

# Public notice

## Druid Street trial – walking and cycling improvements

*The London Borough of Southwark (Charged-for parking places) (Druids Street area) Experimental Traffic Order 2022*

*The London Borough of Southwark (Cycle Lanes) (Druids Street area) Experimental Traffic Order 2022*

*The London Borough of Southwark (Prescribed routes) (Gedling Place) Experimental Traffic Order 2022*

*The London Borough of Southwark (Waiting and loading restrictions) (Druids Street area) Experimental Traffic Order 2022*

1. Southwark Council hereby GIVES NOTICE that on 10 March 2022 it has made the above experimental Orders under sections 9 and 10 of the Road Traffic Regulation Act 1984, as amended.
2. The effects of the experimental (Cycle Lanes) and (Prescribed routes) Orders, the intention of which is to promote sustainable travel (walking and cycling) and deter motor vehicle through traffic in the Druid Street area, are in:-
  - (a) DRUID STREET on the north-east side to provide new mandatory two-way cycle lanes, operational at any time, aligned with the south-western edge of the north-eastern footway extending from its junction with Tanner Street south-eastward to a point opposite the north-western kerb-line of Gedling Place, having a width throughout of 3 metres and semi-segregated from the adjoining motor vehicle traffic flow, by way of kerbs constructed in the carriageway and flexible bollards; and
  - (b) GEDLING PLACE to prohibit motor vehicles from entering into or proceeding in that part of Gedling Place which lies between the south-western kerb-line build-out of Druid Street and a point 30 metres north of the north-western kerb-line of Abbey Street.
3. The effect of the experimental (Charged-for parking places) Order is in DRUID STREET north-east side opposite Millstream Road, to suspend the use of 38 metres of Controlled Parking Zone 'G' permit-holders parking.
4. The effect of the experimental (Waiting and loading restrictions) Order are:-
  - (a) in DRUID STREET and SWEENEY CRESCENT to update the layout of existing 'at any time' waiting restrictions so as to accommodate the provision of cycle lanes referred to in item 2(a) and the suspension of the parking place referred to in item 3 preceding; and
  - (b) to add 'at any time' loading restrictions on existing double yellow lines, in (i) DRUID STREET north-east side, between its junction with Tanner Street and a point 13.5 metres south-east of the south-eastern kerb-line build-out of Sweeney Crescent, and (ii) SWEENEY CRESCENT on both sides, between its junction with Druid Street and a point 10 metres north-east of that junction.
5. For more information on the background and implementation of the experimental Orders and wider scheme please contact Nigel Bradbury of the Council's Highways, Transport Projects team [Highways@southwark.gov.uk](mailto:Highways@southwark.gov.uk)
6. Copies of the Order, which will come into force on 17 March 2022 (and can remain in force for up to 18 months from that date), and the supporting documents (this notice 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 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](mailto:traffic.orders@southwark.gov.uk), or inspected by appointment only at: Highways, Southwark Council, Environment and Leisure, 3rd floor hub 2, 160 Tooley Street, London SE1. Email [traffic.orders@southwark.gov.uk](mailto:traffic.orders@southwark.gov.uk) (or call 020 7525 3497) for booking details.
7. 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 the experimental Order comes into force (or, if the Order is varied by any 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-EXP17\_Druid Street*'. Please note that if you wish to object to the scheme you must state the grounds on which your objection is made.

8. 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.
9. 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 10 March 2022

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

# Statement of reasons

## Druid Street trial – walking and cycling improvements

*The London Borough of Southwark (Charged-for parking places) (Druids Street area) Experimental Traffic Order 2022*

*The London Borough of Southwark (Cycle Lanes) (Druids Street area) Experimental Traffic Order 2022*

*The London Borough of Southwark (Prescribed routes) (Gedling Place) Experimental Traffic Order 2022*

*The London Borough of Southwark (Waiting and loading restrictions) (Druids Street area) Experimental Traffic Order 2022*

The Council proposes, by way of an experiment, to implement pedestrian and cycling improvements in Druid Street and Gedling Place within the London Bridge & West Bermondsey ward, in the London Borough of Southwark.

The objective of the scheme is to improve cycling and pedestrian facilities within the area.

A summary of the trial measures are as follows:-

- to provide a new semi-segregated mandatory two-way cycle lane, operational 'at any time', in Druid Street north-east side between its junctions with Tanner Street and Sweeney Crescent, and new kerb layout (build-out) across its junction with Sweeney Crescent;
- in Controlled Parking Zone 'G' suspend the use of 38 metres of existing permit-holders parking on the north-east side of Druid Street (opposite Millstream Road) to accommodate the new cycle feature;
- closing Gedling Place to through motor traffic, by way of signs placed in the carriageway south of its junction with Druid Street;
- amend 'at any time' waiting restrictions (double yellow lines) in Druid Street and Sweeney Crescent to accommodate the new cycle feature and kerb layout; and
- add 'at any time' loading restrictions (double kerb blips) in Druid Street north-east side between its junctions with Tanner Street and across its junctions with Sweeney Crescent, and in Sweeney Crescent on both sides at its junction with Druid Street.

