

# Public notice

## London Streetspace Programme – Peckham Rye



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

*The London Borough of Southwark (Cycle lanes) (No. 5) Experimental Traffic Order 2020*

*The London Borough of Southwark (Parking places) (CPZ 'B') (No. 3) Experimental Traffic Order 2020*

*The London Borough of Southwark (Prescribed Routes) (Peckham Rye area) Experimental Traffic Order 2020*

*The London Borough of Southwark (Prescribed Routes) (Scylla Road) Experimental Traffic Order 2020*

*The London Borough of Southwark (Waiting and loading restrictions) (Amendment No. 17) Experimental Traffic Order 2020*

1. Southwark Council hereby GIVES NOTICE that on 15 October 2020 it has made the above experimental orders under sections 9, 10 and 63 of the Road Traffic Regulation Act 1984<sup>1</sup>.
2. The effects of the experimental orders are to introduce prescribed routes/turns which will be physically enforced with traffic signs (and other measures where mentioned) and any necessary changes to existing highway restrictions to accommodate new segregated cycle lanes in Peckham Rye area, in the following streets:  
*note: 'permit' refers to parking places for holders of valid parking permits within the Controlled Parking Zone 'B'; and 'shared-use' refers to parking places in which holders of a valid permit for CPZ 'B' or paid ticket holders are permitted to park within the hours of operation. All measurements are in metres 'm' and are approximate.*
  - (a) EAST DULWICH ROAD – introduces a banned left turn except cycles at its junction with the eastern arm of Peckham Rye;
  - (b) NUNHEAD LANE – introduces a banned right turn except cycles at its junction with the eastern arm of Peckham Rye;
  - (c) PECKHAM RYE – (i) suspends existing cycle lanes to consolidate and add new (south-eastbound and north-westbound with-flow) segregated and mandatory cycle lanes on both sides between its junctions with Scylla Road and East Dulwich Road/Nunhead Lane, (ii) introduces a new north-westbound mandatory contra-flow cycle lane between its junction with East Dulwich Road and Nunhead Crescent, (iii) relocates an existing cycle hangar from the carriageway to the footway fronting No. 33 Peckham Rye (Howard Court), (iv) introduces a bus gate ANPR camera enforced, restricting south-eastbound traffic at the south-eastern kerb-line of Nunhead Crescent in which only buses, local buses and pedal cycles are permitted to enter into and proceed, (v) no access to the part of Peckham Rye north-west of its junction with East Dulwich Road/Nunhead Lane from that part of Peckham Rye which lies south-east of that junction;
  - (d) SCYLLA ROAD – (i) introduces a point closure with NAL blocks installed at the eastern boundary wall of No. 38 Scylla Road in which any motor vehicle, without exception is prohibited from proceeding, and (ii) introduces a point closure with NAL blocks and lockable bollards installed at its junction with Old James Street/Whorlton Road in which any motor vehicle is prohibited from proceeding (exceptions for emergency services and refuse collection);
  - (e) in CPZ 'B':- (i) in Peckham Rye (eastern arm) south-west side between its junctions with Scylla Road and Nunhead Crescent suspend two existing 'permit' (18.5m and 24.5m) and one 'shared-use' (51.5m), and (ii) in WHORLTON ROAD introduce new 'permit' on the north-west side, side of No. 47 Peckham Rye (10m) and the south-east side, side of No. 47 Peckham Rye (10m); and
  - (f) to remove 'at any time' waiting restrictions (double yellow lines) to accommodate the above-mentioned new permit parking in WHORLTON ROAD both sides.
3. For more information on the background and implementation of these experimental orders contact Nigel Bradbury [Highways@southwark.gov.uk](mailto:Highways@southwark.gov.uk) of the council's Highways Transport Projects team.
4. Copies of the orders, which will come into force on 22 October 2020 (and expire on 25 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](http://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 booking details contact [traffic.orders@southwark.gov.uk](mailto: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](mailto:traffic.orders@southwark.gov.uk) or to: Traffic Order consultations, Highways, Southwark Council, Environment and Leisure, P.O. Box 64529, London SE1P 5LX; or use the form labelled '*Parking - Road traffic and highway schemes - responding to statutory consultation notices*' at [www.southwark.gov.uk/statutoryconsultationnotices](http://www.southwark.gov.uk/statutoryconsultationnotices) quoting the reference '*TMO2021-EXP14\_LSP Peckham Rye*'. 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 15 October 2020

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

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<sup>1</sup> [1984 c.27](#)

# Statement of reasons

## London Streetspace Programme – Peckham Rye

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

*The London Borough of Southwark (Cycle lanes) (No. 5) Experimental Traffic Order 2020*

*The London Borough of Southwark (Parking places) (CPZ 'B') (No. 3) Experimental Traffic Order 2020*

*The London Borough of Southwark (Prescribed Routes) (Peckham Rye area) Experimental Traffic Order 2020*

*The London Borough of Southwark (Prescribed Routes) (Scylla Road) Experimental Traffic Order 2020*

*The London Borough of Southwark (Waiting and loading restrictions) (Amendment No. 17) Experimental Traffic Order 2020*

The decision has been made to improve provision for cycling and walking between Nunhead Lane and Peckham Rye/Rye Lane in the Peckham Rye area (within the Rye Lane ward and Peckham Rye ward), as part of the London Streetspace programme, in the London Borough of Southwark.

This will comprise segregated cycles lanes on the eastern arm of Peckham Rye, suspension of parking bays on Peckham Rye and relocation of some bays to Whorlton Road, a bus gate (ANPR camera enforced) will restrict all traffic except buses, cycles, emergency vehicles and refuse collection on the section of Peckham Rye between Nunhead Crescent and Nunhead Lane, two new point closures on Scylla Road, and 'no entry' except cycles northbound on Peckham Rye from its junction with East Dulwich Road/Nunhead Lane or the part of Peckham Rye (south of this junction).

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.

Providing a cycle link on Peckham Rye improves connectivity north to south in the area. Making a section of Peckham Rye buses and cyclists only will allow more space for a cycle lane and reduce through traffic in the area, providing a better environment for active travel.

