

Public notice

London Streetspace Programme – Southwark

Bridge Road trial extension

The London Borough of Southwark (Cycle lanes) (No. 4) Experimental Traffic Order 2020

The London Borough of Southwark (Free parking places) (Buses) Experimental Traffic Order 2020

The London Borough of Southwark (Free parking places) (Solo motor cycles) Experimental Traffic Order 2020

The London Borough of Southwark (Waiting and loading restrictions) (Amendment No. 15) Experimental Traffic Order 2020

1. Southwark Council hereby GIVES NOTICE that on 17 September 2020 it has made the above experimental orders under sections 9 and 10 of the Road Traffic Regulation Act 1984¹.

2. The effects of the experimental orders are to extend the existing trial segregation of CS7 cycle route Southwark Bridge Road (from Southwark Bridge to its junction with Sumner Street):

note: All measurements are in metres 'm' and are approximate.

in SOUTHWARK BRIDGE ROAD:-

(a) on the north-west side, suspend all existing solo motorcycle parking places o/s Riverside House, No. 2a Southwark Bridge Road (23m in total);

(b) on both sides, suspend existing 'short stay' parking places for the use of buses and coaches o/s Nos. 1 and 2 Southwark Bridge Road (58.5m in total);

(c) introduce two new sections of segregated 'one-way' cycle lane on both sides (i) north-eastbound with-flow mandatory cycle lane on the north-western side between a point 29.5m south-west of the common boundary of Nos. 2 and 2a Southwark Bridge Road and a point 22m north-east of that common boundary, and (ii) south-westbound with-flow mandatory cycle lane on the south-eastern side between points directly opposite the cycle lane on the north-western side; and

(d) to amend existing waiting restrictions to add 'at any time' waiting restrictions (double yellow lines) on both sides between the boundary with City of London (Southwark Bridge) and a point 77.5m south-west of that boundary.

3. For more information on the background and implementation of these experimental orders please contact Rebecca Barkham of the council's Highways, Transport Projects team Highways@southwark.gov.uk

4. Copies of the orders, which will come into force on 24 September 2020 (and expire on 6 April 2022), this notice, plans and a statement of the council's reasons for making the orders may be found online at www.southwark.gov.uk/trafficorders. Paper copies may be obtained from or viewed at Highways, Environment and Leisure, 3rd floor hub 2, 160 Tooley Street, London SE1 2QH by appointment only - for details contact traffic.orders@southwark.gov.uk or 020 7525 3497.

5. The council will in due course be considering whether the provisions of the experimental order/s 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 orders 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 order is 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 or modification comes into force), and may send a statement to 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 quoting reference 'TMO2021-EXP11_LSP Southwark Bridge Rd 2'. Please note that if you wish to object to the scheme you must state the grounds on which your objection is made.

6. 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.

7. Anyone wishing to question the validity of the order/s 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 order/s may, within 6 weeks of the date on which the order was made, make application for the purpose to the High Court.

Dated 17 September 2020

Nicky Costin - Parking and Network Management Business Unit Manager, Regulatory Services

¹ [1984.c.27](#)

Statement of reasons

London Streetspace Programme – Southwark Bridge Road trial extension

The London Borough of Southwark (Cycle lanes) (No. 4) Experimental Traffic Order 2020

The London Borough of Southwark (Free parking places) (Buses) Experimental Traffic Order 2020

The London Borough of Southwark (Free parking places) (Solo motor cycles) Experimental Traffic Order 2020

The London Borough of Southwark (Waiting and loading restrictions) (Amendment No. 15) Experimental Traffic Order 2020

The decision has been made to introduce two new sections of segregated 'one-way' cycle lane in Southwark Bridge Road as an extension of the London Streetspace programme measures in the Southwark Bridge Area (within the Borough & Bankside ward), in the London Borough of Southwark.

The new cycle lanes will have the addition of temporary kerbing providing segregation to the sections of the CS7 cycle route in the Southwark Bridge Road between Southwark Bridge and its junction with Sumner Street. Existing motor cycle parking on the north-western side and 'short stay' coach and bus parking will be suspended to accommodate the cycle lanes, and 'at any time' waiting restrictions (double yellow lines) will be added on both sides between the boundary with City of London (Southwark Bridge) and a point 77.5m south-west of that boundary.

