

Public notice

London Streetspace Programme:

Great Suffolk Street area low traffic neighbourhood



The London Borough of Southwark (Prescribed Routes) (Great Suffolk Street area) Experimental Traffic Order 2020

The London Borough of Southwark (Parking places) (CPZ 'C1') (No. 3) Experimental Traffic Order 2020

The London Borough of Southwark (Loading bays) (No. 7) Experimental Traffic Order 2020

1. Southwark Council hereby GIVES NOTICE that on 22 October 2020 it has made the above experimental Orders under sections 9 and 10 of the Road Traffic Regulation Act 1984.
2. The effects of the experimental Orders, the intention of which is to promote social distancing measures and walking and cycling transport modes and deter motor vehicle usage in the Great Suffolk Street area, as part of the London Streetspace programme, will be, in:-
 - (a) BEAR LANE, to reverse the existing one-way working between its junctions with Dolben Street and Treveris Street so as to provide north-westbound traffic working for all vehicles, with a corresponding 'no entry' restriction applicable to south-eastbound vehicles at its junction with Treveris Street;
 - (b) BELVEDERE BUILDINGS, to introduce a compulsory left turn for all vehicles except pedal cycles at its junction with Webber Street;
 - (c) BLACKFRIARS ROAD, to (i) prohibit northbound vehicles except pedal cycles from turning right into Surrey Row and prohibit vehicles other than pedal cycles from entering into Surrey Row; and (ii) introduce 'ahead only' southbound traffic working at its junction with Webber Street;
 - (d) BOYFIELD STREET, to introduce a compulsory left turn for all vehicles except pedal cycles at its junction with Webber Street;
 - (e) COPPERFIELD STREET, to (i) introduce a compulsory left turn for all vehicles except pedal cycles at its junction with Great Suffolk Street; and (ii) introduce a compulsory right turn for all vehicles except pedal cycles at its junction with Great Guildford Street;
 - (f) DOLBEN STREET, to introduce a compulsory left turn for all vehicles except pedal cycles at its junction with Great Suffolk Street;
 - (g) EWER STREET, to introduce a compulsory left turn for all vehicles except pedal cycles at its junction with Lavington Street;
 - (h) FARNHAM PLACE, to introduce a compulsory right turn for all vehicles except pedal cycles at its junction with Great Suffolk Street;
 - (i) GAMBIA STREET, to introduce a compulsory left turn for all vehicles except pedal cycles at its junction with Union Street;
 - (j) GLASSHILL STREET, to introduce a compulsory right turn for all vehicles except pedal cycles at its junction with Webber Street;
 - (k) GREAT GUILDFORD STREET, to (i) introduce one-way northbound traffic working with pedal cycle contra-flow between its junctions with Union Street and America Street, with a corresponding 'no entry except pedal cycles' restriction applicable to southbound vehicles in that part of Great Guildford Street to the north of its junction with America Street; and (ii) introduce one-way southbound traffic working with pedal cycle contra-flow between its junctions with Union Street and Southwark Bridge Road;
 - (l) GREAT SUFFOLK STREET, to (i) introduce one-way northbound/north-eastbound traffic working with pedal cycle contra-flow between its junctions with Union Street and Southwark Street; (ii) introduce one-way southbound/south-eastbound traffic working with pedal cycle contra-flow between its junctions with Union Street and Webber Street; (iii) prohibit vehicles other than pedal cycles from entering Lavington Street; (iv) prohibit vehicles other than pedal cycles in that part of Great Suffolk Street south-east of its junction with Webber Street from entering into that part of Great Suffolk Street north-west of its junction with Webber Street with corresponding compulsory left turn for north-westbound traffic on approach to that junction; (v) prohibit motor vehicles entering that part of Great Suffolk Street north-west of its junction with Southwark Bridge Road from either Southwark Bridge Road or that part of Great Suffolk Street south-east of its junction with Southwark Bridge Road; (vi) suspend existing loading only bay 15 metres in length on the north-east side and (vii) suspend the existing cycle lane on the north-west side of its junction with Southwark Bridge Road;

- (m) LAVINGTON STREET, to (i) introduce one-way south-westbound traffic working with pedal cycle contra-flow throughout; (ii) introduce a compulsory right turn for all vehicles except pedal cycles at its junction with Great Suffolk Street; and (iii) remove two existing 'pay by phone' parking places on the south-west side at its junction with Great Suffolk Street and provide a new 'Monday to Friday, 7 am to 7pm' loading bay, 25.5 metres in length, in which vehicles may load/unload for up to 40 minutes, no return within hours;
 - (n) LOMAN STREET, introduce a compulsory left turn for all vehicles except pedal cycles at its junction with Great Suffolk Street;
 - (o) NELSON SQUARE, to introduce a compulsory right turn for all vehicles except pedal cycles at its junction with Union Street;
 - (p) PEPPER STREET, to introduce a compulsory right turn for all vehicles except pedal cycles at its junction with Union Street;
 - (q) POCOCK STREET, to (i) prohibit eastbound vehicles except pedal cycles in that part of Pocock Street west of its junction with Great Suffolk Street from turning left into Great Suffolk Street; (ii) prohibit westbound vehicles except pedal cycles in that part of Pocock Street east of its junction with Great Suffolk Street from turning right into Great Suffolk Street; and (iii) prohibit vehicles other than pedal cycles from entering into that part of Great Suffolk Street north-west of its junction with Pocock Street;
 - (r) RISBOROUGH STREET, to introduce a compulsory right turn for all vehicles except pedal cycles at its junction with Union Street;
 - (s) RUSHWORTH STREET, to (i) introduce a compulsory right turn for all vehicles except pedal cycles at its north-western junction with Webber Street; and (ii) introduce a compulsory left turn for all vehicles except pedal cycles at its south-eastern junction with Webber Street;
 - (t) SILEX STREET, to introduce a compulsory left turn for all vehicles except pedal cycles at its junction with Webber Street;
 - (u) SOUTHWARK BRIDGE ROAD, to (i) prohibit north-eastbound vehicles from turning left into that part of Great Suffolk Street north-west of its junction with Southwark Bridge Road; and (ii) prohibit south-westbound vehicles from turning right into that part of Great Suffolk Street north-west of its junction with Southwark Bridge Road;
 - (v) SOUTHWARK STREET, to (i) introduce 'ahead only' traffic working in both directions at its junction with Great Suffolk Street; and (ii) to prohibit vehicles other than pedal cycles from entering Great Suffolk Street;
 - (w) STURGE STREET, to introduce a compulsory left turn for all vehicles except pedal cycles at its junction with Great Suffolk Street;
 - (x) SUMNER STREET, to prohibit vehicles other than pedal cycles from entering Great Suffolk Street;
 - (y) SURREY ROW, to introduce one-way westbound traffic working with pedal cycle contra-flow between its junctions with Great Suffolk Street and Blackfriars Road, with a corresponding 'no entry except pedal cycles' restriction at its junction with Blackfriars Road and Boundary Row;
 - (z) TREVERIS STREET, to introduce a compulsory left turn for all vehicles at its junction with Bear Lane;
 - (aa) UNION STREET, to introduce one-way eastbound traffic working with pedal cycle contra-flow between its junctions with Blackfriars Road and Great Guildford Street;
 - (bb) WEBBER STREET, to (i) introduce one-way westbound traffic working with pedal cycle contra-flow between its junctions with Great Suffolk Street and Blackfriars Road, with a corresponding 'no entry except pedal cycles' restriction at its eastern junction with Blackfriars Road; and (ii) suspend the existing 7.5t goods vehicles weight restriction and cycle lane on the east side of its junction with Blackfriars Road.
3. For more information on the background and implementation of these experimental Orders contact Rebecca Barkham (Highways@southwark.gov.uk) of the Council's Highways, Transport Projects team.
 4. Copies of the Orders, which will come into force on 29 October 2020 (and expire on 5 May 2022), this notice, plans and a statement of the Council's reasons for making the Orders may be found online at www.southwark.gov.uk/trafficorders. Paper copies may be obtained from or viewed at Highways, Environment and Leisure, 3rd floor hub 2, 160 Tooley Street, London SE1 2QH by appointment only – to book contact traffic.orders@southwark.gov.uk or 020 7525 3497.

5. The Council will in due course be considering whether the provisions of the experimental Orders should be continued in force indefinitely, by means of permanent orders made under section 6 and 45 of the Road Traffic Regulation Act 1984. Anyone wishing to object to the making of the permanent Orders or make any other representation regarding the scheme would have 6 months to do so, from the date the experimental order comes into force (or, if the order is varied by a subsequent order or modified pursuant to section 10(2) of the Road Traffic Regulation Act 1984, from the date that variation order or modification comes into force), and may send a statement to traffic.orders@southwark.gov.uk or to: Traffic Order consultations, Highways, Southwark Council, Environment and Leisure, P.O. Box 64529, London SE1P 5LX; or use the form labelled '*Parking - Road traffic and highway schemes - responding to statutory consultation notices*' at www.southwark.gov.uk/statutoryconsultationnotices quoting reference '*TMO2021-EXP17_LSP Gt Suffolk St LTN*'. 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 Orders or of any provision therein on the grounds that it is not within the relevant powers of the Road Traffic Regulation Act 1984, or that any of the relevant requirements thereof or of any relevant regulations made thereunder have not been complied with in relation to the Orders may, within 6 weeks of the date on which the Orders were made, make application for the purpose to the High Court.

Dated 22 October 2020

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

Statement of reasons

London Streetspace Programme:

Great Suffolk Street area low traffic neighbourhood

The London Borough of Southwark (Prescribed Routes) (Great Suffolk Street area) Experimental Traffic Order 2020

The London Borough of Southwark (Parking places) (CPZ 'C1') (No. 3) Experimental Traffic Order 2020

The London Borough of Southwark (Loading bays) (No. 7) Experimental Traffic Order 2020

The decision has been made to introduce a series of **experimental measures**, the intention of which is to promote social distancing measures and walking and cycling transport modes and deter motor vehicle usage in the vicinity of cultural, hospitality and retail destinations in the Great Suffolk Street area, as part of the London Streetspace programme in the London Borough of Southwark

The Southwark Streetspace Programme aims to repurpose the streets for the local community and businesses and safeguard local streets from a potential increase in traffic as a result of the significant reduction in public transport capacity. One of the key areas that the Council is looking at as part of this programme is reducing the volume of traffic in the area and creating low-traffic corridors to enable healthy streets for people to walk and cycle and enjoy more space for local leisure activities.

