

# Public notice

## London Streetspace Programme – Walworth

*The London Borough of Southwark (Cycle lanes) Experimental Traffic Order 2020*  
*The London Borough of Southwark (Free parking places) (Disabled persons) (No.1) Experimental Traffic Order 2020*  
*The London Borough of Southwark (Free parking places) (No. 2) Experimental Traffic Order 2020*  
*The London Borough of Southwark (Parking places) (CPZ 'E') (No. 3) Experimental Traffic Order 2020*  
*The London Borough of Southwark (Parking places) (CPZ 'J') (No. 3) Experimental Traffic Order 2020*  
*The London Borough of Southwark (Parking places) (CPZ 'M1') (No. 2) Experimental Traffic Order 2020*  
*The London Borough of Southwark (Parking places) (CPZ 'M2') (No. 3) Experimental Traffic Order 2020*  
*The London Borough of Southwark (Prescribed Routes) (Alberta Street and Braganza Street) Experimental Traffic Order 2020*  
*The London Borough of Southwark (Prescribed Routes) (Carter Street and Penrose Street) Experimental Traffic Order 2020*  
*The London Borough of Southwark (Prescribed Routes) (Chapter Road) Experimental Traffic Order 2020*  
*The London Borough of Southwark (Prescribed Routes) (Cooks Road) Experimental Traffic Order 2020*  
*The London Borough of Southwark (Prescribed Routes) (Crampton Street) Experimental Traffic Order 2020*  
*The London Borough of Southwark (Prescribed Routes) (East Street area) Experimental Traffic Order 2020*  
*The London Borough of Southwark (Prescribed Routes) (Manor Place and Penton Place) Experimental Traffic Order 2020*  
*The London Borough of Southwark (Prescribed Routes) (Marrow Street) Experimental Traffic Order 2020*  
*The London Borough of Southwark (Prescribed Routes) (Walworth Road area) Experimental Traffic Order 2020*  
*The London Borough of Southwark (Loading bays) (No. 3) Experimental Traffic Order 2020*  
*The London Borough of Southwark (Waiting and loading restrictions) (Amendment No.9) Experimental Traffic Order 2020*

1. Southwark Council hereby GIVES NOTICE that on 18 June 2020 it has made 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 are to introduce **road closures** which will be physically enforced with traffic signs and the installation of NAL block barriers or planters (see 2a-j) in which any vehicle, except pedal cycles, will be prohibited from entering into or proceeding; **prescribed routes/turns** (see 2k-q); and any **necessary changes to existing highway restrictions** to accommodate the closures (see 2r-y), in the following streets:

*note: 'permit' refers to parking places for holders of valid parking permits within the Controlled Parking Zone (CPZ) listed; and 'shared-use' refers to parking places in which holders of a valid permit for the CPZ listed or paid ticket holders are permitted to park within the hours of operation. All measurements are in metres 'm' and are approximate.*