The London Streetspace Programme aims to create more space on the streets so people can walk and cycle safely and observe social distancing. This will also help to ease pressure on public transport which has seen a significant reduction in capacity. One of the key areas that we are looking at as part of this programme is reducing traffic on residential streets and creating low-traffic corridors so that more people can walk and cycle as part of their daily routine.

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 restrictions 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 restrictions should be made permanent.

Link to the decision details:

<http://moderngov.southwark.gov.uk/mglssueHistoryHome.aspx?lId=50023482&Opt=0>

Dated 17 September 2020

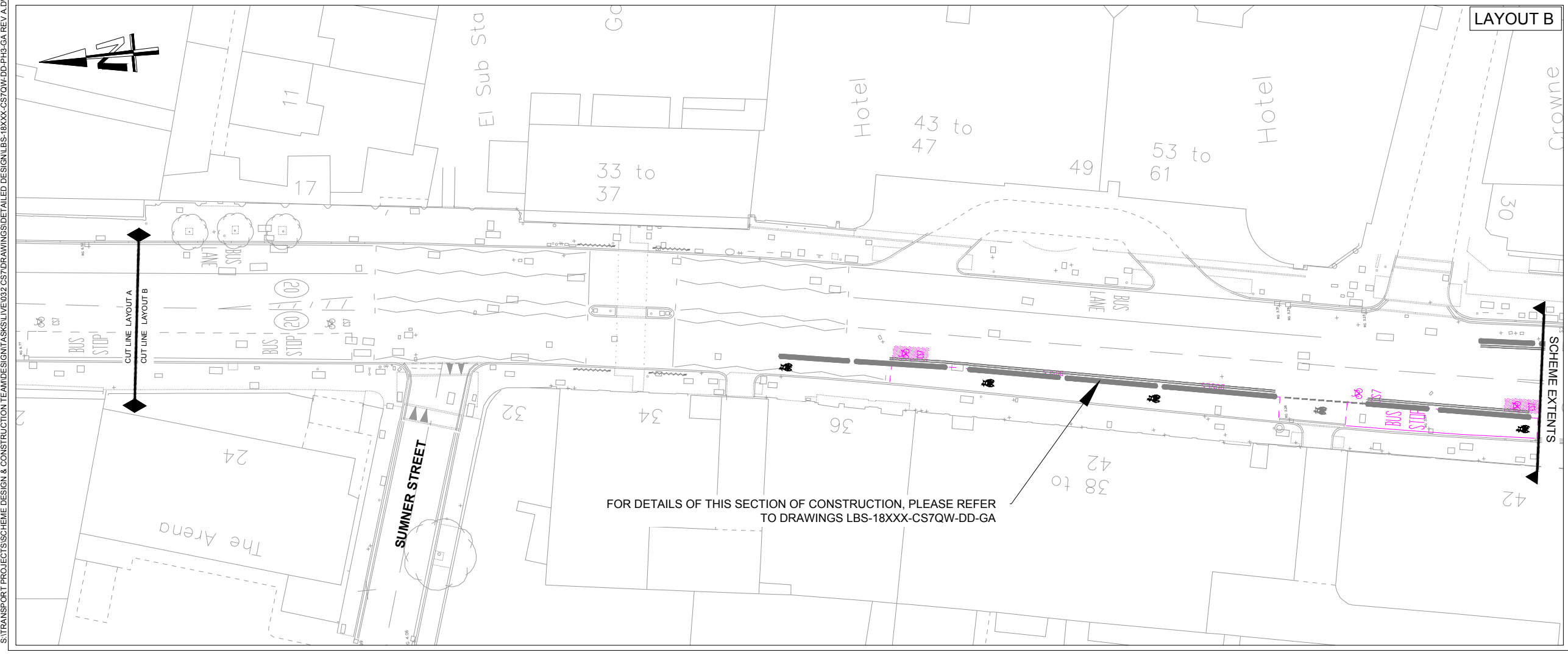
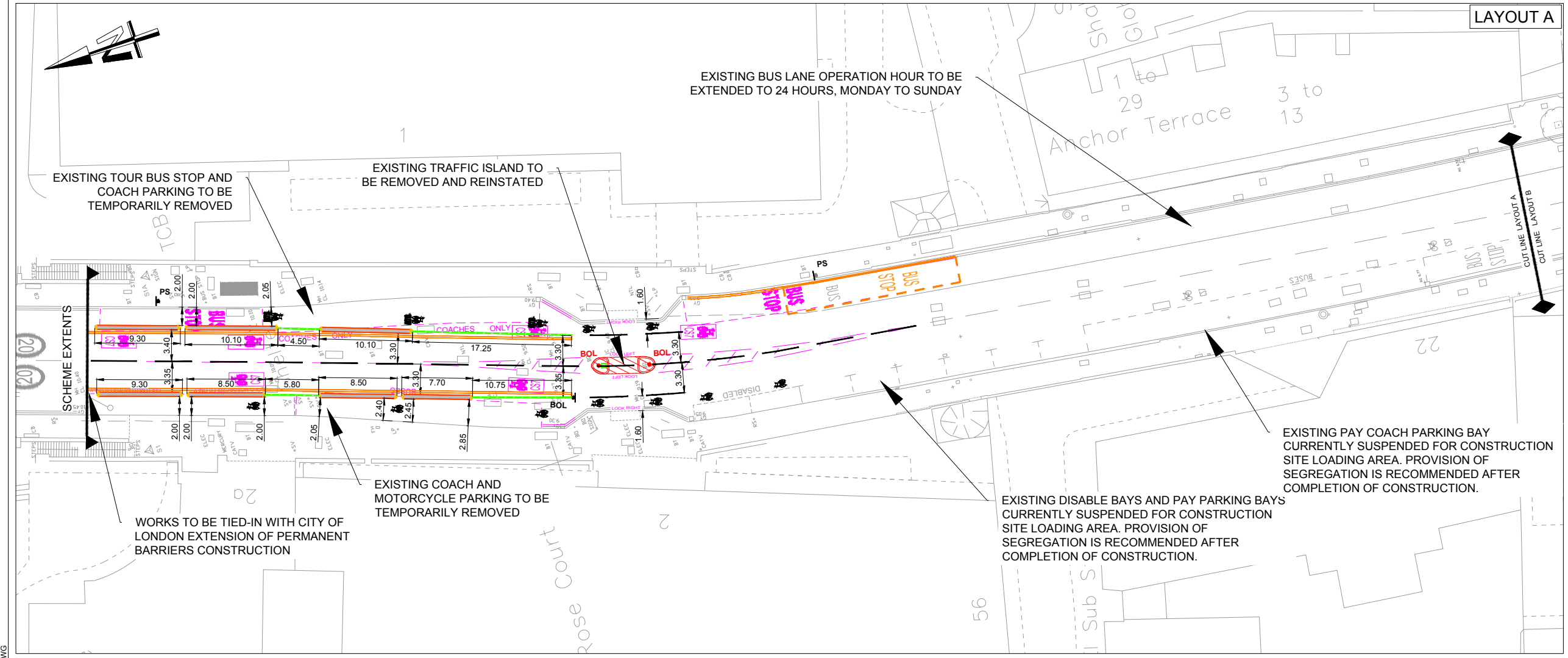
For more information contact:-