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/mglIssueHistoryHome.aspx?Id=50023738&Opt=0>

22 October 2020

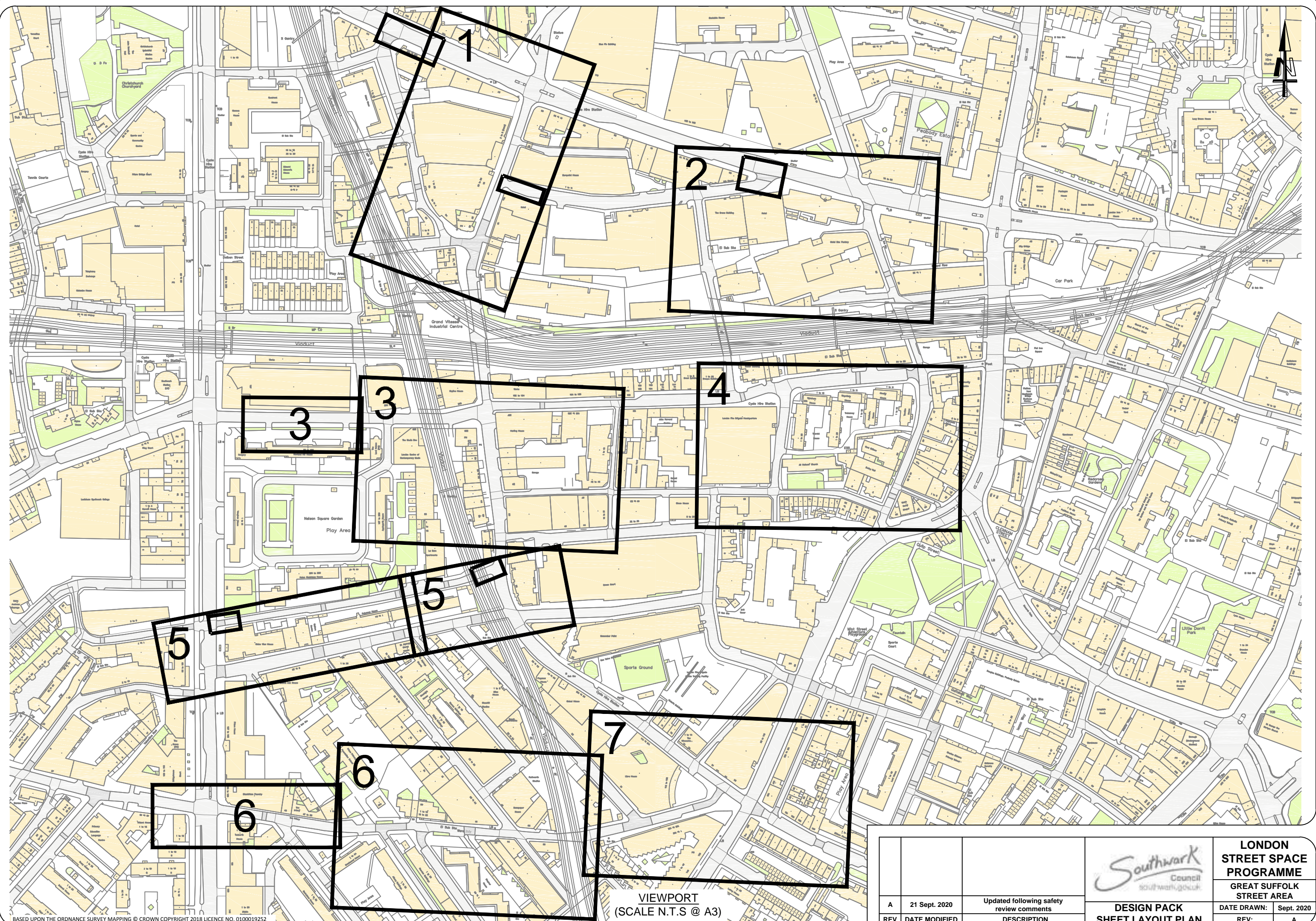
For more information contact:-

Rebecca Barkham

Transport Projects


Highways

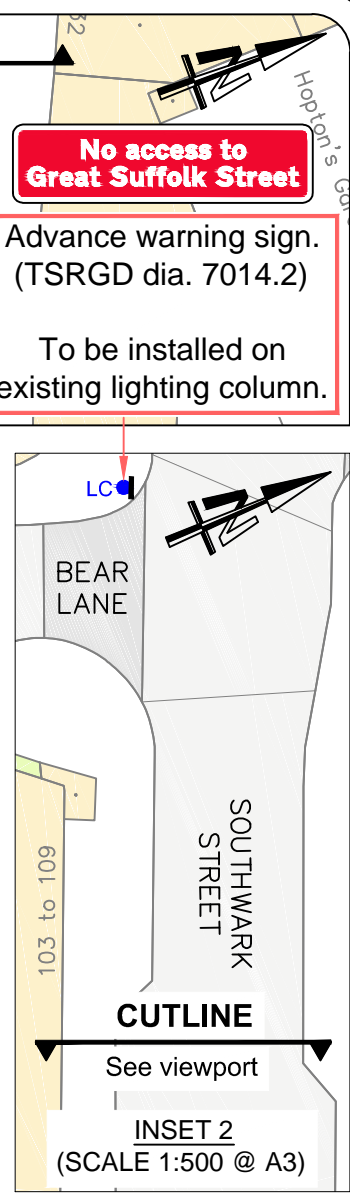
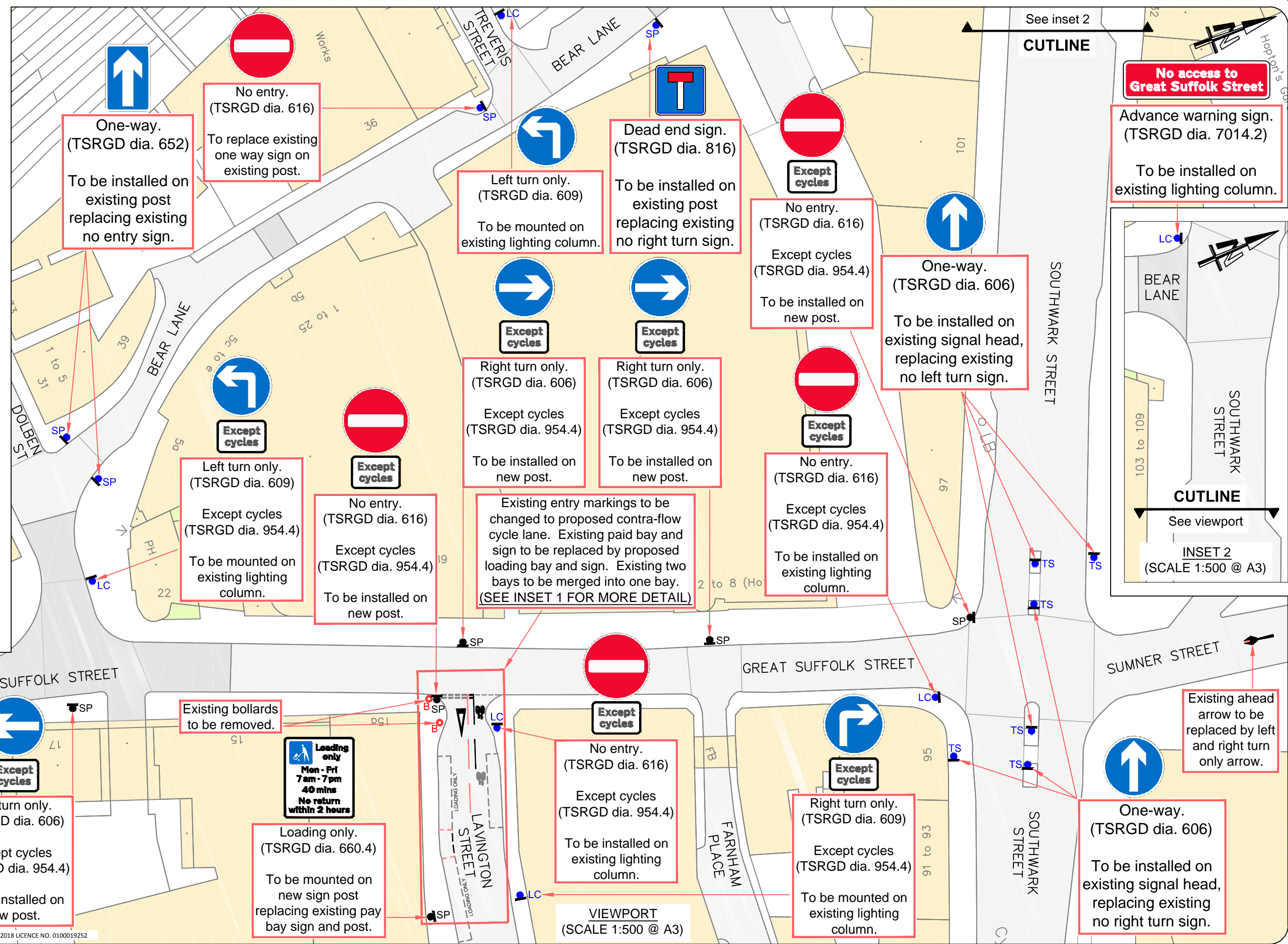
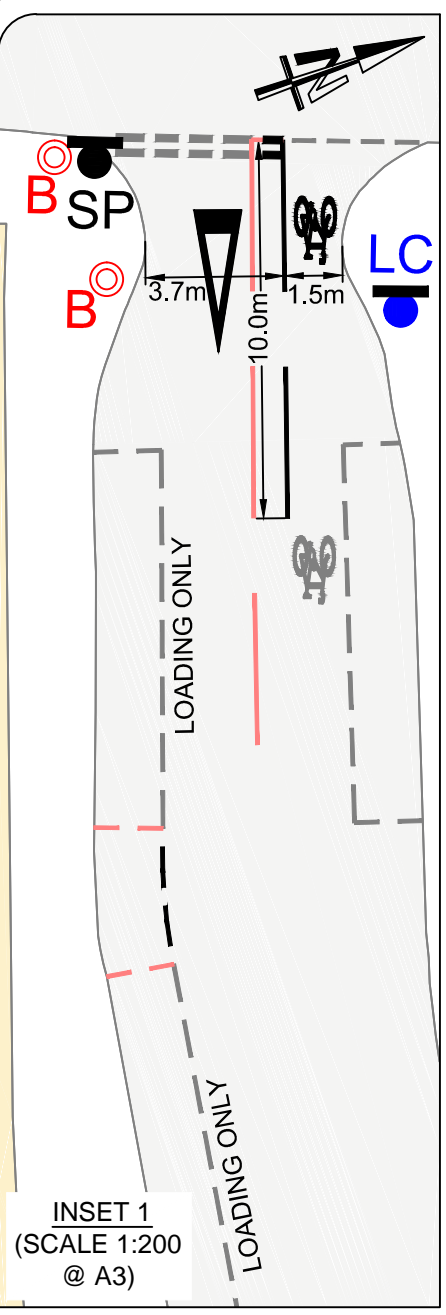
Highways@southwark.gov.uk



VIEWPORT
(SCALE N.T.S @ A3)

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		 LONDON STREET SPACE PROGRAMME GREAT SUFFOLK STREET AREA	DESIGN PACK SHEET LAYOUT PLAN	
A	21 Sept. 2020		Updated following safety review comments	DATE DRAWN: Sept. 2020
REV	DATE MODIFIED	DESCRIPTION		



NOTES

- Exact location of proposed signs and road markings to be agreed on site with the site supervisor to ensure conflicts are avoided.
- Any existing markings that conflict with proposed measures, are to be removed.

KEY

Proposed road marking	Proposed sign on new post	Existing sign and post to be removed	Proposed sign to be mounted on existing sign post
Existing road marking	Proposed sign to be mounted on existing lighting column	Proposed sign to be mounted on existing lighting column	Proposed delineator - flexible to allow for emergency vehicles (130mm dia. 1000mm high)
Existing road marking to be removed	Proposed sign to be mounted on existing traffic signal		
Existing bollard to be removed			

REV	DATE MODIFIED	DESCRIPTION
B	09 Oct. 2020	Sign details added
A	21 Sept. 2020	Updated following safety review comments