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?Ild=50023738&Opt=0>

Dated 15 October 2020

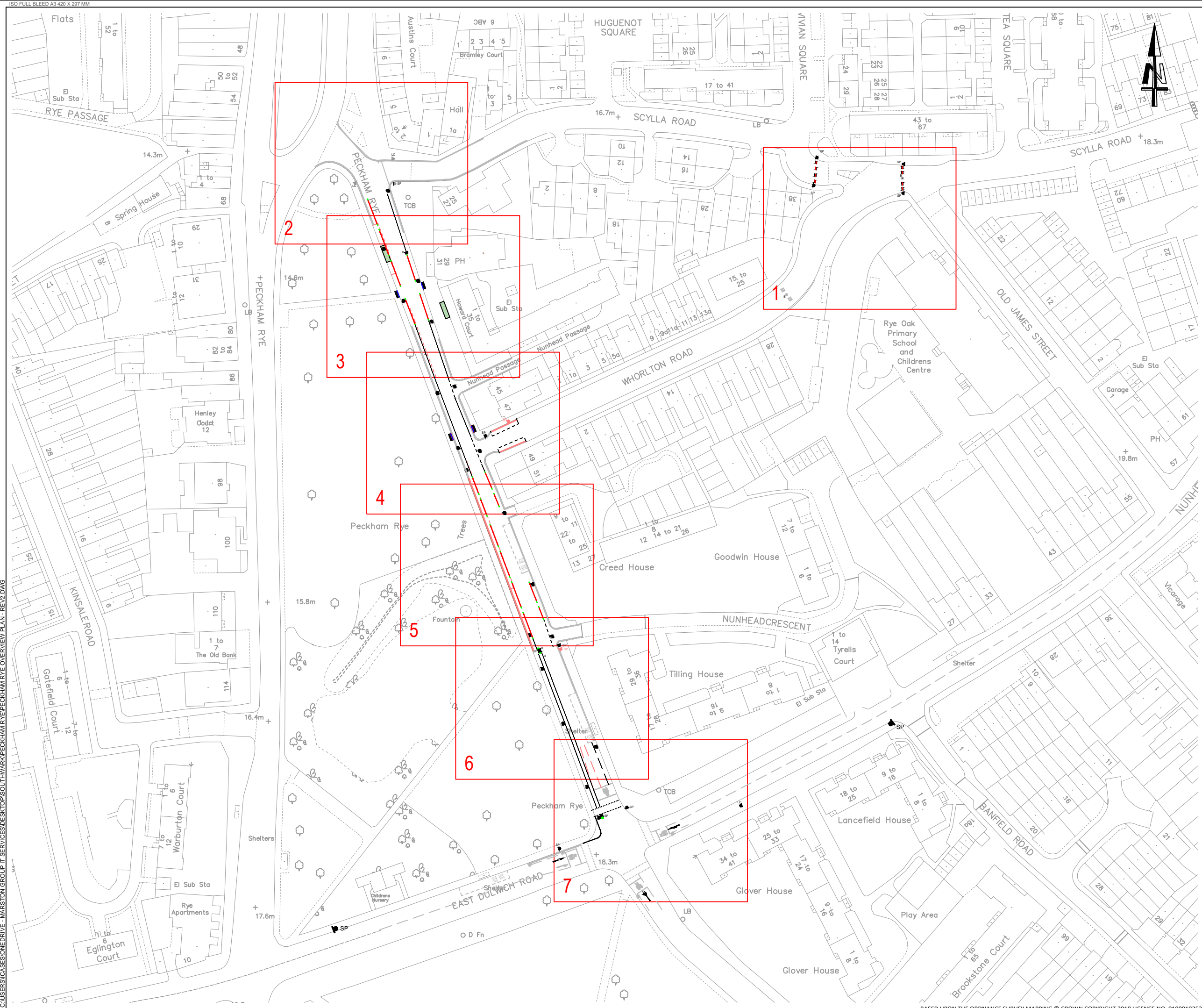
For more information contact:-

**Nigel Bradbury**

Transport Projects

Highways

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



**NOTES**

1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED. DO NOT SCALE FROM THIS DRAWING.
2. ALL ITEMS SHOWN IN GREY ARE TO REMAIN UNLESS OTHERWISE STATED.
3. THE INFORMATION SHOWN ON THIS DRAWING IS BASED ON A TOPOGRAPHICAL SURVEY BY 'XXXXXXXXXXXX' ON XXXXX 20XX.
4. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER DRAWINGS FOR JOB REF XXXXX AS LISTED ON THE DRAWING ISSUE SHEET.
5. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE LB OF SOUTHWARK STREETScape DESIGN GUIDANCE (SSDM) AND ALL RELEVANT CONTRACT CLAUSES.
6. TRAFFIC MANAGEMENT TO BE IN ACCORDANCE WITH CHAPTER 8 OF THE TRAFFIC SIGNS MANUAL AND SAFETY AT STREET WORK AND ROAD WORKS.
7. CONTRACTOR TO SCAN FOR SERVICES PRIOR TO EXCAVATION AND REFER TO UTILITY PLANS PROVIDED.
8. CONTRACTOR TO MAINTAIN ACCESS TO ALL PROPERTIES AND BUSINESSES AT ALL TIMES AND AGREE ALTERNATIVE ACCESS ARRANGEMENTS WITH STAKEHOLDERS.

DRAFT

— Viewports

**LOCATION PLAN**

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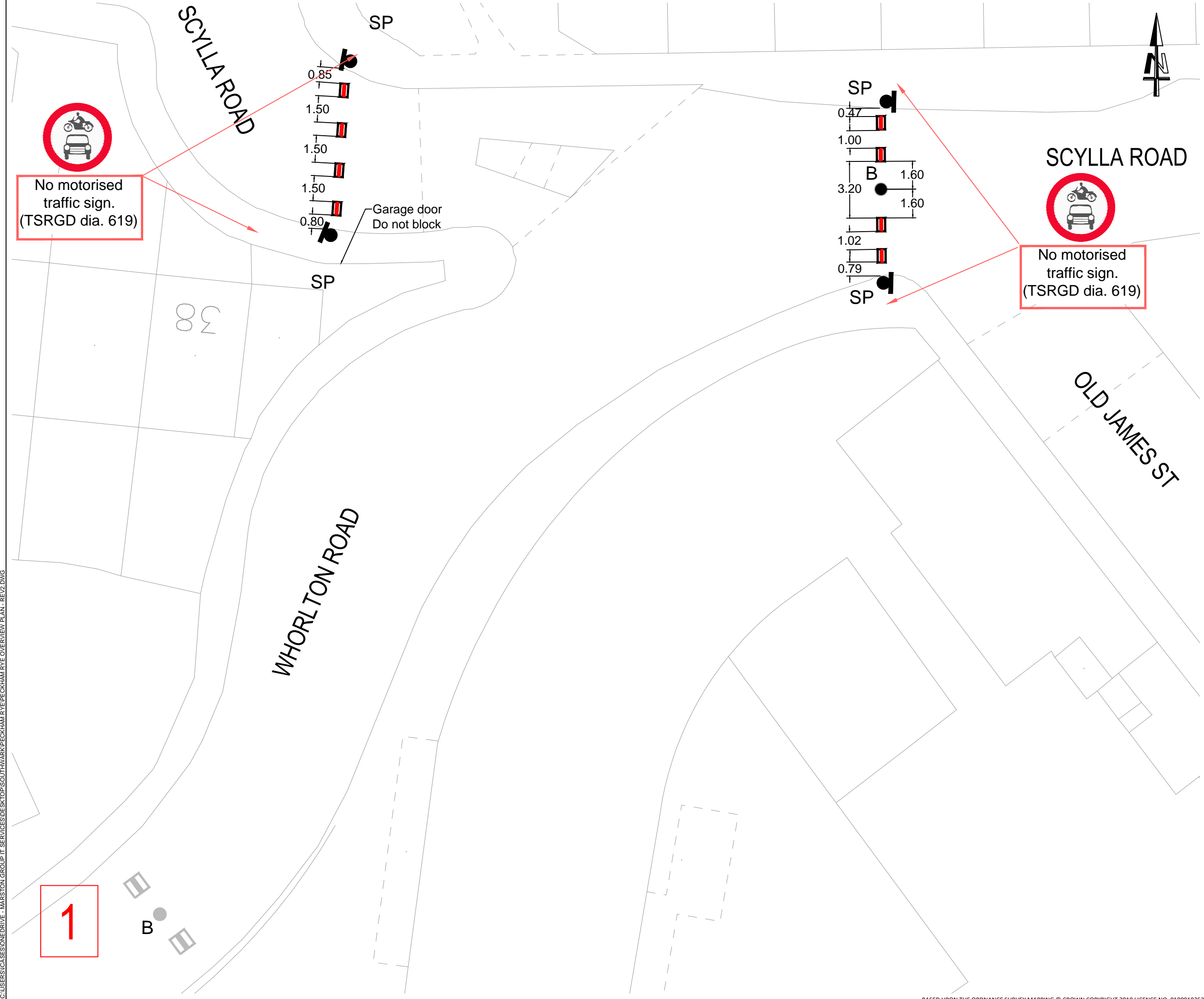


PROJECT: LONDON STREET SPACE PROGRAM

TITLE: PECKHAM RYE

STATUS:	SCOPING	DRAWN	—
SCALE:	NTS	DESIGNED	DR
DRAWING NO:	LBS/SD069/LSP/00	CHECKED	DR
DATE DRAWN:	SEPT 2020	APPROVED	RB
		REV:	—
		DATE ISSUED:	—