Rebecca Barkham

Transport Projects

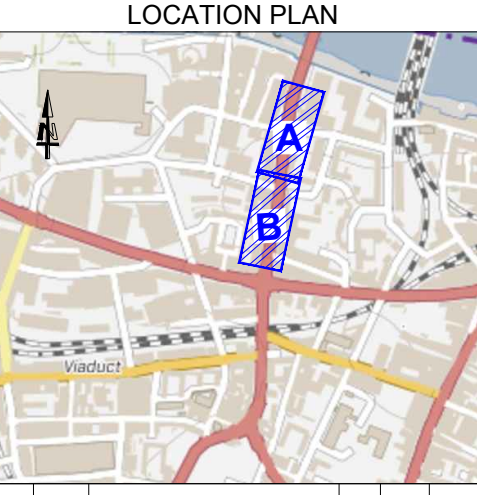
Highways

Highways@southwark.gov.uk



- ### NOTES
- ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED. DO NOT SCALE FROM THIS DRAWING.
 - ALL ITEMS SHOWN IN GREY ARE EXISTING
 - THE INFORMATION SHOWN ON THIS DRAWING IS BASED ON A TOPOGRAPHICAL SURVEY BY PREMIER SURVEYS IN SEPTEMBER 2019 AND 'M' SURVEY IN APRIL 2016.
 - THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER DRAWINGS FOR JOB REF LBS-18XXX-CS7QW.
 - THE DISTANCE BETWEEN EACH LIGHT SEGREGATION SHALL HAVE 0.5m SPACING UNLESS OTHERWISE STATED.
 - ALL ROAD MARKINGS AND SIGNS TO BE INSTALLED AS PER TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS 2016 (TSRGD 2016)

- ### KEY
- PROPOSED 250mm RADIUS QUADRANTS
 - PROPOSED BOMAX SCAN KERB TYPE B1
 - PROPOSED ST4 CONCRETE ISLAND INFILL
 - PROPOSED 130mm Ø, 1000mm HEIGHT OF CYLINDER DELINEATOR
 - PROPOSED WHITE ROAD MARKINGS
 - PROPOSED YELLOW ROAD MARKINGS
 - BOL PROPOSED FLAT BLADE HAZARD MAKER WITH DIA.610 KEEP RIGHT SIGN FACE
 - PS PROPOSED NEW BUS LANE SIGN TO BE INSTALLED ON EXISTING POST
 - PS PROPOSED NEW BUS LANE SIGN ON NEW POST
 - EXISTING COVER TO BE ADJUSTED TO NEW CARRIAGEWAY LEVELS
 - EXISTING ROAD MARKINGS TO BE REMOVED
 - EXCAVATE 250mm FROM EXISTING CARRIAGEWAY LEVEL
 - PROPOSED 40mm TSCS ST10 PSV 65 AS PER MCHW CL942, 60mm B1S SMA 10 bin 40/60 AS PER MCHW CL937, 150mm HBM CBGM A/R-C4 ACHIEVED COMPRESSIVE STRENGTH AT LEAST C34 AS PER MCHW CL821.
 - BOL EXISTING TRAFFIC BOLLARDS TO BE REMOVED



REV	DATE	REVISION DESCRIPTION / DETAILS	KC DRN BY	RB CHKD BY	RB APRVD BY
A	21/08/2020	COMMENTS FROM SAFETY REVIEW	KC	RB	RB



PROJECT:	CS7 IMPROVEMENT SCHEME SOUTHWARK BRIDGE ROAD QUICK-WIN SOLUTION SOUTHWARK BRIDGE TO SOUTHWARK STREET SECTION				
TITLE:	GENERAL ARRANGEMENT SHEET 1 OF 1				
STATUS:	DETAILED DESIGN			DRAWN	KC
SCALE:	1:500 @ A3			CHECKED	RB
DRAWING NO:	LBS-18XXX-CS7QW-DD-PH3-GA-001			APPROVED	RB
DATE DRAWN:	13 JULY 2020	DATE ISSUED:	20 AUGUST 2020		

S:\TRANSPORT PROJECTS\SCHEME DESIGN & CONSTRUCTION\TEAMDESIGN\TASKS\LIVE\02 CS7DRAWINGS\DETAILED DESIGN\LBS-18XXX-CS7QW-DD-PH3-GA-REV A.DWG



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

TRAFFIC MANAGEMENT ORDER

2020 No. 173

The London Borough of Southwark (Cycle lanes) (No. 4) Experimental Traffic Order 2020

Made: 17 September 2020

Coming into force: 24 September 2020

Expires: 6 April 2022

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^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. 4) Experimental Traffic Order 2020 and shall come into force on 24 September 2020, and expire on 6 April 2022.