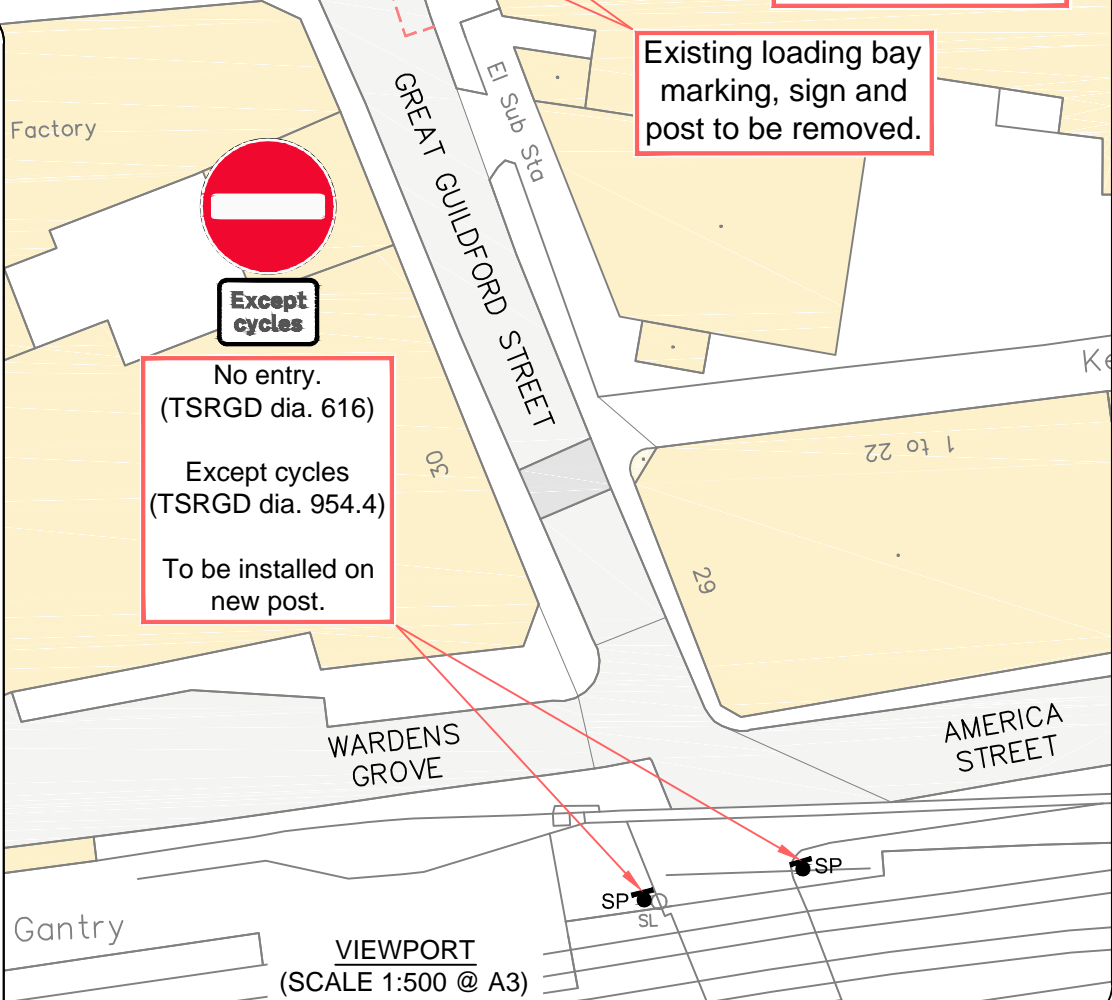
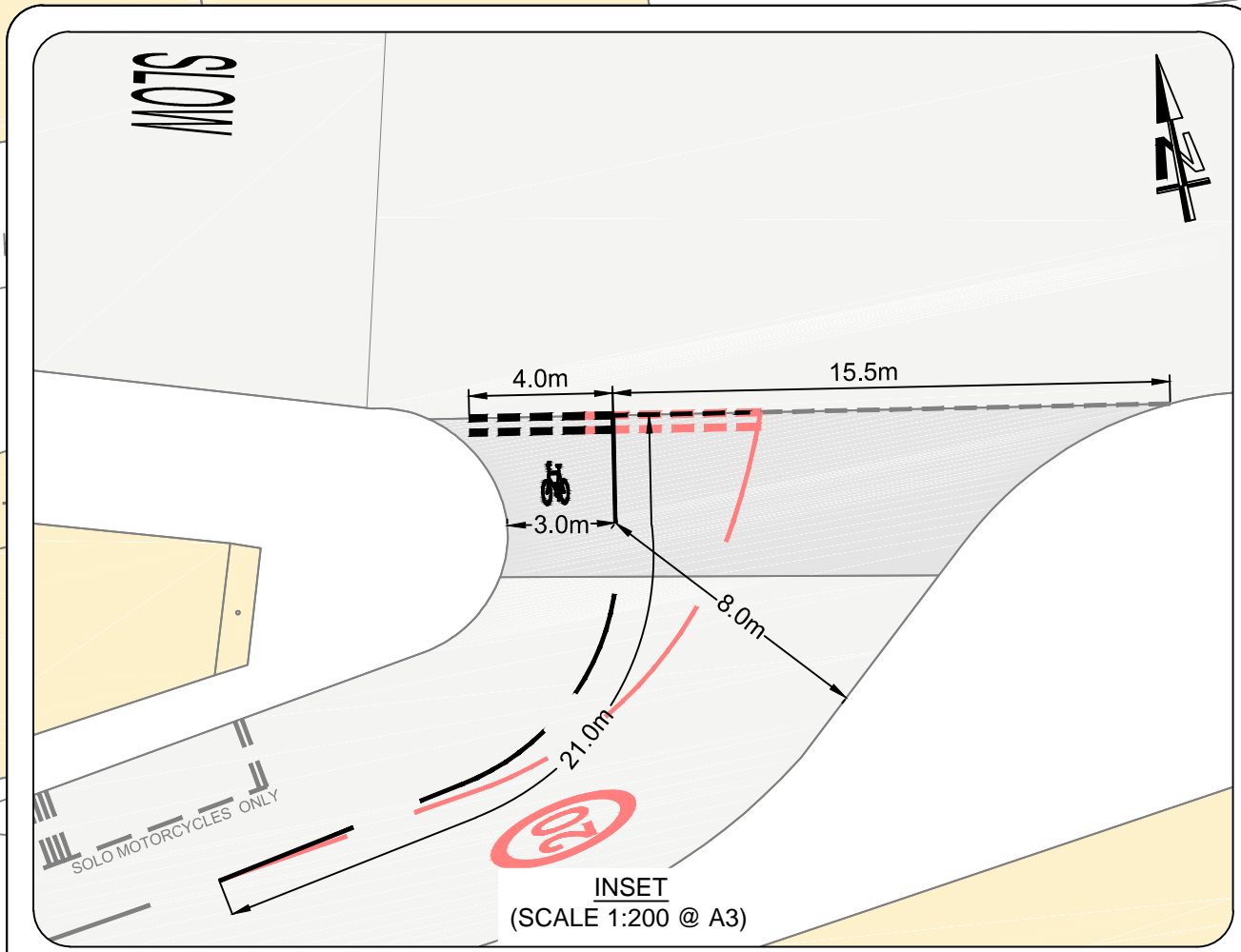
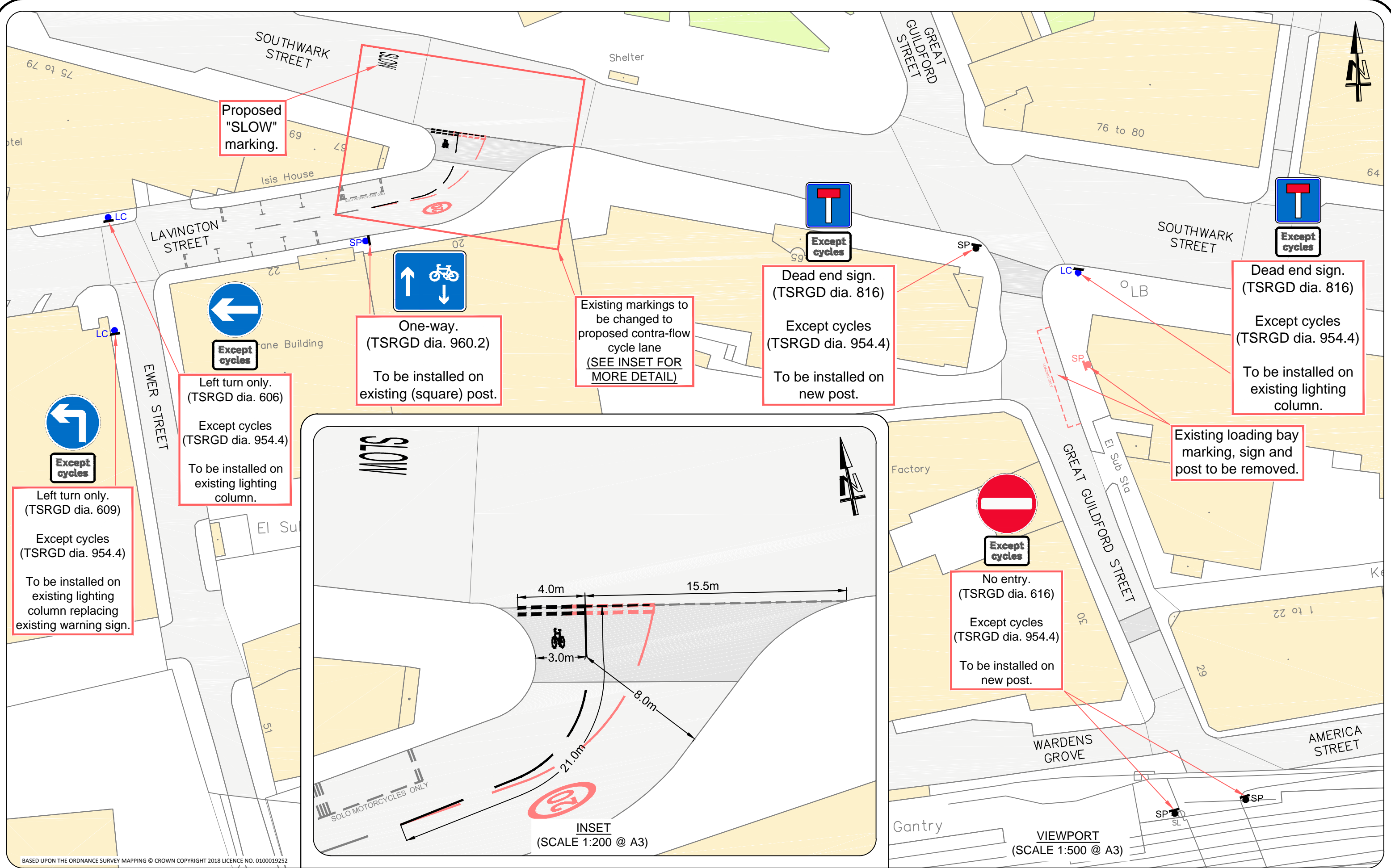
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LONDON STREET SPACE PROGRAMME
GREAT SUFFOLK STREET AREA

DESIGN PACK (SHEET 1 of 8)

DATE DRAWN: Sept. 2020
REV: B

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NOTES

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KEY	
	Proposed road marking
	Existing road marking
	Existing road marking to be removed
	Existing bollard to be removed
	Proposed sign on new post
	Existing sign and post to be removed
	Proposed sign to be mounted on existing lighting column
	Proposed sign to be mounted on existing traffic signal
	Proposed sign to be mounted on existing sign post
	Proposed delineator - flexible to allow for emergency vehicles (130mm dia. 1000mm high)

REV	DATE MODIFIED	DESCRIPTION
B	09 Oct. 2020	Updated following Stakeholders comments
A	21 Sept. 2020	Updated following safety review comments