- (a) ALBERTA STREET – part road closure between its junction with Braganza Street and the south-western wall of Nos. 108/110 Alberta Street;
- (b) BLACKWOOD STREET – part road closure between its junctions with East Street and Bronti Close;
- (c) BROWNING STREET – part road closure between its junctions with Walworth Road and Colworth Grove;
- (d) CHAPTER ROAD – a point closure at its junction with Lorrimore Square;
- (e) COOKS ROAD – a point closure at its junction with Fleming Road/Otto Street;
- (f) CRAMPTON STREET – a point closure at the north-western wall of No. 188 Crampton Street;
- (g) LARCOM STREET – a point closure at its junction with Walworth Road;
- (h) MANOR PLACE – 2 point closures (i) at its junction with Penton Place and (ii) north-east of its junction with Braganza Street/Chapter Road;
- (i) MERROW STREET – a point closure at the south-west wall of No. 25 Marrow Street;
- (j) WALWORTH PLACE – part road closure between its junctions with East Street and Bronti Close;
- (k) BRAGANZA STREET – (i) all vehicles, except pedal cycles, prohibited from turning into Alberta Street, (ii) introduce north-westbound 'one-way' operation working with a mandatory contraflow cycle-lane between its junctions with Kennington Park Road and De Laune Street in which all vehicles, except cycles using the contraflow cycle lane, are permitted to travel north-westward only;
- (l) CARTER STREET and PENROSE STREET junction – to introduce a 'bus gate' in which any vehicle, except buses, local buses and pedal cycles, are prohibited from proceeding through from either street;
- (m) EAST STREET – all vehicles, except pedal cycles, prohibited from turning into Blackwood Street and Walworth Place;
- (n) LARCOM STREET – any existing 'one-way' working is suspended throughout the full length of street;
- (o) MERROW STREET – any existing 'one-way' working is suspended throughout the full length of street;
- (p) PENTON PLACE – (i) 'right turn only' for all vehicles, except pedal-cycles, travelling in a south-eastward direction on reaching its junction with Manor Place, and (ii) any existing 'one-way' working is suspended throughout the full length of street;
- (q) WALWORTH ROAD – all vehicles, except pedal cycles, prohibited from turning into Browning Street and Larcom Street;
- (r) in CPZ 'E' (i) existing 'permit' (8.5m in length) on south-east side of ALBERTA STREET side of No. 1 Braganza Street is suspended and (ii) existing 'pay' (19m in length) on north-east side of BRAGANZA STREET o/s Kennington Underground station is suspended;

(s) in CPZ 'J' – in CARTER STREET (i) north-west side o/s St Paul's Nursery existing 'permit' reduced (9.5m of bay remains), and (ii) south-east side opposite St Paul's Nursery existing 'permit' length increased to 27m;

(t) in CPZ 'M1' existing 'permit' (21m in length) on south-east side of LARCOM STREET o/s Nos. 2 to 8 Larcom Street is suspended;

(u) in CPZ 'M2' existing 'shared-use' are suspended in – (i) BLACKWOOD STREET north-east side (12.5m in length) south of its junction with East Street, (ii) MERROW STREET south-east side (6.5m in length) opposite vehicular access to Unit 2 Merrow Street, and (iii) WALWORTH PLACE north-east side (20.5m) and south-east side (6m in length) south of its junction with East Street;

(v) an existing 'unlimited stay' Disabled persons parking place on north-east side of BRAGANZA STREET o/s No. 1b Braganza Street is extended in length to 8.5m and relocated o/s No. 3 Braganza Street;

(w) an existing 'short stay' bay (8.5m in length) on north-east side of BRAGANZA STREET o/s No. 3 Braganza Street is suspended;

(x) an existing loading bay (13.5m in length) on south-east side of LARCOM STREET is suspended; and

(y) to add 'at any time' waiting restrictions (double yellow lines) in (i) ALBERTA STREET both sides, approx. total of 48.5m, of single yellow lines replaced at the bend fronting Nos. 78/80 to 108/110 Alberta Street, (ii) BRAGANZA STREET north-east side, extend from its junction with Kennington Park Road to the common boundary of Nos. 1 and 3 Braganza Street 44.5m, (iii) CARTER STREET to extend existing restrictions at its junction with Penrose Street south-westward by 15m per side, (iv) LARCOM STREET north-west side 11m o/s No. 9 Larcom Street and south-east side extend existing restrictions from its junction with Walworth Road north-eastward by 34.5m, and (v) MERROW STREET south-east side 6.5m opposite vehicular access to Unit 2 Merrow Street.

3. For more information on the background and implementation of these experimental orders please contact Rachel Gates 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 25 June 2020 (and expire on 29 December 2021), 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 details contact [traffic.orders@southwark.gov.uk](mailto:traffic.orders@southwark.gov.uk) (or call 020 7525 3497).

