



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK  
**TRAFFIC MANAGEMENT ORDER**

2022 No. 127

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The London Borough of Southwark (Bus Priority)  
(Lower Road C4) (No. 1) Experimental Traffic Order 2022

Made: 20 October 2022

Coming into force: 27 October 2022

Expires: 9 May 2024

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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 9 and 10 of the Road Traffic Regulation Act 1984<sup>a</sup>, as amended, and of all other powers thereunto enabling, hereby make the following Order:

Citation, commencement and expiry

- 1.1 This Order may be cited as the London Borough of Southwark (Bus Priority) (Lower Road C4) (No. 1) Experimental Traffic Order 2022, shall come into force on 27 October 2022, and will expire on 9 May 2024.

Interpretation

- 2.1 In this Order:-

any reference to an Article or Schedule followed by a number shall be construed as a reference to the Article of or Schedule to this Order so numbered;

causing includes permitting;

"carriageway" has the same meaning as in section 329(1) of the Highways Act 1980<sup>b</sup>;

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

"bus", "local bus", "traffic lane", "contra-flow" and "with-flow lane" have the meanings given in Schedule 1 to the Traffic Signs Regulations and General Directions 2016<sup>c</sup>;

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

"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;

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

"times of operation" means in relation to a bus lane specified in an item in column (2) of the table

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<sup>a</sup> 1984 c.27

<sup>b</sup> 1980 c.66

<sup>c</sup> SI 2016/362

in the Schedule, and the times specified in column (3) of that item; and

"vehicle" includes part of a vehicle.

2.2 The Interpretation Act 1978<sup>d</sup> 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.

4.4 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<sup>e</sup>) 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<sup>f</sup>), providing the vehicle cannot be used for that purpose without being in the bus lane and in so far as the activity is not prohibited by the provisions of any other Order.

4.5 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.

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<sup>d</sup> 1978 c.30

<sup>e</sup> 2011 c.5

<sup>f</sup> 2003 c.21

4.6 The controls specified in Articles 3.1 and 3.2 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.

Suspension of existing provisions

5.1 Whilst this Order remains in force and without prejudice to anything done or any liability incurred before the coming into force of this Order, the London Borough of Southwark (Bus Priority) (Lower Road) (No. 1) Traffic Order 2019<sup>g</sup> shall have effect as though the bus lanes referred to in items 1 to 4 inclusive in the Schedule therein were suspended.

Power to modify or suspend this Order

6.1 In pursuance of section 10(2) of the Road Traffic Regulation Act 1984, the Council's Head of Service, Highways, Environment and Leisure (or such other officer of the Council as holds the post of Traffic Manager as defined in section 17 of the Traffic Management Act 2004<sup>h</sup>) may, if it appears to them or to that officer essential in the interests of the expeditious, convenient and safe movement of traffic, or of the provision of suitable and adequate parking facilities on the highway, or for preserving or improving the amenities of the area through which any road affected by this Order runs, modify or suspend any provision of this Order, save that no modification shall make an addition.

Dated this twentieth day of October 2022



DALE FODEN  
Head of Service, Highways  
Environment and Leisure

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<sup>g</sup> LBS 2019/075

<sup>h</sup> 2004 c.18

SCHEDULE – BUS LANE

<i>(1) Item</i>	<i>(2) Length 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.	<p><b>LOWER ROAD</b> all that part of the carriageway that lies to the immediate south-west of the carriageway central island site of Lower Road as is bounded on the north-east by the south-western edge of said island site and on the south-west by either the north-eastern edge of the 'bus boarder' island site located to the north-west of its junction with Ann Moss Way as extends from a point 6 metres north-west of the north-western kerb-line of Ann Moss Way to a point 8.5 metres south-east of the south-eastern kerb-line of Culling Road.</p>	At any time	North-westbound with-flow lane	Bus

## EXPLANATORY NOTE

*(This note is not part of the Order)*

This Order, by way of an experiment:-

- (a) suspends existing bus lanes in Lower Road; and
  - (b) provides a new north-westbound bus lane (for the use of buses only) in Lower Road between its junctions with Ann Moss Way and Culling Road;
- as part of the Lower Road Cycleway 4 active travel measures, in the London Borough of Southwark.