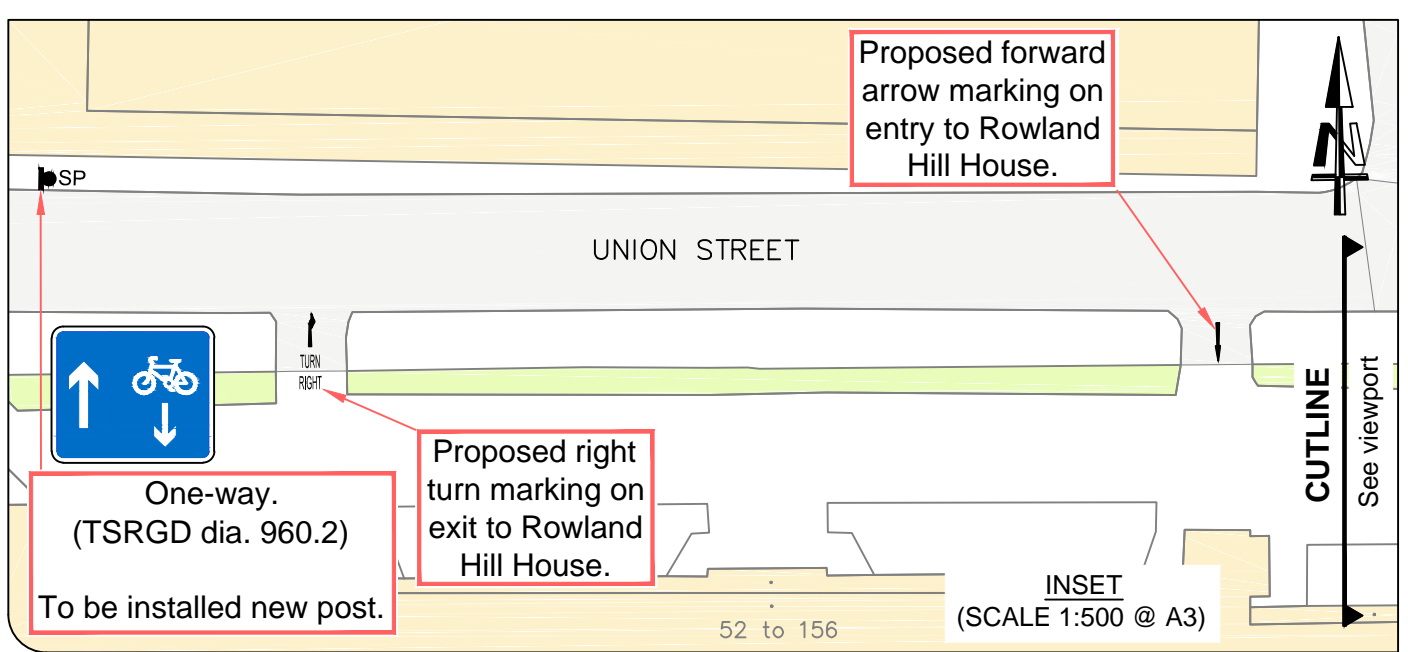
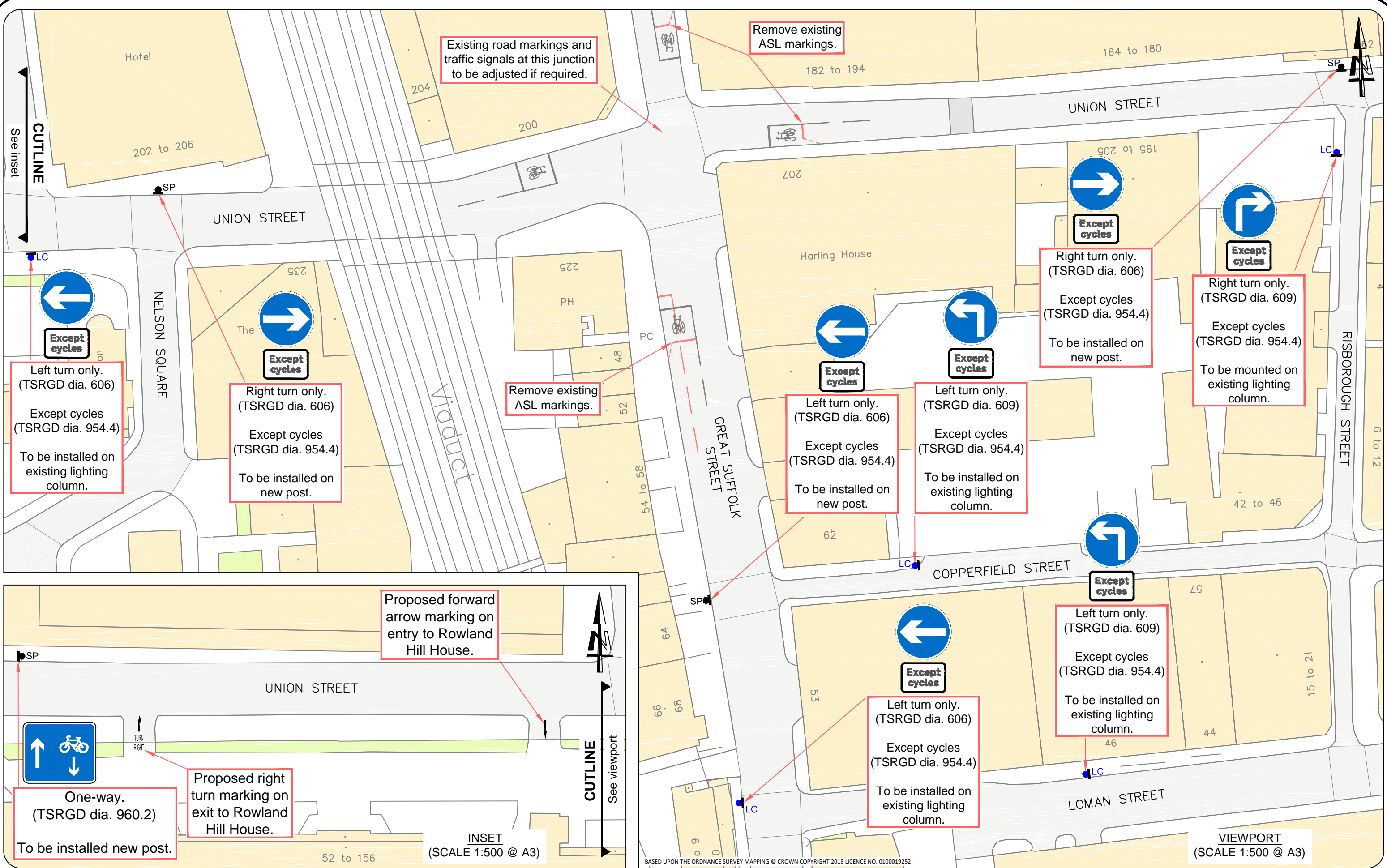
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LONDON STREET SPACE PROGRAMME
GREAT SUFFOLK STREET AREA

DATE DRAWN: Sept. 2020
REV: B

DESIGN PACK (SHEET 2 of 8)

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- NOTES**
1. Exact location of proposed signs and road markings to be agreed on site with the site supervisor to ensure conflicts are avoided.
 2. Any existing markings that conflict with proposed measures, are to be removed.

KEY

	Proposed road marking		Proposed sign on new post
	Existing road marking		Existing sign and post to be removed
	Existing road marking to be removed		Proposed sign to be mounted on existing lighting column
	Existing bollard to be removed		Proposed sign to be mounted on existing traffic signal
			Proposed sign to be mounted on existing sign post
			Proposed delineator - flexible to allow for emergency vehicles (130mm dia. 1000mm high)

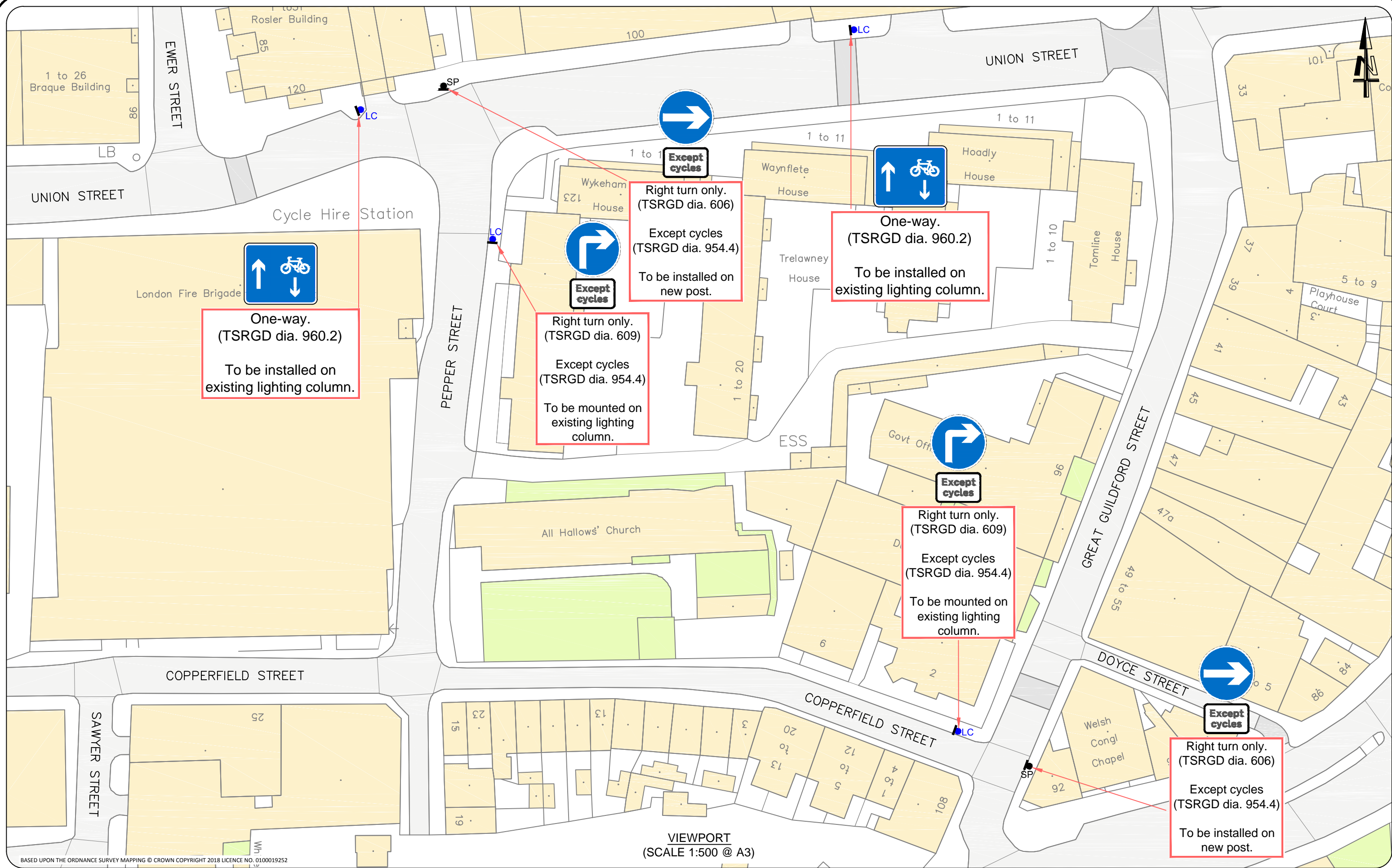
REV	DATE MODIFIED	DESCRIPTION
B	09 Oct. 2020	Sign details added
A	21 Sept. 2020	Updated following safety review comments

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DESIGN PACK (SHEET 3 of 8)

LONDON STREET SPACE PROGRAMME
GREAT SUFFOLK STREET AREA

DATE DRAWN: Sept. 2020
REV: B



VIEWPORT
(SCALE 1:500 @ A3)

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- NOTES**
1. Exact location of proposed signs and road markings to be agreed on site with the site supervisor to ensure conflicts are avoided.
 2. Any existing markings that conflict with proposed measures, are to be removed.