5. The council will in due course be considering whether the provisions of the experimental order/s should be continued in force indefinitely, by means of a permanent order made under section 6 of the Road Traffic Regulation Act 1984. Anyone wishing to object to the making of the permanent orders or make any other representation regarding the scheme would have 6 months to do so, from the date the experimental order comes into force (or, if the order is varied by a subsequent order or modified pursuant to section 10(2) of the Road Traffic Regulation Act 1984, from the date that variation order or modification comes into force), and may send a statement to [traffic.orders@southwark.gov.uk](mailto:traffic.orders@southwark.gov.uk) or to: Traffic Order consultations, Highways, Southwark Council, Environment and Leisure, P.O. Box 64529, London SE1P 5LX; or use the form labelled '*Parking - Road traffic and highway schemes - responding to statutory consultation notices*' at [www.southwark.gov.uk/statutoryconsultationnotices](http://www.southwark.gov.uk/statutoryconsultationnotices) quoting reference 'TMO2021-EXP03\_LSP Walworth'. 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 18 June 2020

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

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

# Statement of reasons

## London Streetspace Programme – Walworth

*The London Borough of Southwark (Cycle lanes) Experimental Traffic Order 2020*  
*The London Borough of Southwark (Free parking places) (Disabled persons) (No.1) Experimental Traffic Order 2020*  
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*The London Borough of Southwark (Prescribed Routes) (East Street area) Experimental Traffic Order 2020*  
*The London Borough of Southwark (Prescribed Routes) (Manor Place and Penton Place) Experimental Traffic Order 2020*  
*The London Borough of Southwark (Prescribed Routes) (Merrow Street) Experimental Traffic Order 2020*  
*The London Borough of Southwark (Prescribed Routes) (Walworth Road area) Experimental Traffic Order 2020*  
*The London Borough of Southwark (Loading bays) (No. 3) Experimental Traffic Order 2020*  
*The London Borough of Southwark (Waiting and loading restrictions) (Amendment No. 9) Experimental Traffic Order 2020*

The decision has been made to introduce **experimental road closures** which will be physically enforced with traffic signs and the installation of NAL block barriers or planters - in which any vehicle, except pedal cycles, will be prohibited from entering into or proceeding; **prescribed routes or turns** and any **necessary changes to existing highway restrictions** to accommodate the road closures, as part of the London Streetspace programme, in the London Borough of Southwark.

The London Streetspace Programme aims to create more space on the streets so people can walk and cycle safely and observe social distancing. This will also help to ease pressure on public transport which has seen a significant reduction in capacity. One of the key areas that we are looking at as part of this programme is reducing traffic on residential streets and creating low-traffic corridors so that more people can walk and cycle as part of their daily routine. By creating a low-traffic neighbourhood, we hope to re-purpose the street for play and activity.

A summary of the proposed schemes' details are as follows:

*Note: All measurements are approximated and in metres 'm' and 'DYLs' refer to double yellow lines ('at any time' waiting restrictions); 'CPZ' refers to a Controlled Parking Zone; 'DPPP' refers to Disabled Persons' Parking Places (blue badge holders).*

Street	Ward	Description
ALBERTA STREET	Newington	(i) Part closure - between junction with Braganza Street and south-west wall of Nos. 108/110 Alberta Street; (ii) south-east side, 8.5m permit bay suspended in CPZ 'E'; (iii) DYLs added on both sides.
BLACKWOOD STREET	North Walworth	(i) Part closure - between junctions with East Street and Bronti Close; (ii) north-east side, 12.5m shared-use bay suspended in CPZ 'M2'.

