

# Public notice

## Guy's and St Thomas' Charitable Programme: Brunswick Park area Trial modifications to Phase 1



*The London Borough of Southwark (Prescribed routes) (Brunswick Park area) Experimental Traffic Order 2020*

1. Southwark Council hereby GIVES NOTICE that on 29 April 2021 it has made modifications to the above experimental order under sections 9 and 10 of the Road Traffic Regulation Act 1984<sup>1</sup>.
2. The modifications of the experimental order are to make certain revisions to the Guy's and St Thomas' Charity programme Location 2 – Brunswick Park area Phase 1 trials by removing:-
  - (a) the trial point road closure in Havil Street, at its junction with Southampton Way (note: this closure will be relocated in Havil Street under Phase 2 of the trial); and
  - (b) the corresponding prescribed routes from both Southampton Way and Rainbow Street (no access to Havil Street).
3. For more information on the background and implementation of this experimental order please contact Roberta Cardella of the council's Highways, Transport Projects team [Highways@southwark.gov.uk](mailto:Highways@southwark.gov.uk)
4. Copies of the modified order, which will come into force on 7 May 2021 (and expire on 29 June 2022), this notice, plan and a statement of the council's reasons for making the order may be found online at [www.southwark.gov.uk/trafficorders](http://www.southwark.gov.uk/trafficorders). Paper copies may be obtained from or viewed at Highways, Environment and Leisure, 3rd floor hub 2, 160 Tooley Street, London SE1 2QH by appointment only - for booking details contact [traffic.orders@southwark.gov.uk](mailto:traffic.orders@southwark.gov.uk) or 020 7525 3497.
5. The council will in due course be considering whether the provisions of the experimental order should be continued in force indefinitely, by means of a permanent order made under section 6 of the Road Traffic Regulation Act 1984. Anyone wishing to object to the making of the permanent order or make any other representation regarding the scheme would have 6 months to do so, from the date that these modifications come into force, and may send a statement to [traffic.orders@southwark.gov.uk](mailto:traffic.orders@southwark.gov.uk) or to: Traffic Order consultations, Highways, Southwark Council, Environment and Leisure, P.O. Box 64529, London SE1P 5LX; or use the form labelled '*Parking - Road traffic and highway schemes - responding to statutory consultation notices*' at [www.southwark.gov.uk/statutoryconsultationnotices](http://www.southwark.gov.uk/statutoryconsultationnotices) quoting reference '*TMO2122-EXP05\_Brunswick Park phase 2*'. Please note that if you wish to object to the scheme you must state the grounds on which your objection is made.
6. Under requirements of current access to information legislation, any letter or e-mail sent to the Council in response to this Notice may be subject to publication or disclosure, or both, including communication to other persons affected.
7. Anyone wishing to question the validity of the order or of any provision therein on the grounds that it is not within the relevant powers of the Road Traffic Regulation Act 1984, or that any of the relevant requirements thereof or of any relevant regulations made thereunder have not been complied with in relation to the order may, within 6 weeks of the date on which the order was made, make application for the purpose to the High Court.

Dated 29 April 2021

**Dale Foden** - Head of Service - Highways, Environment and Leisure

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

# Public notice

## Guy's and St Thomas' Charitable Programme: Brunswick Park area Trial Phase 2



*The London Borough of Southwark (Prescribed routes) (Havil Street) Experimental Traffic Order 2021*

*The London Borough of Southwark (Brunswick Park) (Map-based) (No. 2) Experimental Traffic Order 2021*