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**DRAFT**

KEY

- Proposed white road marking
- Proposed yellow road marking
- Existing road marking
- Existing road marking removed
- ▣ Proposed tactile paving
- Proposed footway build out
- SP ■ Proposed sign on new sign post
- ▣ Proposed NAL block (750x450mm)
- ▣ Existing NAL block (750x450mm)
- Proposed lockable bollard
- Existing lockable bollard

LOCATION PLAN

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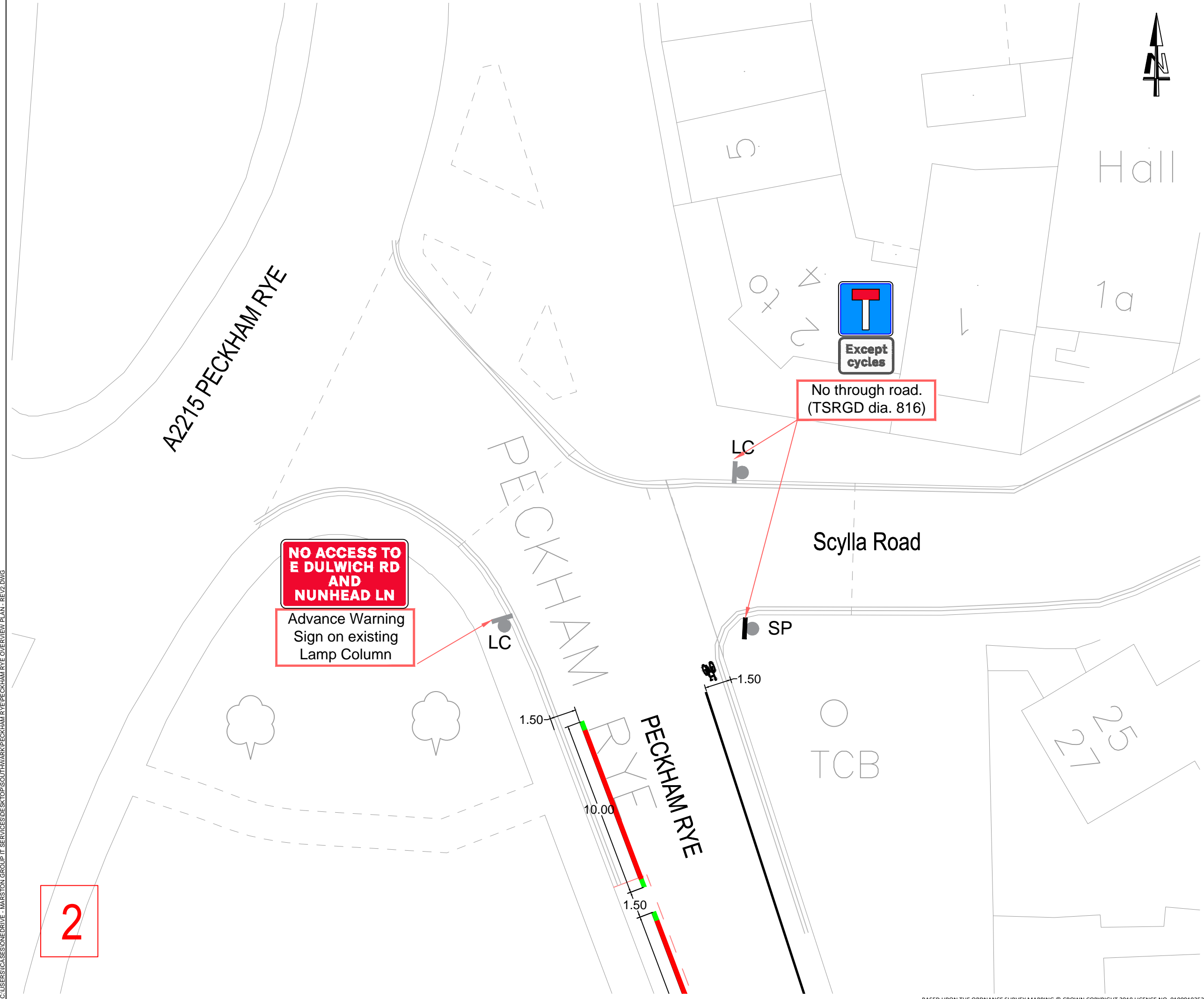


PROJECT: LONDON STREET SPACE PROGRAM

TITLE: PECKHAM RYE

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**DRAFT**

KEY

- Proposed white road marking
- Proposed yellow road marking
- Existing road marking
- Existing road marking removed
- ▣ Proposed tactile paving
- Proposed footway build out
- SP New sign on existing sign post
- Straight kerb MS1
- Tapered kerb end MS9
- LC New sign on existing lamp column

LOCATION PLAN

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PROJECT: LONDON STREET SPACE PROGRAM

TITLE: PECKHAM RYE

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SCALE:	1:200	DESIGNED	DR
DRAWING NO:	LBS/SD069/LSP/03	CHECKED	DR
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KEY

- Proposed white road marking
- Proposed yellow road marking
- Existing road marking
- Existing road marking removed
- ▣ Proposed tactile paving
- Proposed dropped kerb
- ▣ Proposed sign on new sign post
- Straight kerb MS1
- Tapered kerb end MS9
- ▣ Cycle Hangar
- ▣ Tactile paving

LOCATION PLAN

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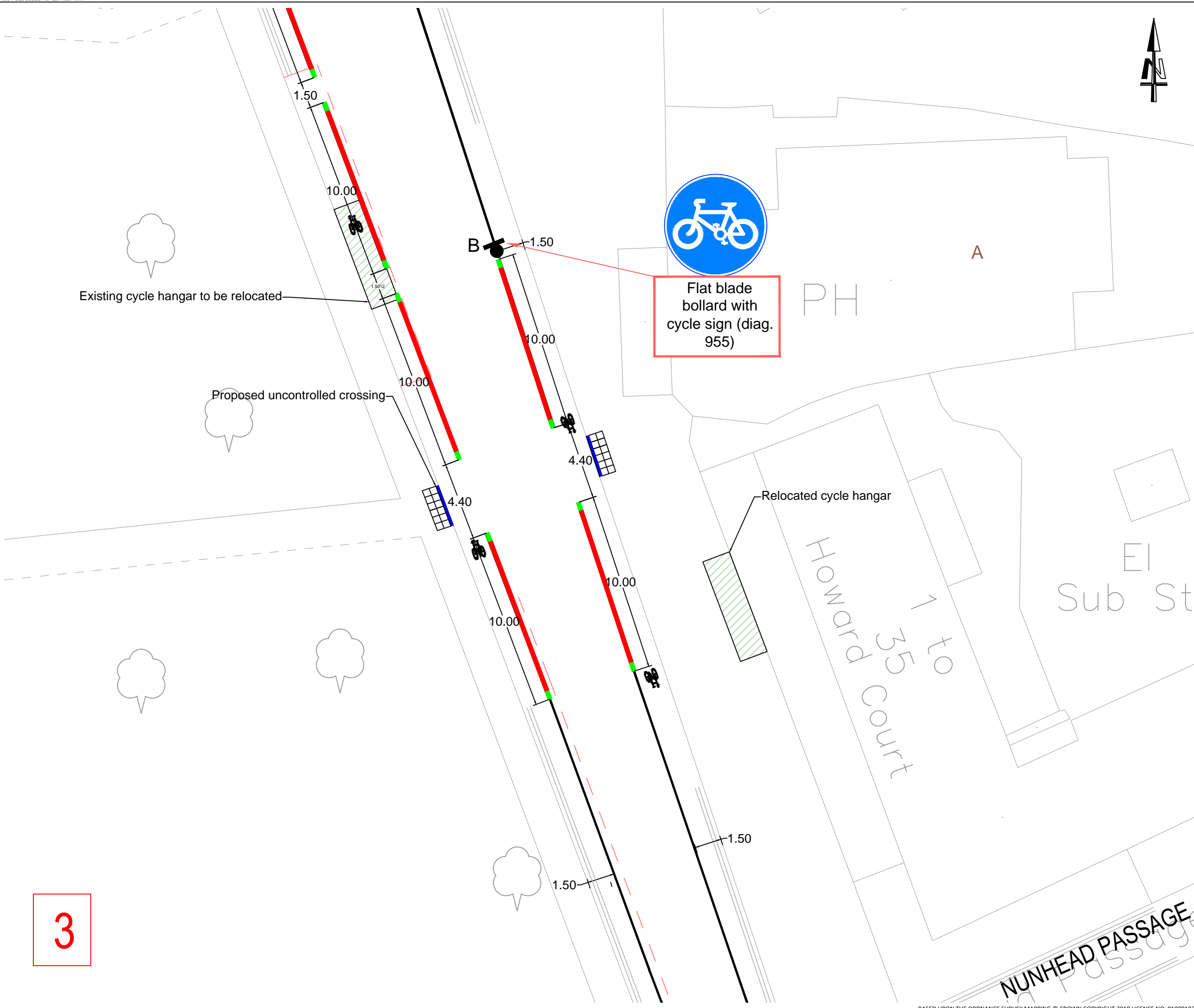