Street	Ward	Description
BRAGANZA STREET	Newington	(i) introduce 'one way' north-westbound working with a cycle contraflow lane between its junctions with Kennington Park Road and De Laune Street; (ii) no access into Alberta Street, except pedal cycles; (iii) north-east side 19.5m 'pay' bay suspended in CPZ 'E'; (iv) north-east side 8.5m 'short stay' bay suspended; (v) unlimited stay DPPP increased to 8.5m in length and relocated o/s No. 3; and (vi) north-east side DYLS added.
BROWNING STREET	North Walworth	Part closure - between its junctions with Walworth Road and Colworth Grove.
CARTER STREET	Newington	(i) 'Bus gate' introduced at junction with Penrose Street; (ii) in CPZ 'J' north-west side permit bay reduced to 9.5m and south-east side permit bay increased to 27m; (iii) DYLS added on both sides.
CHAPTER ROAD	Newington	Point closure - at its junction with Lorrimore Square.
COOKS ROAD	Newington	Point closure - at its junction with Fleming Road/Otto Street.
CRAMPTON STREET	Newington	Point closure - at the north-western wall of No. 188 Crampton Street.
EAST STREET	North Walworth	No access into Blackwood Street and Walworth Place, except pedal cycles.
LARCOM STREET	North Walworth	(i) any existing 'one-way' working is suspended throughout the full length of street; (ii) point closure - at its junction w Walworth Road; (iii) south-east side, 21m permit bay suspended in CPZ 'M1'; (iv) south-east side, 13.5m loading bay suspended; (v) DYLS added on both sides.
MANOR PLACE	Newington	2 point closures - (i) at junction with Penton Place, and (ii) near junction with Braganza Street/Chapter Road.
MERROW STREET	Faraday	(i) any existing 'one-way' working is suspended throughout the full length of street; (ii) point closure - at the south-west wall of No. 25 Merrow Street; (iii) south-east side, 6.5m permit bay suspended in CPZ 'M2' and replaced with DYLS.
PENROSE STREET	Newington	No access to Carter Street through the 'bus gate' except for buses and cycles.

Street	Ward	Description
PENTON PLACE	Newington	(i) any existing 'one-way' working is suspended throughout the full length of street; (ii) 'right turn only' at junction with Manor Place for all vehicles, except pedal cycles, travelling south-eastward in the north-westernmost arm of Penton Place.
WALWORTH PLACE	North Walworth	(i) Part closure - between junctions with East Street and Bronti Close; (ii) in CPZ 'M2' total of 26.5m shared-use bay suspended from both sides.
WALWORTH ROAD	North Walworth	No access into Larcom Street and Browning Street, except pedal cycles.

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 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:

