

Public notice

Minor traffic schemes – 23/24 Q2



*The London Borough of Southwark (Charged-for parking places) (MTS 2324-Q2) Order 202**

*The London Borough of Southwark (Free parking places, Loading places and Waiting, Loading and Stopping restrictions) (MTS 2324-Q2) Order 202**

1. Southwark Council hereby GIVES NOTICE that it proposes to make the above orders under sections 6, 45, 46, 49 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984, as amended.
2. The effect of the orders would be:-
 - (a) in BUSHEY HILL ROAD in CPZ 'PR' south-west side o/s No. 76 (i) reduce existing 'permit' by 2m in length (20m remain), and (ii) add 2m new DYLS;
 - (b) in CHADWICK ROAD in CPZ 'Q' north-west side o/s No. 60 (i) reduce existing 'shared-use' by 8m in length (34.5m remain), and (ii) install 8m free cycle parking facility;
 - (c) in CHAMPION PARK in CPZ 'L' north-west side o/s Denmark Hill Station (i) remove 8m existing 'pay' parking (4.5m of one bay remains), and (ii) install 8m free cycle parking facility;
 - (d) in DE CRESPIGNY PARK in CPZ 'L' (i) north-west side opposite No. 34 reduce existing 'pay' by 6m in length (35m remain) and formally add an existing cycle hangar and 1m DYLS, (ii) relocate an existing cycle hangar (from south-east side opposite No. 25) to a location north-west side opposite No. 34 (next to the formalised cycle hangar), and (iii) south-east side opposite No. 25 extend existing SYLs by 2.55m to accommodate the relocated cycle hangar;
 - (e) in EMPRESS STREET in CPZ 'J' south-west side, south of its junction with Fielding Street (i) reduce existing 'permit' by 6m (13.5m remain), and (ii) install new electric vehicle only re-charging point 6m in length, which may be used by electric vehicles for re-charging only either for a max stay of 4hrs, no return within 2hrs between the hours of 7 am to 10 pm Mondays – Saturdays, or without time limit for the remaining hours in the week;
 - (f) in GREAT SUFFOLK STREET in CPZ 'C2' north-east side o/s Nos. 133 to 135 (i) remove a total of 12.5m existing SYLs, (ii) add 5.5m new 'permit' parking, and (iii) add 7m new DYLS;
 - (g) in GREEN HUNDRED ROAD in CPZ 'T' south-west side, south-east of a point opposite its junction with Ethnard Road (i) remove 9m existing 'shared-use', and (ii) add 9m of new DYLS to accommodate;
 - (h) in HATFIELDS in CPZ 'C1' north-east side o/s Nos. 19 to 21 (i) remove 16m existing 'permit', (ii) install 8m free cycle parking facility, and (iii) add 16m new SYLs to accommodate;
 - (i) in MELBOURNE GROVE in CPZ 'ED' south-west side, side of No. 68 East Dulwich Grove (i) split and reduce by 7m in length existing 'permit' (a total of 46m remain), and (ii) add a total of 4m new DYLS;
 - (j) in RED POST HILL in CPZ 'P' (i) reduce existing 'permit' north-east side by 2m in length each o/s No. 86 (31.5m remain) and o/s No. 100 (23.5m remain), and south-west side o/s No. 65 by 6m in length (40m remain) and o/s No. 61 by 2m in length (33.5m remain), and (ii) add a total of 12m new DYLS to accommodate;
 - (k) in ROBERTS CLOSE in CPZ 'H' north-west side, relocate an existing 6m car club only parking place south-westward by 15m, and amend the existing 'pay' parking to accommodate;
 - (l) in RUSHWORTH STREET in CPZ 'C2' south-west side o/s No. 14 (i) remove 10m existing 'permit', (ii) add 2m new DYLS, and (iii) install 8m free cycle parking facility;
 - (m) in WREN ROAD in CPZ 'L' (i) south-west side remove existing 12.5m 'permit' (side of No. 25 Camberwell Green) and 39m 'pay' (o/s Nos. 1 to 6 Wren Road) and replace with 6.6m 'limited stay' DPPP operating every day and 'at any time' (max stay 4hrs, no return 2hrs), 9.5m of 'stop and shop' parking in which either:- vehicles may be left free of charge for up to 30mins, or vehicles which have paid the parking charge may be left for up to 2hrs, the first 30mins of which parking session would be free of charge, provided no vehicle may return to a parking place within 2hrs, between the hours of 8:30 am and 6:30 pm on Monday to Saturday inclusive, and 35.5m of new DYLS, (ii) north-east side o/s. Nos. 13 and 14 reduce existing 'permit' by a total of 5.5m (22.5m remain) and add new cycle hangar (2.55m in length) and a total of 5m new DYLS, (iii) south-east sides of the south-easternmost extremity o/s Nos. 8 and 9 convert 4 existing 'pay' parking bays to 'permit' which are lined so as vehicles stand at an 90° to the kerb-line (each bay is 4.5m in length and 2m in width), and add a total of 14m new DYLS on the remaining kerb-line, and (iv) north-west side of the south-easternmost extremity side of No. 10 formally amend the size and

shape of existing 'permit' which are lined so as vehicles stand at an 90° to the kerb-line (each bay is 4.5m in length and 2m in width) and existing DYLS;