PROJECT: LONDON STREET SPACE PROGRAM

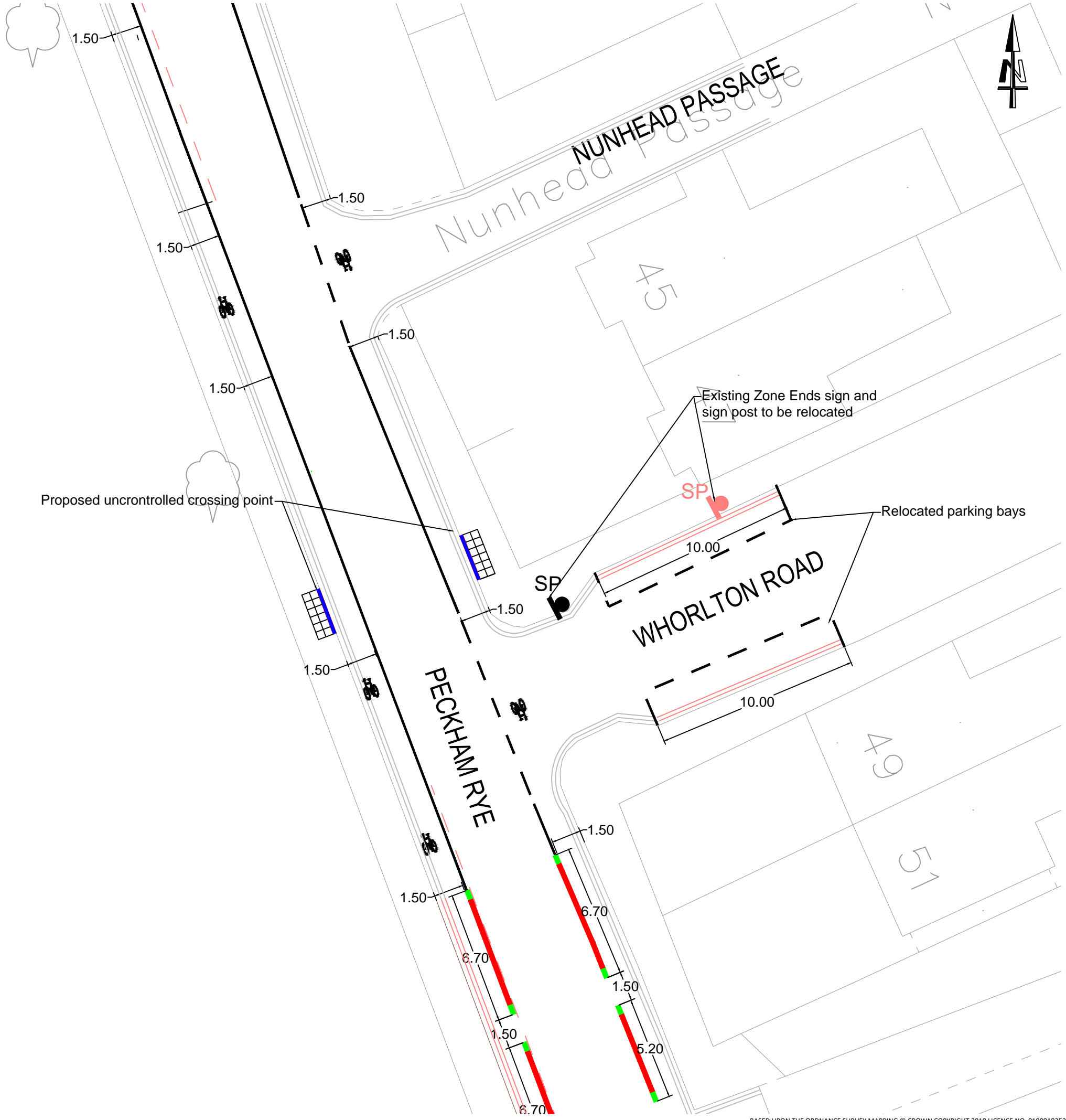
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**3**



4



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**DRAFT**

KEY

- Proposed white road marking
- Proposed yellow road marking
- Existing road marking
- Existing road marking removed
- ▣ Proposed tactile paving
- Proposed footway build out
- ▣ Proposed sign on new sign post
- Straight kerb MS1
- Tapered kerb end MS9

LOCATION PLAN

REV	DATE	REVISION DESCRIPTION / DETAILS	DRN BY	CHKD BY	APRVD BY
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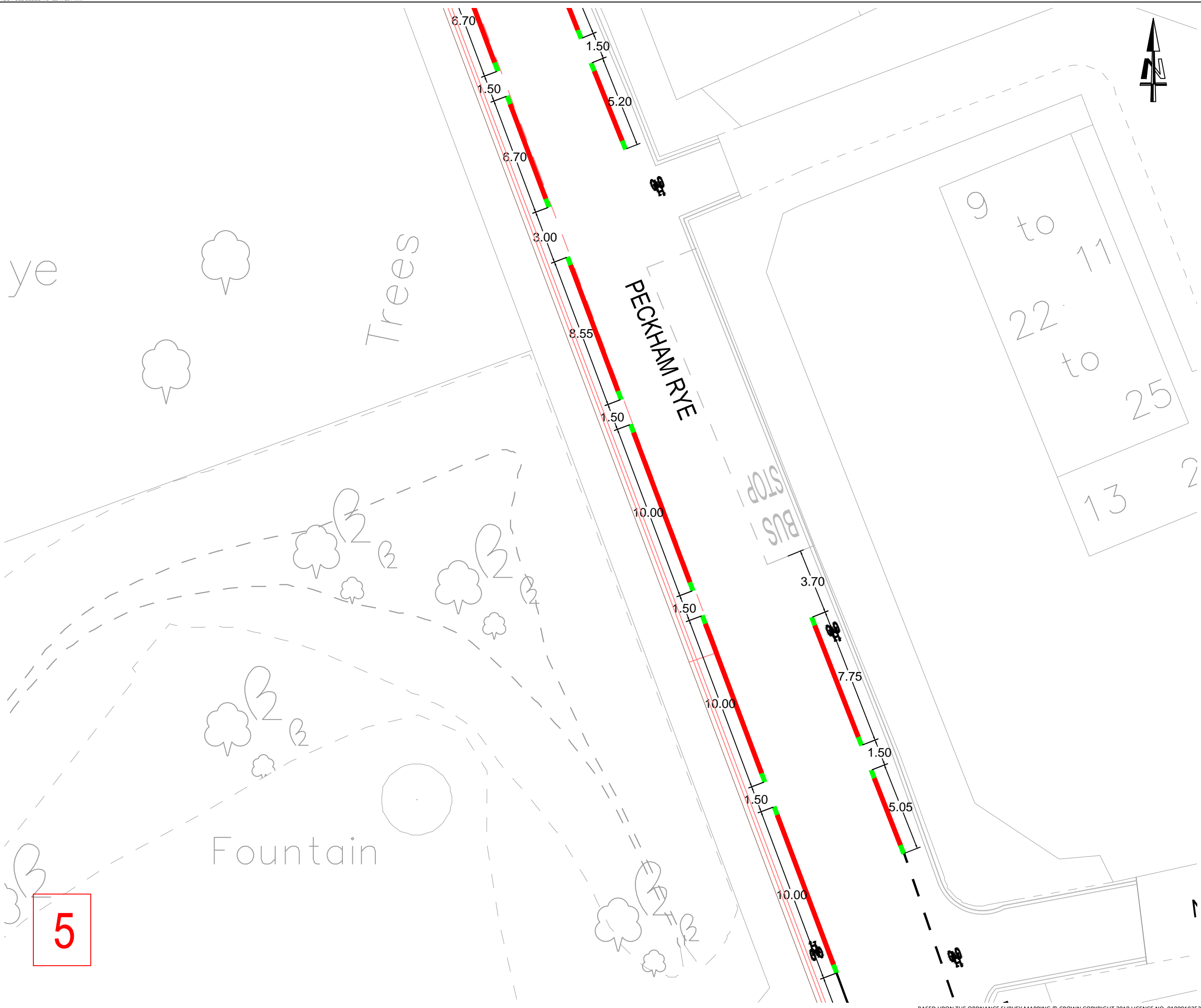