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^b;

"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 meaning as in the Traffic Signs Regulations and General Directions 2016^c;

"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;

^a 1984 c.27

^b 2003 c.21

^c S.I. 2016 No. 362

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

- 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.

^d 2000 c.26

Power to modify or suspend this Order

- 5.1 In pursuance of section 10(2) of the Road Traffic Regulation Act 1984, the Road Network and Parking Business Unit Manager (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^e) may, if it appears 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 seventeenth day of September 2020



NICKY COSTIN
Parking and Road Network Business Unit Manager
Regulatory Services

^e 2004 c.18

SCHEDULE – CYCLE LANES

<i>(1)</i> <i>Item</i>	<i>(2)</i> <i>Lengths of street</i>	<i>(3)</i> <i>Direction of travel and type of cycle lane</i>	<i>(4)</i> <i>Hours of operation</i>
1.	SOUTHWARK BRIDGE ROAD the north-west side, from a point 29.5 metres south-west of the common boundary of Nos. 2 and 2a Southwark Bridge Road and a point 22 metres north-east of that common boundary.	north-eastbound with-flow mandatory segregated lane	At any time
2.	SOUTHWARK BRIDGE ROAD the south-east side, from a point 2 metres south-west of the north-eastern wall of No. 1 Southwark Bridge Road to a point 55 metres south-west of that wall.	south-westbound with-flow mandatory segregated lane	At any time

EXPLANATORY NOTE

(This note is not part of the Order)

This Order, by way of an experiment introduces segregated mandatory with-flow cycle lanes in Southwark Bridge Road (north-westbound and south-eastbound) to accommodate the additions of temporary kerbing providing segregation to sections of the CS7 cycle route between its boundary with City of London (Southwark Bridge) and Sumner Street, as part of the London Streetspace Programme – Southwark Bridge Road, in the London Borough of Southwark.



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

TRAFFIC MANAGEMENT ORDER

2020 No. 174

The London Borough of Southwark (Free parking places) (Buses)
Experimental Traffic Order 2020

Made: 17 September 2020

Coming into force: 24 September 2020

Expires: 6 April 2022

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^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 (Free parking places) (Buses) Experimental Traffic Order 2020 and shall come into force on 24 September 2020, and expire on 6 April 2022.

Interpretation

- 2.1 In this Order:-

“bus” and “buses” have the same meaning as in the Traffic Signs Regulations and General Directions 2016^b;

“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 2012” means the London Borough of Southwark (Free parking places) (Buses) (No. 1) Order 2012^c.

- 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 2012 shall have the same meaning as in that Order.

^a 1984 c.27

^b S.I. 2016

^c LBS 2012/056

Suspension of designation of parking places

- 3.1 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 designation by the Order of 2012 of the items numbered 1 and 2 in the Schedule therein are hereby suspended; and
 - (b) the London Borough of Southwark (Restriction of Waiting on Coach Stands) (No 1) Traffic Management Order 1997/022^d, is hereby suspended in its entirety.

Power to modify or suspend this Order

- 4.1 In pursuance of section 10(2) of the Road Traffic Regulation Act 1984, the Parking and Network Management Business Unit Manager (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^e) may, if it appears 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 seventeenth day of September 2020



NICKY COSTIN
Parking and Network Management Business Unit Manager
Regulatory Services

^d LBS 1997/022

^e 2004 c.18

EXPLANATORY NOTE

(This note is not part of the Order)

This Order, by way of an experiment, suspends the use of two existing free 'short stay' bus parking places in Southwark Bridge Road so as to accommodate the prescribed routes as implemented by the London Streetspace Programme – Southwark Bridge Road area, in the London Borough of Southwark.



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

TRAFFIC MANAGEMENT ORDER

2020 No. 175

The London Borough of Southwark (Free parking places) (Solo motor cycles)
Experimental Traffic Order 2020

Made: 17 September 2020

Coming into force: 24 September 2020

Expires: 6 April 2022

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^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 (Free parking places) (Solo motor cycles) Experimental Traffic Order 2020 and shall come into force on 24 September 2020, and expire on 6 April 2022.