- (n) in CRAWTHEW GROVE north-east side (i) add new DYLS o/s Nos. 46 and 48 (3.5m) and o/s No. 58 (2m), and (ii) relocate an existing 'at any time' DPPP 3m north-westward to a location o/s Nos. 58 and 60;
- (o) in HOLLYDALE ROAD south-west side, (i) o/s No. 57 extend the length of an existing 'at any time' DPPP by 1.5m (new length is 8.1m), and (ii) add 1m new DYLS o/s No. 59;
- (p) in ST MARYCHURCH STREET relocate an existing cycle hangar (from south-west side, side of Nos. 22 to 38 St Mary's Estate) to a location south-east side opposite the south-easternmost vehicular access to St Mary's Estate, and add a total of 7.3m new DYLS either side of relocated cycle hangar;
- (q) in WARNER ROAD south-east side (i) relocate an existing 'at any time' DPPP 2.5m south-westward to a location o/s Nos. 63 and 65, and (ii) add 2.5m new SYLS o/s No. 63;
- (r) in WYNDHAM ROAD north-west side o/s No. 16 (Caine Apartments) extend existing loading bay (for the purpose of loading only) to operate every day of the week between the hours of 10 am - 4 pm and between 7 pm - 7 am (max stay 40mins, no return 2hrs);
- (s) remove existing lengths of 'School Keep Clear' markings in (i) LARCOM STREET (30m) south-east side o/s Nos. 12 and 14 and St John's C of E Primary School and convert 33.5m of existing SYLS to new DYLS, and (ii) ROTHERHITHE NEW ROAD (25.5m) north-west side o/s Rotherhithe Primary School and replace with 25.5m new DYLS;
- (t) convert existing SYLS to new DYLS in (i) MARMONT ROAD north of its junction with Peckham High Street north-west side 16m and south-east side total of 13.5m, and (ii) MCDOWALL ROAD north-west side 10.5m o/s No. 19 and south-east side 9.5m o/s No. 17b, and 19.5m o/s Nos. 10 to 13;
- (u) add new DYLS (i) 3m in CARLTON GROVE west side, between Nos. 51/53 and No. 61, and (ii) 8m in LIMESFORD ROAD south-east side, south-west of its junction with Ivydale Road; and
- (v) add new DKBs on existing DYLS in (i) BOSS STREET on both sides at its junction with Queen Elizabeth Street (14m total), (ii) CURLEW STREET across both of its junctions with Gainsford Street (12m total) and across both its junctions with Queen Elizabeth Street (10m total), (iii) GAINSFORD STREET both sides across both its junctions with Curlew Street (14m total), both sides at its junction with Horselydown Lane (9m total), both sides across both its junctions with Lafone Street (16m total), north-east side across its junction with Maguire Street (12.5m total), and both sides at its junction with Shad Thames (6m total), (iv) HORSELYDOWN LANE south-east side across its junction with Gainsford Street (11m total), (v) LAFONE STREET across both of its junctions with Gainsford Street (19m total) and across both of its junctions with Queen Elizabeth Street (20.5m total), (vi) MAGUIRE STREET on both sides at its junction with Gainsford Street (8m total), (vii) QUEEN ELIZABETH STREET south-west side across its junction with Boss Street (14m total), north-east side across its junction with Curlew Street (14m total), both sides across both its junctions with Lafone Street (14m total), both sides at its junction with Shad Thames (34.5m total), and south-west side across its junction with Three Oak Lane (10m total), (viii) SHAD THAMES across its junction with Gainsford Street (9.5m total) and across its junction with Queen Elizabeth Street (16m total), and (ix) THREE OAK LANE on both sides at its junction with Queen Elizabeth Street (18.5m total).