1. Southwark Council hereby GIVES NOTICE that on 29 April 2021 it has made o the above experimental orders under sections 9 and 10 of the Road Traffic Regulation Act 1984<sup>1</sup>.
2. The effects of the experimental Orders, the intention of which is to improve local air quality, promote sustainable travel (walking and cycling), and to deter motor vehicle through traffic in the Brunswick Park area, as part of the Guy's and St Thomas' Charity programme, will be:-
  - (a) to introduce a point road closure prohibiting the movement of motor vehicles, with certain exemptions including that of emergency services access, which will be physically enforced with traffic signs and the installation of planters and flexible bollards, in HAVIL STREET at a point 64 metres south-east of its junction with Southampton Way; and
  - (b) in CPZ 'EC' on the north-east side of HAVIL STREET (outside Orange Tree Court) (i) to suspend 6 metres of existing permit holders' parking place, and (ii) to add new 'at any time' waiting restrictions (6 metres in total).
3. For more information on the background and implementation of the trial please contact Roberta Cardella of the council's Highways, Transport Projects team [Highways@southwark.gov.uk](mailto:Highways@southwark.gov.uk)
4. Copies of the orders, which will come into force on 7 May 2021 (and expire on 10 November 2022), this notice, plans and a statement of the council's reasons for making the orders may be found online at [www.southwark.gov.uk/trafficorders](http://www.southwark.gov.uk/trafficorders). Paper copies may be obtained from or viewed at Highways, Environment and Leisure, 3rd floor hub 2, 160 Tooley Street, London SE1 2QH by appointment only - for booking details contact [traffic.orders@southwark.gov.uk](mailto:traffic.orders@southwark.gov.uk) or 020 7525 3497.
5. The council will in due course be considering whether the provisions of the experimental order/s should be continued in force indefinitely, by means of a permanent order made under section 6 of the Road Traffic Regulation Act 1984. Anyone wishing to object to the making of the permanent order/s or make any other representation regarding the scheme would have 6 months to do so, from the date the experimental order comes into force (or, if the order is varied by a subsequent order or modified pursuant to section 10(2) of the Road Traffic Regulation Act 1984, from the date that variation order or modification comes into force), and may send a statement to [traffic.orders@southwark.gov.uk](mailto:traffic.orders@southwark.gov.uk) or to: Traffic Order consultations, Highways, Southwark Council, Environment and Leisure, P.O. Box 64529, London SE1P 5LX; or use the form labelled '*Parking - Road traffic and highway schemes - responding to statutory consultation notices*' at [www.southwark.gov.uk/statutoryconsultationnotices](http://www.southwark.gov.uk/statutoryconsultationnotices) quoting reference '*TMO2122-EXP05\_Brunswick Park phase 2*'. Please note that if you wish to object to the scheme you must state the grounds on which your objection is made.
6. Under requirements of current access to information legislation, any letter or e-mail sent to the Council in response to this Notice may be subject to publication or disclosure, or both, including communication to other persons affected.
7. Anyone wishing to question the validity of the order/s or of any provision therein on the grounds that it is not within the relevant powers of the Road Traffic Regulation Act 1984, or that any of the relevant requirements thereof or of any relevant regulations made thereunder have not been complied with in relation to the order/s may, within 6 weeks of the date on which the order was made, make application for the purpose to the High Court.

Dated 29 April 2021

**Dale Foden** - Head of Service - Highways, Environment and Leisure

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

# Statement of reasons

## Guy's and St Thomas' Charitable Programme: Brunswick Park area Trial modifications to Phase 1

*The London Borough of Southwark (Prescribed routes) (Brunswick Park area) Experimental Traffic Order 2020*

The decision has been made to revise the previous experimental road closures as implemented in December 2020 (GSTTC Loc 2 – Brunswick Park public notice originally advertised in *the London Gazette* on 17 December 2020<sup>1</sup>).

The modifications of the experimental order are to remove the trial point road closure in Havil Street, and corresponding prescribed routes from both Southampton Way and Rainbow Street from GSTTC Loc 2 – Brunswick Park area Phase 1 trials. The Havil Street road closure will be separated and relocated under a new trial (GSTTC Loc 2 – Brunswick Park area Phase 2).

The intention of the trial is to improve local air quality and sustainable travel (walking and cycling), and to deter motor vehicle through traffic in the Brunswick park area, sponsored by Guy's and St Thomas' Charitable Trust.

Guy's and St Thomas' Charitable Trust is delivering a long-term multimillion pound programme tackling the main health challenges facing Lambeth & Southwark. Within this programme, there is a focus on improving air quality, reducing child obesity and reducing the burden of long-term conditions such as heart disease and type-2 diabetes.