KEY	
	Proposed road marking
	Existing road marking
	Existing road marking to be removed
	Existing bollard to be removed
	Proposed sign on new post
	Existing sign and post to be removed
	Proposed sign to be mounted on existing lighting column
	Proposed sign to be mounted on existing traffic signal
	Proposed sign to be mounted on existing sign post
	Proposed delineator - flexible to allow for emergency vehicles (130mm dia. 1000mm high)

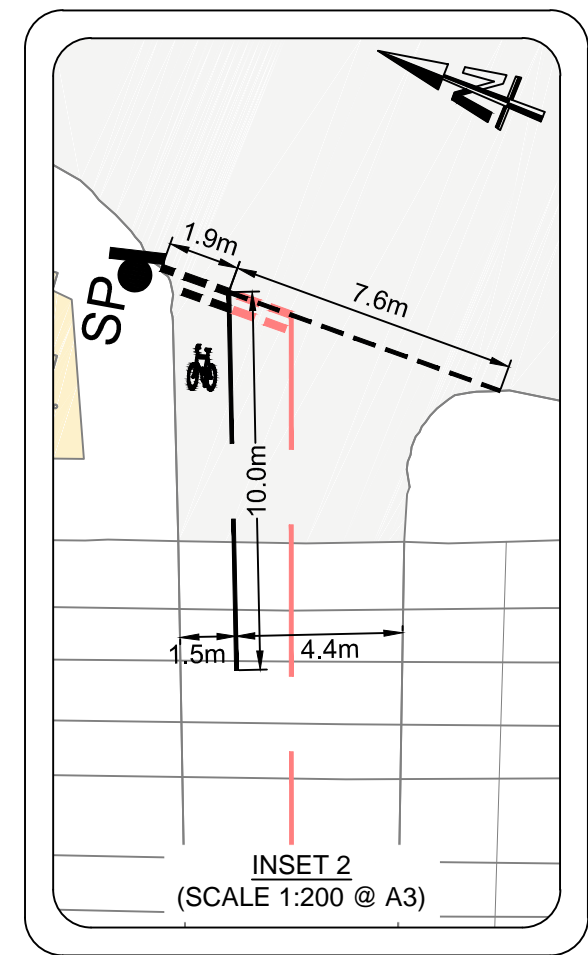
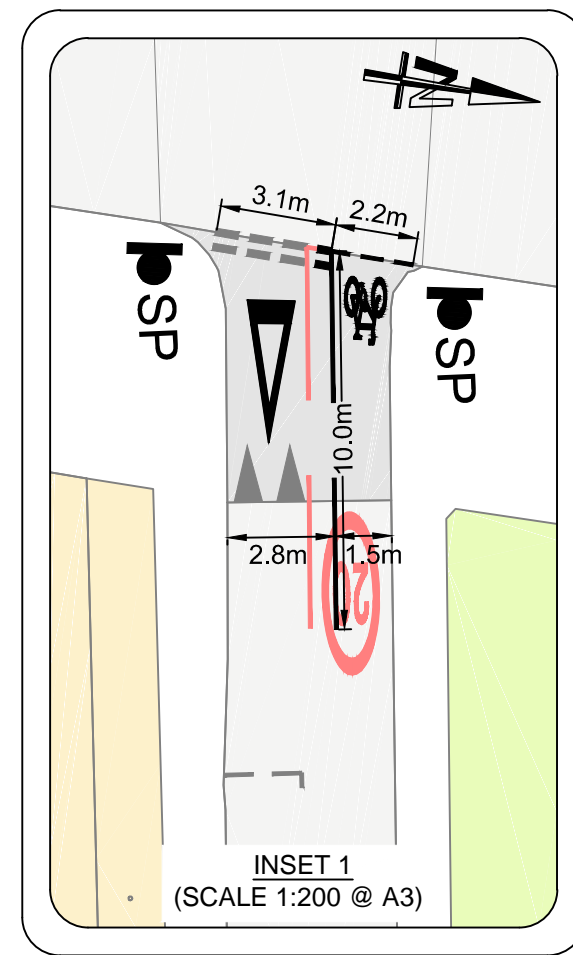
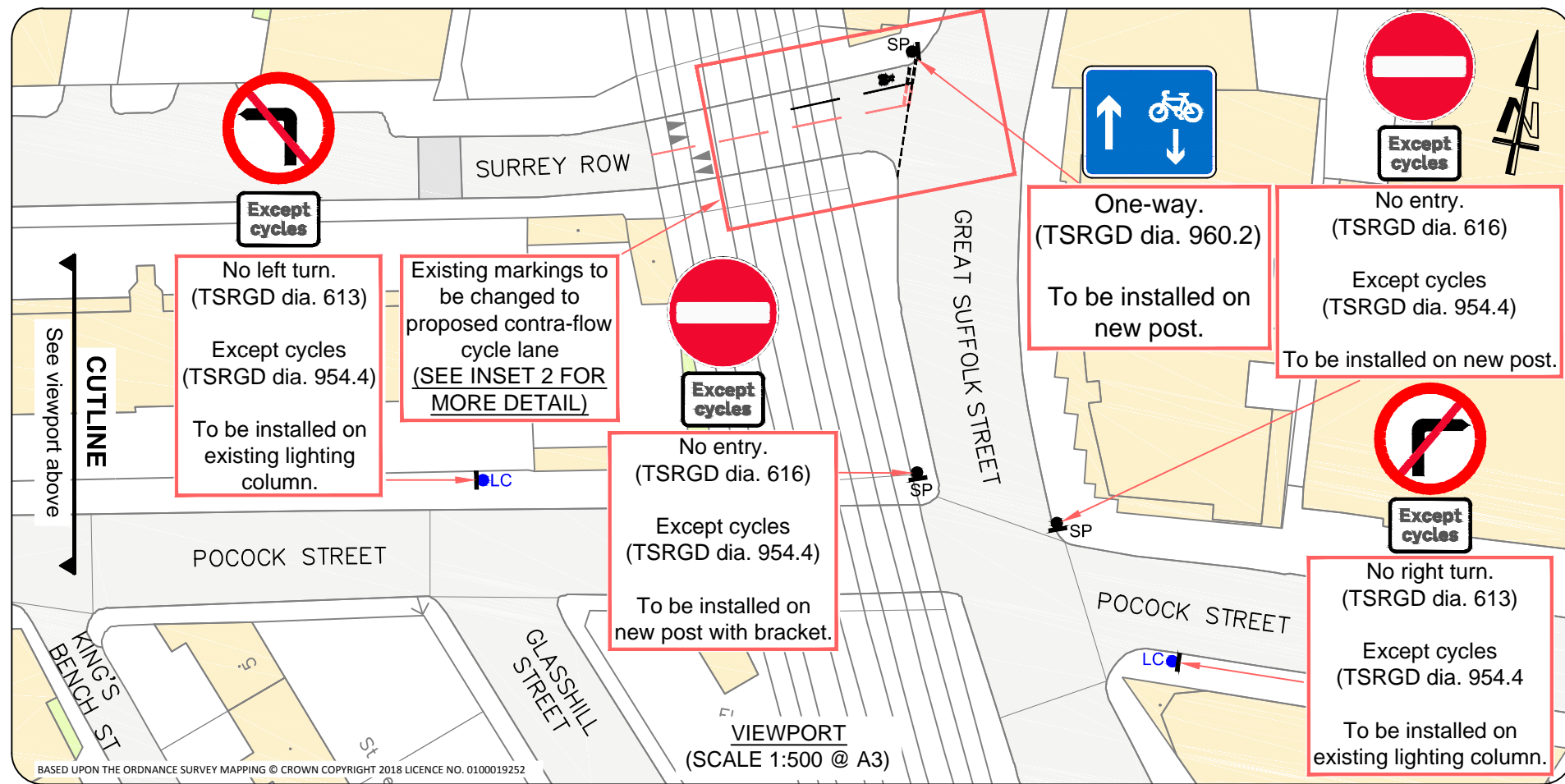
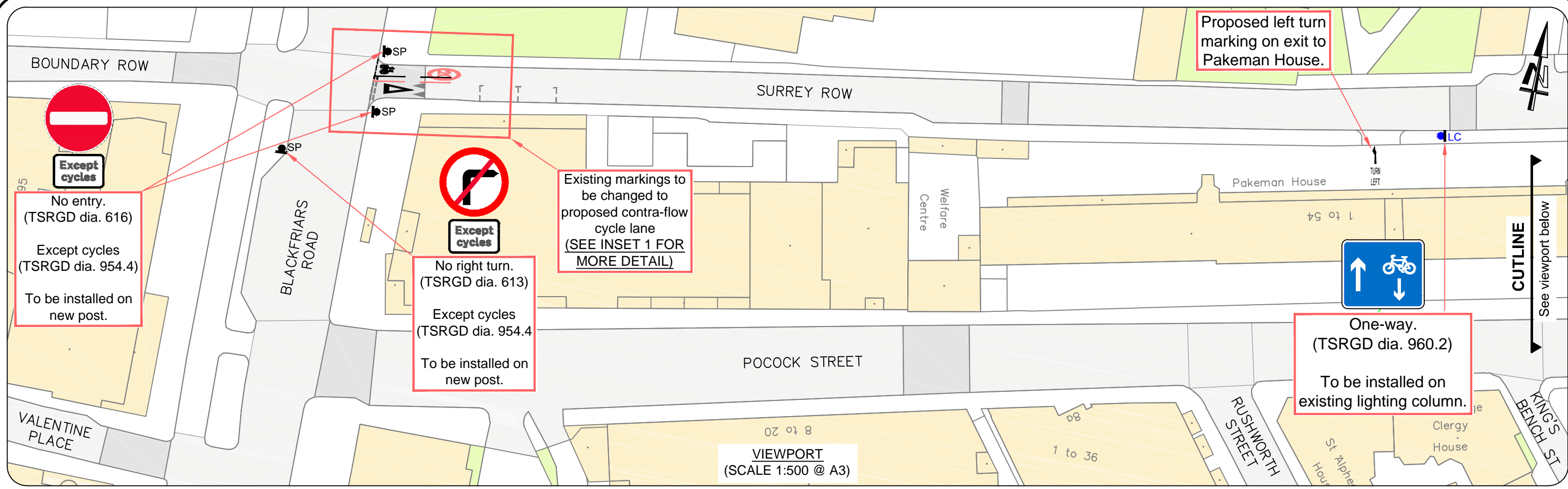
REV	DATE MODIFIED	DESCRIPTION
B	09 Oct. 2020	Sign details added
A	21 Sept. 2020	Updated following safety review comments



DESIGN PACK
(SHEET 4 of 8)

LONDON STREET SPACE PROGRAMME
GREAT SUFFOLK STREET AREA

DATE DRAWN: Sept. 2020
REV: B



NOTES

- Exact location of proposed signs and road markings to be agreed on site with the site supervisor to ensure conflicts are avoided.
- Any existing markings that conflict with proposed measures, are to be removed.

KEY

Proposed road marking	Proposed sign on new post	Proposed sign to be mounted on existing sign post
Existing road marking	Existing sign and post to be removed	Proposed delineator - flexible to allow for emergency vehicles (130mm dia. 1000mm high)
Existing road marking to be removed	Proposed sign to be mounted on existing lighting column	
Existing bollard to be removed	Proposed sign to be mounted on existing traffic signal	