NOTES: (1) 'DPPP' refers to disabled persons parking places which may only be used by vehicles displaying a valid disabled persons 'blue badge'. (2) 'permit' refers to parking places for holders of valid parking permits within the Controlled Parking Zone (CPZ) listed; 'shared-use' refers to parking places in which holders of a valid permit for the CPZ listed or 'pay' paid ticket holders are permitted to park within the permitted hours. (3) In reference to 'stop and shop' pay parking mentioned in item 2(m), a parking session must be registered with the Council's 'Pay by Phone' provider to obtain the 30 minutes free of charge parking in addition to a longer charged-for stay. The 'Pay by Phone' provider will calculate the total parking charge for the parking session payable automatically upon registering. (4) 'SYLS' refer to timed waiting restrictions, 'DYLS' refer to 'at any time' waiting restrictions, and 'DKBs' refer to 'at any time' loading restrictions. (5) All measurements are in metres 'm' and are approximate. (6) Parking charges are listed on www.southwark.gov.uk/parking

- 3. Southwark Council hereby GIVES FURTHER NOTICE under sections 90A to 90I of the Highways Act 1980 and in accordance with the provisions of the Highways (Road humps) Regulations 1999 and the Highways (Traffic calming) Regulations 1999, propose to construct road humps of

sinusoidal cross-section construction, approx. 3.7 metres in length, having a maximum height of 100 millimetres and covering the greater width of the carriageway (any existing speed bumps in the exact locations listed below will be removed and refreshed with road humps):-

(a) in BLUE ANCHOR LANE (i) centred 11m north-west of the common boundary of Nos. 15 and 17 Blue Anchor Lane, (ii) centred 11.5m south-east of the common boundary of Nos. 25 and 27 Blue Anchor Lane (Bridgestone House), (iii) centred 3.5m north-west of the north-western kerb-line of Bombay Street, and (iv) centred 4m north-west of the common boundary of Nos. 47a and 49 Blue Anchor Lane, (b) in LUCEY ROAD centred 37.5m south-west of the south-western kerb-line of Rouel Road, (c) in MCDOWALL ROAD (i) centred 2.5m south-west of the common boundary of Nos. 8 and 9 McDowall Road, and (ii) centred 30.5m north-east of the north-eastern kerb-line of Denmark Road, (d) in SARTOR ROAD centred at the common boundary of Nos. 3 and 5 Sartor Road, and (e) in YALDING ROAD (i) centred the common boundary of Nos. 9 and 11 Yalding Road, (ii) centred the common boundary of Nos. 31 and 33 Yalding Road, and (iii) centred 19m south-east of the south-eastern kerb-line of Cadbury Way.

4. Southwark Council hereby GIVES FURTHER NOTICE to: (i) introduce a 'shared pedestrian and cycle only' route in the entirety of CHURCHYARD PASSAGE (between its junction with Camberwell Church Road and its junction with Camberwell Grove) for the use of pedestrians and pedal cycles only 'at any time' every day of the week, and (ii) formally convert an existing 'cycle only' path to a 'shared pedestrian and cycle only' path on the footway which lies in the area south-west of the south-western kerb-line of College Road and north-west of the north-western kerb-line of Dulwich Common (the north-westernmost side of this junction), to clarify and make safer this space for pedestrians and cyclists.
5. For more information about these proposals please contact Katie Reeves of the Council's Highways – Transport Projects team Highways@southwark.gov.uk.
6. Copies of the supporting documents (this Notice, the proposed Orders, and a statement of the Council's reasons for making the Orders) may be found online at www.southwark.gov.uk/trafficorders; paper or digital copies of plans showing the location and effect of the Orders and the supporting documents may be requested by emailing traffic.orders@southwark.gov.uk, or inspected by appointment only at: Highways, Southwark Council, Environment, Neighbourhoods and Growth, 3rd floor hub 2, 160 Tooley Street, London SE1 2QH - from the date of this Notice until the end of a period of six weeks from the date on which the Orders are made. Email traffic.orders@southwark.gov.uk (or call 077 3132 4742) for booking details.
7. Anyone wishing to make any representations either for or to object to the proposals, may use our consultation portal at <https://consultation.appyway.com/southwark>; or send a statement in writing to: Traffic Order Consultations, Highways, Southwark Council, Environment, Neighbourhoods and Growth, P.O. Box 64529, London SE1P 5LX or traffic.orders@southwark.gov.uk quoting reference 'TMO2425-004 MTS 2324-Q2' by 17 May 2024. Please note that if you wish to object to this proposal you must state the grounds on which your objection is made.
8. Under requirements of current access to information legislation, any letter, form or e-mail sent to the Council in response to this Notice may be subject to publication or disclosure, or both, including communication to other persons affected.