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

# TRAFFIC MANAGEMENT ORDER

2022 No. 128

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The London Borough of Southwark (Prescribed Routes and Cycle Lanes)  
(Lower Road C4) (No. 1) Experimental Traffic Order 2022

Made: 20 October 2022

Coming into force: 27 October 2022

Expires: 9 May 2024

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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 9 and 10 of the Road Traffic Regulation Act 1984<sup>a</sup>, as amended, and of all other powers thereunto enabling, hereby make the following Order:

#### Citation, commencement and expiry

- 1.1 This Order may be cited as the London Borough of Southwark (Prescribed Routes and Cycle Lanes) (Lower Road C4) (No. 1) Experimental Traffic Order 2022, shall come into force on 27 October 2022, and will expire on 9 May 2024.

#### Interpretation

- 2.1 In this Order:-

causing includes permitting;

"cycle lane" means an area of carriageway within a length of street specified in the Schedule to this Order which is indicated by a traffic sign as being a cycle lane for the use of pedal cycles only, subject to the provisions of this Order;

"electronic communications network" has the same meaning as that given in section 32 of the Communications Act 2003<sup>b</sup>;

"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;

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

"pedal cycle" has the same meaning as in Schedule 1 to the Traffic Signs Regulations and General Directions 2016<sup>c</sup>;

"prescribed street", for the purposes of Article 5.1(c) means any street or part of street referred to in Article 3 or 4 of this Order; and

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<sup>a</sup> 1984 c.27

<sup>b</sup> 2003 c.21

<sup>c</sup> SI 2016/362

“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

- 3.1 No person causing any vehicle to proceed in a north-eastbound direction in Culling Road shall, upon reaching its junction with Lower Road, cause that vehicle to turn right into Lower Road.

Provided that nothing in this Article shall apply to a pedal cycle entering into the cycle lane referred to in item 2 of the Schedule to this Order.

- 3.2 No person causing any vehicle to proceed in a north-westbound direction in Lower Road shall, upon reaching its junction with Neptune Street, cause that vehicle to turn right into Neptune Street.

- 3.3 No person causing any vehicle to proceed in a south-westbound direction in Neptune Street shall, upon reaching its junction with Lower Road, cause that vehicle to turn right into Lower Road.

#### Cycle lanes

- 4.1 No person shall cause any vehicle other than a pedal cycle to enter into or proceed in a cycle lane specified in the Schedule to this Order at any time.

#### Exemptions

- 5.1 Nothing in Articles 3.1, 3.2, 3.3 and 4.1 of this Order 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;
- (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.

- 5.2 Nothing in Article 4.1 of this Order shall apply in relation to any vehicle entering into a cycle lane specified in the Schedule to this Order, insofar as the design of any segregating measures in place in relation to that cycle lane physically allows such activity, for as long as is necessary:-

- (a) to enable access to or exit from any road adjoining that cycle lane, or to enable access to or exit from any premises adjoining that cycle lane by way of a vehicular access or footway crossover, provided that, in both cases, the vehicle leaves the cycle lane immediately thereafter;
- (b) to enable a person to board or alight from the vehicle;
- (c) 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;
- (d) for the purpose of collecting refuse; or
- (e) for the purposes of the provision of a universal postal service (as defined in the Postal Services Act 2011<sup>d</sup>) provided the vehicle bears the livery of a universal postal service provider.

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<sup>d</sup> 2011 c.5

Suspension of existing provisions

- 6.1 Whilst this Order remains in force and 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) (Lower Road Area) (No. 1) Traffic Order 2009<sup>e</sup> shall have effect as though the provisions of Articles 3.8 and 3.9 therein were suspended.