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 measure 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 measures should be made permanent.

Link to decision: <https://moderngov.southwark.gov.uk/ieDecisionDetails.aspx?ID=7562>

Dated 10 March 2022

For more information contact:-

**Nigel Bradbury**

Transport Projects

Highways

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



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

# TRAFFIC MANAGEMENT ORDER

2022 No. 033

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The London Borough of Southwark (Charged-for parking places)  
(Druids Street area) Experimental Traffic Order 2022

Made: 10 March 2022

Coming into force: 17 March 2022

Expires: 21 September 2023

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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 (Charged-for parking places) (Druids Street area) Experimental Traffic Order 2022, shall come into force on 10 March 2022, and will expire on 21 September 2023.

### 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; and

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

"the Order of 2021" means the London Borough of Southwark (Charged-For Parking Places) (Map-based) Order 2021<sup>b</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 Order of 2021 shall have the same meaning as in that Order.

#### Amendment of items in the map-based schedule

- 3.1 While this Order remains in force, and without prejudice to the validity of anything done, or to any liability incurred in respect of any act or omission before the coming into force of this Order, the Order of 2021 shall have effect as though the existing item indicating the location of a CPZ 'G' permit-holders parking place in Druid Street in the map-based schedule attached to that Order were suspended in the map-based schedule attached to this Order.
- 3.2 The amendments referred to in Article 3.1 of this Order of any item in in the map-based schedule will have the effect of suspending any provision provided or designated by a previous version of that item in the map-based schedule and not incorporated into the latest version.

#### Power to modify or suspend this Order

- 4.1 In pursuance of section 10(2) of the Road Traffic Regulation Act 1984, the Council's Head of Service, Highways, Environment and Leisure (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 them 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 tenth day of March 2022



DALE FODEN  
Head of Service, Highways  
Environment and Leisure

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<sup>b</sup> LBS 2021/035

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

## EXPLANATORY NOTE

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

This Order, by way of an experiment, amends existing items in the map-based schedule attached to the Order of 2021, so as to suspend the use of 38m CPZ 'G' permit parking on the north-east side of Druid Street (opposite its junction with Millstream Road), in the London Borough of Southwark.



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK  
**TRAFFIC MANAGEMENT ORDER**

2022 No. 034

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The London Borough of Southwark (Cycle Lanes)  
(Druids Street area) Experimental Traffic Order 2022

Made: 10 March 2022

Coming into force: 17 March 2022

Expires: 21 September 2023

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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 (Cycle Lanes) (Druids Street area) Experimental Traffic Order 2022 and shall come into force on 10 March 2022, and will expire on 21 September 2023.

Interpretation

- 2.1 In this Order:-

causing includes permitting;

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

“cycle lane” means an area of carriageway within a length of street specified in the Schedule to this Order which is indicated by a traffic sign as being a cycle lane for the use of pedal cycles only, subject to the provisions of this Order;

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

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

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

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

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

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

<sup>c</sup> SI 2016/362

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

#### Cycle lanes

3.1 No person shall cause any vehicle other than a pedal cycle to enter into or proceed in a cycle lane specified in the Schedule to this Order at any time.

#### Exemptions

4.1 Nothing in Article 3.1 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;
- (c) any vehicle being used in connection with the laying, erection, alteration, or repair in or adjacent to a cycle lane 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>d</sup>); or the placing, maintenance or removal of any traffic sign in or adjacent to a cycle lane, if the vehicle cannot be used for that purpose in any other length of street; or
- (d) any person who causes any vehicle to proceed in accordance with any restriction or requirement indicated by traffic signs placed on the highway pursuant to section 66 or section 67 of the Road Traffic Regulation Act 1984.

#### Power to modify or suspend this Order

5.1 In pursuance of section 10(2) of the Road Traffic Regulation Act 1984, the Council's Head of Service, Highways, Environment and Leisure (or such other officer of the Council as holds the post of Traffic Manager as defined in section 17 of the Traffic Management Act 2004<sup>e</sup>) may, if it appears to them 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 tenth day of March 2022



DALE FODEN

Head of Service, Highways  
Environment and Leisure

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

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



SCHEDULE – CYCLE LANES (see Article 3.1)

<i>(1)</i> <i>Item</i>	<i>(2)</i> <i>Lengths of street</i>	<i>(3)</i> <i>Direction of travel and type of cycle lane</i>
1.	<p><b>DRUID STREET</b></p> <p>all that part of the north-eastern side of the carriageway as is bounded on the north-east by the south-western edge of the north-eastern footway of Druid Street and on the south-west by sections of segregating kerb and flexible bollards constructed 3 metres south-west of and parallel to said kerb-line, as extends from its junction with Tanner Street south-eastward to a point opposite the north-western kerb-line of Gedling Place.</p>	<p>Two-way segregated cycle lane</p>

EXPLANATORY NOTE

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

This Order, by way of an experiment, introduces a two-way segregated cycle lane operating at any time in Druid Street, in the London Borough of Southwark.