These measures will include: modal filters to prevent 'rat-running' (provided by point 'no motor vehicles' prohibitions and short lengths of roads with 'no motor vehicles' prohibitions, backed up with planters; place-making at filter locations, crossings to schools with footway buildouts, dropped kerbs and art crossings, and widened footways – with changes to parking places and introduction of 'at any time' waiting restrictions to accommodate these where needed, and in the case of this area – a 'shared-use' on-footway cycle track linking to the north-east.

These measures are modifications to existing 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 TMO will be enforceable for a period up to 18 months from the original date Made (expires 29 June 2022) to allow the assessment of any impact the road closures and other 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 road closure/s and other restrictions should be made permanent.

Link to the decision details for Brunswick Park area Phase 1 -  
<http://moderngov.southwark.gov.uk/mglIssueHistoryHome.aspx?Id=50024511&Opt=0>

Dated 29 April 2021

For more information contact:-

**Roberta Cardella**

Transport Projects

Highways

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

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<sup>1</sup> <https://www.thegazette.co.uk/notice/3699664>

# Statement of reasons

## Guy's and St Thomas' Charitable Programme: Brunswick Park area Trial Phase 2



*The London Borough of Southwark (Prescribed routes) (Havil Street) Experimental Traffic Order 2021*  
*The London Borough of Southwark (Brunswick Park) (Map-based) (No. 2) Experimental Traffic Order 2021*

The decision has been made to revise the previous experimental road closures as implemented in December 2020 (GSTTC Loc 2 –Brunswick Park) and to make new measures to the trial, separately, as GSTTC Loc 2 – Brunswick Park Phase 2.

These revisions will relocate a point road closure in Havil Street, and implement the necessary parking changes and additional 'at any time' waiting restrictions to facilitate the new location.

The point road closure will be physically enforced with traffic signs and the installation of planters and a flexible bollard - in which any motor vehicle, (with certain exemptions), will be prohibited from entering into or proceeding.

The intention of the trial is to improve local air quality and sustainable travel (walking and cycling), and to deter motor vehicle through traffic in the Brunswick park area, sponsored by Guy's and St Thomas' Charitable Trust.

Guy's and St Thomas' Charitable Trust is delivering a long-term multimillion pound programme tackling the main health challenges facing Lambeth & Southwark. Within this programme, there is a focus on improving air quality, reducing child obesity and reducing the burden of long-term conditions such as heart disease and type-2 diabetes.

These measures will include: modal filters to prevent 'rat-running' (provided by point 'no motor vehicles' prohibitions and short lengths of roads with 'no motor vehicles' prohibitions, backed up with planters; place-making at filter locations, crossings to schools with footway buildouts, dropped kerbs and art crossings, and widened footways – with changes to parking places and introduction of 'at any time' waiting restrictions to accommodate these where needed, and in the case of this area – a 'shared-use' on-footway cycle track linking to the north-east.

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 road closure and other 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 road closure/s and other restrictions should be made permanent.

Link to decision - <https://moderngov.southwark.gov.uk/ieDecisionDetails.aspx?ID=7285>