Dated 25 April 2024

Steven Grayer Head of Service - Highways, Environment, Neighbourhoods and Growth

Statement of reasons

Minor traffic schemes – 23/24 Q2

*The London Borough of Southwark (Charged-for parking places) (MTS 2324-Q2) Order 202**

*The London Borough of Southwark (Free parking places, Loading places and Waiting, Loading and Stopping restrictions) (MTS 2324-Q2) Order 202**

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

NOTES:

- (1) 'DPPP' refers to disabled persons parking places which may only be used by vehicles displaying a valid disabled persons 'blue badge'.
- (2) 'permit' refers to parking places for holders of valid parking permits within the Controlled Parking Zone (CPZ) listed; 'shared-use' refers to parking places in which holders of a valid permit for the CPZ listed or 'pay' paid ticket holders are permitted to park within the permitted hours.
- (3) In reference to 'stop and shop' pay parking mentioned below, a parking session must be registered with the Council's 'Pay by Phone' provider to obtain the 30 minutes free of charge parking in addition to a longer charged-for stay. The 'Pay by Phone' provider will calculate the total parking charge for the parking session payable automatically upon registering.
- (4) 'SYLs' refer to timed waiting restrictions, 'DYLs' refer to 'at any time' waiting restrictions, and 'DKBs' refer to 'at any time' loading restrictions.
- (5) All measurements are in metres 'm' and are approximate.
- (6) Parking charges are listed on www.southwark.gov.uk/parking

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

STREET	WARD	DESCRIPTION
BLUE ANCHOR LANE	South Bermondsey	install 4 new road humps in Blue Anchor Lane for traffic calming
BOSS STREET	North Bermondsey	add new DKBs on existing DYLs to prevent parking at its junction with Queen Elizabeth Street
BUSHEY HILL ROAD	St Giles	reduce existing 'permit' by 2m in length (20m remain) in CPZ 'PR' south-west side o/s No. 76 Bushey Hill Road and add 2m new DYLs to accommodate a new dropped kerb
CARLTON GROVE	Nunhead & Queen's Road	add 3m new DYLs in Carlton Grove to accommodate the drop kerb at the location and ease of access for refuse collection
CHADWICK ROAD	Rye Lane	to provide more free cycle parking and to encourage sustainable modes of transport a new free cycle parking facility is added and existing 'shared-use' parking will be reduced by 8m in length (34.5m remain) in CPZ 'Q' to accommodate
CHAMPION PARK	Champion Hill	to provide more free cycle parking and to encourage sustainable modes of transport a new free cycle parking facility is added and existing 'pay' parking will be reduced (4.5m of one bay remains) in CPZ 'L' to accommodate
CHURCHYARD PASSAGE	St Giles	introduce a 'shared pedestrian and cycle only' route in the entirety of Churchyard Passage (between its junction with Camberwell Church Road and its junction with Camberwell Grove) to clarify and make safer this space for pedestrians and cyclists

STREET	WARD	DESCRIPTION
COLLEGE ROAD	Dulwich Village	formally convert an existing 'cycle only' path to a 'shared pedestrian and cycle only' path on the footway which lies in the area south-west of the south-western kerb-line of College Road and north-west of the north-western kerb-line of Dulwich Common (the north-westernmost side of this junction), to clarify and make safer this space for pedestrians and cyclists
CURLEW STREET	North Bermondsey	add new DKBs on existing DYLS to prevent parking at its junctions with Gainsford Street and its junctions with Queen Elizabeth Street
DE CRESPIGNY PARK	St Giles	2 existing cycle hangars (one is first formally added in Grove Lane on the footway) are to be relocated to a new location north-west side opposite No. 34 De Crespigny Park, as a request from local residents and councillors. This will aim to create wider walkways and ease building access and traffic congestion that has been experienced at the current locations. 'pay' parking in CPZ 'L' will be reduced and there will be amendment to DYLS and SYLS to accommodate the relocated cycle hangars.
EMPRESS STREET	Faraday	to encourage electric vehicle usage over less sustainable vehicles, a new designated car club bay will be installed in a prominent position for electric vehicle re-charging, and existing 'permit' parking will be reduced by 6m in CPZ 'J' (13.5m remain)
GAINSFORD STREET	North Bermondsey	add new DKBs on existing DYLS to prevent parking at its junctions with Curlew Street, Horselydown Lane, Lafone Street, Maguire Street and Shad Thames
GREAT SUFFOLK STREET	Borough & Bankside	a request for more 'permit' parking in the CPZ 'C2' area came from a local resident and it was determined that one space would be added safely by amending existing SYLS in Great Suffolk Street, some additional new DYLS are added to prevent parking across a busy junction
GREEN HUNDRED ROAD	Old Kent Road	9m existing 'shared-use' parking will be removed in CPZ 'T' and 9m of new DYLS added to prevent parking for ease of access to a cross-over point at this location
HATFIELDS	Borough & Bankside (Lambeth boundary road)	to provide more free cycle parking and to encourage sustainable modes of transport a new free cycle parking facility is added and in Hatfields and existing 'permit' in CPZ 'C1' will be removed and new SYLS will be added to accommodate this
HOLLYDALE ROAD	Nunhead & Queen's Road	the request to extend the length of an existing 'at any time' DPPP by 1.5m (new length is 8.1m) and add 1m new DYLS is to facilitate loading and unloading and wheelchair access
HORSELYDOWN LANE	North Bermondsey	add new DKBs on existing DYLS to prevent parking at its junction with Gainsford Street
LAFONE STREET	North Bermondsey	add new DKBs on existing DYLS to prevent parking at its junctions with Gainsford Street and Queen Elizabeth Street