Power to modify or suspend this Order

- 7.1 In pursuance of section 10(2) of the Road Traffic Regulation Act 1984, the Council's Head of Service, Highways, Environment and Leisure (or such other officer of the Council as holds the post of Traffic Manager as defined in section 17 of the Traffic Management Act 2004<sup>f</sup>) may, if it appears to them or to that officer essential in the interests of the expeditious, convenient and safe movement of traffic, or of the provision of suitable and adequate parking facilities on the highway, or for preserving or improving the amenities of the area through which any road affected by this Order runs, modify or suspend any provision of this Order, save that no modification shall make an addition.

Dated this twentieth day of October 2022



DALE FODEN  
Head of Service, Highways  
Environment and Leisure

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<sup>e</sup> LBS 2009/007

<sup>f</sup> 2004 c.18



## SCHEDULE – CYCLE LANES

(1) Item	(2) Lengths of street	(3) Direction of travel and type of cycle lane	(4) Hours of operation
1.	<p>LOWER ROAD</p> <p>all that part of the south-western side of the carriageway as is bounded on the south-west by the south-western kerb-line of Lower Road and on the north-east by the south-western edge of the south-westernmost island site located to the north-west of its junction with Culling Road, as extends from the boundary of the Transport for London Road Network<sup>9</sup> to a point 6 metres north-west of the north-western kerb-line of Culling Road.</p>	<p>two-way mandatory segregated cycle lane</p>	<p>At any time</p>
2.	<p>LOWER ROAD</p> <p>all that part of the south-western side of the carriageway as is bounded on the south-west by the south-western kerb-line of Lower Road and on the north-east by a line drawn 3.5 metres north-east of and parallel to the south-western kerb-line of Lower Road, as extends from a point 3.5 metres south-east of the south-eastern kerb-line of Culling Road to a point 6 metres north-west of the north-western kerb-line of Ann Moss Way.</p>	<p>two-way mandatory partially- segregated cycle lane</p>	<p>At any time</p>
3.	<p>LOWER ROAD</p> <p>all that part of the south-western side of the carriageway as is bounded on the south-west by the south-western kerb-line of Lower Road and on the north-east by the south-western edge of the island site located to the south-east of its junction with Ann Moss Way and subsequently a line drawn 3 metres north-east of and parallel to the south-western kerb-line of Lower Road, as extends from a point 6 metres south-east of the south-eastern kerb-line of Ann Moss Way to the south-eastern wall of No. 68 Lower Road (no physical segregating measures will be placed outside Nos. 54-66 Lower Road to maintain access to properties).</p>	<p>two-way mandatory partially- segregated cycle lane</p>	<p>At any time</p>

<sup>9</sup> this is designated by The GLA Side Roads (London Borough of Southwark) Designation Order 2007 (*Greater London Authority, 05 March 2007*) as “a point 22 metres south-east of a point opposite the extended south-eastern building line of Nos. 25 to 47 City Business Centre, Lower Road”.

(1) Item	(2) Lengths of street	(3) Direction of travel and type of cycle lane	(4) Hours of operation
4.	<p>LOWER ROAD</p> <p>all that part of the south-western side of the carriageway as is bounded on the south-west by the south-western kerb-line of Lower Road and on the north-east by the south-western edge of the island sites located to the north-west of its junction with Gomm Road, as extends from a point 8 metres south-east of the south-eastern wall of No. 68 Lower Road to a point 6.5 metres north-west of the north-western kerb-line of Gomm Road.</p>	two-way mandatory segregated cycle lane	At any time
5.	<p>LOWER ROAD</p> <p>all that part of the south-western side of the carriageway as is bounded on the south-west by the south-western kerb-line of Lower Road and on the north-east by a line drawn 3.5 metres north-east of and parallel to the south-western kerb-line of Lower Road, as extends from a point 4 metres south-east of the south-eastern kerb-line of Gomm Road to a point 26 metres south-east of that kerb-line.</p>	two-way mandatory cycle lane	At any time
6.	<p>LOWER ROAD</p> <p>all that part of the south-western side of the carriageway as is bounded on the south-west by the south-western kerb-line of Lower Road and on the north-east by a line drawn 1.5 metres north-east of and parallel to the south-western kerb-line of Lower Road, as extends from a point 34.5 metres south-east of the south-eastern kerb-line of Gomm Road to a point 27 metres north-west of the north-western kerb-line of Orange Place.</p>	north-westbound mandatory with- flow partially- segregated cycle lane	At any time