Dated 29 April 2021

For more information contact:-

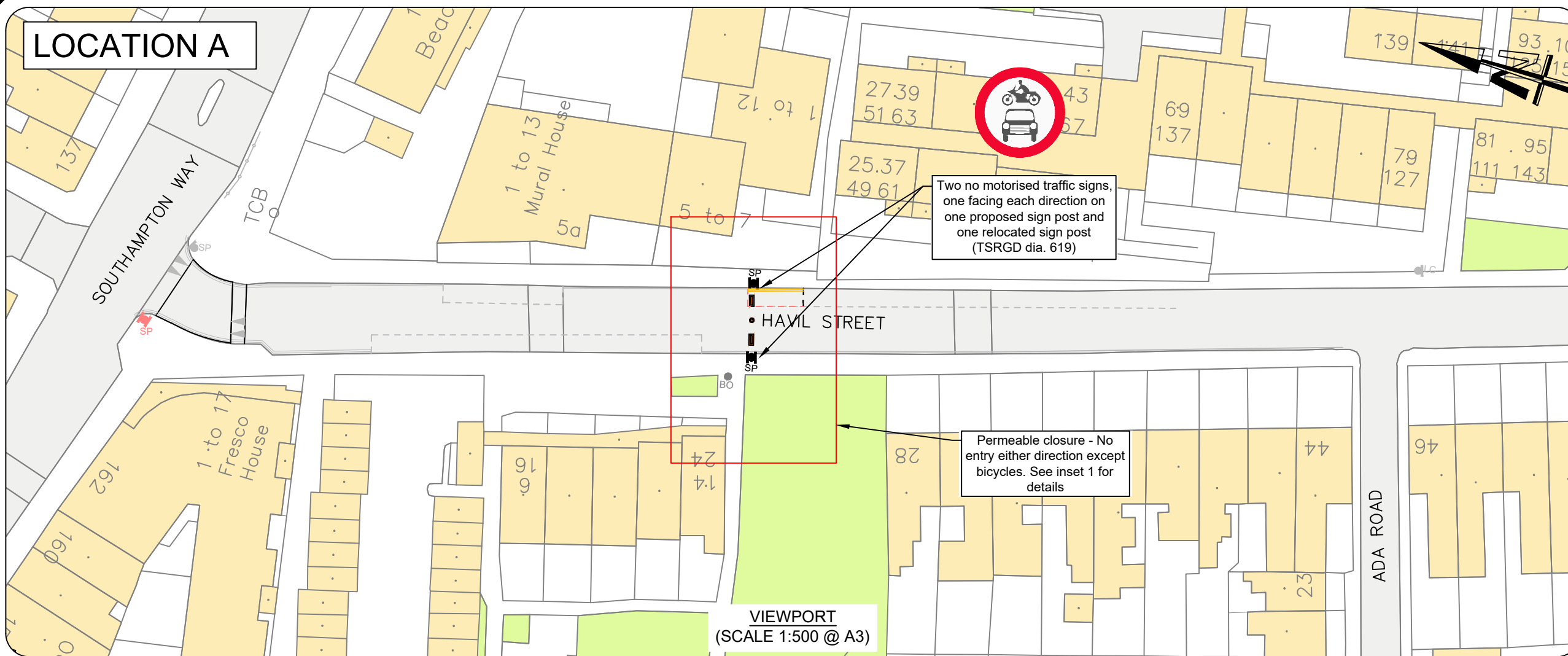
**Roberta Cardella**

Transport Projects

Highways

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

# LOCATION A



## Guy's and St Thomas' Charity

### Brunswick Park Trial Street Changes HAVIL STREET

#### KEY

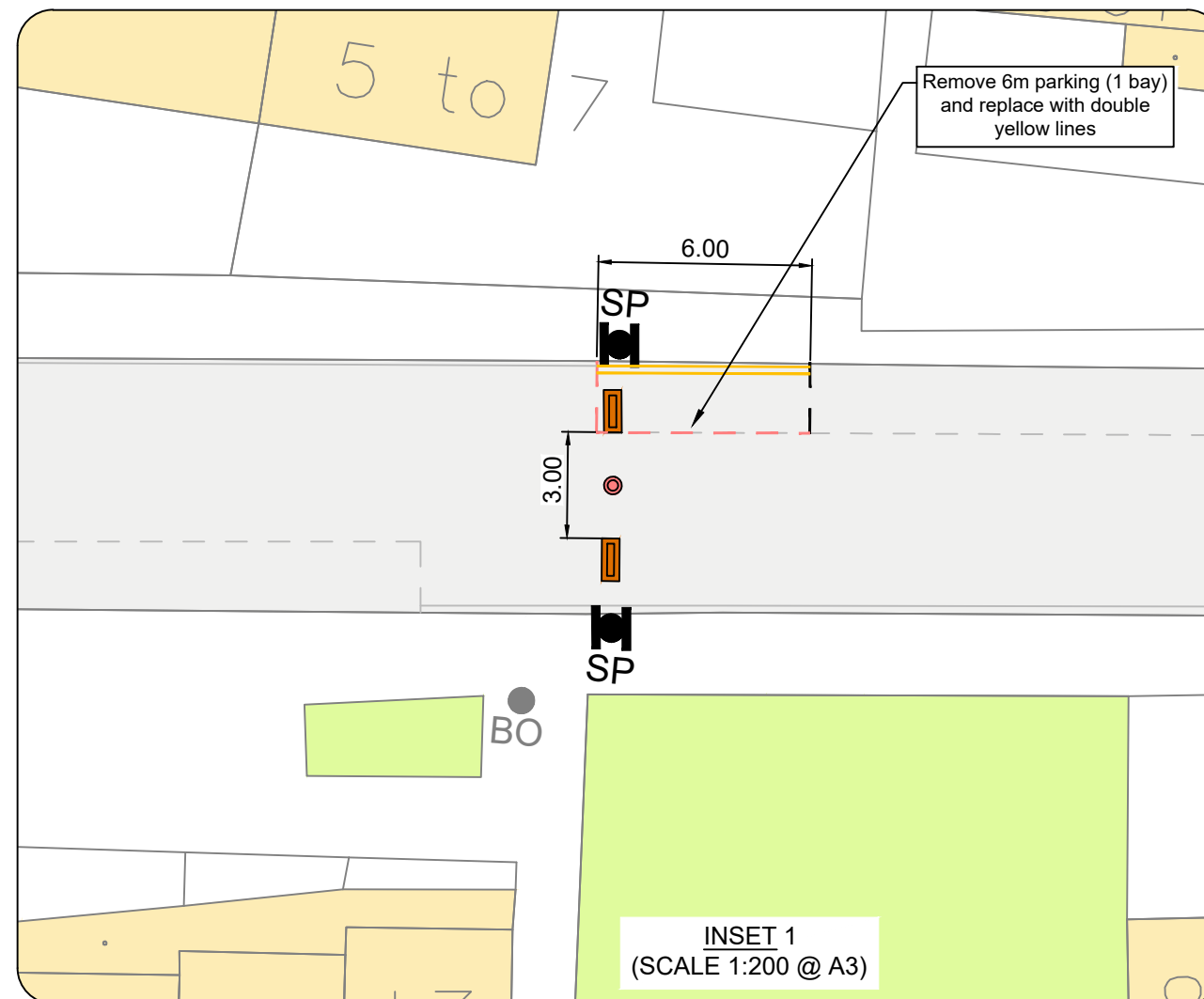
- Proposed flexible bollard
- SP Proposed signs and sign post
- LC SP Existing lamp column / sign post to be retained
- SP Existing signs and post to be relocated
- Proposed road markings
- Existing road markings to be removed
- Existing double yellow markings
- BO Existing concrete bollard
- Relocated planters (1.2m x 0.5m)

#### NOTES

1. Double yellow lines to be installed where currently no restrictions are in place. Any existing on street parking to be suspended to accommodate vehicles turning.
2. Signs to be installed in locations shown to give advance warning of road closures.



Scheme Ref.	Havil Street	
Sign Ref.	619	x-height 100
Letter colour	BLACK	SIGN FACE
Background	WHITE	Width 600mm
Border	RED	Height 600mm
Material	Class RA2 (12899-1:2007)	Area 0.28m <sup>2</sup>





THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

# TRAFFIC MANAGEMENT ORDER

2020 No. 253

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The London Borough of Southwark (Prescribed routes) (Brunswick Park area)  
Experimental Traffic Order 2020

Made: 29 April 2021

Coming into force: 7 May 2021

Expires: 29 June 2022

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

## Citation, commencement and expiry

- 1.1 This Order may be cited as the London Borough of Southwark (Prescribed routes) (Brunswick Park area) Experimental Traffic Order 2020, shall come into force on 7 May 2021, and will expire on 29 June 2022.

## Interpretation

- 2.1 In this Order:-

causing includes permitting;

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

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

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

“prescribed street” for the purposes of Article 4.2 of this Order means the parts of streets referred to in Articles 3.1 and 3.2 of this Order; and

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

- 2.2 Any reference in this Order to any enactment shall be construed as a reference to that enactment as amended, applied, consolidated, re-enacted by or as having effect by virtue of any subsequent enactment.

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

## Prescribed routes

### *Benhill Road*

- 3.1 No person shall cause any motor vehicle to enter into or proceed in that part of Benhill Road which lies between the south-eastern kerb-line of Elmington Road and a point 10 metres south of that kerb-line.