PROJECT: LONDON STREET SPACE PROGRAM

TITLE: PECKHAM RYE

STATUS:	SCOPING	DRAWN:	—
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- Proposed yellow road marking
- Existing road marking
- - - Existing road marking removed
- Proposed tactile paving
- Proposed footway build out
- Proposed sign on new sign post
- Straight kerb MS1
- Tapered kerb end MS9

LOCATION PLAN

REV	DATE	REVISION DESCRIPTION / DETAILS	DRN BY	CHKD BY	APRVD BY
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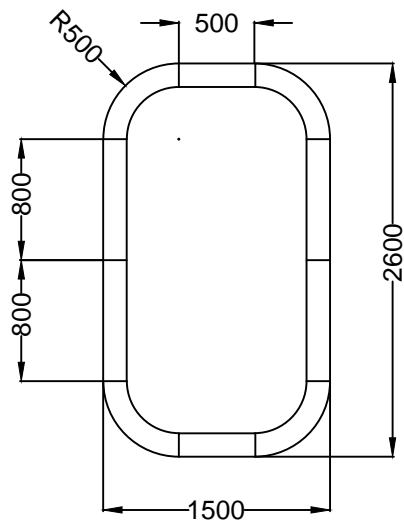
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TITLE: PECKHAM RYE

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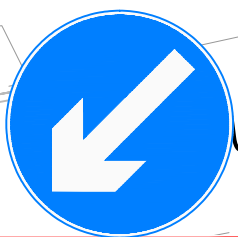
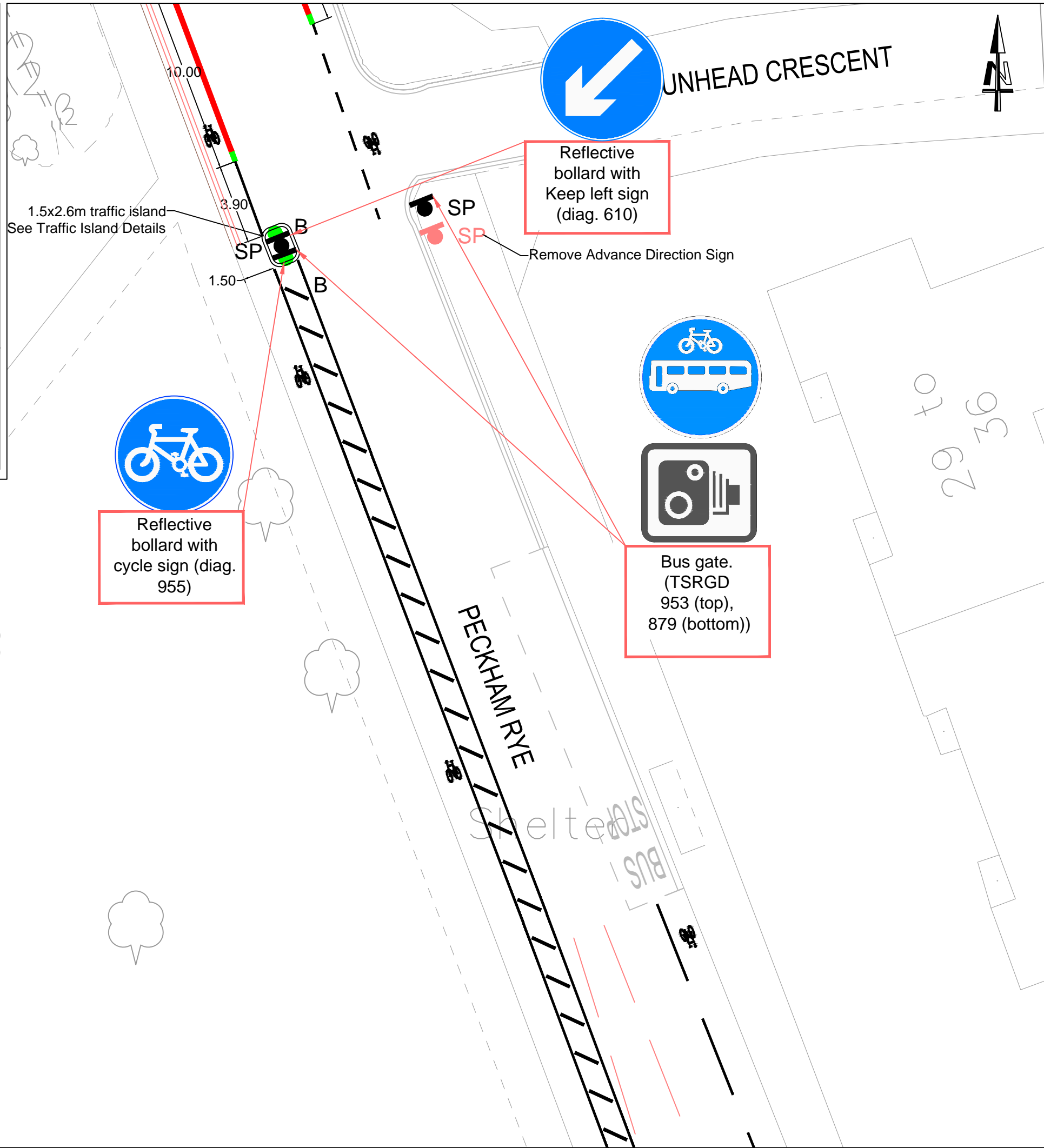
**TRAFFIC ISLAND DETAIL**

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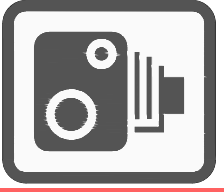
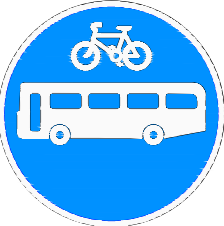
1.5x2.6m traffic island  
See Traffic Island Details

- Radius kerb B8
- Straight kerb B1
- Concrete infill



Reflective bollard with Keep left sign (diag. 610)

Remove Advance Direction Sign



Bus gate.  
(TSRGD  
953 (top),  
879 (bottom))



Reflective bollard with cycle sign (diag. 955)

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**DRAFT**

**KEY**

- Proposed white road marking
- Proposed yellow road marking
- Existing road marking
- Existing road marking removed
- Proposed tactile paving
- Proposed traffic island
- Proposed sign on new sign post
- Existing sign to be removed
- Straight kerb MS1
- Tapered end kerb MS9
- Proposed reflective bollard