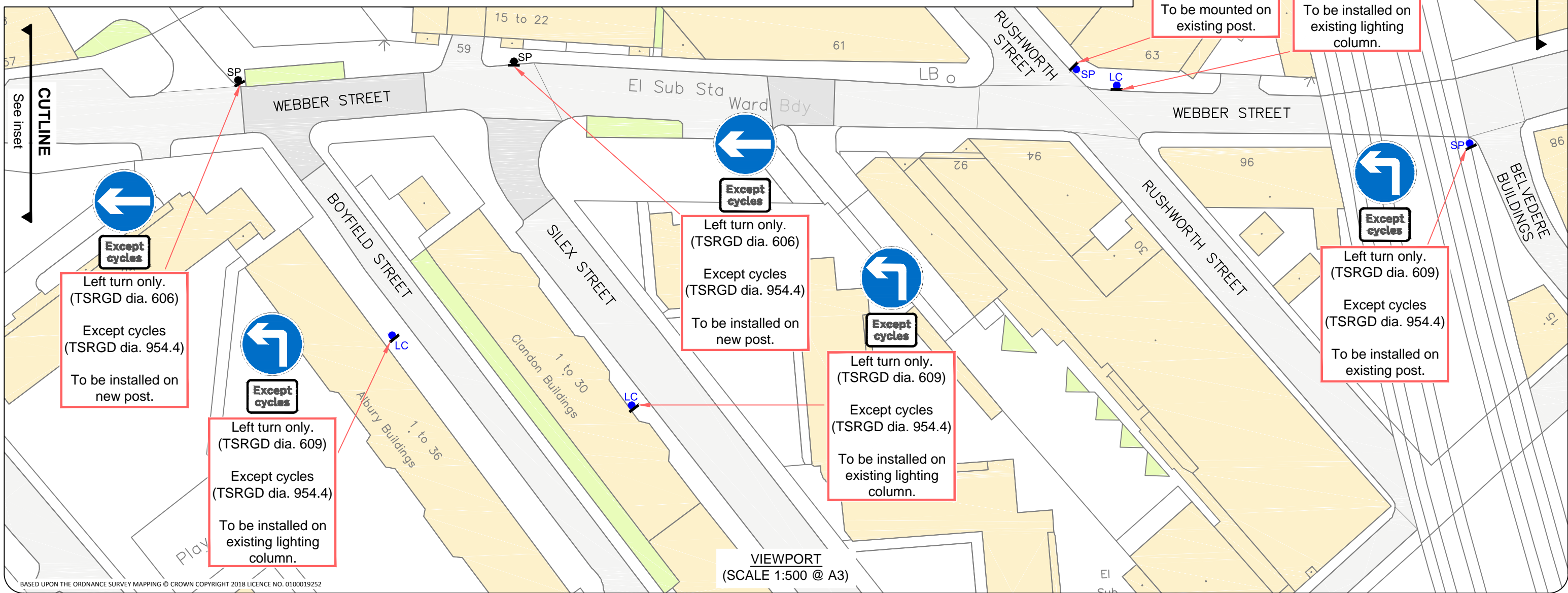
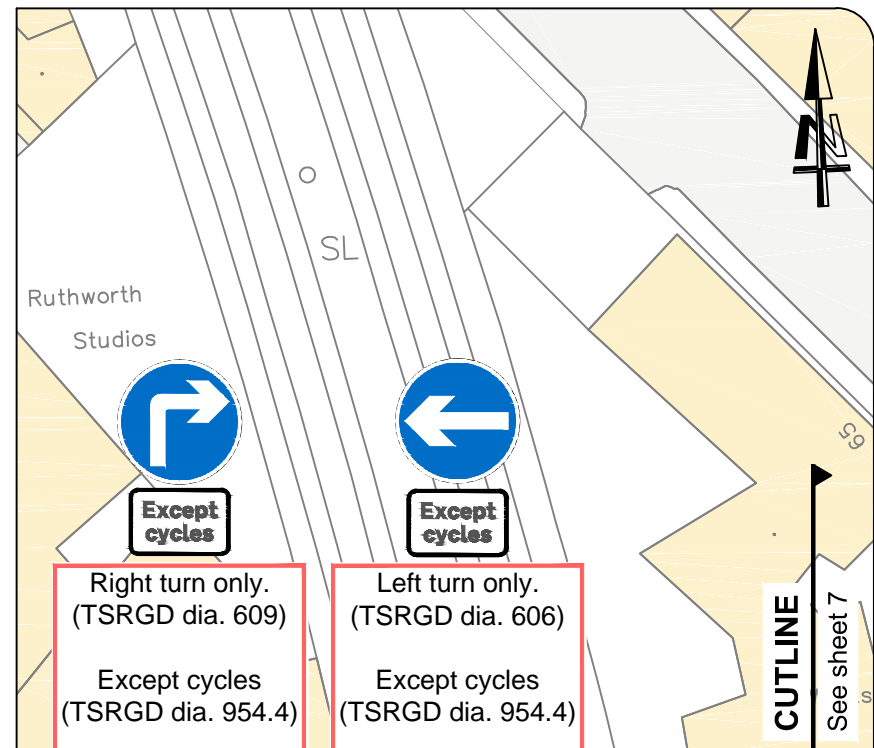
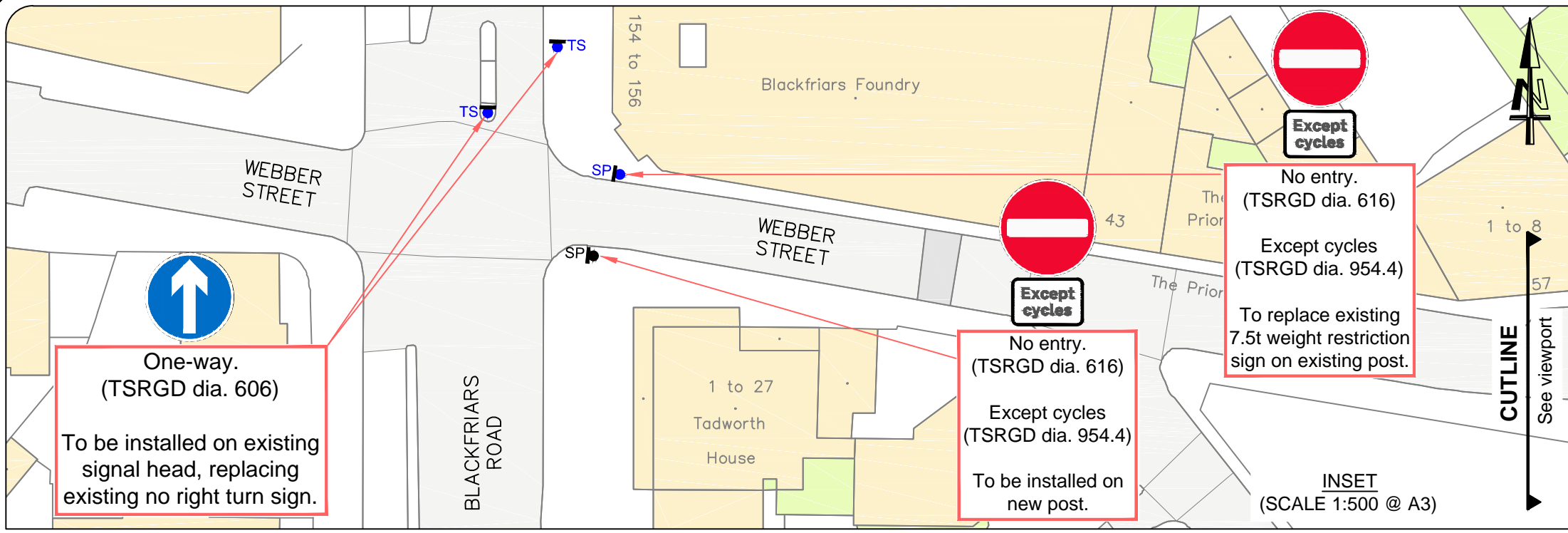
REV	DATE MODIFIED	DESCRIPTION
B	09 Oct. 2020	Sign details added
A	21 Sept. 2020	Updated following safety review comments

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LONDON STREET SPACE PROGRAMME
GREAT SUFFOLK STREET AREA

DESIGN PACK (SHEET 5 of 8)

DATE DRAWN: Sept. 2020
REV: B



NOTES

1. Exact location of proposed signs and road markings to be agreed on site with the site supervisor to ensure conflicts are avoided.
2. Any existing markings that conflict with proposed measures, are to be removed.

KEY

- Proposed road marking
- Existing road marking
- Existing road marking to be removed
- Existing bollard to be removed

- SP Proposed sign on new post
- SP Existing sign and post to be removed
- LC Proposed sign to be mounted on existing lighting column
- TS Proposed sign to be mounted on existing traffic signal

- SP Proposed sign to be mounted on existing sign post
- DL○ Proposed delineator - flexible to allow for emergency vehicles (130mm dia. 1000mm high)

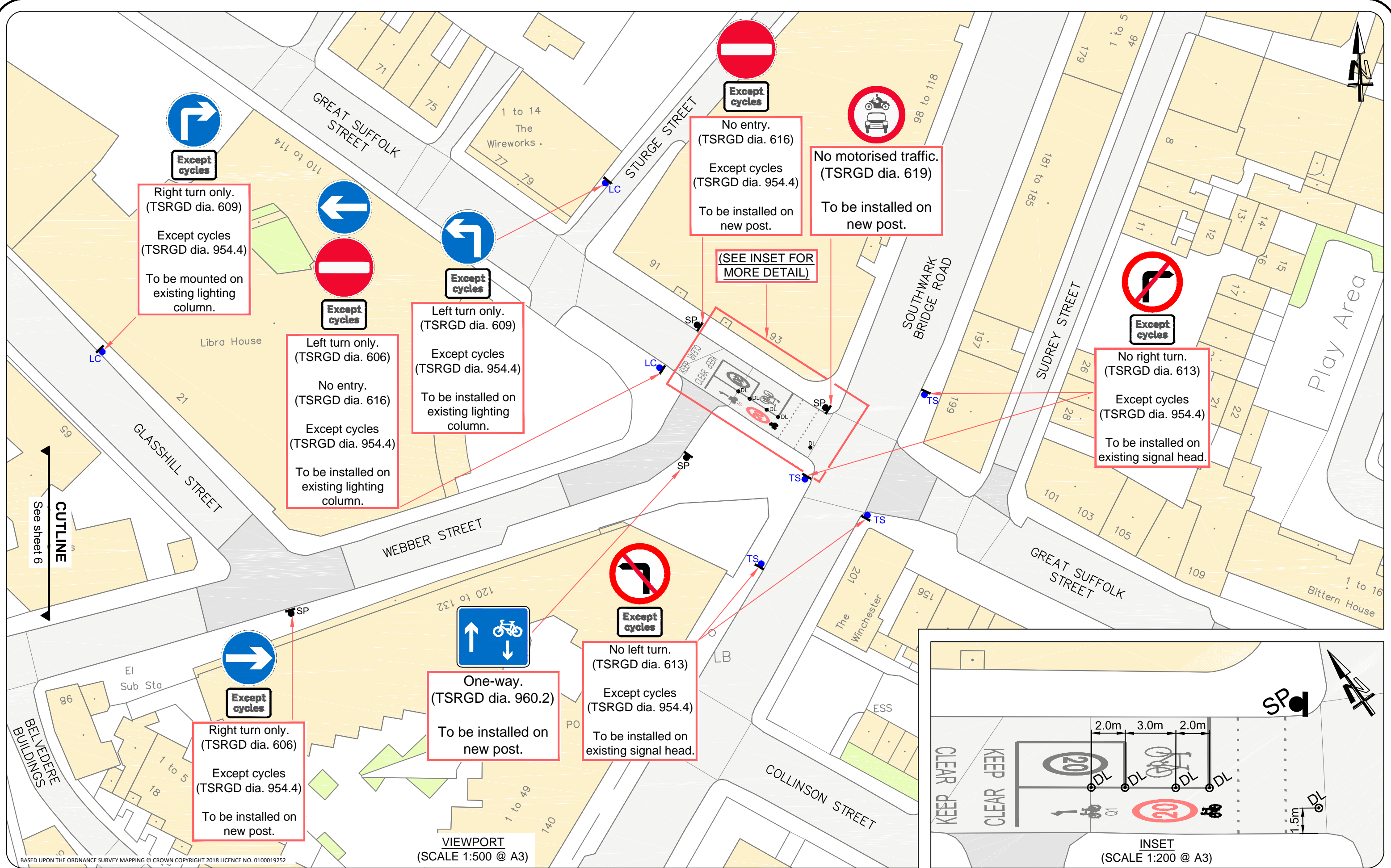
REV	DATE MODIFIED	DESCRIPTION
B	09 Oct. 2020	Sign details added
A	21 Sept. 2020	Updated following safety review comments



DESIGN PACK (SHEET 6 of 8)

LONDON STREET SPACE PROGRAMME	
GREAT SUFFOLK STREET AREA	
DATE DRAWN:	Sept. 2020
REV:	B

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NOTES

- Exact location of proposed signs and road markings to be agreed on site with the site supervisor to ensure conflicts are avoided.
- Any existing markings that conflict with proposed measures, are to be removed.

KEY

- Proposed road marking
- Existing road marking
- Existing road marking to be removed
- Existing bollard to be removed

- SP Proposed sign on new post
- SP Existing sign and post to be removed
- LC Proposed sign to be mounted on existing lighting column
- TS Proposed sign to be mounted on existing traffic signal
- SP Proposed sign to be mounted on existing sign post
- DL Proposed delineator - flexible to allow for emergency vehicles (130mm dia. 1000mm high)

REV	DATE MODIFIED	DESCRIPTION
C	13 Oct. 2020	Markings updated and inset added
B	09 Oct. 2020	Sign details added
A	21 Sept. 2020	Updated following safety review comments

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DESIGN PACK (SHEET 7 of 8)

LONDON STREET SPACE PROGRAMME
GREAT SUFFOLK STREET AREA

DATE DRAWN: Sept. 2020
REV: C



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

TRAFFIC MANAGEMENT ORDER

2020 No. 216

The London Borough of Southwark (Prescribed routes) (Great Suffolk Street area)
Experimental Traffic Order 2020

Made: 22 October 2020

Coming into force: 29 October 2020

Expires: 5 May 2022

The council of the London Borough of Southwark, pursuant to arrangements made with Transport for London under section 101 of the Local Government Act 1972^a, and 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^b, 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) (Great Suffolk Street area) Experimental Traffic Order 2020 and shall come into force on 29 October 2020 and will expire on 5 May 2022.