<http://modern.gov.southwark.gov.uk/mglssueHistoryHome.aspx?Ild=50023147&Opt=0>

Dated 18 June 2020

For more information contact:-

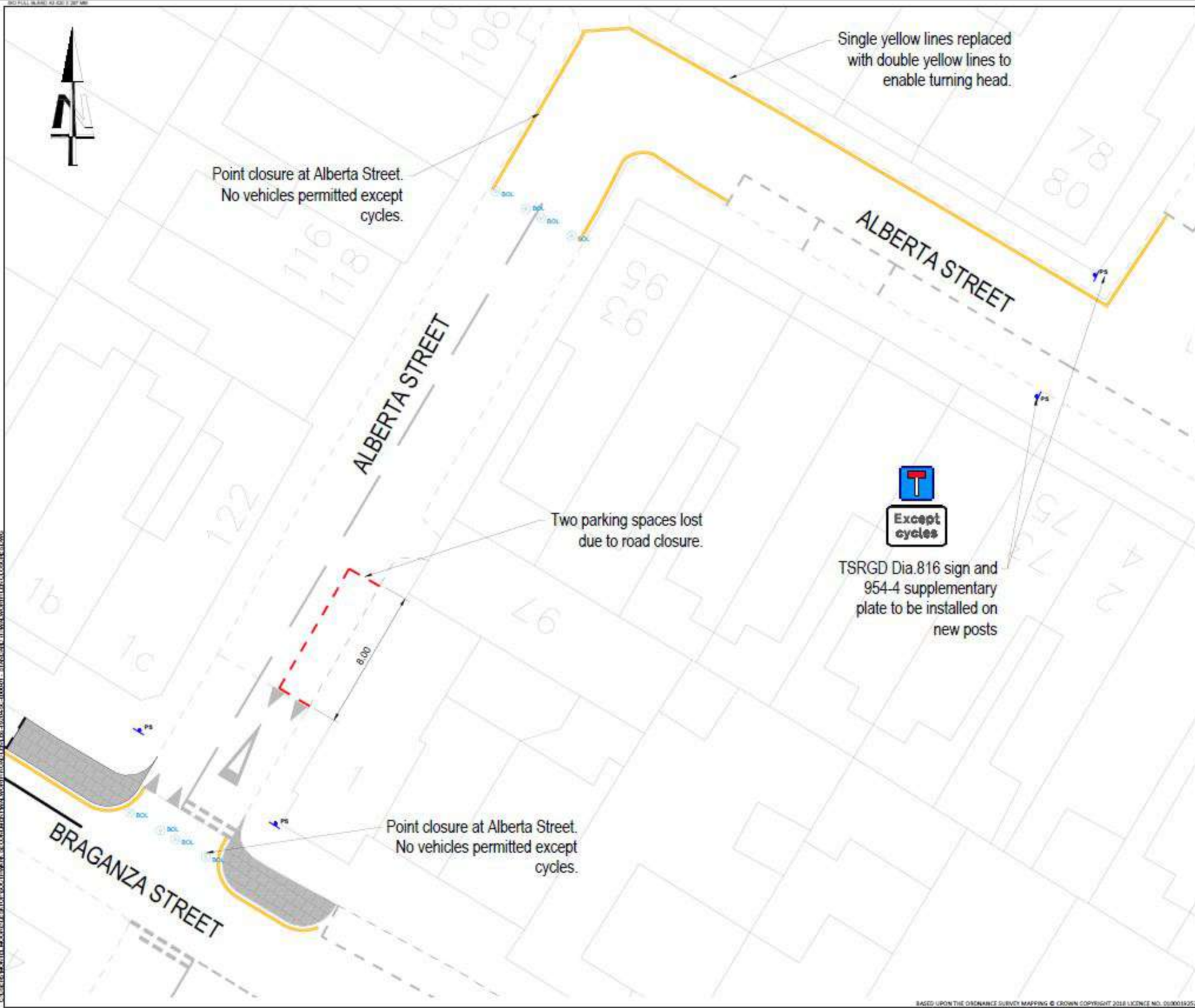
**Rachel Gates**

Transport Projects

Highways

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





Single yellow lines replaced with double yellow lines to enable turning head.

Point closure at Alberta Street. No vehicles permitted except cycles.

Two parking spaces lost due to road closure.

Point closure at Alberta Street. No vehicles permitted except cycles.



TSRGD Dia.816 sign and 954-4 supplementary plate to be installed on new posts

**NOTES**

- ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED. DO NOT SCALE FROM THIS DRAWING.
- ALL ITEMS SHOWN IN GREY ARE TO REMAIN UNLESS OTHERWISE STATED.
- THE INFORMATION SHOWN ON THIS DRAWING IS BASED ON

**KEY**

ALBERTA STREET

- EXISTING MARKINGS (GREY)
- MARKINGS TO BE REMOVED (RED)
- PROPOSED MARKINGS (WHITE AND YELLOW)
- BOL PROPOSED BOLLARD
- PS PROPOSED SIGN ON NEW POST

**DRAFT**

**LOCATION PLAN**

REV	DATE	REVISION DESCRIPTION / DETAILS	DRN BY	CHECK BY	APPROV BY

**Southwark Council**  
180 TOOLBY STREET LONDON SE16 5PL

PROJECT: LOWER EMISSIONS NEIGHBORHOOD WALWORTH ROAD

TITLE: ALBERTA STREET

STATUS: PHASE ONE	DESIGN: MM
SCALE: 1:200	CHECKED: MM
DRAWING NO: LBS/19204/SC/0000/06	APPROVED: APP
DATE DRAWN: 06 MAY 2020	DATE ISSUED: 11 JUNE 2020

BASED UPON THE ORDINANCE SURVEY MAPPING © CROWN COPYRIGHT 2018 LICENCE NO. 0000184252



TSRGD Diag.612/613 sign and 954-4 supplementary plate to be placed on existing lighting columns.