**LOCATION PLAN**

REV	DATE	REVISION DESCRIPTION / DETAILS	DRN BY	CHKD BY	APRVD BY
A	XX.XX.20	XXXXXXXXXXXXXXXXXXXX	XX	XX	XX
0	XX.XX.20	FIRST ISSUE	XX	XX	XX



PROJECT:  
LONDON STREET SPACE PROGRAM

TITLE:  
PECKHAM RYE

STATUS:	SCOPING	DRAWN	-
		DESIGNED	DR
SCALE:	1:200	CHECKED	DR
		APPROVED	RB
DRAWING NO:	LBS/SD069/LSP/06	REV:	-
DATE DRAWN:	SEPT 2020	DATE ISSUED:	-

**6**





THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

# TRAFFIC MANAGEMENT ORDER

2020 No. 201

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

Made: 15 October 2020

Coming into force: 22 October 2020

Expires: 25 April 2022

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The council of the London Borough of Southwark, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by sections 9, 10 and 63 of the Road Traffic Regulation Act 1984<sup>a</sup> as amended, and of all other powers thereunto enabling, hereby make the following Order:-

## Citation, commencement and expiry

- 1.1 This Order may be cited as the London Borough of Southwark (Cycle hangars) (No. 4) Experimental Traffic Order 2020, shall come into force on 22 October 2020 and will expire on 25 April 2022.

## Interpretation

- 2.1 In this Order:-

“carriageway” and “footway” have the same meaning as in section 329(1) of the Highways Act 1980<sup>b</sup>;

“civil enforcement officer” has the same meaning as in section 76 of the Traffic Management Act 2004<sup>c</sup>;

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

“cycle hangar” refers to an area of carriageway, footway, housing estate land similar to a footway, housing estate road or housing estate car park designated by this Order as a secure parking place for pedal cycles;

“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;

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

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

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



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

"Schedule" means a Schedule to this Order;

"the Order of 2018" means the London Borough of Southwark (Cycle hangars) Order 2018<sup>e</sup>; 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.
- 2.3 Unless the context otherwise requires, any expression used in this Order which is also used in the Order of 2018 shall have the same meaning as in that Order.

#### Designation of cycle hangars

- 3.1 Each area on or adjacent to a highway or a housing estate road or a housing estate car park comprising a length of footway or land similar to and adjacent to or contiguous with a footway specified in column (2) of the Schedule to this Order, is designated as a cycle hangar.

#### Power to suspend the use of a cycle hangar

- 4.1 Notwithstanding any other provision of this Order, the Council or, the Commissioner of Police of the Metropolis, on the occasion of any public procession or for other good and sufficient reason, or a police constable in uniform, or a civil enforcement officer in case of emergency, may suspend the use of any cycle hangar during such period as may be reasonably necessary.
- 4.2 The Council or, the Commissioner of Police of the Metropolis, or a police constable in uniform, or a civil enforcement officer suspending the use of a cycle hangar in accordance with the provisions of paragraph 1 of this Article, shall thereupon place or cause to be placed in or adjacent to that cycle hangar, a traffic sign indicating the use of that cycle hangar is suspended.

#### Power to modify or suspend this Order

- 5.1 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<sup>f</sup>) 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.

#### Suspension of existing Orders

- 6.1 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 Order of 2018 of the cycle hangar numbered 78 in Schedule 1 therein, is hereby suspended.

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<sup>d</sup> S.I. 2016 No. 362

<sup>e</sup> LBS 2018/132

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

Dated this fifteenth day of October 2020

A handwritten signature in black ink, appearing to read "Nicky Costin". The signature is written in a cursive, slightly slanted style.

NICKY COSTIN  
Parking and Network Management Business Unit Manager  
Regulatory Services

SCHEDULE  
AREAS OF FOOTWAY DESIGNATED AS CYCLE HANGARS

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<i>Item No.</i> <i>(1)</i>	<i>Designated cycle hangar</i> <i>(2)</i>
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X78. PECKHAM RYE

the eastern north to south arm - the north-eastern footway, aligned parallel to the north-eastern edge of the footway, from a point 4 metres south-east of the north-western wall of No. 33 Peckham Rye (Howard Court) south-eastward for a distance of 2.55 metres and having a width throughout of 2.05 metres.

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## EXPLANATORY NOTE

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

This Order, as part of the London Streetspace Programme – Peckham Rye, by way of an experiment:-

- (i) suspends the designation of an existing cycle hangar on the carriageway in the eastern arm of Peckham Rye; and
- (ii) relocates that cycle hangar to the footway fronting Howard Court in the eastern arm of Peckham Rye,

in the London Borough of Southwark.





THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

# TRAFFIC MANAGEMENT ORDER

2020 No. 202

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The London Borough of Southwark (Cycle lanes) (No. 5) Experimental Traffic Order 2020

Made: 15 October 2020

Coming into force: 22 October 2020

Expires: 25 April 2022

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The council of the London Borough of Southwark, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by sections 9 and 10 of the Road Traffic Regulation Act 1984<sup>a</sup>, as amended, and of all other powers thereunto enabling, hereby make the following Order:

## Citation and commencement

1.1 This Order may be cited as the London Borough of Southwark (Cycle lanes) (No. 5) Experimental Traffic Order 2020 and shall come into force on 22 October 2020 and will expire on 25 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<sup>b</sup>;

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

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

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

"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;

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

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

<sup>c</sup> 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<sup>d</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.

#### 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.

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<sup>d</sup> 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<sup>e</sup>) 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.

Suspension of existing Orders

- 6.1 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 London Borough of Southwark (Prescribed Route) (Peckham Rye cycle lane) (Amendment) Traffic Order 2011<sup>f</sup> is hereby suspended in its entirety; and
  - (b) the London Borough of Southwark (Cycle Lanes) (No. 1) Traffic Order 1997<sup>g</sup> shall have the effect as though all items relating to Peckham Rye (East) and set out in the first Schedule to that Order, hereby are suspended.

Dated this fifteenth day of October 2020



NICKY COSTIN  
Parking and Road Network Business Unit Manager  
Regulatory Services

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<sup>e</sup> [2004 c.18](#)

<sup>f</sup> [LBS 2011/108](#)

<sup>g</sup> [LBS 1997/017](#)

SCHEDULE – CYCLE LANES

<i>(1)</i> Item	<i>(2)</i> Lengths of street	<i>(3)</i> Direction of travel and type of cycle lane	<i>(4)</i> Hours of operation
1.	PECKHAM RYE the north-east side, from a point 3.5 metres south-east of the southern kerb-line of Scylla Road to a point 36 metres south-east of that kerb-line.	south-eastbound with-flow mandatory partially segregated lane	At any time
2.	PECKHAM RYE the north-east side, from a point 33 metres north-west of the north-western kerb-line of Nunhead Passage to a point 18 metres south-east of the south-eastern kerb-line build-out of Whorlton Road.	south-eastbound with-flow mandatory partially segregated lane	At any time
3.	PECKHAM RYE the north-east side, from a point 18.5 metres north-west of the north-western kerb-line of Nunhead Crescent to a point 4 metres north-west of that kerb-line.	south-eastbound with-flow mandatory segregated lane	At any time
4.	PECKHAM RYE the south-west side, from a point 8 metres north-west of the north-western kerb-line of East Dulwich Road to a point opposite the south-eastern kerb-line of Nunhead Crescent.	north-westbound contra-flow mandatory lane	At any time
5.	PECKHAM RYE the south-west side, from a point opposite the south-eastern kerb-line of Nunhead Crescent to a point 41.5 metres south-east of a point opposite the southern kerb-line of Scylla Road.	north-westbound with-flow mandatory partially segregated lane	At any time
6.	PECKHAM RYE the south-west side, from a point 36 metres south-east of a point opposite the south-eastern kerb-line of Scylla Road to a point 3.5 metres south-east of a point opposite that kerb-line.	north-westbound with-flow mandatory partially segregated lane	At any time



## EXPLANATORY NOTE

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

This Order, as part of the London Streetspace Programme – Peckham Rye, by way of an experiment:-

- (i) suspends existing cycle lanes in the eastern arm of Peckham Rye, so as to consolidate and amend these cycle lanes;
- (ii) introduces segregated mandatory with-flow and mandatory with-flow cycle lanes in the eastern arm of Peckham Rye (south-eastbound and north-westbound), and
- (iii) introduces one section of mandatory contra-flow north-westbound cycle lane in the eastern arm of Peckham Rye,

in the London Borough of Southwark.