STREET	WARD	DESCRIPTION
LARCOM STREET	North Walworth	the school is no longer at this location so the existing School Keep Clear markings will be removed and existing SYLs will be converted to new DYLS aiming to prevent parking near junctions
LIMESFORD ROAD	Peckham Rye	add 8m new DYLS south-west of its junction with Ivydale Road to increase safety at this junction
LUCEY ROAD	South Bermondsey	install 1 new road hump in Lucey Road for traffic calming
MAGUIRE STREET	North Bermondsey	add new DKBs on existing DYLS to prevent parking at its junction with Gainsford Street
MARMONT ROAD	Peckham	convert existing SYLs to new DYLS north of its junction with Peckham High Street to prevent inconsiderate parking blocking access to Hardcastle House car park, Gaumont House car park and the thoroughfare for cyclists through the traffic filter
MCDOWALL ROAD	Camberwell Green	convert existing SYLs new DYLS and install 2 new road humps for traffic calming
MELBOURNE GROVE	Goose Green	split and reduce by 7m in length existing 'permit' (a total of 46m remain) in CPZ 'ED' and add a total of 4m new DYLS to accommodate a new dropped kerb and prevent parking which would block access
QUEEN ELIZABETH STREET	North Bermondsey	add new DKBs on existing DYLS to prevent parking at its junctions with Boss Street, Curlew Street, Lafone Street, Shad Thames and Three Oak Lane
RED POST HILL	Dulwich Village	reduce existing 'permit' in CPZ 'P' and add a total of 12m new DYLS to accommodate to ease access for buses and allow larger vehicles to manoeuvre safely round the islands and existing parking
ROBERTS CLOSE	Rotherhithe	to encourage electric vehicle usage over the use of less sustainable vehicles, the existing designated car club bay will be relocated to a more prominent position for electric vehicle re-charging, existing 'pay' parking will be amended to accommodate
ROTHERHITHE NEW ROAD	Rotherhithe	remove existing School Keep Clear markings o/s Rotherhithe Primary School as these are no longer needed and replace with new DYLS
RUSHWORTH STREET	Borough & Bankside	to provide more free cycle parking and to encourage sustainable modes of transport a new free cycle parking facility is added in Rushworth Street and 10m existing 'permit' will be removed in CPZ 'C2' and 2m new DYLS added to accommodate
SARTOR ROAD	Peckham Rye	install 1 new road hump in Sartor Road for traffic calming
SHAD THAMES	North Bermondsey	add new DKBs on existing DYLS to prevent parking at its junctions with Gainsford Street and Queen Elizabeth Street

STREET	WARD	DESCRIPTION
ST MARYCHURCH STREET	Rotherhithe	the request was received from local residents concerned about the sight-lines for pedestrians and vehicles when approaching or negotiating an existing cycle hangar as a result the Council will aim to improve the visibility for cyclists, drivers and pedestrians by adding new DYs and relocating the cycle hangar to a more open stretch of road
THREE OAK LANE	North Bermondsey	add new DKBs on existing DYs to prevent parking at its junction with Queen Elizabeth Street
WARNER ROAD	Camberwell Green	request from a local resident to relocate an existing 'at any time' DPPP slightly is to make the space more easily accessible, and the addition of new SYs will accommodate the repositioning of the DPPP
WREN ROAD	Camberwell Green	local residents have experienced access issues with the increase of parking in the street. Access will be improved by the removal of some parking and the addition of DYs on one side of the street; a planted build-out will provide the area with more greenery and fewer vehicles. The addition of a 'limited stay' DPPP and 'stop and shop' parking will aim to cater to visitors coming to the bustling retail area for short periods which will also help to boost trade for local businesses.
WYNDHAM ROAD	Camberwell Green	local businesses requested a longer period for loading and unloading, loading and unloading will be eased by extending the existing 20 minutes to 40 minutes to load and unload
YALDING ROAD	South Bermondsey	install 3 new road humps in Yalding Road for traffic calming