## EXPLANATORY NOTE

*(This note is not part of the Order)*

This Order, by way of an experiment:-

- (a) prohibits north-eastbound vehicles in Culling Road from turning right into Lower Road, prohibits north-westbound vehicles in Lower Road from turning right into Neptune Street, and prohibits south-westbound vehicles in Neptune Street from turning right into Lower Road (the existing prescribed traffic movements at this junction being suspended whilst this Order is in force);
  - (b) introduces a series of new two-way (some partially/fully segregated) mandatory cycle lanes in Lower Road (between its boundary with TfL Road Network and its junction with Orange Place); and
  - (c) introduces a new north-westbound mandatory with-flow partially-segregated cycle lane in Lower Road (between its junction with Gomm Road and its junction with Orange Place);
- as part of the Lower Road Cycleway 4 active travel measures, in the London Borough of Southwark.

# Public notice

## Lower Road Cycleway 4 – section 1



*The London Borough of Southwark (Bus Priority) (Lower Road C4) (No. 1) Experimental Traffic Order 2022*  
*The London Borough of Southwark (Prescribed Routes and Cycle Lanes) (Lower Road C4) (No. 1) Experimental Traffic Order 2022*

1. Southwark Council hereby GIVES NOTICE that on 20 October 2022 it has made the above experimental Orders under sections 9 and 10 of the Road Traffic Regulation Act 1984.
2. The effects of the experimental Orders, the intention of which is to trial the provision of active travel measures promoting walking, cycling and public transport modes and to deter motor vehicle through traffic, as part of the Council's Cycleway 4 improvements, will be to:-
  - (a) provide two-way mandatory cycle lanes, averaging 3m in width and aligned with the nearest kerb-line, operational at any time and segregated from the adjoining traffic flow by either carriageway island sites or segregating bollards, at the following locations:
    - (i) LOWER ROAD south-west side, extending from the boundary of the Transport for London Road Network (on the approach to the Rotherhithe Tunnel Roundabout) to a point 6m north-west of the north-western kerb-line of Culling Road;
    - (ii) LOWER ROAD south-west side, extending from a point 3.5m south-east of the south-eastern kerb-line of Culling Road to a point 6m north-west of the north-western kerb-line of Ann Moss Way;
    - (iii) LOWER ROAD south-west side, extending from a point 6m south-east of the south-eastern kerb-line of Ann Moss Way to the south-eastern wall of No. 68 Lower Road (note: no physical segregating measures will be placed outside Nos. 54-66 Lower Road to maintain access to properties);
    - (iv) LOWER ROAD south-west side, extending from a point 8m south-east of the south-eastern wall of No. 68 Lower Road to a point 6.5m north-west of the north-western kerb-line of Gomm Road;
    - (v) LOWER ROAD south-west side, extending from a point 4m south-east of the south-eastern kerb-line of Gomm Road to a point 26m south-east of that kerb-line;
  - (b) provide a one-way north-westbound with-flow mandatory cycle lane 1.5m in width, operational at any time and partially segregated from the adjoining traffic flow by a carriageway island site, in LOWER ROAD south-west side, extending from a point 34.5m south-east of the south-eastern kerb-line of Gomm Road to a point 27m north-west of the north-western kerb-line of Orange Place;  
The above cycle lanes are to be linked together by advisory cycle lane markings to form one continuous cycle route. Informal pedestrian crossing points with 'zebra' type markings would be provided across these cycle lanes to enable pedestrians to access bus stops located on the segregating island sites.
  - (c) prohibit north-eastbound vehicles in CULLING ROAD from turning right into Lower Road (other than for pedal cycles entering the cycle lane referred to in item 2(a)(ii) above);
  - (d) prohibit north-westbound vehicles in LOWER ROAD from turning right into Neptune Street, and to prohibit south-westbound vehicles in NEPTUNE STREET from turning right into Lower Road (the existing prescribed traffic movements at this junction being suspended whilst the experimental Orders are in force);
  - (e) provide a new north-westbound with-flow bus lane for the use of buses only and operating at any time in LOWER ROAD south-west side, aligned with the north-eastern edge of the 'bus boarder' island site segregating the main carriageway of Lower Road from the cycle lane referred to in item 2(a)(ii) above, extending from a point 6m north-west of the north-western kerb-line of Ann Moss Way to a point 8.5m south-east of the south-eastern kerb-line of Culling Road; and
  - (f) suspend all other existing bus lane facilities in Lower Road located between the boundary of the Transport for London Road Network and the south-eastern kerb-line of Orange Place.
3. Southwark Council hereby GIVES FURTHER NOTICE that it has approved under section 23 of the Road Traffic Regulation Act 1984, the provision of a revised 'zebra' pedestrian crossing layout in LOWER ROAD, the centre of which would be located at a point 13m south-east of the south-eastern kerb-line of Ann Moss Way and which would provide a formal crossing facility across both the cycle lane referred to in item 2(a)(iii) above and the main carriageway of Lower Road. 'Zig-zag' markings, on which vehicles would be prohibited from stopping at all times, would be laid on both sides of the