### *Dalwood Street*

- 3.2 No person shall cause any motor vehicle to enter into or proceed in that part of Dalwood Street which lies between the north-eastern kerb-line of Havil Street and a point 15.5 metres north-east of that kerb-line.

### *Elmington Road*

- 3.3 No person causing any motor vehicle to proceed in that part of Elmington Road which lies south-west of the common boundary of Nos. 146 and 148 Elmington Road shall, upon reaching that point, cause that motor vehicle to enter into that part of Elmington Road which lies north-east of the common boundary of Nos. 146 and 148 Elmington Road.
- 3.4 No person causing any motor vehicle to proceed in that part of Elmington Road which lies north-east of the common boundary of Nos. 146 and 148 Elmington Road shall, upon reaching that point, cause that motor vehicle to enter into that part of Elmington Road which lies south-west of the common boundary of Nos. 146 and 148 Elmington Road.
- 3.5 No person causing any motor vehicle to proceed in Elmington Road or that part of Benhill Road which lies to the north of its junction with Elmington Road, shall, upon reaching the junction of Elmington Road and Benhill Road, cause that motor vehicle to enter into that part of Benhill Road which lies to the south of its junction with Elmington Road.

## Exemptions

- 4.1 Nothing in Articles 3.1 to 3.5 of this Order shall apply in relation to:-
- (a) anything done with the permission or at the direction of a police constable in uniform;
  - (b) any vehicle being used for ambulance, fire brigade or police purposes in an emergency;
  - (c) any person who causes any vehicle to proceed in accordance with any restriction or requirement indicated by traffic signs placed on the highway pursuant to section 66 or section 67 of the Road Traffic Regulation Act 1984; and
  - (d) any vehicle being used for the maintenance, improvement, re-construction, cleansing or lighting of that part of street.
- 4.2 Nothing in Articles 3.1 and 3.2 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<sup>b</sup>); 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.

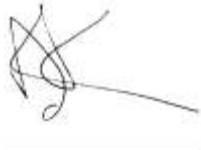
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<sup>b</sup> 2003 c.21

Power to modify or suspend this Order

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

Dated this twenty-ninth day of April 2021



DALE FODEN

Head of Service, Highways  
Environment and Leisure

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



## EXPLANATORY NOTE

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

This Order, by way of an experiment as part of the Guy's and St Thomas' Charity Programme – Location 2 Brunswick Park area (as modified to remove the Havil Street closure, and corresponding Southampton Way and Rainbow Street prescribed routes):-

- (a) introduces a point road closure prohibiting the movement of motor vehicles (with certain exemptions) in Elmington Road, between its junctions with Benhill Road and St Giles Road; and
- (b) introduces part road closures prohibiting the movement of motor vehicles (with certain exemptions) in:-
  - (i) Benhill Road, at its junction with Elmington Road;
  - (ii) Dalwood Street, at its junction with Havil Street,

in the London Borough of Southwark.



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

# TRAFFIC MANAGEMENT ORDER

2021 No. 032

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The London Borough of Southwark (Prescribed routes) (Havil Street)  
Experimental Traffic Order 2021

Made: 29 April 2021

Coming into force: 7 May 2021

Expires: 10 November 2022

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

## Citation, commencement and expiry

- 1.1 This Order may be cited as the London Borough of Southwark (Prescribed routes) (Havil Street) Experimental Traffic Order 2021, shall come into force on 7 May 2021, and will expire on 10 November 2022.

## Interpretation

- 2.1 In this Order:-

causing includes permitting;

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

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

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

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

- 2.2 Any reference in this Order to any enactment shall be construed as a reference to that enactment as amended, applied, consolidated, re-enacted by or as having effect by virtue of any subsequent enactment.

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

## Prescribed routes

### *Havil Street*

- 3.1 No person causing any motor vehicle to proceed in that part of Havil Street which lies north-west of a point 20.5 metres north-west of the common boundary of Nos. 28 and 30 Havil Street shall, upon reaching that point, cause that motor vehicle to enter into that part of Havil Street which lies south-east of a point 20.5 metres north-west of the common boundary of Nos. 28 and 30 Havil Street.
- 3.2 No person causing any motor vehicle to proceed in that part of Havil Street which lies south-east of a point 20.5 metres north-west of the common boundary of Nos. 28 and 30 Havil Street shall, upon reaching that point, cause that motor vehicle to enter into that part of Havil Street which lies north-west of a point 20.5 metres north-west of the common boundary of Nos. 28 and 30 Havil Street.

