs Regulations and General Directions 2016^b;

"prescribed routes", for the purposes of Article 5 means any street or part of street referred to in Articles 3 and 4 of this Order; and

"traffic sign" means a sign of any size, type and colour prescribed and authorised under, or having effect as though prescribed or authorised under section 64 of the Road Traffic Regulation Act 1984.

- 2.2 Any reference in this Order to any enactment shall be construed as a reference to that enactment as amended, applied, consolidated, re-enacted by or as having effect by virtue of any subsequent enactment.

^a 1984 c.27

^b SI 2016/362

Prescribed routes

Peckham Rye

- 3.1 No person causing any motor vehicle to proceed in Peckham Rye shall, upon reaching its junction with the southern-most east to west arm of The Gardens, cause that vehicle to enter into the southern-most east to west arm of The Gardens.
- 3.2 Nothing in Article 3.1 above shall apply to a pedal cycle.

The Gardens (the southern-most east to west arm)

- 4.1 No person shall cause any motor vehicle to enter or proceed into that part of the southern-most east to west arm of The Gardens which lies between its junction with Peckham Rye and a point 7 metres west of that junction.
- 4.2 Nothing in Article 4.1 above shall apply to a pedal cycle.

Exemptions

- 5.1 Nothing in Articles 3 and 4 above shall apply in relation to:-
- (a) anything done with the permission or at the direction of a police constable in uniform;
 - (b) any vehicle being used for ambulance, fire brigade or police purposes in an emergency;
 - (c) any person who causes any vehicle to proceed in accordance with any restriction or requirement indicated by traffic signs placed on the highway pursuant to section 66 or section 67 of the Road Traffic Regulation Act 1984;
 - (d) any vehicle being used for the maintenance, improvement, re-construction, cleansing or lighting of that part of street; and
 - (e) any vehicle being used in connection with the laying, erection, alteration, or repair in or adjacent to that part of street of any sewer, main, pipe or apparatus for the supply of gas, water, electricity, or of any electronic communications network; or the placing, maintenance or removal of any traffic sign, if the vehicle cannot be used for that purpose in any other street or part of street.

Dated this xxxxxxx day of xxxxxx 20**

[signature here]

DALE FODEN
Head of Service
Environment & Leisure

EXPLANATORY NOTE

(This note is not part of the Order)

This Order formalises and makes permanent a part road closure that prohibits all vehicles except pedal cycles, from entering or proceeding in that part of the southern-most east to west arm of The Gardens which lies between its junction with Peckham Rye and a point 7 metres west of that junction, in the London Borough of Southwark.



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

TRAFFIC MANAGEMENT ORDER

20** No. xxx

The London Borough of Southwark (Prescribed routes) (Wooler Street area) Traffic Order 20**

Made: xx xxxxxx 20**

Coming into force: xx xxxxxx 20**

The council of the London Borough of Southwark, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by sections 6 and 124 of the Road Traffic Regulation Act 1984^a, as amended, and of all other powers thereunto enabling, hereby make the following Order:

Citation and commencement

- 1.1 This Order may be cited as the London Borough of Southwark (Prescribed routes) (Wooler Street area) Traffic Order 20** and shall come into force on xx xxxxxxxx 20**.

Interpretation

- 2.1 In this Order:-

causing includes permitting;

“council” means the council of the London Borough of Southwark;

“enactment” means any enactment, whether public general or local, and includes any order, byelaw, rule, regulation, scheme or other instrument having effect by virtue of an enactment;

“kerb-line” means the imaginary line which is the projection of the line formed by the edge of the carriageway of a street;

“prescribed routes”, for the purposes of Article 6 means the length of street referred to in Articles 3, 4 and 5 of this Order, which lie in the London Borough of Southwark; and

“traffic sign” means a sign of any size, type and colour prescribed and authorised under, or having effect as though prescribed or authorised under section 64 of the Road Traffic Regulation Act 1984.

- 2.2 Any reference in this Order to any enactment shall be construed as a reference to that enactment as amended, applied, consolidated, re-enacted by or as having effect by virtue of any subsequent enactment.

^a 1984 c.27

Prescribed routes

Dawes Street

3.1 No person causing any vehicle to proceed in Dawes Street shall, upon reaching its junction with Wooler Street, cause that vehicle to enter or proceed into Wooler Street.

Villa Street

4.1 Every person causing any vehicle to proceed in a north-westward direction in Villa Street shall, upon reaching its junction with Wooler Street, cause that vehicle to turn right.

Wooler Street

5.1 No person causing any vehicle to proceed in Wooler Street shall cause that vehicle to proceed in any direction other than north-east.

Exemptions

6.1 Nothing in Articles 3, 4 and 5 above shall apply in relation to:-

- (a) anything done with the permission or at the direction of a police constable in uniform;
- (b) any vehicle being used for ambulance, fire brigade or police purposes in an emergency;
- (c) any person who causes any vehicle to proceed in accordance with any restriction or requirement indicated by traffic signs placed on the highway pursuant to section 66 or section 67 of the Road Traffic Regulation Act 1984;
- (d) any vehicle being used for the maintenance, improvement, re-construction, cleansing or lighting of that part of street; and
- (e) any vehicle being used in connection with the laying, erection, alteration, or repair in or adjacent to that part of street of any sewer, main, pipe or apparatus for the supply of gas, water, electricity, or of any electronic communications network; or the placing, maintenance or removal of any traffic sign, if the vehicle cannot be used for that purpose in any other street or part of street.

Dated this xxxxxxx day of xxxxxx 20**

[signature here]

DALE FODEN
Head of Service
Environment & Leisure

EXPLANATORY NOTE

(This note is not part of the Order)

This Order formalises and makes permanent:-

- (a) no access into Wooler Street from Dawes Street;
 - (b) the 'right turn only' in Villa Street at its junction with Wooler Street; and
 - (c) the 'one-way' north-eastbound operation throughout Wooler Street,
- in the London Borough of Southwark.

DRAFT