Link to decision details: [Decision - Minor Traffic Schemes - Tranche 2 2023-24 - Southwark Council](#)

Dated 25 April 2024

For more information contact:-

Katie Reeves

Transport Projects Engineer - Highways
Environment, Neighbourhoods and Growth
Highways@southwark.gov.uk



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK
TRAFFIC MANAGEMENT ORDER

202* No. xxx

The London Borough of Southwark (Charged-for parking places) (MTS 2324-Q2) Order 202*

Made: 202*

Coming into force: 202*

The Council of the London Borough of Southwark, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by sections 45, 46, 49 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984^a, as amended, and of all other powers thereunto enabling, hereby make the following Order:

Citation and commencement

- 1.1 This Order may be cited as the London Borough of Southwark (Charged-for parking places) (MTS 2324-Q2) Order 202* and shall come into force on 202*.

Interpretation

- 2.1 In this Order:-

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

“enactment” means any enactment, whether public general or local, and includes any order, bye-law, rule, regulation, scheme or other instrument having effect by virtue of an enactment;

“map-based schedule” means the map attached to and to be read in conjunction with this Order and the Order of 2021, which depicts the parking place designated by this Order, and, in conjunction with the map schedule legend, identifies the type of each particular parking place and, if appropriate, certain of its governing provisions:

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

“map schedule legend” means the map schedule legend attached to this Order which, when used in conjunction with the map-based schedule, identifies the specific type of parking place designated by this Order and, where appropriate, certain of its governing provisions;

^a 1984 c.27

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

"traffic sign" means a sign of any size, type and colour prescribed or authorised under, or having effect as though prescribed or authorised under, section 64 of the Road Traffic Regulation Act 1984.

- 2.2 Any reference in this Order to any enactment shall be construed as a reference to that enactment as amended, applied, consolidated, re-enacted by or as having effect by virtue of any subsequent enactment.
- 2.3 Unless the context otherwise requires, any expression used in this Order which is also used in the Order of 2021 shall have the same meaning as in that Order.

Amendment of items in the map-based schedule

- 3.1 Without prejudice to the validity of anything done, or to any liability incurred in respect of any act or omission before the coming into force of this Order, the Order of 2021 shall have effect as though:-
 - (a) where there is no existing item at a location depicted in the map-based schedule attached to that Order, there were added to that map-based schedule the item depicted in the map-based schedule attached to this Order; and
 - (b) where there is an existing item at a location depicted in the map-based schedule attached to that Order, there were substituted in that map-based schedule the item depicted in the map-based schedule attached to this Order.
- 3.2 The amendment referred to in Article 3.1 of this Order of an item in the map-based schedule will have the effect of revoking any provision provided or designated by a previous version of that item in the map-based schedule and not incorporated into the latest version.

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

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

Placing of traffic signs, etc

- 5.1 The Council shall:
 - (a) place and maintain traffic signs or other appropriate markings on the surface of the street indicating the limits of the parking place designated by this Order;
 - (b) place and maintain in or in the vicinity of each parking place, traffic signs indicating that such parking place may be used during the permitted hours for the leaving only of the vehicles specified in Articles 5.1, 5.2, 5.3, 5.5, 5.6 and 5.9 of the Order of 2021; and
 - (c) place and maintain in or in the vicinity of each shared-use permit holders and pay parking place a traffic sign indicating that such parking place may be used by vehicles making

^b LBS 2021/035

^c SI 2016/362

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

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

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

[signature here]

STEVEN GRAYER
Head of Service, Highways
Environment, Neighbourhoods and Growth

EXPLANATORY NOTE

(This note is not part of the Order)

