

Public notice

Minor traffic schemes – 23/24 Q1



*The London Borough of Southwark (Charged-for parking places) (MTS 2324-Q1) Order 202**

*The London Borough of Southwark (Free parking places, Loading places and Waiting, Loading and Stopping restrictions) (MTS 2324-Q1) Order 202**

*The London Borough of Southwark (Prescribed Routes) (Alexis Street) Traffic Order 202**

1. Southwark Council hereby GIVES NOTICE that it proposes to make the above orders under sections 6, 45, 46, 49 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984, as amended.
2. The effects of the Orders would be:-
 - (a) in ALEXIS STREET to introduce a point road closure south-east of its junction with Macks Road, in which all motor vehicles will be restricted access - the restrictions will be enforceable using traffic signs and removable bollards and there will be exemptions provided for emergency services and for vehicles used in maintenance;
 - (b) within CPZ 'B' in HARDERS ROAD north-west side opposite Nos. 61 and 63 Harders Road (i) split and reduce in length by 10m existing 'shared-use' (40m total remains), and (ii) add 10m new DYLS;
 - (c) within CPZ 'C1' in UFFORD STREET north-east side, north-west of its junction with Burrows Mews (i) reduce in length existing 'permit' by 6.6m (23.5m remains), and (ii) add new 'at any time' DPPP (6.6m in length);
 - (d) within CPZ 'EC' in WELLS WAY east side o/s Nos. 127, 129 and 131 Wells Way (i) reduce in length existing 'permit' by 6m (10m remains), (ii) relocate an existing 'at any time' DPPP northward by 5m (and increase to standard 6.6m in length), and (iii) add 5m new DYLS to accommodate the changes;
 - (e) within CPZ 'F' in DRUID STREET (i) south-west of its junction with Tooley Street relocate an existing cycle hangar from the south-east side to the north-west side (o/s Lewes House, Druid Street) and extend existing DYLS by 2.5m south-east side to accommodate, and (ii) north-west side (o/s Lewes House, Druid Street) reduce in length existing 'permit' by 3.55m (19.5m remains) and add 1m new DYLS;
 - (f) within CPZ 'G' in GEORGE ROW north-west side, north-east of its junction with Wolseley Street add cycle hangar and 1m DYLS (relocated from Wolseley Street), and reduce existing 'permit' by 3.55m (12m remains);
 - (g) within CPZ 'G' in WOLSELEY STREET south-east side, west of its junction with George Row (i) remove an existing cycle hangar (relocated to George Row) and (ii) increase existing 'permit' by 3.55m (new length 24m);
 - (h) within CPZ 'GR' in ALSCOT ROAD south of its junction with Spa Road (i) relocate existing cycle hangar and 1m DYLS from the east side to the west side, (ii) west side reduce in length existing 'shared-use' by 3.55m (64m remains), and (iii) east side increase in length existing 'shared-use' by 3.55m (new length 20.5m);
 - (i) within CPZ 'H' in BRUNEL ROAD south-east side o/s No. 32 Brunel Road (i) formally remove cycle hangar and 1m DYLS, and (ii) increase in length existing 'permit' by 3.55m to accommodate (new length 48m);
 - (j) within CPZ 'L' in CHAMPION GROVE south-east side south-east of its south-easternmost junction with Grove Lane (i) add cycle hangar and add 1m new DYLS (relocated from Grove Lane), and (ii) reduce in length existing 'permit' by 3.55m to accommodate (20.5m remains);
 - (k) within CPZ 'OKR' in VERNEY ROAD north side opposite Nos. 20 to 30 (evens) (i) reduce existing 'shared-use' by a total of 65m (52m total remains), (ii) and add 65m total new DYLS to accommodate;
 - (l) within CPZ 'PW' in AVONDALE RISE west of its junction with Copleston Road (i) relocate existing cycle hangar from the north side to the south side and add 1m new DYLS east of the new location, (ii) north side increase in length existing 'permit' by 3.55m (new length 20.5m), (iii) south side formalise an existing car club parking place (5m in length) and relocate westward by 13.5m, and (iv) south side reduce in length existing 'permit' by 3.55m (10m remains) and relocate eastward by 8m;
 - (m) within CPZ 'PW' in HINCKLEY ROAD south-east side opposite No. 1 Hinckley Road (i) split and reduce existing 'permit' by 5m (66.5m total remains) and (ii) add 5m new DYLS to accommodate;