main carriageway of Lower Road for a distance of up to 16m north-west of and up to 12m south-east of the crossing.

4. Southwark Council hereby GIVES FURTHER NOTICE under sections 90A to 90I of the Highways Act 1980 and in accordance with the provisions of the Highways (Road humps) Regulations 1999 and the Highways (Traffic calming) Regulations 1999, propose to construct speed tables of flat-top construction having a maximum height level with the surrounding kerb in LOWER ROAD:-
  - (a) covering the entire width of the carriageway and cycle lanes at the site of the 'zebra' pedestrian crossing in item 3 above, extending from a point 9m south-east of the south-eastern kerb-line of Ann Moss Way south-eastward for a distance of 8m;
  - (b) covering the entire width of the cycle lane in which they are located (i) within the cycle lane referred to in item 2(a)(ii) above, extending from a point 28.5m north-west of the north-western kerb-line of Ann Moss Way north-westward for a distance of 8m, (ii) within the cycle lane referred to in item 2(a)(iv) above, extending from a point 10m south-east of the south-eastern wall of No. 68 Lower Road south-eastward for a distance of 7m, and (iii) also within the cycle lane referred to in item 2(a)(iv) above, extending from a point 39m south-east of the south-eastern wall of No. 68 Lower Road south-eastward for a distance of 46.5m.

*NOTE: All measurements are in metres 'm' and are approximate.*

5. For more information on the background and implementation of these experimental Orders contact the Council's Highway team - [Highways@southwark.gov.uk](mailto:Highways@southwark.gov.uk)
6. Copies of the Orders, which will come into force on 27 October 2022 (and can remain in force for up to 18 months), this notice, and a statement of the council's reasons for making the Orders may be found online [www.southwark.gov.uk/trafficorders](http://www.southwark.gov.uk/trafficorders); paper or digital copies of plans showing the location and effect of the Orders and the supporting documents may be requested by emailing [traffic.orders@southwark.gov.uk](mailto:traffic.orders@southwark.gov.uk), or inspected by appointment only at: Highways, Southwark Council, Environment and Leisure, 3rd floor hub 2, 160 Tooley Street, London SE1 2QH. Email [traffic.orders@southwark.gov.uk](mailto:traffic.orders@southwark.gov.uk) (or call 020 7525 3497) for booking details.
7. The council will in due course be considering whether the provisions of the experimental orders should be continued in force indefinitely, by means of a permanent order made under section 6 of the Road Traffic Regulation Act 1984. Anyone wishing to object to the making of the permanent order or make any other representation regarding the scheme would have 6 months to do so, from the date the experimental order comes into force (or, if the orders are varied by a subsequent order or modified pursuant to section 10(2) of the Road Traffic Regulation Act 1984, from the date that variation order/s or modification comes into force), and may send a statement to [traffic.orders@southwark.gov.uk](mailto:traffic.orders@southwark.gov.uk) or to: Traffic Order consultations, Highways, Southwark Council, Environment and Leisure, P.O. Box 64529, London SE1P 5LX; or use the form labelled '*Parking - Road traffic and highway schemes - responding to statutory consultation notices*' at [www.southwark.gov.uk/statutoryconsultationnotices](http://www.southwark.gov.uk/statutoryconsultationnotices) quoting reference '*TMO2223-EXP03\_Lower Rd C4 sect 1*'. Please note that if you wish to object to the scheme you must state the grounds on which your objection is made.
8. 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.
9. Anyone wishing to question the validity of the Orders or of any provision therein on the grounds that it is not within the relevant powers of the Road Traffic Regulation Act 1984, or that any of the relevant requirements thereof or of any relevant regulations made thereunder have not been complied with in relation to the Orders may, within 6 weeks of the date on which the Orders were made, make application for the purpose to the High Court.