Interpretation

- 2.1 In this Order:-

causing includes permitting;

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

“pedal cycle” has the same meaning as in Schedule 1 to the Traffic Signs Regulations and General Directions 2016^c;

“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;

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

“prescribed street” for the purposes of Article 30.2 of this Order means a street or part thereof referred to in Article 14.6 of this Order.

- 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 1972 c.70

^b 1984 c.27

^c SI 2016/362

Prescribed routes

Bear Lane

- 3.1 No person shall cause any vehicle to proceed in that part of Bear Lane which lies between its junction with Dolben Street and its junction with Treveris Street in a direction other than from south-east to north-west.
- 3.2 No person causing any vehicle to proceed in that part of Bear Lane which lies between its junction with Southwark Street and its junction with Treveris Street shall, upon reaching its junction with Treveris Street, cause that vehicle to enter into that part of Bear Lane which lies between its junction with Treveris Street and its junction with Dolben Street.

Belvedere Buildings

- 4.1 No person causing any vehicle other than a pedal cycle to proceed in Blackfriars Road or that part of Webber Street which lies to the west of Blackfriars Road shall, upon reaching the junction of Blackfriars Road and Webber Street, cause that vehicle to enter into that part of Webber Street which lies to the east of said junction.

Blackfriars Road

- 5.1 No person causing any vehicle other than a pedal cycle to proceed in a northbound direction in Blackfriars Road shall, upon reaching the junction with Surrey Row, cause that vehicle to turn right into Surrey Row.
- 5.2 No person causing any vehicle other than a pedal cycle to proceed in Blackfriars Road or Boundary Row shall, upon reaching the junction of Blackfriars Road, Boundary Row and Surrey Row, cause that vehicle to enter into Surrey Row.
- 5.3 No person causing any vehicle other than a pedal cycle to proceed in Blackfriars Road or that part of Webber Street which lies to the west of Blackfriars Road shall, upon reaching the junction of Blackfriars Road and Webber Street, cause that vehicle to enter into that part of Webber Street which lies to the east of said junction.
- 5.4 Every person causing a vehicle to proceed in a southbound direction in that part of the southbound carriageway of Blackfriars Road which lies to the north of its junction with Webber Street shall, upon reaching its junction with Webber Street, cause that vehicle to proceed ahead into that part of the southbound carriageway of Blackfriars Road which lies to the south of its junction with Webber Street.

Boyfield Street

- 6.1 Every person causing a vehicle other than a pedal cycle to proceed in a north-westbound direction in Boyfield Street shall, upon reaching its junction with Webber Street, cause that vehicle to turn left into Webber Street.

Copperfield Street

- 7.1 Every person causing a vehicle other than a pedal cycle to proceed in a westbound direction in Copperfield Street shall, upon reaching its junction with Great Suffolk Street, cause that vehicle to turn left into Great Suffolk Street.
- 7.2 Every person causing a vehicle other than a pedal cycle to proceed in a south-eastbound direction in Copperfield Street shall, upon reaching its junction with Great Guildford Street, cause that vehicle to turn right into Great Guildford Street.

Dolben Street

- 8.1 Every person causing a vehicle other than a pedal cycle to proceed in an eastbound direction in Dolben Street shall, upon reaching its junction with Great Suffolk Street, cause that vehicle to turn left into that part of Great Suffolk Street which lies between its junction with Dolben Street and its junction with Southwark Street.

Ewer Street

- 9.1 Every person causing a vehicle other than a pedal cycle to proceed in a northbound direction in Ewer Street shall, upon reaching its junction with Lavington Street, cause that vehicle to turn left into Lavington Street.

Farnham Place

- 10.1 Every person causing a vehicle other than a pedal cycle to proceed in a westbound direction in Farnham Place shall, upon reaching its junction with Great Suffolk Street, cause that vehicle to turn right into Great Suffolk Street.

Gambia Street

- 11.1 Every person causing a vehicle other than a pedal cycle to proceed in a southbound direction in Gambia Street shall, upon reaching its junction with Union Street, cause that vehicle to turn left into Union Street.

Glasshill Street

- 12.1 Every person causing a vehicle other than a pedal cycle to proceed in a south-eastbound direction in Glasshill Street shall, upon its junction with Webber Street, cause that vehicle to turn right into Webber Street.

Great Guildford Street

- 13.1 No person shall cause any vehicle other than a pedal cycle to proceed in that part of Great Guildford Street which lies between its junction with Union Street and its junction with America Street in a direction other than from south to north.
- 13.2 No person shall cause any vehicle other than a pedal cycle to proceed in that part of Great Guildford Street which lies between its junction with Union Street and its junction with Southwark Bridge Road in a direction other than from north to south.
- 13.3 No person causing any vehicle other than a pedal cycle to proceed in America Street or Wardens Grove or that part of Great Guildford Street which lies to the north-west of its junction with America Street shall, upon reaching the junction of Great Guildford Street and America Street, cause that vehicle to enter into that part of Great Guildford Street which lies to the south-east of said junction.

Great Suffolk Street

- 14.1 No person causing any vehicle other than a pedal cycle to proceed in Great Suffolk Street shall, on reaching its junction with Lavington Street, cause that vehicle to enter into Lavington Street.
- 14.2 No person shall cause any vehicle other than a pedal cycle to proceed in that part of Great Suffolk Street which lies between its junction with Union Street and its junction with Southwark Street in a direction other than from south to north-east.
- 14.3 No person shall cause any vehicle other than a pedal cycle to proceed in that part of Great Suffolk Street which lies between its junction with Union Street and its junction with Webber Street in a direction other than from north to south-east.
- 14.4 Every person causing a vehicle other than a pedal cycle to proceed in a north-westbound direction in that part of Great Suffolk Street which lies north-west of its junction with Southwark Bridge Road shall, upon reaching its junction with Webber Street, cause that vehicle to turn left into Webber Street.
- 14.5 No person causing any vehicle other than a pedal cycle to proceed in that part of Great Suffolk Street which lies between its junction with Webber Street and its junction with Southwark Bridge Road shall, upon reaching its junction with Webber Street, cause that vehicle to enter into that part of Great Suffolk Street which lies to the north-west of its junction with Webber Street.
- 14.6 No person causing any motor vehicle to proceed in Southwark Bridge Road or that part of Great Suffolk Street which lies to the south-east of its junction with Southwark Bridge Road, shall, upon reaching the junction of Southwark Bridge Road and Great Suffolk Street, cause that motor vehicle to enter into that part of Great Suffolk Street which lies to the north-west of its junction with Southwark Bridge Road.

Lavington Street

- 15.1 No person shall cause any vehicle other than a pedal cycle to proceed in Lavington Street in a direction other than from east to west.
- 15.2 Every person causing a vehicle other than a pedal cycle to proceed in a north-westbound direction in Lavington Street shall, upon reaching its junction with Great Suffolk Street, cause

that vehicle to turn right into that part of Great Suffolk Street which lies between its junction with Lavington Street and its junction with Southwark Street.

Loman Street

- 16.1 Every person causing a vehicle other than a pedal cycle to proceed in a westbound direction in Loman Street shall, upon reaching its junction with Great Suffolk Street, cause that vehicle to turn left into Great Suffolk Street.

Nelson Square

- 17.1 Every person causing a vehicle other than a pedal cycle to proceed in a northbound direction in Nelson Square shall, upon reaching its junction with Union Street, cause that vehicle to turn right into Union Street.

Pepper Street

- 18.1 Every person causing a vehicle other than a pedal cycle to proceed in a northbound direction in Pepper Street shall, upon reaching its junction with Union Street, cause that vehicle to turn right into Union Street.

Pocock Street

- 19.1 No person causing any vehicle other than a pedal cycle to proceed in an eastbound direction in that part of Pocock Street which lies to the west of its junction with Great Suffolk Street shall, upon reaching said junction, cause that vehicle to turn left into Great Suffolk Street.
- 19.2 No person causing any vehicle other than a pedal cycle to proceed in an westbound direction in that part of Pocock Street which lies to the east of its junction with Great Suffolk Street shall, upon reaching said junction, cause that vehicle to turn right into Great Suffolk Street.
- 19.3 No person causing any vehicle other than a pedal cycle to proceed in Pocock Street or that part of Great Suffolk Street which lies to the south-east of its junction with Pocock Street shall, upon reaching the junction of Great Suffolk Street and Pocock Street, cause that vehicle to enter into that part of Great Suffolk Street which lies to the north-west of said junction.

Risborough Street

- 20.1 Every person causing a vehicle other than a pedal cycle to proceed in a northbound direction in Risborough Street shall, upon reaching its junction with Union Street, cause that vehicle to turn right into Union Street.

Rushworth Street

- 21.1 Every person causing a vehicle other than a pedal cycle to proceed in a south-eastbound direction in that part of Rushworth Street which lies to the north-west of its junction with Webber Street shall, upon reaching said junction, cause that vehicle to turn right into Webber Street.
- 21.2 Every person causing a vehicle other than a pedal cycle to proceed in a north-westbound direction in that part of Rushworth Street which lies to the south-east of its junction with Webber Street shall, upon reaching said junction, cause that vehicle to turn left into Webber Street.

Silex Street

- 22.1 Every person causing a vehicle other than a pedal cycle to proceed in a north-westbound direction in Silex Street shall, upon reaching its junction with Webber Street, cause that vehicle to turn left into Webber Street.

Southwark Bridge Road

- 23.1 No person causing any vehicle other than a pedal cycle to proceed in a north-eastbound direction in Southwark Bridge Road shall, upon reaching its junction with Great Suffolk Street, cause that vehicle to turn left into that part of Great Suffolk Street which lies to the north-west of its junction with Southwark Bridge Road.
- 23.2 No person causing any vehicle other than a pedal cycle to proceed in a south-westbound direction in Southwark Bridge Road shall, upon reaching its junction with Great Suffolk Street, cause that vehicle to turn right into that part of Great Suffolk Street which lies to the north-west of its junction with Southwark Bridge Road.

Southwark Street

- 24.1 No person causing any vehicle other than a pedal cycle to proceed in Southwark Street or Sumner Street shall, upon reaching the junction of Great Suffolk Street, Southwark Street and Sumner Street, cause that vehicle to enter into Great Suffolk Street.
- 24.2 Every person causing a vehicle to proceed in a north-westbound direction in that part of Southwark Street which lies to the south-east of its junction with Great Suffolk Street and Sumner Street shall, upon reaching said junction, cause that vehicle to proceed ahead into that part of Southwark Street which lies to the north-west of said junction.
- 24.3 Every person causing a vehicle to proceed in a south-eastbound direction in that part of Southwark Street which lies to the north-west of its junction with Great Suffolk Street and Sumner Street shall, upon reaching said junction, cause that vehicle to proceed ahead into that part of Southwark Street which lies to the south-east of said junction.

Sturge Street

- 25.1 Every person causing a vehicle other than a pedal cycle to proceed in a south-westbound direction in Sturge Street shall, upon its junction with Great Suffolk Street, cause that vehicle to turn left into Great Suffolk Street.

Surrey Row

- 26.1 No person shall cause any vehicle other than a pedal cycle to proceed in Surrey Row in a direction other than from east to west.

Treveris Street

- 27.1 Every person causing a vehicle to proceed in an eastbound direction in Treveris Street shall, upon reaching its junction with Bear Lane, cause that vehicle to turn left into that part of Bear Lane which lies between its junction with Treveris Street and its junction with Southwark Street.

Union Street

- 28.1 No person shall cause any vehicle other than a pedal cycle to proceed in that part of Union Street which lies between its junction with Blackfriars Road and its junction with Great Guildford Street in a direction other than from west to east.

Webber Street

- 29.1 No person shall cause any vehicle other than a pedal cycle to proceed in that part of Webber Street which lies between its junction with Great Suffolk Street and its junction with Blackfriars Road in a direction other than from east to west.

Exemptions

- 30.1 Nothing in Articles 4 to 29 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 in an emergency; or
 - (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.
- 30.2 Nothing in Article 15.6 of this Order shall apply in relation to 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^d); 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.

