

# Public notice

## Rye Lane area permanent operations

*The London Borough of Southwark (Prescribed routes) (Rye Lane) (No. \*) Traffic Order 202\**

*The London Borough of Southwark (Waiting and loading restrictions) (Rye Lane) Order 202\**

1. Southwark Council hereby GIVES NOTICE that it proposes to make the above orders under sections 6 and 124 of, and Part IV of Schedule 9 to, the Road Traffic Regulation Act 1984, as amended.
2. The effect of the (Prescribed routes) Order would be, on a permanent basis to:-
  - (a) prohibit motor vehicles from entering into or proceeding in that part of RYE LANE which lies between its junction with Hanover Park and the north-westernmost point of the Rye Lane island site, except for buses and taxis and except for the purposes of loading and/or unloading which may only be permitted between the hours of 7 am to 10 am every day of the week (henceforth referred to in this Notice as the 'permitted hours');
  - (b) prohibit motor vehicles from entering into Rye Lane from its junctions with HANOVER PARK, HIGHSHORE ROAD, ELM GROVE, HOLLY GROVE, BOURNEMOUTH ROAD, and BLENHEIM GROVE except for buses (where relevant) and taxis, and except for the purposes of loading during the permitted hours only;  
Exemptions would apply for items 2(a) and (b) preceding in respect of emergency service vehicles, and by application to the Council only: to disabled person's blue badge holders.
  - (c) remove (i) existing 'one-way' operations in ELM GROVE and in BOURNEMOUTH ROAD, and (ii) remove the corresponding 'no-entry' in RYE LANE at its junction into Bournemouth Road;
  - (d) remove the northbound 'bus and cycle only' route in RYE LANE at its junction with Copeland Road; and
  - (e) clarifies prescribed turns in HANOVER PARK on approach to, and at its junction with, Rye Lane.
3. The effect of the (Waiting and loading restrictions) Order would be, on a permanent basis to:-
  - (a) convert all waiting and loading restrictions in RYE LANE, which lie between its junction with Hanover Park and its junction with Copeland Road, to operate (i) 'at any time' (double yellow lines and double kerb blips) on the east and north-east side, between the southern kerb-line of Hanover Park and a point 31 metres north-west of the north-western kerb-line of Copeland Road, and (ii) 'at any time' (double yellow lines) with timed loading and/or unloading permitted between the permitted hours only (single kerb blips) on the south and south-west side, between point 5.5 metres north of a point opposite the southern kerb-line of Hanover Park and a point 3 metres south of the north-western wall of No. 206 Rye Lane; and
  - (b) in BOURNEMOUTH ROAD remove all existing 'at any time' loading restrictions on both sides north-east of its junction with Rye Lane.

*NOTES: (1) These Orders would supersede similar provisions at the above locations implemented by way of experimental Orders made under section 9 of the 1984 Act (which would be revoked). (2) All measurements are in metres and are approximate.*

4. For more information contact Jacob Larbey of the Council's Transport Projects team - [Highways@southwark.gov.uk](mailto:Highways@southwark.gov.uk)
5. Copies of the supporting documents (this Notice, the proposed Orders, and a statement of Southwark Council's reasons for making the Orders) may be found online at [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 - from the date of this Notice until the end of a period of six weeks from the date on which the Orders are made. Email [traffic.orders@southwark.gov.uk](mailto:traffic.orders@southwark.gov.uk) (or call 020 7525 3497) for booking details.
6. Anyone wishing to object to or make any other representations regarding the proposals, may 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) or send a statement in writing to: the Traffic Orders Officer, Highways, Southwark Council, Environment and Leisure,

P.O. Box 64529, London SE1P 5LX or by e-mail to [traffic.orders@southwark.gov.uk](mailto:traffic.orders@southwark.gov.uk) quoting reference '*TMO2223-032\_Rye Lane Permanent*' by 23 February 2023. Please note that if you wish to object to this proposal you must state the grounds on which your objection is made.

7. Under requirements of current access to information legislation, any letter, form 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 2 February 2023

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



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

202\* No. 0xx

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The London Borough of Southwark (Prescribed routes)  
(Rye Lane) (No. \*) Traffic Order 202\*

Made: xx xxxxxx 202\*

Coming into force: xx xxxxxx 202\*

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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 6 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984<sup>a</sup>, 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) (Rye Lane) (No. \*) Traffic Order 202\* and shall come into force on xx xxxxxx 202\*.