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

# TRAFFIC MANAGEMENT ORDER

2020 No. 203

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The London Borough of Southwark (Parking places) (CPZ 'B') (No. 3)  
Experimental Traffic Order 2020

Made: 15 October 2020

Coming into force: 22 October 2020

Expires: 25 April 2022

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The council of the London Borough of Southwark, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by sections 9 and 10 of the Road Traffic Regulation Act 1984<sup>a</sup>, as amended, and of all other powers thereunto enabling, hereby make the following Order:

## Citation and commencement

- 1.1 This Order may be cited as the London Borough of Southwark (Parking Places) (CPZ 'B') (No. 3) Experimental Traffic Order 2020, shall come into force on 22 October 2020, and expires on 25 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;

“the Order of 2013” means The London Borough of Southwark (Parking places) (CPZ 'B') (No. 1) Order 2013<sup>b</sup>; 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.
- 2.3 Unless the context otherwise requires, any expression used in this Order which is also used in the Order of 2013 shall have the same meaning as in that Order.

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

<sup>b</sup> LBS 2013/115

### 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 2013 of the parking places numbered 122 and 123 in Schedule 1 therein, and the parking place numbered 53 in Schedule 2 therein, are hereby suspended; and
  - (b) the designation by the London Borough of Southwark (Parking places) (CPZ 'B') (No. 10) Order 2018<sup>c</sup> of the parking place numbered 169 in Schedule 1 therein, is hereby suspended.

### Designation of parking places and application of the Order of 2013 thereto

- 4.1 Each area on a highway comprising the length of carriageway of a street specified in columns (2) of the Schedule to this Order and bounded on one side of that length by the edge of the carriageway, and having a width throughout of 2 metres, is designated as a parking place.
- 4.2 The provisions of the Order of 2013 (other than Articles 3 and 15) shall apply to each area designated as a parking place by this Order as if in those provisions any reference to a designated parking place or to a parking place shall include a reference to the area designated as a parking place by this Order and, as if any reference to Schedule 1 to the Order of 2013 included a reference to the Schedule to this Order.

### Placing of traffic signs etc.

- 5.1 The council shall:-
- (a) place and maintain traffic signs indicating the limits of each parking place referred to in the Schedule to this Order;
  - (b) place and maintain in or in the vicinity of each parking place referred to in the Schedule to this Order traffic signs indicating that such a parking place may be used during the permitted hours for the leaving only of the vehicles specified in Articles 4.1 and 4.2 of the Order of 2013; and
  - (c) carry out such other works as is reasonably required for the purposes of the satisfactory operation of a parking place.

### Power to modify or suspend this Order

- 6.1 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 s section 17 of the Traffic Management Act 2004<sup>d</sup>), may, if it appears to him 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 fifteenth day of October 2020



NICKY COSTIN  
Parking and Network Management Business Unit Manager  
Regulatory Services

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<sup>c</sup> LBS 2018/133

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

SCHEDULE - PERMIT HOLDERS' PARKING PLACES

<i>No. of parking place (1)</i>	<i>Designated parking place (2)</i>	<i>Permitted hours (3)</i>
X178.	<p>WHORLTON ROAD</p> <p>the north-west side, from a point 5.5 metres north-east of the north-eastern kerb-line of Peckham Rye (easternmost north-west to south-east arm) north-eastward for a distance of 10 metres.</p>	<p>8.30 am to 6.30 pm</p> <p>Monday to Saturday</p>
X179.	<p>WHORLTON ROAD</p> <p>the south-east side, from a point 5.5 metres north-east of the north-eastern kerb-line of Peckham Rye (easternmost north-west to south-east arm) north-eastward for a distance of 10 metres.</p>	<p>8.30 am to 6.30 pm</p> <p>Monday to Saturday</p>

## EXPLANATORY NOTE

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

This Order, by way of an experiment as part of the London Streetspace Programme – Peckham Rye:-

- (a) suspends the designation of two existing permit holders' parking places and one 'shared-use' parking place in Peckham Rye (between its junctions with Scylla Road and Nunhead Crescent); and
- (b) introduces two new permit holders' parking places in Whorlton Road, in the London Borough of Southwark.



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

# TRAFFIC MANAGEMENT ORDER

2020 No. 204

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The London Borough of Southwark (Prescribed routes) (Peckham Rye area)  
Experimental Traffic Order 2020

Made: 15 October 2020

Coming into force: 22 October 2020

Expires: 25 April 2022

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The council of the London Borough of Southwark, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by sections 9 and 10 of Road Traffic Regulation Act 1984<sup>a</sup>, as amended, and of all other powers thereunto enabling, hereby make the following Order:

## Citation, commencement and expiry

- 1.1 This Order may be cited as the London Borough of Southwark (Prescribed routes) Peckham Rye area) Experimental Traffic Order 2020, shall come into force on 22 October 2020 and will expire on 25 April 2022.

## Interpretation

- 2.1 In this Order:-

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

"bus gate" for the purposes of this Order is defined as the full carriageway, restricting the south-eastbound traffic only, in Peckham Rye (eastern arm) at the south-eastern kerb-line of Nunhead Crescent;

causing includes permitting;

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

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

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

"motor vehicle" has the same meaning as in section 185(1) of the Road Traffic Act 1988<sup>d</sup> and section 136(1) of the Road Traffic Regulation Act 1984; and

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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> 1988 c.52

“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

##### *East Dulwich Road*

- 3.1 No person causing any vehicle to proceed in East Dulwich Road shall, upon reaching the junction with the eastern arm of Peckham Rye, cause that vehicle to turn left into the eastern arm of Peckham Rye.
- 3.2 Nothing in Article 3.1 above shall apply to a pedal cycle.

##### *Nunhead Lane*

- 4.1 No person causing any vehicle to proceed in Nunhead Lane shall, upon reaching the junction with the eastern arm of Peckham Rye, cause that vehicle to turn right into the eastern arm of Peckham Rye.
- 4.2 Nothing in Article 4.1 above shall apply to a pedal cycle.

##### *Peckham Rye (eastern arm)*

- 5.1 No person causing any vehicle to proceed in a south-eastbound direction in that part of Peckham Rye (eastern arm) shall, upon reaching the bus gate south-east of its junction with Nunhead Crescent, cause that vehicle to enter and proceed into that bus gate.
- 5.2 No person causing any vehicle to proceed in that part of Peckham Rye (eastern arm) which lies south-east of its junction with East Dulwich/Nunhead Lane shall, upon reaching that junction cause that vehicle to enter into that part of Peckham Rye (eastern arm) which lies north-west of its junction with East Dulwich/Nunhead Lane.
- 5.3 Nothing in Article 5.1 above shall apply to a bus, local bus or pedal cycle.
- 5.4 Nothing in Article 5.2 above shall apply to a pedal cycle.

#### Exemptions

- 6.1 Nothing in Articles 3.1, 4.1, 5.1 or 5.2 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 person who causes any vehicle to proceed in accordance with any restriction or requirement indicated by traffic signs placed on the highway pursuant to section 66 or section 67 of the Road Traffic Regulation Act 1984;
  - (d) any vehicle being used for the purpose of refuse collection, maintenance, improvement, re-construction, cleansing or lighting of that part of street; and
  - (e) any vehicle being used in connection with the laying, erection, alteration, or repair in or adjacent to that part of street of any sewer, main, pipe or apparatus for the supply of gas, water, electricity, or of any electronic communications network; or the placing, maintenance or removal of any traffic sign, if the vehicle cannot be used for that purpose in any other street or part of street.