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

- (a) in CPZ 'C1' in Hatfields north-east side o/s Nos. 19 to 21 remove 16m existing 'permit';
- (b) in CPZ 'C2' (i) in Great Suffolk Street north-east side o/s Nos. 133 to 135 add 5.5m new 'permit', and (ii) in Rushworth Street south-west side o/s No. 14 remove 10m existing 'permit';
- (c) in CPZ 'ED' in Melbourne Grove in south-west side, side of No. 68 East Dulwich Grove split and reduce by 7m in length existing 'permit' (a total of 46m remain);
- (d) in CPZ 'H' in Roberts Close north-west side, relocate an existing 6m car club only parking place south-westward by 15m, and amend the existing 'pay' parking to accommodate;
- (e) in CPZ 'J' in Empress Street south-west side, south of its junction with Fielding Street reduce existing 'permit' by 6m (13.5m remain);
- (f) in CPZ 'L' (i) in Champion Park north-west side o/s Denmark Hill Station remove 8m existing 'pay' parking (4.5m of one bay remains), (ii) in De Crespigny Park north-west side opposite No. 34 reduce existing 'pay' by 6m in length (35m remain), and (iii) in Wren Road (1) south-west side remove existing 12.5m 'permit' (side of No. 25 Camberwell Green) and 39m 'pay' (o/s Nos. 1 to 6 Wren Road) and replace with 9.5m of 'stop and shop' parking in which either:- vehicles may be left free of charge for up to 30mins, or vehicles which have paid the parking charge may be left for up to 2hrs, the first 30mins of which parking session would be free of charge, provided no vehicle may return to a parking place within 2hrs, between the hours of 8:30 am and 6:30 pm on Monday to Saturday inclusive, (2) north-east side o/s. Nos. 13 and 14 reduce existing 'permit' by a total of 5.5m (22.5m remain), (3) south-east sides of the south-easternmost extremity o/s Nos. 8 and 9 convert 4 existing 'pay' parking bays to 'permit' which are lined so as vehicles stand at an 90° to the kerb-line (each bay is 4.5m in length and 2m in width), and (4) north-west side of the south-easternmost extremity side of No. 10 formally amend the size and shape of existing 'permit' which are lined so as vehicles stand at an 90° to the kerb-line (each bay is 4.5m in length and 2m in width);
- (g) in CPZ 'P' in Red Post Hill reduce existing 'permit' north-east side by 2m in length each o/s No. 86 (31.5m remain) and o/s No. 100 (23.5m remain), and south-west side o/s No. 65 by 6m in length (40m remain) and o/s No. 61 by 2m in length (33.5m remain);
- (h) in CPZ 'PR' in Bushey Hill Road south-west side o/s No. 76 reduce existing 'permit' by 2m in length (20m remain);
- (i) in CPZ 'Q' in Chadwick Road north-west side o/s No. 60 reduce existing 'shared-use' by 8m in length (34.5m remain); and
- (j) in CPZ 'T' in Green Hundred Road south-west side, south-east of a point opposite its junction with Ethnard Road remove 9m existing 'shared-use',
as part of MTS 2324-Q2, in the London Borough of Southwark.



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK
TRAFFIC MANAGEMENT ORDER

202* No. 0xx

The London Borough of Southwark (Free Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) (MTS 2324-Q2) Order 202*

Made: xx xxx 202*

Coming into force: xx xxx 202*

The Council of the London Borough of Southwark, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by sections 6 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984^a, as amended, and of all other powers thereunto enabling, hereby make the following Order:

Citation and commencement

- 1.1 This Order may be cited as the London Borough of Southwark (Free Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) (MTS 2324-Q2) Order 202* and shall come into force on xx xxxx 202*.

Interpretation

- 2.1 In this Order:-

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

“enactment” means any enactment, whether public general or local, and includes any order, bye-law, rule, regulation, scheme or other instrument having effect by virtue of an enactment;

“map-based schedule” means the map attached to and to be read in conjunction with this Order and the Order of 2021, which depicts the parking places designated by this Order, and the waiting, restrictions imposed by this Order, and, in conjunction with the map schedule legend, identifies the type of each particular parking place, or waiting or loading restriction and, if appropriate, certain of its governing provisions:

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

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

^a 1984 c.27

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

- 2.2 Any reference in this Order to any enactment shall be construed as a reference to that enactment as amended, applied, consolidated, re-enacted by or as having effect by virtue of any subsequent enactment.
- 2.3 Unless the context otherwise requires, any expression used in this Order which is also used in the Order of 2021 shall have the same meaning as in that Order.

Amendment of items in the map-based schedule

- 3.1 Without prejudice to the validity of anything done, or to any liability incurred in respect of any act or omission before the coming into force of this Order, the Order of 2021 shall have effect as though:-
- (a) where there is no existing item at a location depicted in the map-based schedule attached to that Order, there were added to that map-based schedule the item depicted in the map-based schedule attached to this Order; and
 - (b) where there is an existing item at a location depicted in the map-based schedule attached to that Order, there were substituted in that map-based schedule the item depicted in the map-based schedule attached to this Order.
- 3.2 The amendment referred to in Article 3.1 of this Order of an item in the map-based schedule will have the effect of revoking any provision provided or designated by a previous version of that item in the map-based schedule and not incorporated into the latest version.