Southbound bus lane extended in place of removed left turn lane.

Footway widened. Three parking bays removed. New double yellow and double red lines painted to enforce waiting restriction.

Proposed 1.5m wide contraflow cycle lane

TSRGD Dia.616 sign and 954-4 supplementary plate to be placed on new posts

3m wide general traffic lane

Braganza St. Reduced to one way only. No access to Braganza Street via Kennington Park Road.

TSRGD Dia.616 sign and 954-4 supplementary plate to be placed on new posts

Point closure at Alberta Street. No vehicles permitted except cycles.

TCP's



- NOTES**
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  - ALL ITEMS SHOWN IN GREY ARE TO REMAIN UNLESS OTHERWISE STATED.
  - THE INFORMATION SHOWN ON THIS DRAWING IS BASED ON ORDNANCE SURVEY DATA.

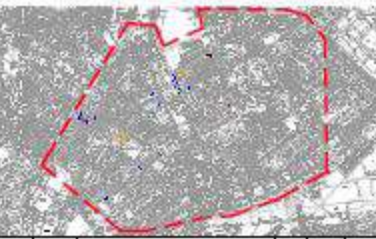
**KEY**

Orange  
Steel

- EXISTING MARKINGS (GREY)
- MARKINGS TO BE REMOVED (RED)
- PROPOSED MARKINGS (WHITE, YELLOW and RED)
- PROPOSED FOOTWAY BUILDOUT
- PROPOSED BOLLARD
- PROPOSED SIGN ON EXISTING LIGHTING COLUMN
- PROPOSED SIGN ON NEW POST