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;

"solo motor cycle" has the same meaning as in Schedule 1 to the Traffic Signs Regulations and General Directions 2016^b; and

"the Order of 2011" means the London Borough of Southwark (Free Parking Places) (Solo Motor Cycles) (No. 1) Order 2011^c, as amended.

- 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.

^a 1984 c.27

^b SI 2016/362

^c LBS 2011/020

Suspension of designation of parking places

- 3.1 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 designation by the London Borough of Southwark (Free Parking Places) (Solo Motor Cycles) (No. 7) Order 2012^d of the parking place numbered 90 in the Schedule therein is hereby suspended.

Power to modify or suspend this Order

- 4.1 In pursuance of section 10(2) of the Road Traffic Regulation Act 1984, the Parking and Network Management Business Unit Manager (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^e) may, if it appears 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 seventeenth day of September 2020



NICKY COSTIN
Parking and Network Management Business Unit Manager
Regulatory Services

^d LBS 2012/058

^e 2004 c.18

EXPLANATORY NOTE

(This note is not part of the Order)

This Order, by way of an experiment, suspends the use of an existing solo motor cycle parking place in Southwark Bridge Road so as to accommodate the prescribed routes as implemented by the London Streetspace Programme – Southwark Bridge Road area, in the London Borough of Southwark.



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

TRAFFIC MANAGEMENT ORDER

2020 No. 176

The London Borough of Southwark (Waiting and loading restrictions) (Amendment No. 15)
Experimental Traffic Order 2020

Made: 17 September 2020

Coming into force: 24 September 2020

Expires: 6 April 2022

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, 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, commencement and expiry

- 1.1 This Order may be cited as the London Borough of Southwark (Waiting and loading restrictions) (Amendment No. 15) Experimental Traffic Order 2020, and shall come into force on 24 September 2020, and expire on 6 April 2022.

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 2015” means the London Borough of Southwark (Waiting and loading restrictions) Consolidation Order 2015^b - as amended.

- 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 2015 shall have the same meaning as in that Order.

^a 1984 c.27

^b LBS 2015/082

Amendment or variation of existing Orders

- 3.1 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 Order of 2015 shall have effect as though for the items numbered 30, 216, 877 and 914 in Schedule 1 to that Order there are substituted the items numbered X30, X216, X877 and X914 and set out in columns 1, 2 and 3 of the Schedule to this Order.

Power to modify or suspend this Order

- 4.1 In pursuance of section 10(2) of the Road Traffic Regulation Act 1984, the Parking and Network Management Business Unit Manager (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^c) may, if it appears 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 seventeenth day of September 2020



NICKY COSTIN
Parking and Network Management Business Unit Manager
Regulatory Services

^c 2004 c.18

SCHEDULE – WAITING RESTRICTIONS
(SUBSTITUTION)

<i>Item No. (1)</i>	<i>Street (2)</i>	<i>Prescribed hours (3)</i>
X30.	AMERICA STREET	
	(a) the north-west side	
	(i) between the north-eastern kerb-line of Great Guildford Street and a point 3 metres north-east of that kerb-line;	At any time
	(ii) between a point 3 metres north-east of the north-eastern kerb-line of Great Guildford Street and a point 20 metres north-east of that kerb-line;	8 am to 6.30 pm Monday to Friday 9.30 am to 12.30 pm Saturday
	(iii) between a point 20 metres north-east of the north-eastern kerb-line of Great Guildford Street and a point 30 metres north-east of that kerb-line;	8 am to 11 pm
	(iv) between a point 30 metres north-east of the north-eastern kerb-line of Great Guildford Street and the western kerb-line of Southwark Bridge Road;	At any time
	(b) the south-east side.	At any time
X216.	COLLINSON STREET	
	(a) both sides, between the south-eastern kerb-line of Southwark Bridge Road and a point 5.5 metres south-east of that kerb-line;	At any time
	(b) so much else as does not lie within that length of street specified in sub-paragraph (a) above.	8.30 am to 6.30 pm Monday to Friday
X877.	SCOVELL ROAD	
	(a) both sides, between the south-eastern kerb-line of Southwark Bridge Road and a point 6 metres south-east of that kerb-line;	At any time
	(b) the north-east side, between its south-eastern extremity and a point 10.5 metres south-east of the south-eastern kerb-line of Southwark Bridge Road and, so much else as does not lie within that length of street specified in sub-paragraph (a) above.	8.30 am to 6.30 pm Monday to Friday
X914.	SOUTHWARK BRIDGE ROAD	
	(a) the east, south-east and north-east side	
	(i) between a point 8 metres north-east of the north-eastern wall of No. 1 Southwark Bridge Road and a point 80 metres south-west of the north-eastern wall of No. 1 Southwark Bridge Road;	At any time