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

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

Placing of traffic signs, etc

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

^b LBS 2021_036

^c SI 2016/362

Waiting and loading restrictions applicable in restricted streets

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

Dated this xxxxxxxxxxxx day of xxxx 202*

[signature here]

STEVEN GRAYER
Head of Service, Highways
Environment, Neighbourhoods and Growth

EXPLANATORY NOTE

(This note is not part of the Order)

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

- (a) in Crawthrew Grove north-east side relocate an existing 'at any time' DPPP 3m north-westward to a location o/s Nos. 58 and 60;
- (b) in Empress Street south-west side, south of its junction with Fielding Street install new electric vehicle only re-charging point 6m in length, which may be used by electric vehicles for re-charging only either for a max stay of 4hrs, no return within 2hrs between the hours of 7 am to 10 pm Mondays – Saturdays, or without time limit for the remaining hours in the week;
- (c) in Hollydale Road south-west side o/s No. 57 extend the length of an existing 'at any time' DPPP by 1.5m (new length is 8.1m);
- (d) in Warner Road south-east side relocate an existing 'at any time' DPPP 2.5m south-westward to a location o/s Nos. 63 and 65;
- (e) in Wren Road south-west side (side of No. 25 Camberwell Green) add new 6.6m 'limited stay' DPPP operating every day and 'at any time' (max stay 4hrs, no return 2hrs);
- (f) remove 12.5m existing SYLs in Great Suffolk Street north-east side o/s Nos. 133 to 135;
- (g) add new SYLs (i) 2.5m in De Crespigny Park south-east side opposite No. 25, (ii) 16m in Hatfields north-east side o/s Nos. 19 to 21, and (iii) 2.5m in Warner Road south-east side o/s No. 63;
- (h) convert existing SYLs to new DYLS (i) 33.5m in Larcom Street south-east side o/s Nos. 12 and 14, (ii) in Marmont Road north of its junction with Peckham High Street 16m north-west side and a total of 13.5m on the south-east side, and (iii) in McDowall Road 10.5m north-west side o/s No.19, 9.5m south-east side o/s No. 17b, and 19.5m o/s Nos. 10 to 13;
- (i) add new DYLS (i) 2m in Bushey Hill Road south-west side o/s No. 76, (ii) 3m in Carlton Grove west side, between Nos. 51/53 and No. 61, (iii) in Crawthrew Grove north-east side 3.5m o/s Nos. 46 and 48 and 2m o/s No. 58, (iv) 1m in De Crespigny Park north-west side opposite No. 34, (v) 7m in Great Suffolk Street north-east side o/s Nos. 133 to 135, (vi) 9m in Green Hundred Road south-west side opposite its junction with Ethnard Road, (vii) 1m Hollydale Road south-west side o/s No. 59, (viii) 8m in Limesford Road south-east side, south-west of its junction with Ivydale Road, (ix) 4m in Melbourne Grove south-west side, side of No. 68 East Dulwich Grove, (x) 12m total in Red Post Hill on both sides between Nos. 61 and 100, (xi) 25.5m in Rotherhithe New Road north-west side o/s Rotherhithe Primary School, (xii) 2m in Rushworth Street south-west side o/s No. 14, (xiii) 7.3m total in St Marychurch Street south-east side opposite the south-easternmost vehicular access to St Mary's Estate, and (xiv) in Wren Road 35.5m south-west side o/s Nos. 1 to 7, 5m north-east side o/s. Nos. 13 and 14 and a total of 14m south-east sides of the south-easternmost extremity o/s Nos. 8 and 9;
- (j) formalise a total of 12.5m existing DYLS north-east and south-west sides of the south-easternmost extremity (side of No 10 Wren Road); and
- (k) add new DKBs on existing DYLS in (i) Boss Street on both sides at its junction with Queen Elizabeth Street (14m total), (ii) Curlew Street across both of its junctions with Gainsford Street (12m total) and across both its junctions with Queen Elizabeth Street (10m total), (iii) Gainsford Street both sides across both its junctions with Curlew Street (14m total), both sides at its junction with Horselydown Lane (9m total), both sides across both its junctions with Lafone Street (16m total), north-east side across its junction with Maguire Street (12.5m total), and both sides at its junction with Shad Thames (6m total), (iv) Horselydown Lane south-east side across its junction with Gainsford Street (11m total), (v) Lafone Street across both of its junctions with Gainsford Street (19m total) and across both of its junctions with Queen Elizabeth Street (20.5m total), (vi) Maguire Street on both sides at its junction with Gainsford Street (8m total), (vii) Queen Elizabeth Street south-west side across its junction with Boss Street (14m total), north-east side across its junction with Curlew Street (14m total), both sides across both its junctions with Lafone Street (14m total), both sides at its junction with Shad Thames (34.5m total), and south-west side across its junction with Three Oak Lane (10m total), (viii) Shad Thames across its junction with Gainsford Street (9.5m total) and across its junction with Queen Elizabeth Street (16m total), and (ix) Three Oak Lane on both sides at its junction with Queen Elizabeth Street (18.5m total),
as part of MTS 2324-Q2, in the London Borough of Southwark.