## Exemptions

- 4.1 Nothing in Articles 3.1 to 3.2 of this Order shall apply in relation to:-
- (a) anything done with the permission or at the direction of a police constable in uniform;
  - (b) any vehicle being used for ambulance, fire brigade or police purposes in an emergency;
  - (c) any person who causes any vehicle to proceed in accordance with any restriction or requirement indicated by traffic signs placed on the highway pursuant to section 66 or section 67 of the Road Traffic Regulation Act 1984; and
  - (d) any vehicle being used for the maintenance, improvement, re-construction, cleansing or lighting of that part of street.

## Power to modify or suspend this Order

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

Dated this twenty-ninth day of April 2021



DALE FODEN

Head of Service, Highways  
Environment and Leisure

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

## EXPLANATORY NOTE

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

This Order, by way of an experiment as part of the Guy's and St Thomas' Charity Programme – Location 2 Brunswick Park area (as modified to separate and relocate the Havil Street closure) introduces a point road closure prohibiting the movement of motor vehicles (with certain exemptions) in Havil Street, between its junction with Southampton Way and Ada Road, in the London Borough of Southwark.



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

# TRAFFIC MANAGEMENT ORDER

2021 No. 033

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The London Borough of Southwark (Brunswick Park) (Map-based) (No. 2)  
Experimental Traffic Order 2021

Made: 29 April 2021

Coming into force: 7 May 2021

Expires: 10 November 2022

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

#### Citation and commencement

1.1 This Order may be cited as the London Borough of Southwark (Brunswick Park) (Map-based) (No. 2) Experimental Traffic Order 2021 and shall come into force on 7 May 2021 and expire on 10 November 2022.

#### Interpretation

2.1 In this Order:

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

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

“the parking Order of 2021” means the London Borough of Southwark (Parking places) (Map-based) (No. 1) Order 2021<sup>b</sup>, and “the WLSR Order of 2021” means the London Borough of Southwark (Waiting, loading and stopping restrictions) (Map-based) (No. 1) Order 2021<sup>c</sup>.

2.2 Any reference in this Order to any enactment shall be construed as a reference to that enactment as amended, applied, consolidated, re-enacted by or as having effect by virtue of any subsequent enactment.

2.3 Unless the context otherwise requires, any expression used in this Order which is also used in the parking Order of 2021 shall have the same meaning as in that Order, and any expression used in this Order which is also used in the WLSR Order of 2021 shall have the same meaning as in that Order.

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

<sup>b</sup> LBS 2021/001

<sup>c</sup> LBS 2021/002

## Amendments

- 3.1 While this Order remains in force, and without prejudice to the validity of anything done or to the liability incurred in respect of any act or omission before the coming into operation of this Order, the parking Order of 2021 and the WLSR Order of 2021 shall have effect as though:-
- a) the items represented on the plans in the Schedule to this Order shall replace those plans as listed in Schedule 1 to the 2021 Orders; and
  - b) the provisions of the parking Order of 2021 (other than Article 3.1 and including the Appendix) and the provisions of the WLSR Order of 2021 shall apply to the area described in the Schedule to this Order.

## Power to modify or suspend this Order

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

Dated this twenty-ninth day of April 2021



DALE FODEN

Head of Service, Highways  
Environment and Leisure

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

## SCHEDULE

Maps showing the locations and restriction types as indicated within each revised plan of the trial static restrictions are listed as Brunswick Park 2<sup>e</sup>.

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<sup>e</sup> see trial map-tiles <https://hub.appyway.com/mapper>

EXPLANATORY NOTE  
*(This is not part of the Order)*

This Order, by way of an experiment as part of the Guy's and St Thomas' Charity Programme – Location 2 Brunswick Park area Phase 2 in CPZ 'EC' an existing permit holders' parking place on north-east side of Havil Street outside Orange Tree Court is reduced by 6 metres (28 metres remain) and 6 metres of 'AAT' waiting restrictions are added at this location, in the London Borough of Southwark.