Interpretation

- 2.1 In this Order:-

"bus", "pedal cycle", and "taxi" have the meanings given in the Traffic Signs Regulations and General Directions 2016<sup>b</sup>, as amended;

causing includes permitting;

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

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

"disabled person's badge" and "disabled person's badge holder" have the same meaning as in Regulation 2 of the Disabled Persons (Badges for Motor Vehicles) (England) Regulations 2000<sup>d</sup>;

"disabled person's vehicle" and has the same meaning as in section 142(1) of the Road Traffic Regulation 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;

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

"permitted hours" for the purposes of this Order means the period between the hours of 7 am to 10 am every day of the week;

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

<sup>b</sup> SI 2016/362

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

<sup>d</sup> SI 2000/682

“prescribed street” for the purposes of Article 3.13 means any part of street referred to in Article 3 of this Order;

“Rye Lane island site” means the triangular island located at the junction of Rye Lane, the Rye Lane spur road, Copeland Road and Heaton Road;

“Rye Lane spur road” means that part of the carriageway and footway of Rye Lane fronting Nos. 231-239 Rye Lane which forms a spur road linking Rye Lane and Copeland Road, and which is located immediately north of the Rye Lane island site;

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

- 3.1 No person shall cause any motor vehicle to enter into or proceed in that part of Rye Lane which lies between the southern kerb-line of Hanover Park and the north-westernmost point of the Rye Lane island site.
- 3.2 No person causing any vehicle to proceed in a southbound direction, other than a bus or a pedal cycle, in that length of Rye Lane which lies north-west of its junction with the Rye Lane spur road shall cause that vehicle to enter into or proceed in that length of Rye Lane which lies immediately south-west of the Rye Lane island site.
- 3.3 No person causing any vehicle to proceed in Copeland Road or Heaton Road shall, upon reaching its junction with Rye Lane, cause that vehicle to turn right into that length of the carriageway of Rye Lane which lies north of its junction with Copeland Road and Heaton Road.
- 3.4 No person causing any motor vehicle to proceed in a northbound direction in that length of Rye Lane which lies south of its junction with Copeland Road and Heaton Road shall, upon reaching its junction with Copeland Road and Heaton Road, cause that motor vehicle to enter into or proceed in that part of Rye Lane which lies north of its junction with Copeland Road and Heaton Road.
- 3.5 No person causing any motor vehicle to proceed in Highshore Road shall, upon reaching its junction with Rye Lane, cause that motor vehicle to enter into Rye Lane.
- 3.6 No person causing any motor vehicle to proceed in Elm Grove shall, upon reaching its junction with Rye Lane, cause that motor vehicle to enter into Rye Lane.
- 3.7 No person causing any motor vehicle to proceed in Holly Grove shall, upon reaching its junction with Rye Lane, cause that motor vehicle to enter into Rye Lane.
- 3.8 No person causing any motor vehicle to proceed in Blenheim Grove shall, upon reaching its junction with Rye Lane, cause that motor vehicle to enter into Rye Lane.
- 3.9 No person causing any motor vehicle to proceed in Bournemouth Road shall, upon reaching its junction with Rye Lane, cause that motor vehicle to enter into Rye Lane.
- 3.10 Nothing in Articles 3.1, 3.2, 3.4 and 3.8 above shall apply to a bus.
- 3.11 Nothing in Article 3.2 above shall apply to a pedal cycle.
- 3.12 Nothing in Articles 3.1, 3.4, 3.5, 3.6, 3.7, 3.8 and 3.9 above shall apply to a taxi.
- 3.13 Nothing in Articles 3.1, 3.4, 3.5, 3.6, 3.7, 3.8 and 3.9 above shall apply to a vehicle which enters any prescribed street for the purposes of loading or unloading goods therefrom between the permitted hours of 7 am to 10 am every day of the week.

## Exemptions

4.1 Nothing in Articles 3.1 to 3.9 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 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 Articles 3.1, 3.4, 3.5, 3.6, 3.7, 3.8, 3.8 and 3.9 shall apply in relation to:-

- (a) any vehicle being used for the purpose of refuse collection, maintenance, improvement, reconstruction, cleansing or lighting of that part of street;
- (b) a disabled person's vehicle, the vehicle registration number thereof being registered with and authorised by the Council for this purpose by or on the behalf of a disabled person's badge holder resident in the London Borough of Southwark, such authorisation being granted by the Council on a discretionary basis and subject to such criteria as may be set from time to time by the Council; or
- (c) 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 or amendment of existing Orders

5.1 While 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:-

- (a) the Southwark (Prescribed Routes) (No.4) Traffic Order 1984<sup>e</sup> shall have effect as though item numbered 9, in the Schedule therein, was omitted;
- (b) the London Borough of Southwark (Prescribed Route) Traffic Management Order 2001<sup>f</sup> shall have effect as though Schedule 1 therein, was omitted;
- (c) the London Borough of Southwark (Prescribed Route) (Rye Lane) (No. 1) Order 2010<sup>g</sup> shall have effect as though Articles 3.3 and 3.4 therein, were omitted;
- (d) the London Borough of Southwark (Prescribed routes) (Rye Lane area) (No. 4) Traffic Order 2013<sup>h</sup> shall have effect as though Articles 3.1 and 3.2 therein, were omitted; and
- (e) the London Borough of Southwark (Prescribed routes) (Rye Lane) Experimental Traffic Order 2021<sup>i</sup>, is hereby revoked.