- (n) within CPZ 'SEB' in SIMMS ROAD south-west side, east of its junction with St James's Road (i) relocate an existing cycle hangar and 1m DYLS eastward by 11.5m and extend existing DYLS by further 1m, (ii) increase existing 'permit' by 3.55m (new length 16.5m), and (iii) reduce existing 'shared-use' by 4.55m to accommodate (15.5m remains);
- (o) formalise (i) a cycle hangar in GROVE LANE north-east side opposite No. 118 Grove Lane (to be relocated to Champion Grove), and (ii) in WANLEY ROAD an existing 'at any time' DPPP (6.6m in length) south-east side o/s No. 9 Wanley Road;
- (p) add SKBs (which operate between 8.00 am - 6.30 pm) onto existing DYLS in (i) GUYS STREET (total of 20m) on both sides south-east of its junction with Kipling Street, (ii) KIPLING STREET (total of 139m) west side a total of 6.5m either side of its junction with Porlock Street, 15m opposite its junction with Guys Street and 43m south of its junction with Snowfields, east side a total of 69m south of its junction with Snowfields and 5.5m south of its junction with Guys Street, and (iii) SNOWFIELDS (total of 32.5m) on both sides at its junction with Kipling Street;
- (q) in PORLOCK STREET on both sides and throughout, convert all existing SYLs to DYLS and add SKBs (which operate between 8.00 am - 6.30 pm);
- (r) convert all existing SYLs to DYLS and add SKBs (which operate 7.00 am – 7.00 pm) in (i) HALPIN PLACE on both sides and throughout, (ii) HUNTSMAN STREET north-west side across its junction with Halpin Place (5.5m in total), and (iii) TATUM STREET south-east side across its junction with Halpin Place (6.5m in total);
- (s) in COPELAND ROAD west side opposite Nos. 72-74 Copeland Road, convert 13.5m existing SYLs to DYLS;
- (t) in CRYSTAL PALACE ROAD east side south of its junction with East Dulwich Road, extend existing DYLS by an additional 6m;
- (u) in GROSVENOR PARK (i) south side o/s No. 45 Grosvenor Park, formalise 2.5m of existing SYLs, and (ii) convert a total of 15m existing SYLs to DYLS north-east side o/s No. 41 Grosvenor Park and south side o/s No. 45 Grosvenor Park; and
- (v) add new DYLS in BEAUVAL ROAD at its junction with Woodward Road, south-west side o/s No. 110 Beauval Road (20.5m) and north-east side o/s No. 97 Beauval Road (14m), COLLEGE ROAD/FOUNTAIN DRIVE on the eastern and north-eastern side between a point 8m south of a point opposite the southern kerb-line of Kingswood Drive and a point 81m north-west of its junction with Crystal Palace Parade (402m in total), DEKKER ROAD on both sides at its junction with Woodward Road (16m in total), DESENFANS ROAD on both sides at its junction with Woodward Road (20m in total), DOVERCOURT ROAD on both sides and either side of its junction with Woodward Road (30m in total), DRUCE ROAD on both sides at its junction with Woodward Road (12m in total), GOODRICH ROAD south-west side o/s No. 52 Goodrich Road (8m), IVYDALE ROAD (155m in total): (i) south-west side o/s Nos. 14 to 16 evens (15m), o/s No. 34 (6m), o/s Nos. 76 to 80 evens (15m), o/s Nos. 98 and 100 (6m), o/s Nos. 202 to 210 evens (34m), o/s Nos. 214 and 216 (10m), (ii) west side o/s No. 248 (18m) and (iii) north-east side o/s Nos. 15 to 19 odds (15m), o/s No. 61 (6m), o/s Nos. 81 to 85 odds (15m), o/s Nos. 205 to 209 odds (15m), KINGSWOOD DRIVE north side opposite its junction with Hitherwood Drive (58.5m), WANLEY ROAD on both sides o/s Nos. 11 to 38 Wanley Road (74m in total), and WOODWARDE ROAD (86.5m in total): (i) south-west side either side of its junction with Dekker Road (16m in total), either side of its junction with Desenfans Road (13m in total), either side of its junction with Druce Road (13m in total), either side of its junction with Dovercourt Road (16m in total), (ii) either side of its junction with Dovercourt Road (16m in total) and (iii) north-east side north-west of its junction with Beauval Road (5.5m) and south-east of its junction with Beauval Road (8m).