Dated 20 October 2022

**Dale Foden** - Head of Service - Highways, Environment and Leisure

# Statement of reasons

## Lower Road Cycleway 4 – section 1



*The London Borough of Southwark (Bus Priority) (Lower Road C4) (No. 1) Experimental Traffic Order 2022*  
*The London Borough of Southwark (Prescribed Routes and Cycle Lanes) (Lower Road C4) (No. 1) Experimental Traffic Order 2022*

Southwark Council will trial, by way of an experiment, new active travel measures to make it easier to walk, cycle and use public transport, whilst removing through traffic in the Lower Road area (Rotherhithe ward), in the London Borough of Southwark.

These measures focus on the provision of a segregated cycleway on Lower Road which forms part of Cycleway 4 (between Tower Bridge and Greenwich).

The Council's intention is to implement the works, by way of experiment, to cover the entire length of Lower Road between the boundary of the Transport for London (TfL) Road Network on approach to Rotherhithe Tunnel/Jamaica Road and the borough boundary with Lewisham at Evelyn Street. The measures summarised below make up the first section of the Lower Road Cycleway 4 trial scheme.

**Lower Road Cycleway 4 – section 1** (between the boundary of the Transport for London Road Network on the approach to the Rotherhithe Tunnel Roundabout and its junction with Orange Place)

To introduce a series of new two-way (some partially/fully segregated) mandatory cycle lanes in Lower Road on the south-west side and a new north-westbound mandatory with-flow partially-segregated cycle lane in Lower Road on the south-west side. Complementary measures to the cycle provisions will be banned right-turns from Culling Road (north-eastbound vehicles, except for pedal-cycles entering the nearby cycle lane) and Neptune Street (south-westbound vehicles) into Lower Road, and from Lower Road (north-westbound vehicles) into Neptune Street.

There will be some re-configuration of the existing crossings, and new segregating island sites to accommodate the new cycleway. Informal pedestrian crossing points with 'zebra' type markings will be provided across the cycle lanes of the cycleway to enable pedestrians to access bus stops located on the segregating island sites.

In Lower Road will be the provision of a new north-westbound with-flow bus lane for the use of buses only and operating at any time and the suspension of the existing northbound bus lane between Orange Place and Gomm Road.

These measures are subject to experimental Traffic Management Orders (TMOs). A TMO is the legal mechanism the council, as traffic authority, uses to control aspects of the way that the highway is used. They provide the legal backing to signs and road markings used on the highway and allow them to be enforceable.

The experimental TMOs will be enforceable for a period up to 18 months to allow the assessment of any impact the measures might have on the area and surrounding roads, and to revise the scheme if necessary within that time. A review will be carried out to assess the initial success of the scheme and whether the measures should be made permanent.

Link to the decision details:

[Decision - Covid-19 – Post lockdown highway schemes Batch 4 - Southwark Council](#)

Dated 20 October 2022

For more information contact:-

Highways

[Highways@southwark.gov.uk](mailto:Highways@southwark.gov.uk)