Dated this xxxxxxxxxxxx day of xxxxxxxxxxxx 202\*

[signature here]

DALE FODEN

Head of Service, Highways  
Environment and Leisure

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<sup>e</sup> LBS 1984/259

<sup>f</sup> LBS 2001/017

<sup>g</sup> LBS 2010/051

<sup>h</sup> LBS 2013/068

<sup>i</sup> LBS 2021/062

## EXPLANATORY NOTE

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

This Order, on a permanent basis:-

- (a) prohibits motor vehicle access to that part of Rye Lane, which lies between its junction with Hanover Park and the north-westernmost point of the Rye Lane island site, except for bus, taxis, as well as for the purposes of loading only (between the hours of 7 am to 10 am, every day of the week) this includes restricted access from Rye Lane's junctions with Hanover Park, Highshore Road, Elm Grove, Holly Grove, Bournemouth Road and Blenheim Grove;
- (b) removes existing 'one-way' south-eastbound operation in Bournemouth Road between its junctions with Rye Lane and Bournemouth Close, and the corresponding 'no-entry' from Rye Lane into Bournemouth Road;
- (c) clarifies the prescribed routes in Hanover Park, at its junction with Rye Lane; and
- (d) removes the northbound 'bus and cycle only' route in Rye Lane at its junction with Copeland Road/Heaton Road,

in the London Borough of Southwark.

# Statement of reasons

## Rye Lane area permanent operations



*The London Borough of Southwark (Prescribed routes) (Rye Lane) (No. \*) Traffic Order 202\**  
*The London Borough of Southwark (Waiting and loading restrictions) (Rye Lane) Order 202\**

The purpose of these Orders are to implement on a permanent basis the changes to prescribed routes and waiting and loading restrictions following review outcomes of experimental measures introduced in the Rye Lane area (Rye Lane ward), in the London Borough of Southwark.

A summary of the proposed measures are below:

- (1) prohibit motor vehicles from entering into or proceeding in that part of Rye Lane which lies between its junction with Hanover Park and the north-westernmost point of the Rye Lane island site, except for buses and taxis and except for the purposes of loading and/or unloading which may only be permitted between the hours of 7 am to 10 am every day of the week (henceforth referred to as the 'permitted hours');
- (2) prohibit motor vehicles from entering into Rye Lane from its junctions with Hanover Park, Highshore Road, Elm Grove, Holly Grove, Bournemouth Road, and Blenheim Grove except for buses (where relevant) and taxis, and except for the purposes of loading during the permitted hours only;

Exemptions would apply for items (1) and (2) preceding in respect of emergency service vehicles, and by application to the Council only: to disabled person's blue badge holders.

- (3) remove (i) existing 'one-way' operations in both Elm Grove and Bournemouth Road, (ii) the corresponding 'no-entry' in Rye Lane at its junction into Bournemouth Road, and (iii) the northbound 'bus and cycle only' route in Rye Lane at its junction with Copeland Road;
- (4) clarify prescribed turns in Hanover Park on approach to, and at its junction with, Rye Lane;
- (5) convert all waiting and loading restrictions in Rye Lane, which lie between its junction with Hanover Park and its junction with Copeland Road, to operate (i) 'at any time' (double yellow lines and double kerb blips) on the east and north-east side, between the southern kerb-line of Hanover Park and a point 31 metres north-west of the north-western kerb-line of Copeland Road, and (ii) 'at any time' (double yellow lines) with timed loading and/or unloading permitted between the permitted hours only (single kerb blips) on the south and south-west side, between point 5.5 metres north of a point opposite the southern kerb-line of Hanover Park and a point 3 metres south of the north-western wall of No. 206 Rye Lane; and
- (6) in Bournemouth Road remove all existing 'at any time' loading restrictions on both sides north-east of its junction with Rye Lane.