NOTES: (1) 'DPPP' refers to disabled persons parking places which may only be used by vehicles displaying a valid disabled persons 'blue badge'. (2) 'permit' refers to parking places for holders of valid parking permits within the Controlled Parking Zone (CPZ) listed; 'shared-use' refers to parking places in which holders of a valid permit for the CPZ listed or 'pay' paid ticket holders are permitted to park within the permitted hours. (3) 'SYLs' refer to timed waiting restrictions, 'DYLS' refer to 'at any time' waiting restrictions and 'SKBs' refer to timed loading restrictions. (4) All measurements are in metres 'm' and are approximate. (5) Parking charges are listed on www.southwark.gov.uk/parking

- 3. For more information about these proposals please contact Katie Reeves of the council's Highways – Transport Projects team Highways@southwark.gov.uk.
- 4. Copies of the supporting documents (this Notice, the proposed Orders, and a statement of the Council's reasons for making the Orders) may be found online at

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, or inspected by appointment only at: Highways, Southwark Council, Environment, Neighbourhoods and Growth, 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 (or call 020 7525 3497) for booking details.

5. Anyone wishing to make any representations either for or to object to the proposals, may use our consultation portal at <https://consultation.appyway.com/southwark>; or send a statement in writing to: Traffic Order Consultations, Highways, Southwark Council, Environment, Neighbourhoods and Growth, P.O. Box 64529, London SE1P 5LX or traffic.orders@southwark.gov.uk quoting reference 'TMO2324-010 MTS Q1' by 5 October 2023. Please note that if you wish to object to this proposal you must state the grounds on which your objection is made.
6. 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 14 September 2023

Dale Foden - Head of Service, Highways

Statement of reasons

Minor traffic schemes – 23/24 Q1



*The London Borough of Southwark (Charged-for parking places) (MTS 2324-Q1) Order 202**

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A minor traffic scheme (or non-strategic traffic and highway improvement) is a small project where the council proposes to modify the existing Highway layout. This may include changes to waiting and loading restrictions, parking places etc.

NOTES:

- (1) 'DPPP' refers to disabled persons parking places which may only be used by vehicles displaying a valid disabled persons 'blue badge'
- (2) 'permit' refers to parking places for holders of valid parking permits within the Controlled Parking Zone (CPZ) listed; 'shared-use' refers to parking places in which holders of a valid permit for the CPZ listed or 'pay' paid ticket holders are permitted to park within the permitted hours.
- (3) 'SYLs' refer to timed waiting restrictions, 'DYLs' refer to 'at any time' waiting restrictions 'SKBs' refer to timed loading restrictions.
- (4) All measurements are in metres 'm' and are approximate.
- (5) Parking charges are listed on www.southwark.gov.uk/parking

This batch of schemes proposes the following changes, in the London Borough of Southwark:-

STREET	WARD	DESCRIPTION
ALEXIS STREET	South Bermondsey	introduce a point road closure in Alexis Street south-east of its junction with Macks Road, in which all motor vehicles will be restricted access. The restrictions will be enforceable using traffic signs and removable bollards and there will be exemptions provided for emergency services and for vehicles used in maintenance.
ALSCOT ROAD	South Bermondsey	in CPZ 'GR' south of its junction with Spa Road (i) relocate existing cycle hangar and 1m DYLs from the east side to the west side, (ii) west side reduce in length existing 'shared-use' by 3.55m (64m remains), and (iii) east side increase in length existing 'shared-use' by 3.55m (new length 20.5m)
AVONDALE RISE	Rye Lane	in CPZ 'PW' west of its junction with Copleston Road (i) relocate existing cycle hangar from the north side to the south side and add 1m new DYLs east of the new location, (ii) north side increase in length existing 'permit' by 3.55m (new length 20.5m), (iii) south side formalise an existing car club parking place (5m in length) and relocate westward by 13.5m, and (iv) south side reduce in length existing 'permit' by 3.55m (10m remains) and relocate eastward by 8m
BEAUVAL ROAD	Old Kent Road	at its junction with Woodwarde Road, south-west side o/s No. 110 Beauval Road add 20.5m new DYLs and north-east side o/s No. 97 Beauval Road add 14m new DYLs
BRUNEL ROAD	Rotherhithe	in CPZ 'H' south-east side o/s No. 32 Brunel Road (i) formally remove cycle hangar and 1m DYLs, and (ii) increase in length existing 'permit' by 3.55m to accommodate (new length 48m)
CHAMPION GROVE	Champion Hill	in CPZ 'L' south-east side south-east of its south-easternmost junction with Grove Lane (i) add cycle hangar and add 1m new DYLs (relocated from Grove Lane), and (ii) reduce in length existing 'permit' by 3.55m to accommodate (20.5m remains)