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK  
**TRAFFIC MANAGEMENT ORDER**

2022 No. 035

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The London Borough of Southwark (Prescribed routes)  
(Gedling Place) Experimental Traffic Order 2022

Made: 10 March 2022

Coming into force: 17 March 2022

Expires: 21 September 2023

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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) (Gedling Place) Experimental Traffic Order 2022, shall come into force on 10 March 2022, and will expire on 21 September 2023.

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;

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

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

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

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

### Prescribed route

- 3.1 No person shall cause any motor vehicle to enter into or proceed in that part of Gedling Place which lies between the south-western kerb-line build-out of Druid Street and a point 30 metres north of the north-western kerb-line of Abbey Street.

### Exemptions

- 4.1 Nothing in Article 3.1 of this Order shall apply in relation to:-
- (a) anything done with the permission or at the direction of a police constable in uniform; or
  - (b) any vehicle being used for ambulance, fire brigade or police purposes; or
  - (c) any vehicle being used in connection with the laying, erection, alteration, or repair in or adjacent to a prescribed street of any sewer, main, pipe or apparatus for the supply of gas, water, electricity, or of any electronic communications network (as defined in section 32 of the Communications Act 2003<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; or
  - (d) any person who causes any vehicle to proceed in accordance with any restriction or requirement indicated by traffic signs placed on the highway pursuant to section 66 or section 67 of the Road Traffic Regulation Act 1984.

### Power to modify or suspend this Order

- 5.1 In pursuance of section 10(2) of the Road Traffic Regulation Act 1984, the Council's Head of Service, Highways, Environment and Leisure (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 them 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 tenth day of March 2022



DALE FODEN  
Head of Service, Highways  
Environment and Leisure

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

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

## EXPLANATORY NOTE

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

This Order, by way of an experiment, introduces a 'no motor vehicles' restriction in part of Gedling Place between its junction with Druid Street and a point 30 metres north of the north-western kerb-line of Abbey Street, in the London Borough of Southwark.



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

# TRAFFIC MANAGEMENT ORDER

2022 No. 036

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The London Borough of Southwark (Waiting and loading restrictions)  
(Druids Street area) Experimental Traffic Order 2022

Made: 10 March 2022

Coming into force: 17 March 2022

Expires: 21 September 2023

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

### Citation, commencement and expiry

- 1.1 This Order may be cited as the London Borough of Southwark (Waiting and loading restrictions) (Druids Street area) Experimental Traffic Order 2022, shall come into force on 10 March 2022, and will expire on 21 September 2023.

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

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<sup>a</sup> 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<sup>b</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 Order of 2021 shall have the same meaning as in that Order.

#### Amendment of items in the map-based schedule

- 3.1 While this Order remains in force, and without prejudice to the validity of anything done, or to any liability incurred in respect of any act or omission before the coming into force of this Order, the Order of 2021 shall have effect as though there were:-
- (a) substituted in that map-based schedule the items indicating the location of waiting restrictions in Druid Street and Sweeney Crescent; and
  - (b) added to that map-based schedule the items indicating the location of loading restrictions in Druid Street and Sweeney Crescent,

in the map-based schedule attached to this Order.

- 3.2 The amendments referred to in Article 3.1 of this Order of any item in in the map-based schedule will have the effect of suspending any provision provided or designated by a previous version of that item in the map-based schedule and not incorporated into the latest version.

#### Waiting and loading restrictions applicable in restricted streets

- 4.1 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 or loading restriction shall be construed as through it were a restricted street referred to in the Order of 2021.

#### Power to modify or suspend this Order

- 5.1 In pursuance of section 10(2) of the Road Traffic Regulation Act 1984, the Council's Head of Service, Highways, Environment and Leisure (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 them 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 tenth day of March 2022



DALE FODEN  
Head of Service, Highways  
Environment and Leisure

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<sup>b</sup> LBS 2021/036

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

## EXPLANATORY NOTE

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

This Order, by way of an experiment, amends existing items in the map-based schedule attached to the Order of 2021, so as to:-

- (a) provide an updated depiction of lengths of 'at any time' waiting restrictions in Druid Street and Sweeney Crescent following the realignment of the carriageway and footway of those streets; and
- (b) to add 'at any time' loading restrictions in Druid Street and Sweeney Crescent in the London Borough of Southwark.