These Orders supersede similar provisions at the above location implemented by way of experimental Orders made under section 9 of the 1984 Act (which would be revoked). The trial measures were part of the Rye Lane trials (public notice originally advertised in *the London Gazette* on 7 October 2021<sup>1</sup>), of which the overall objectives are to reduce traffic, encourage active travel and support local businesses. The trial measures covered will be revoked in full as this scheme is being proposed as new permanent changes to the Rye Lane area.

An extensive public consultation was carried out and a good response rate was received, area-wide, and provided a good understanding of local opinion regarding the measures. The feedback received from the consultation has informed the proposals in addition to monitoring results and an equality impact assessment.

Link to decision: [Decision - Rye Lane - Traffic Arrangement Consultation Review - Southwark Council](#)

Dated 2 February 2023

For more information contact:-

**Jacob Larbey**

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

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<sup>1</sup> <https://www.thegazette.co.uk/notice/3898708>



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

# TRAFFIC MANAGEMENT ORDER

202\* No. 0\*\*

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The London Borough of Southwark (Waiting and loading restrictions) (Rye Lane) Order 202\*

Made: 202\*

Coming into force: 202\*

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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 6 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984<sup>a</sup>, 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 (Waiting and loading restrictions) (Rye Lane) Order 202\* and shall come into force on \*\* \*\*\*\*\* 202\*.

#### Interpretation

- 2.1 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;

"map-based schedule" means the map attached to and to be read in conjunction with this Order and the Order of 2021, which depicts the waiting and loading restrictions imposed by this Order, and, in conjunction with the map schedule legend, identifies the type of waiting and loading restrictions and, if appropriate, certain of its governing provisions:

Provided that the Council does not accept responsibility for any inaccuracies contained in the Ordnance Survey data relied upon to create the map-based schedule and where a waiting and loading restriction is depicted on the map-based schedule, that waiting or loading restriction will continue to apply irrespective of any subsequent changes that have been made to the underlying Ordnance Survey data.

"map schedule legend" means the map schedule legend attached to this Order which, when used in conjunction with the map-based schedule, identifies the specific type of waiting and loading restrictions imposed by this Order and, where appropriate, certain of their governing provisions; and

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



"the Order of 2021" means the London Borough of Southwark (Free Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) (Map-based) Order 2021<sup>b</sup>.

- 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 2021 shall have the same meaning as in that Order.

#### Amendment of items in the map-based schedule

- 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 Order of 2021 shall have effect as though:-
- (a) where there is no existing item at a location depicted in the map-based schedule attached to that Order, there were added to that map-based schedule the item depicted in the map-based schedule attached to this Order; and
  - (b) where there is an existing item at a location depicted in the map-based schedule attached to that Order, there were substituted in that map-based schedule the item depicted in the map-based schedule attached to this Order.
- 3.2 The amendments referred to in Article 3.1(b) of this Order of an item in the map-based schedule will have the effect of revoking any provision provided or designated by a previous version of that item in the map-based schedule and not incorporated into the latest version.

#### Waiting and loading restrictions applicable in restricted streets

- 4.1 Without prejudice to the validity of anything done or to any liability incurred in respect of any act or omission before the coming into operation of this Order, the Order of 2021 shall have effect as though any loading restriction or waiting restriction identified in the map-based schedule and by way of the map schedule legend and marked out and signed as a loading restriction or waiting restriction shall be construed as through it were a restricted street referred to in the Order of 2021.

#### Revocations

- 5.1 While 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 (Waiting, loading and stopping restrictions) (Rye Lane) Experimental Traffic Order 2021<sup>c</sup>, is hereby revoked.

Dated this \*\*\*\*\* day of \*\*\*\*\* 202\*

[signature here]

DALE FODEN

Head of Service, Highways  
Environment and Leisure

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<sup>b</sup> LBS 2021/036

<sup>c</sup> LBS 2021/063

## EXPLANATORY NOTE

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

This Order, amends items in the map-based schedule attached to the Order of 2021:-

- (a) to change the operation of all waiting and loading restrictions in Rye Lane, which lie between its junction with Hanover Park and its junction with Copeland Road, to (i) 'at any time' (double yellow lines and double kerb blips) on the east and north-east side, between the southern kerb-line of Hanover Park and a point 31 metres north-west of the north-western kerb-line of Copeland Road, and (ii) 'at any time' (double yellow lines) with timed loading permitted between the hours of 7 am to 10 am only (single kerb blips) on the south and south-west side, between point 5.5 metres north of a point opposite the southern kerb-line of Hanover Park and a point 3 metres south of the north-western wall of No. 206 Rye Lane, and
- (b) removes 'at any time' loading restrictions on both sides of Bournemouth Road north-east of its junction with Rye Lane,

in the London Borough of Southwark.