STREET	WARD	DESCRIPTION
COLLEGE ROAD/ FOUNTAIN DRIVE	Dulwich Wood	add a total of 402m of new DYLS on the eastern and north-eastern side of College Road/Fountain Road, between a point 8m south of a point opposite the southern kerb-line of Kingswood Drive and a point 81m north-west of its junction with Crystal Palace Parade.
COPELAND ROAD	Rye Lane	west side opposite Nos. 72-74 Copeland Road, convert 13.5m existing SYLs to DYLS
CRYSTAL PALACE ROAD	Goose Green	east side south of its junction with East Dulwich Road, extend existing DYLS by an additional 6m
DEKKER ROAD	Old Kent Road	on both sides at its junction with Woodwarde Road, add 8m new DYLS (per side)
DESENFANS ROAD	Old Kent Road	on both sides at its junction with Woodwarde Road, add 10m new DYLS (per side)
DOVERCOURT ROAD	Old Kent Road	on both sides add 8m new DYLS (per side) north of its junction with Woodwarde Road and add 7m new DYLS (per side) south of its junction with Woodwarde Road
DRUCE ROAD	Old Kent Road	on both sides at its junction with Woodwarde Road, add 6m new DYLS (per side)
DRUID STREET	Nunhead & Queen's Road	in CPZ 'F' (i) south-west of its junction with Tooley Street relocate an existing cycle hangar from the south-east side to the north-west side (o/s Lewes House, Druid Street) and extend existing DYLS by 2.5m south-east side to accommodate, and (ii) north-west side (o/s Lewes House, Druid Street) reduce in length existing 'permit' by 3.55m (19.5m remains) and add 1m new DYLS
GEORGE ROW	North Bermondsey	in CPZ 'G' north-west side, north-east of its junction with Wolseley Street add cycle hangar and 1m DYLS (relocated from Wolseley Street), and reduce existing 'permit' by 3.55m (12m remains);
GOODRICH ROAD	Dulwich Hill	south-west side o/s No. 52 Goodrich Road add 8m new DYLS
GROSVENOR PARK	Camberwell Green	(i) south side o/s No. 45 Grosvenor Park, formalise 2.5m of existing SYLs, and (ii) convert a total of 15m existing SYLs to DYLS north-east side o/s No. 41 Grosvenor Park and south side o/s No. 45 Grosvenor Park
GROVE LANE	Champion Hill	north-east side opposite No. 118 Grove Lane formalise cycle hangar (to be relocated to Champion Grove)
GUYS STREET	London Bridge & West Bermondsey	on both sides south-east of its junction with Kipling Street, add a total of 20m SKBs (which operate 8am-6.30pm) onto existing DYLS
HALPIN PLACE	North Walworth	on both sides and throughout, convert all existing SYLs to DYLS and add SKBs (which operate 7am-7pm)
HARDERS ROAD	Nunhead & Queen's Road	in CPZ 'B' north-west side opposite Nos. 61 and 63 Harders Road, (i) split and reduce in length by 10m existing 'shared-use' (40m total remains), and (ii) add 10m new DYLS