#### Power to modify or suspend this Order

- 7.1 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<sup>e</sup>) 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 fifteenth day of October 2020

A handwritten signature in black ink, appearing to read 'Nicky Costin', is centered on the page.

NICKY COSTIN  
Parking and Network Management Business Unit Manager  
Regulatory Services

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



## EXPLANATORY NOTE

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

This Order, as part of the London Streetspace Programme – Peckham Rye, by way of an experiment:

- (i) introduces a bus gate ANPR camera enforced, restricting south-eastbound traffic in Peckham Rye (eastern arm) at the south-eastern kerb-line of Nunhead Crescent, in which only buses, local buses and pedal cycles are permitted to enter into and proceed; and
- (ii) introduces 'no entry' except for pedal cycles, in Peckham Rye (eastern arm) north-west of its junction with East Dulwich/Nunhead Lane reinforced with a banned left turn in East Dulwich Road and a banned right turn in Nunhead Lane at this junction (both except pedal cycles),

in the London Borough of Southwark.



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

# TRAFFIC MANAGEMENT ORDER

2020 No. 205

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The London Borough of Southwark (Prescribed routes) (Scylla Road)  
Experimental Traffic Order 2020

Made: 15 October 2020

Coming into force: 22 October 2020

Expires: 25 April 2022

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The council of the London Borough of Southwark, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by sections 9 and 10 of the Road Traffic Regulation Act 1984<sup>a</sup>, as amended, and of all other powers thereunto enabling, hereby make the following Order:

## Citation, commencement and expiry

- 1.1 This Order may be cited as the London Borough of Southwark (Prescribed routes) (Scylla Road) Experimental Traffic Order 2020, shall come into force on 22 October 2020 and will expire on 25 April 2022.

## Interpretation

- 2.1 In this Order:-

causing includes permitting;

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

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

"motor vehicle" has the same meaning as in section 185(1) of the Road Traffic Act 1988<sup>b</sup> and section 136(1) 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.

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

<sup>b</sup> 1988 c.52

## Prescribed routes

### *Scylla Road*

- 3.1 No person causing any motor vehicle to proceed in that part of Scylla Road which lies west of the eastern boundary wall of No. 38 Scylla Road shall, upon reaching that point, cause that motor vehicle to enter into or proceed in that part of Scylla Road which lies east of the eastern boundary wall of No. 38 Scylla Road.
- 3.2 No person causing any motor vehicle to proceed in that part of Scylla Road which lies east of the eastern boundary wall of No. 38 Scylla Road shall, upon reaching that point, cause that motor vehicle to enter into or proceed in that part of Scylla Road which lies west of the eastern boundary wall of No. 38 Scylla Road.
- 3.3 No person causing any motor vehicle to proceed in that part of Scylla Road which lies west of its junction with Old James Street/Whorlton Road shall, upon reaching that point, cause that motor vehicle to enter into or proceed in that part of Scylla Road which lies east of its junction with Old James Street/Whorlton Road.
- 3.4 No person causing any motor vehicle to proceed in that part of Scylla Road which lies east of its junction with Old James Street/Whorlton Road shall, upon reaching that point, cause that motor vehicle to enter into or proceed in that part of Scylla Road which lies west of its junction with Old James Street/Whorlton Road.

### *Whorlton Road*

- 4.1 No person causing any motor vehicle to proceed in Whorlton Road shall, upon reaching its junction with Scylla Road, cause that motor vehicle to enter into or proceed into that part of Scylla Road which lies east of its junction with Old James Street/Whorlton Road.

## Exemptions

- 4.1 Nothing in Articles 3.3, 3.4 and 4.1 above shall apply in relation to:-
  - (a) anything done with the permission or at the direction of a police constable in uniform;
  - (b) any vehicle being used for ambulance, fire brigade or police purposes in an emergency;
  - (c) any person who causes any vehicle to proceed in accordance with any restriction or requirement indicated by traffic signs placed on the highway pursuant to section 66 or section 67 of the Road Traffic Regulation Act 1984;
  - (d) any vehicle being used for the purpose of refuse collection, maintenance, improvement, re-construction, cleansing or lighting of that part of street; and
  - (e) any vehicle being used in connection with the laying, erection, alteration, or repair in or adjacent to that part of street of any sewer, main, pipe or apparatus for the supply of gas, water, electricity, or of any electronic communications network; or the placing, maintenance or removal of any traffic sign, if the vehicle cannot be used for that purpose in any other street or part of street.

## 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<sup>c</sup>) 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.

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

Dated this fifteenth day of October 2020

A handwritten signature in black ink, appearing to read "Nicky Costin". The signature is written in a cursive, slightly slanted style.

NICKY COSTIN  
Parking and Network Management Business Unit Manager  
Regulatory Services

## EXPLANATORY NOTE

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

This Order, by way of an experiment as part of the London Streetspace Programme – Peckham Rye:-

- (i) introduces a point closure prohibiting the movement of motor vehicles in Scylla Road at the eastern boundary wall of No. 38 Scylla Road;
- (ii) introduces a point closure prohibiting the movement of motor vehicles in Scylla Road at its junction with Old James Street/Whorlton Road, which includes the exemption for emergency service vehicles and refuse collection; and
- (iii) prohibits motor vehicle access to the part of Scylla Road (east of its junction with Old James Street/Whorlton Road) from Whorlton Road, which includes the exemption for emergency service vehicles and refuse collection,

in the London Borough of Southwark.



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

# TRAFFIC MANAGEMENT ORDER

2020 No. 206

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The London Borough of Southwark (Waiting and loading restrictions) (Amendment No. 17)  
Experimental Traffic Order 2020

Made: 15 October 2020

Coming into force: 22 October 2020

Expires: 25 April 2022

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The council of the London Borough of Southwark, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by sections 9 and 10 of the Road Traffic Regulation Act 1984<sup>a</sup>, as amended, and of all other powers thereunto enabling, hereby make the following Order:

## Citation, commencement and expiry

- 1.1 This Order may be cited as the London Borough of Southwark (Waiting and loading restrictions) (Amendment No. 17) Experimental Traffic Order 2020, shall come into force on 22 October 2020 and will expire on 25 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<sup>b</sup> - 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.

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

<sup>b</sup> LBS 2015/082

Power to modify or suspend this Order

- 3.1 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<sup>c</sup>) 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.

Amendment or variation of existing Orders

- 4.1 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 1063 in Schedule 1 to that Order there are substituted the items numbered X1063 and set out in columns 1, 2 and 3 of the Schedule to this Order.

Dated this fifteenth day of October 2020



NICKY COSTIN  
Parking and Network Management Business Unit Manager  
Regulatory Services

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

SCHEDULE – WAITING RESTRICTIONS  
(SUBSTITUTION)

<i>Item No.</i> (1)	<i>Street</i> (2)	<i>Prescribed hours</i> (3)
X1063.	WHORLTON ROAD	
	(a) the north and north-west side	
	(i) between the north-eastern kerb-line of Peckham Rye (easternmost north-west to south-east arm) and a point 5.5 metres north-east of that kerb-line;	At any time
	(ii) between a point 2 metres north-east of the north-eastern wall of No. 13a Whorlton Road and its junction with Scylla Road;	At any time
	(b) the south and south-east side	
	(i) between the north-eastern kerb-line of Peckham Rye (easternmost north-west to south-east arm) and a point 5.5 metres north-east of that kerb-line;	At any time
	(ii) between a point 1 metre south-west of the common boundary of Nos. 24 and 26 Whorlton Road and its junction with Scylla Road/ Old James Street.	At any time



## EXPLANATORY NOTE

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

This Order, by way of an experiment as part of the London Streetspace Programme – Peckham Rye, amends existing waiting restrictions in Whorlton Road so as to accommodate trial road closures and prescribed routes, in the London Borough of Southwark.