^d 2003 c.21

Power to modify or suspend this Order

31.1 In pursuance of section 10(2) of the Road Traffic Regulation Act 1984, the Road Network and Parking Business Unit Manager (or such other officer of the council as holds the post of Traffic Manager as defined in section 17 of the Traffic Management Act 2004^e) may, if it appears to that officer essential in the interests of the expeditious, convenient and safe movement of traffic, or of the provision of suitable and adequate parking facilities on the highway, or for preserving or improving the amenities of the area through which any road affected by this Order runs, modify or suspend any provision of this Order, save that no modification shall make an addition.

Suspension or amendment of existing Orders

32.1 Whilst this Order remains in force and without prejudice to the validity of anything done or to any liability incurred in respect of any act or omission before the coming into force of this Order:-

- (a) the London Traffic (Prescribed Routes) (No. 8) Regulations 1953^f are hereby suspended;
- (b) the London Borough of Southwark (Prescribed routes) (Pedal cycle quietways) (No. 2) Traffic Order 2015^g shall have effect as though items 1 and 8 in the Schedule therein were omitted; and
- (c) the London Borough of Southwark (Prescribed Routes) (TfL cycle superhighway north to south route) (No. 1) Traffic Order 2015^h shall have effect as though Article 4.1 therein were omitted.

Dated this twenty-second day of October 2020



NICKY COSTIN
Parking and Road Network Business Unit Manager
Regulatory Services

^e 2004 c.18

^f SI 1953/230

^g LBS 2015/033

^h LBS 2015/046

EXPLANATORY NOTE

(This note is not part of the Order)

This Order, by way of an experiment, introduces a 'low traffic neighbourhood' scheme in the Great Suffolk Street area, which:-

- (i) suspends an existing 7.5 tonne goods vehicles weight restriction and cycle lane in Webber Street on the east side of its junction with Blackfriars Road and an existing cycle lane in Great Suffolk Street on the north-west side of its junction with Southwark Bridge Road;
- (ii) suspends existing southbound one-way traffic working in Bear Lane between its junctions with Treveris Street and Dolben Street to introduce 'one-way' north-westbound traffic working, with corresponding 'no entry' restriction at its junction with Treveris Street and compulsory turn in Treveris Street;
- (iii) introduces westbound 'one-way' traffic working with pedal cycle contra-flow in Lavington Street, with corresponding 'no entry except pedal cycles' in Great Suffolk Street and compulsory turn in Ewer Street at junctions with Lavington Street;
- (iv) introduces northbound/north-eastbound 'one-way' traffic working with pedal cycle contra-flow in Great Suffolk Street between its junctions with Union Street and Southwark Street with corresponding compulsory turns in Dolben Street and Farnham Place at junctions with Great Suffolk Street;
- (v) introduces southbound/south-eastbound 'one-way' traffic working with pedal cycle contra-flow in Great Suffolk Street between its junctions with Union Street and Webber Street with corresponding compulsory turns in Copperfield Street, Loman Street and Sturge Street at junctions with Great Suffolk Street;
- (vi) introduces eastbound 'one-way' traffic working with pedal cycle contraflow in Union Street between its junctions with Blackfriars Road and Great Guildford Street with corresponding compulsory turns in Gambia Street, Nelson Square, Pepper Street and Risborough Street at junctions with Union Street;
- (vii) introduces westbound 'one-way' traffic working with pedal cycle contra-flow in Webber Street between its junctions with Great Suffolk Street and Blackfriars Road with corresponding compulsory turns in Belvedere Buildings, Boyfield Street, Glasshill Street, Rushworth Street and Silex Street at junctions with Webber Street;
- (viii) introduces northbound 'one-way' traffic working with pedal cycle contra-flow in Great Guildford Street between its junctions with Union Street and America Street, with corresponding 'no entry except pedal cycles' restriction in Great Guildford Street at its junction with America Street and Wardens Grove;
- (ix) introduces southbound 'one-way' traffic working with pedal cycle contra-flow in Great Guildford Street between its junctions with Union Street and Southwark Bridge Road with corresponding compulsory turn in Copperfield Street at junction with Great Guildford Street;
- (x) introduces westbound 'one-way' traffic working with pedal cycle contra-flow in Surrey Row between its junctions with Great Suffolk Street and Blackfriars Road, with corresponding 'no entry except pedal cycles' restriction in Surrey Row at its junction with Blackfriars Road;
- (xi) prohibits northbound vehicles other than pedal cycles in Blackfriars Road from turning right into Surrey Row;
- (xii) provides compulsory 'ahead-only' southbound traffic working in Blackfriars Road at its junction with Webber Street;
- (xiii) provides compulsory 'ahead-only' traffic working in both directions in Southwark Street at its junction with Great Suffolk Street;
- (xiv) prohibits north-eastbound vehicles other than pedal cycles proceeding in Southwark Bridge Road from turning left into Great Suffolk Street north-west of Southwark Bridge Road;
- (xv) prohibits south-westbound vehicles other than pedal cycles proceeding in Southwark Bridge Road from turning right into Great Suffolk Street north-west of Southwark Bridge Road;

- (xvi) prohibits vehicles other than pedal cycles from entering Great Suffolk Street at its junction with Southwark Street and Sumner Street;
- (xvii) prohibits eastbound vehicles except pedal cycles in Pocock Street west of its junction with Great Suffolk Street from turning left into Great Suffolk Street;
- (xviii) prohibits westbound vehicles except pedal cycles in Pocock Street east of its junction with Great Suffolk Street from turning right into Great Suffolk Street;
- (xix) prohibits vehicles other than pedal cycles proceeding in Pocock Street or Great Suffolk Street south-east of its junction with Pocock Street from entering into Great Suffolk Street north-west of its junction with Pocock Street;
- (xx) prohibits vehicles other than pedal cycles proceeding in Blackfriars Road or Webber Street west of Blackfriars Road from entering into Webber Street east of its junction with Blackfriars Road;
- (xxi) prohibits vehicles other than pedal cycles proceeding in Great Suffolk Street south-east of its junction with Webber Street from entering into Great Suffolk Street north-west of its junction with Webber Street with corresponding compulsory turn in Great Suffolk Street on north-westbound approach to Webber Street; and
- (xxii) prohibits motor vehicles proceeding in Southwark Bridge Road or Great Suffolk Street south-east of Southwark Bridge Road from entering into Great Suffolk Street north-west of Southwark Bridge Road,

as part of the London Streetspace Programme, in the London Borough of Southwark.



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

TRAFFIC MANAGEMENT ORDER

2020 No. 217

The London Borough of Southwark (Parking Places) (CPZ 'C1') (No. 3)
Experimental Traffic Order 2020

Made: 22 October 2020

Coming into force: 29 October 2020

Expires: 5 May 2022

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

Citation and commencement

- 1.1 This Order may be cited as the London Borough of Southwark (Parking Places) (CPZ 'C1') (No. 3) Experimental Traffic Order 2020 and shall come into force on 29 October 2020 and will expire on 5 May 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 2012" means The London Borough of Southwark (Parking Places) (CPZ 'C1') (No. 1) Order 2012^b; and
- 2.2 Any reference in this Order to any enactment shall be construed as a reference to that enactment as amended, applied, consolidated, re-enacted by or as having effect by virtue of any subsequent enactment.
- 2.3 Unless the context otherwise requires, any expression used in this Order which is also used in the Order of 2012 shall have the same meaning as in that Order.

^a 1984 c.27

^b LBS 2012/055

Suspension of designation of existing parking places

- 3.1 Whilst this Order remains in force and without prejudice to the validity of anything done or to any liability incurred in respect of any act or omission before the coming into force of this Order, the designation by the Order of 2012 of the parking places numbered 21 and 22 in Schedule 2 therein is hereby suspended.

Power to modify or suspend this Order

- 4.1 In pursuance of section 10(2) of the Road Traffic Regulation Act 1984, the Parking and Network Management Business Unit Manager (or such other officer of the Council as holds the post of Traffic Manager as defined in section 17 of the Traffic Management Act 2004^c) may, if it appears to him or to that officer essential in the interests of the expeditious, convenient and safe movement of traffic, or of the provision of suitable and adequate parking facilities on the highway, or for preserving or improving the amenities of the area through which any road affected by this Order runs, modify or suspend any provision of this Order, save that no modification shall make an addition.

Dated this twenty-second day of October 2020



NICKY COSTIN
Parking and Road Network Business Unit Manager
Regulatory Services

^c 2004 c.18

EXPLANATORY NOTE

(This Note is not part of the Order)

This Order, by way of an experiment, suspends the designation of two existing pay parking places in Lavington Street, so as to accommodate the provision of a new loading bay complementary to a scheme of 'low traffic neighbourhood' prescribed route measures being trialled in the Great Suffolk Street area, as part of the London Streetspace Programme in the London Borough of Southwark.



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

TRAFFIC MANAGEMENT ORDER

2020 No. 218

The London Borough of Southwark (Loading bays) (No. 7)
Experimental Traffic Order 2020

Made: 22 October 2020

Coming into force: 29 October 2020

Expires: 5 May 2022

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

Citation and commencement

- 1.1 This Order may be cited as the London Borough of Southwark ((Loading bays) (No. 7) Experimental Traffic Order 2020 and shall come into force on 29 October 2020 and will expire on 5 May 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 2016" means the London Borough of Southwark (Loading bays) (No. 1) Order 2016^b, as amended; 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 2016 shall have the same meaning as in that Order.

^a 1984 c.27

^b LBS 2016/005

Suspension of designation of existing parking places

- 3.1 Whilst this Order remains in force and without prejudice to the validity of anything done or to any liability incurred in respect of any act or omission before the coming into force of this Order, the London Borough of Southwark (Loading bays) (No. 15) Order 2018^c, is hereby suspended in its entirety.

Designation of loading bay and application of the Order of 2016 thereto

- 4.1 Each area on a highway comprising the length of carriageway of a street specified in column 2 of the Schedule to this Order and bounded on one side of that length by the edge of the carriageway, is designated as a loading bay.
- 4.2 The provisions of the Order of 2016 (other than Articles 3.1 and 12.1) shall apply to each area designated as a loading bay by this Order as if in those provisions any reference to a loading bay shall include a reference to each area designated as a loading bay by this Order and as if any reference to Schedule 1 to the Order of 2016 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 loading bay referred to in the Schedule to this Order;
 - (b) place and maintain in or in the vicinity of each loading bay referred to in the Schedule to this Order traffic signs indicating that such a loading bay may be used during the permitted hours for the loading and unloading only of the vehicles specified in Article 4.1 of the Order of 2016; and
 - (c) carry out such other works as is reasonably required for the purposes of the satisfactory operation of a loading bay.

Power to modify or suspend this Order

- 6.1 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^d) may, if it appears to him or to that officer essential in the interests of the expeditious, convenient and safe movement of traffic, or of the provision of suitable and adequate parking facilities on the highway, or for preserving or improving the amenities of the area through which any road affected by this Order runs, modify or suspend any provision of this Order, save that no modification shall make an addition.

Dated this twenty-second day of October 2020



NICKY COSTIN
Parking and Road Network Business Unit Manager
Regulatory Services

^c LBS 2018/185

^d 2004 c.18

SCHEDULE – LOADING BAY

<i>No. of loading bay</i>	<i>Designated loading bay</i>	<i>Permitted hours</i>	<i>Maximum loading period</i>	<i>Minimum return interval</i>
(1)	(2)	(3)	(4)	(5)
X149.	LAVINGTON STREET the south-west side, from a point 8.5 metres south-east of the south-eastern kerb-line of Great Suffolk Street south-eastward for a distance of 25.5 metres, having a width throughout of 1.8 metres.	7 am to 7 pm Monday to Friday	40 minutes	2 hours

EXPLANATORY NOTE

(This note is not part of the Order)

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

- (i) suspends an existing loading bay in Great Guildford Street; and
- (ii) provides a new loading bay in Lavington Street,

complementary to a scheme of 'low traffic neighbourhood' prescribed route measures being trialled in the Great Suffolk Street area, in the London Borough of Southwark.