STREET	WARD	DESCRIPTION
HINCKLEY ROAD	Goose Green	in CPZ 'PW' south-east side opposite No. 1 Hinckley Road (i) split and reduce existing 'permit' by 5m (new length total of 66.5m) and (ii) add 5m new DYLS
HUNTSMAN STREET	North Walworth	north-west side, convert a total of 5.5m existing SYLS to DYLS across its junction with Halpin Place, and add SKBs (which operate 7am-7pm)
IVYDALE ROAD	Peckham Rye	add a total of 155m new DYLS in Ivydale Road (i) south-west side 15m o/s Nos. 14 to 16 evens, 6m o/s No. 34, 15m o/s Nos. 76 to 80 evens, 6m o/s Nos. 98 and 100, 34m o/s Nos. 202 to 210 evens, 10m o/s Nos. 214 and 216, (ii) west side 18m o/s No. 248 and (ii) north-east side 15m o/s Nos. 15 to 19 odds, 6m o/s No. 61, 15m o/s Nos. 81 to 85 odds, 15m o/s Nos. 205 to 209 odds.
KINGSWOOD DRIVE	Dulwich Wood	north side opposite its junction with Hitherwood Drive add 58.5m new DYLS
KIPLING STREET	London Bridge & West Bermondsey	add a total of 139m SKBs (which operate 8am-6.30pm) onto existing DYLS (i) west side a total of 6.5m either side of its junction with Porlock Street, 15m opposite its junction with Guys Street and 43m south of its junction with Snowfields, (ii) east side a total of 69m south of its junction with Snowfields and 5.5m south of its junction with Guys Street
PORLOCK STREET	London Bridge & West Bermondsey	on both sides and throughout, convert all existing SYLS to DYLS and add SKBs (which operate 8am-6.30pm)
SIMMS ROAD	South Bermondsey	in CPZ 'SEB' south-west side, east of its junction with St James's Road (i) relocate an existing cycle hangar and 1m DYLS eastward by 11.5m and extend existing DYLS by further 1m, (ii) increase existing 'permit' by 3.55m (new length 16.5m), and (iii) reduce existing 'shared-use' by 4.55m (new length 15.5m)
SNOWFIELDS	London Bridge & West Bermondsey	on both sides at its junction with Kipling Street, add a total of 32.5m SKBs (which operate 8am-6.30pm) onto existing DYLS
TATUM STREET	North Walworth	south-east side, convert a total of 6.5m existing SYLS to DYLS across its junction with Halpin Place, and add SKBs (which operate 7am-7pm)
UFFORD STREET	Borough & Bankside	in CPZ 'C1' north-east side, north-west of its junction with Burrows Mews (i) reduce in length existing 'permit' by 6.6m (23.5m remains), and (ii) add new 'at any time' DPPP (6.6m in length)
VERNEY ROAD	Old Kent Road	in CPZ 'OKR' north side opposite Nos. 20 to 30 (evens) (i) reduce existing 'shared-use' by a total of 65m (52m total remains), (ii) and add 65m total new DYLS to accommodate
WANLEY ROAD	Champion Hill	(i) formalise an existing 'at any time' DPPP (6.6m in length) south-east side o/s No. 9 Wanley Road to more closely match what is in the street, and (ii) on both sides add a total of 74m new DYLS o/s Nos. 11 to 38 Wanley Road

STREET	WARD	DESCRIPTION
WELLS WAY	St Giles	in CPZ 'EC' east side o/s Nos. 127, 129 and 131 Wells Way (i) reduce in length existing 'permit' by 6m (10m remains), (ii) relocate an existing 'at any time' DPPP northward by 5m (and increase to standard 6.6m in length), and (iii) add 5m new DYs to accommodate the changes
WOLSELEY STREET	North Bermondsey	in CPZ 'G' south-east side, west of its junction with George Row (i) remove an existing cycle hangar (relocated to George Row) and (ii) increase existing 'permit' by 3.55m (new length 24m)
WOODWARDE ROAD	Old Kent Road	add a total of 86.5m new DYs in Woodwarde Road (i) south-west side 8m each side of its junction with Dekker Road, 6.5m each side of its junction with Desenfans Road, 6.5m each side of its junction with Druce Road, 8m each side of its junction with Dovercourt Road, (ii) north side 8m each side of its junction with Dovercourt Road and (iii) north-east side 5.5m north-west of its junction with Beauval Road and 8m south-east of its junction with Beauval Road

Link to decision details: [Decision - Minor Traffic Schemes Tranche 1 23-24 - Southwark Council](#)

Dated 14 September 2023

For more information contact:-

Katie Reeves

Transport Projects Engineer - Highways

Highways@southwark.gov.uk



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK
TRAFFIC MANAGEMENT ORDER

202* No. xxx

The London Borough of Southwark (Charged-for parking places) (MTS 2324-Q1) Order 202*

Made: 202*

Coming into force: 202*

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 45, 46, 49 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 (Charged-for parking places) (MTS 2324-Q1) Order 202* and shall come into force on 202*.

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;

“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 parking place designated by this Order, and, in conjunction with the map schedule legend, identifies the type of each particular parking place 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 parking place is depicted on the map-based schedule, that parking place 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 parking place designated by this Order and, where appropriate, certain of its governing provisions;

^a 1984 c.27

"the Order of 2021" means the London Borough of Southwark (Charged-For Parking Places) (Map-based) Order 2021^b; and

"traffic sign" means a sign of any size, type and colour prescribed or 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.
- 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 amendment referred to in Article 3.1 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.