SCHEDULE – WAITING RESTRICTIONS
(SUBSTITUTION)

<i>Item No. (1)</i>	<i>Street (2)</i>	<i>Prescribed hours (3)</i>
	(ii) between a point 80 metres south-west of the north-eastern wall of No. 1 Southwark Bridge Road and a point 6 metres north of the north-eastern kerb-line of Thrale Street;	7 am to 7 pm Monday to Saturday
	(iii) between a point 6 metres north of the north-eastern kerb-line of Thrale Street and a point 93 metres north-east of the north-eastern kerb-line of Lant Street;	At any time
	(iv) between a point 93 metres north-east of the north-eastern kerb-line of Lant Street and a point 26.5 metres north-east of the north-eastern kerb-line of Lant Street;	8.30 am to 6.30 pm Monday to Friday
	(v) between a point 26.5 metres north-east of the north-eastern kerb-line of Lant Street and its junction with Keyworth Street;	At any time
(b)	the west, north-west and south-west side	
	(i) between a point 33 metres north-east of the common boundary of Nos. 2 and 2a Southwark Bridge Road and a point 46 metres north-east of that common boundary;	At any time
	(ii) between a point 75.5 metres north-east of the common boundary of Nos. 22 and 24 Southwark Bridge Road and a point 34.5 metres north-east of the north-eastern kerb-line of Sumner Street;	8 am to 6.30 pm Monday to Friday 9.30 am to 12.30 pm Saturday
	(iii) between a point 34.5 metres north-east of the north-eastern kerb-line of Sumner Street and a point 18 metres north of the north-western kerb-line of Union Street;	At any time
	(iv) between the south-eastern kerb-line of Union Street and the common boundary of Nos. 56 and 58 Southwark Bridge Road;	At any time
	(v) between the common boundary of Nos. 56 and 58 Southwark Bridge Road and the common boundary of Nos. 66 and 68 Southwark Bridge Road;	8.30 am to 6.30 pm Monday to Friday
	(vi) between the common boundary of Nos. 66 and 68 Southwark Bridge Road and a point opposite the common boundary of Nos. 197 and 199 Southwark Bridge Road;	At any time
	(vii) between a point opposite the common boundary of Nos. 197 and 199 Southwark Bridge Road and a point 8.5 metres north-east of the north-eastern kerb-line of Great Suffolk Street;	8.30 am to 6.30 pm Monday to Friday
	(viii) between a point 8.5 metres north-east of the north-eastern kerb-line of Great Suffolk Street and a point 10	At any time

SCHEDULE – WAITING RESTRICTIONS
(SUBSTITUTION)

<i>Item No.</i> (1)	<i>Street</i> (2)	<i>Prescribed hours</i> (3)
	metres south-west of the south-western kerb-line of Belvedere Buildings;	
(ix)	between a point 10 metres south-west of the south-western kerb-line of Belvedere Buildings and the common boundary of Nos. 162 and 162a Southwark Bridge Road;	8.30 am to 6.30 pm Monday to Friday
(x)	between the common boundary of Nos. 162 and 162a Southwark Bridge Road and its junction with Keyworth Street.	At any time

EXPLANATORY NOTE

(This note is not part of the Order)

This Order, by way of an experiment, amends existing waiting restrictions in America Street, Collinson Street, Scovell Road and Southwark Bridge Road so as to accommodate the trial road closures and prescribed routes as implemented by the London Streetspace Programme – Southwark Bridge Road area, in the London Borough of Southwark.