Designation of parking place and application of the Order of 2021 thereto

- 4.1 Each area on a street identified the map-based schedule as a parking place and, where applicable, by way of the map schedule legend as an area marked out and signed for the use therein of specified classes of vehicles following the conditions specified in the Order of 2021 in relation to that type of parking place, is designated as a parking place.
- 4.2 Unless otherwise so identified, a parking place shall be bounded on one side of its length by the edge of the carriageway and be an area marked either by a traffic sign or by another method of indicating the extent of a parking place as specified in the Traffic Signs Regulations and General Directions 2016^c.
- 4.3 The provisions of the Order of 2021 (other than Articles 4 and 19) shall apply to the area designated as a parking place by this Order as if in those provisions any reference to a parking place included a reference to an area designated as a parking place by this Order.

Placing of traffic signs, etc

- 5.1 The Council shall:
- (a) place and maintain traffic signs or other appropriate markings on the surface of the street indicating the limits of the parking place designated by this Order;
 - (b) place and maintain in or in the vicinity of each parking place, traffic signs indicating that such parking place may be used during the permitted hours for the leaving only of the vehicles specified in Articles 5.1, 5.2, 5.3 and 5.9 of the Order of 2021; and
 - (c) place and maintain in or in the vicinity of each shared-use permit holders and pay parking place a traffic sign indicating that such parking place may be used by vehicles making

^b LBS 2021/035

^c SI 2016/362

payment of the parking charge by way of the electronic payment system; and the location identification number of such parking place or part thereof; and

- (d) carry out such other work as is reasonably required for the purpose of the satisfactory operation of a parking place.

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

[signature here]

DALE FODEN

Head of Service, Highways
Environment, Neighbourhoods and Growth

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, to:-

- (a) within CPZ 'B' in Harders Road north-west side opposite Nos. 61 and 63 split and reduce in length by 10m existing 'shared-use' (40m total remains);
- (b) within CPZ 'C1' in Ufford Street north-east side, north-west of its junction with Burrows Mews reduce in length existing 'permit' by 6.6m (23.5m remains);
- (c) within CPZ 'EC' in Wells Way east side o/s Nos. 127, 129 and 131 reduce in length existing 'permit' by 6m (10m remains);
- (d) within CPZ 'F' in Druid Street (south-west of its junction with Tooley Street) north-west side (o/s Lewes House, Druid Street) reduce in length existing 'permit' by 3.55m (19.5m remains) to accommodate the relocation of an existing cycle hangar from the south-east side to the north-west side;
- (e) within CPZ 'G' (i) in George Row north-west side (north-east of its junction with Wolseley Street) reduce existing 'permit' by 3.55m (12m remains) to accommodate a new cycle hangar (relocated from Wolseley Street), and (ii) in Wolseley Street south-east side (west of its junction with George Row) increase existing 'permit' by 3.55m (new length 24m) to accommodate the removal of an existing cycle hangar (relocated to George Row);
- (f) within CPZ 'GR' in Alscot Road (south of its junction with Spa Road) west side reduce in length existing 'shared-use' by 3.55m (64m remains) and east side increase in length existing 'shared-use' by 3.55m (new length 20.5m) to accommodate the relocation of an existing cycle hangar from the east side to the west side;
- (g) within CPZ 'H' in Brunel Road south-east side o/s No. 32 increase in length an existing 'permit' by 3.55m (new length 48m) to accommodate the formal removal of an existing cycle hangar;
- (h) within CPZ 'L' in Champion Grove south-east side (south-east of its south-easternmost junction with Grove Lane) reduce in length existing 'permit' by 3.55m (20.5m remains) to accommodate a new cycle hangar (relocated from Grove Lane);
- (i) within CPZ 'OKR' in Verney Road north side opposite Nos. 20 to 30 (evens) reduce existing 'shared-use' by a total of 65m (52m total remains);
- (j) within CPZ 'PW' (i) in Avondale Rise (west of its junction with Copleston Road) north side increase in length existing 'permit' by 3.55m (new length 20.5m) and south side reduce in length existing 'permit' by 3.55m (10m remains) and relocate eastward by 8m, and south side formalise an existing car club parking place (5m in length) and relocate westward by 13.5m to accommodate the relocation of an existing cycle hangar from the north side to the south side, and (ii) in Hinckley Road south-east side opposite No. 1 split and reduce existing 'permit' by 5m (66.5m total remains); and
- (k) within CPZ 'SEB' in Simms Road south-west side (east of its junction with St James's Road) increase existing 'permit' by 3.55m (new length 16.5m), and reduce existing 'shared-use' by 4.55m (15.5m remains) to accommodate the relocation of an existing cycle hangar eastward by 11.5m),

as part of Minor Traffic Schemes (2324-Q1), in the London Borough of Southwark.



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK
TRAFFIC MANAGEMENT ORDER

202* No. 0xx

The London Borough of Southwark (Free Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) (MTS 2324-Q1) Order 202*

Made: xx xxx 202*

Coming into force: xx xxx 202*

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 (Free Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) (MTS 2324-Q1) Order 202* and shall come into force on xx xxxx 202*.

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;

“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 parking places designated by this Order, and the waiting, restrictions imposed by this Order, and, in conjunction with the map schedule legend, identifies the type of each particular parking place, or waiting or loading restriction 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 parking place, or waiting or loading restriction is depicted on the map-based schedule, that parking place, or 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 parking places designated by this Order, and the waiting or loading restriction restrictions imposed by this Order and, where appropriate, certain of their governing provisions; and

^a 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^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 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 amendment referred to in Article 3.1 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.

Designation of parking places and application of the Order of 2021 thereto

- 4.1 Each area on a street identified the map-based schedule as a parking place by way of the map schedule legend as an area marked out and signed for the use therein of specified classes of vehicles following the conditions specified in the Order of 2021 in relation to that type of parking place is designated as a parking place.
- 4.2 Unless otherwise so identified, a parking place shall be bounded on one side of its length by the edge of the carriageway and be an area marked either by a traffic sign or by another method of indicating the extent of a parking place as specified in the Traffic Signs Regulations and General Directions 2016^c.
- 4.3 The provisions of the Order of 2021 (other than Articles 4 and 15) shall apply to the area designated as a parking place by this Order as if in those provisions any reference to a parking place included a reference to an area designated as a parking place by this Order.

Placing of traffic signs, etc

- 5.1 The Council shall:
- (a) place and maintain traffic signs indicating the limits of each parking place;
 - (b) place and maintain, in or in the vicinity of each parking place, traffic signs indicating that such parking place used during the permitted hours for the leaving only of the vehicles specified in Article 5.1 of the Order of 2021; and
 - (c) carry out such other work as is reasonably required for the purposes of the satisfactory operation of a parking place.

^b LBS 2021_036

^c SI 2016/362

Waiting and loading restrictions applicable in restricted streets

- 6.1 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 waiting or loading restriction identified in the map-based schedule and by way of the map schedule legend and marked out as a waiting restriction or marked out and signed as a loading restriction shall be construed as through it were a restricted street referred to in the Order of 2021.

Dated this xxxxxxxxxxxx day of xxxx 202*

[signature here]

DALE FODEN

Head of Service, Highways
Environment, Neighbourhoods and Growth

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, so as to:-

- (a) Car Club: in Avondale Rise south side formalise an existing car club parking place (5m in length) and relocate westward by 13.5m;
- (b) DPPP: (i) in Ufford Street north-east side (north-west of its junction with Burrows Mews) add new 'at any time' DPPP (6.6m in length), (ii) in Wells Way east side o/s Nos. 127, 129 and 131 relocate an existing 'at any time' DPPP northward by 5m (and increase to standard 6.6m in length), and (iii) in Wanley Road formalise an existing 'at any time' DPPP (6.6m in length) south-east side o/s No. 9;
- (c) add SKBs (which operate between 8.00 am - 6.30 pm) onto existing DYs in (i) Guys Street (total of 20m) on both sides south-east of its junction with Kipling Street, (ii) Kipling Street (total of 139m) west side a total of 6.5m either side of its junction with Porlock Street, 15m opposite its junction with Guys Street and 43m south of its junction with Snowfields, east side a total of 69m south of its junction with Snowfields and 5.5m south of its junction with Guys Street, and (iii) Snowfields (total of 32.5m) on both sides at its junction with Kipling Street;
- (d) in Porlock Street on both sides and throughout, convert all existing SYs to DYs and add SKBs (which operate between 8.00 am - 6.30 pm);
- (e) convert all existing SYs to DYs and add SKBs (which operate 7.00 am – 7.00 pm) in (i) Halpin Place on both sides and throughout, (ii) Huntsman Street north-west side across its junction with Halpin Place (5.5m in total), and (iii) Tatum Street south-east side across its junction with Halpin Place (6.5m in total);
- (f) in Copeland Road west side opposite Nos. 72-74, convert 13.5m existing SYs to DYs;
- (g) in Grosvenor Park (i) south side o/s No. 45, formalise 2.5m of existing SYs, and (ii) convert a total of 15m existing SYs to DYs north-east side o/s No. 41 and south side o/s No. 45;
- (h) relocate 1m DYs to accommodate cycle hangar relocations in (i) Alscot Road (south of its junction with Spa Road) from the east side to the west side, and (ii) Simms Road south-west side (east of its junction with St James's Road) eastward by 11.5m;
- (i) in Brunel Road south-east side o/s No. 32 formally remove 1m existing DYs;
- (j) extend existing DYs in (i) Crystal Palace Road east side (south of its junction with East Dulwich Road) by an additional 6m, (ii) Druid Street south-east side (south-west of its junction with Tooley Street) by an additional 2.5m, and (iii) Simms Road south-west side (east of its junction with St James's Road) by an additional 1m; and
- (k) add new lengths of 'AAT' waiting restrictions in: Avondale Rise south side (1m), Beauval Road south-west side o/s No. 110 (20.5m) and north-east side o/s No. 97 Beauval Road (14m), Champion Grove (south-east of its south-easternmost junction with Grove Lane) south-east side (1m), College Road/Fountain Road (between a point 8m south of a point opposite the southern kerb-line of Kingswood Drive and a point 81m north-west of its junction with Crystal Palace Parade) on the eastern and north-eastern side of College Road/Fountain Road (402m in total), Dekker Road both sides at its junction with Woodward Road (16m in total), Desenfans Road both sides at its junction with Woodward Road (20m in total), Dovercourt Road both sides and either side of its junction with Woodward Road (30m in total), Druce Road both sides at its junction with Woodward Road (12m in total), Druid Street (o/s Lewes House) north-west side (1m), George Row (north-east of its junction with Wolseley Street) north-west side (1m), Goodrich Road south-west side o/s No. 52 (8m), Harders Road north-west side opposite Nos. 61 and 63 (10m), Hinckley Road south-east side opposite No. 1 (5m), Ivydale Road (between its junction with Oakdale Road/St Asaph Road and the boundary of Nos. 248 and 250) both sides (155m in total), Kingswood Drive (opposite its junction with Hitherwood Drive) north side (58.5m), Wanley Road on both sides o/s Nos. 11 to 38 (74m in total), Wells Way east side o/s Nos. 127, 129 and 131 (5m), and Woodward Road (between its junction with Calton Avenue and the boundary of Nos. 48 and 50) both sides (86.5m in total),

as part of Minor Traffic Schemes (2324-Q1), in the London Borough of Southwark.



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK
TRAFFIC MANAGEMENT ORDER

202* No. xxx

The London Borough of Southwark (Prescribed routes) (Alexis Street) Traffic Order 202*

Made: xx xxxxxxxx 202*

Coming into force: xx xxxxxxxx 202*

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 (Prescribed routes) (Alexis Street) Traffic Order 202* and shall come into force on xx xxxxxxxx 202*.

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, bye-law, rule, regulation, scheme or other instrument having effect by virtue of an enactment; and

“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 of the Road Traffic Regulation Act 1984;

“prescribed street” for the purposes of Article 4.1(c) of this Order means the part of street referred to in Articles 3.1 and 3.2 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

Prescribed routes

- 3.1 No person causing any motor vehicle to proceed in a north-westward direction in that part of Alexis Street which lies south-east of a point 2.5 metres south-east of the south-eastern kerb-line of Macks Road shall, upon reaching that point, cause that motor vehicle to enter into or proceed in that part of Alexis Street which lies north-west of a point 2.5 metres of the south-east of the south-eastern kerb-line of Macks Road.
- 3.2 No person causing any motor vehicle to proceed in Macks Road shall, upon reaching its junction with Alexis Street (south-eastern arm, which connects Mack Road and St James's Road) cause that motor vehicle to enter into or proceed into Alexis Street (south-eastern arm).

Exemptions

- 4.1 Nothing in Articles 3.1 or 3.2 of this Order shall apply in relation to:-
- (a) anything done with the permission or at the direction of a police constable in uniform; or
 - (b) any vehicle being used for ambulance, fire brigade or police purposes; or
 - (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 (as defined in section 32 of the Communications Act 2003^b); 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 thereof; 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.

Dated this xxxxxxx day of xxxxxxxxxxxx 202*

[signature here]

DALE FODEN

Head of Service, Highways
Environment, Neighbourhoods and Growth

^b 2003 c.21

EXPLANATORY NOTE

(This note is not part of the Order)

This Order introduces, on a permanent basis, a 'no motor vehicles' restriction in Alexis Street south-east of its junction with Macks Road, in the London Borough of Southwark.

DRAFT