**DRAFT**

LOCATION PLAN



REV	DATE	REVISION DESCRIPTION / DETAILS	DRWN BY	CHECK BY	APPRV BY

**Southwark Council**  
www.southwark.gov.uk  
NO TOOL BY STREET LONDON BRP 016

PROJECT: LOWER EMISSIONS NEIGHBORHOOD  
WALWORTH ROAD

TITLE: BRAGANZA STREET

STATUS: PHASE ONE

SCALE: 1:200

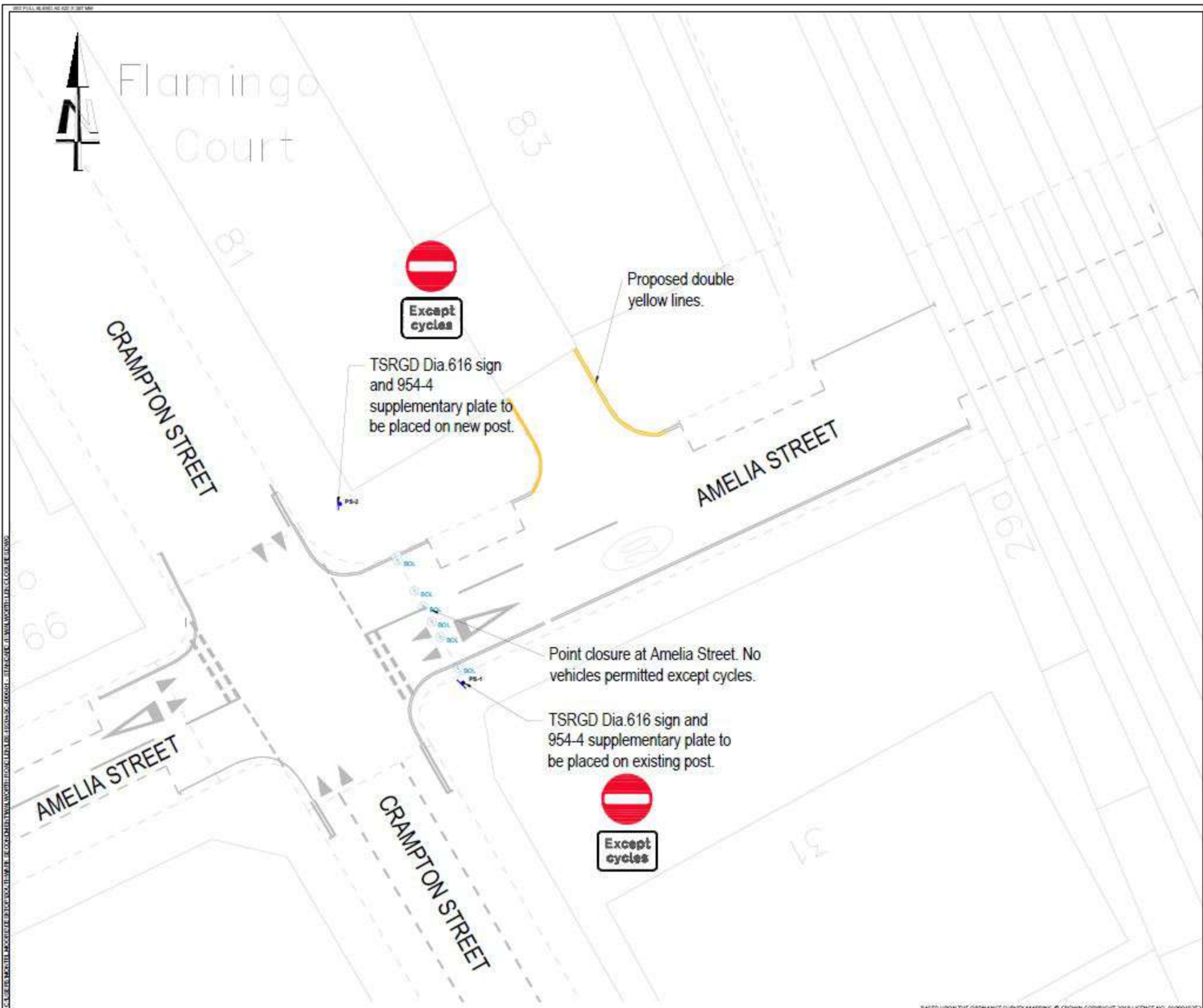
DRAWING NO: LBS/19204/SC/0000/04

DATE DRAWN: 06 MAY 2020

DATE ISSUED: 11 JUNE 2020

DESIGN	MM
CHECKED	MM
APPROVED	APR

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 DRAWING: BRAGANZA STREET  
 DATE: 06 MAY 2020  
 SCALE: 1:200  
 DRAWING NO: LBS/19204/SC/0000/04



NOTES

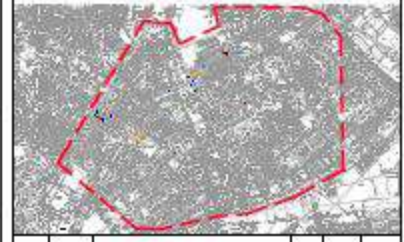
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2. ALL ITEMS SHOWN IN GREY ARE TO REMAIN UNLESS OTHERWISE STATED.
3. THE INFORMATION SHOWN ON THIS DRAWING IS BASED ON

KEY

- AMELIA STREET
- EXISTING MARKINGS (GREY)
  - PROPOSED MARKINGS (WHITE AND YELLOW)
  - boll. PROPOSED BOLLARDS
  - PS PROPOSED SIGN ON NEW POST
  - PS PROPOSED SIGN ON EXISTING POST

**DRAFT**

LOCATION PLAN



REV	DATE	REVISION DESCRIPTION / DETAILS	ISSUED BY	CHECKED BY	APPROVED BY



PROJECT: LOWER EMISSIONS NEIGHBORHOOD WALWORTH ROAD

TITLE: AMELIA STREET

STATUS: PHASE ONE

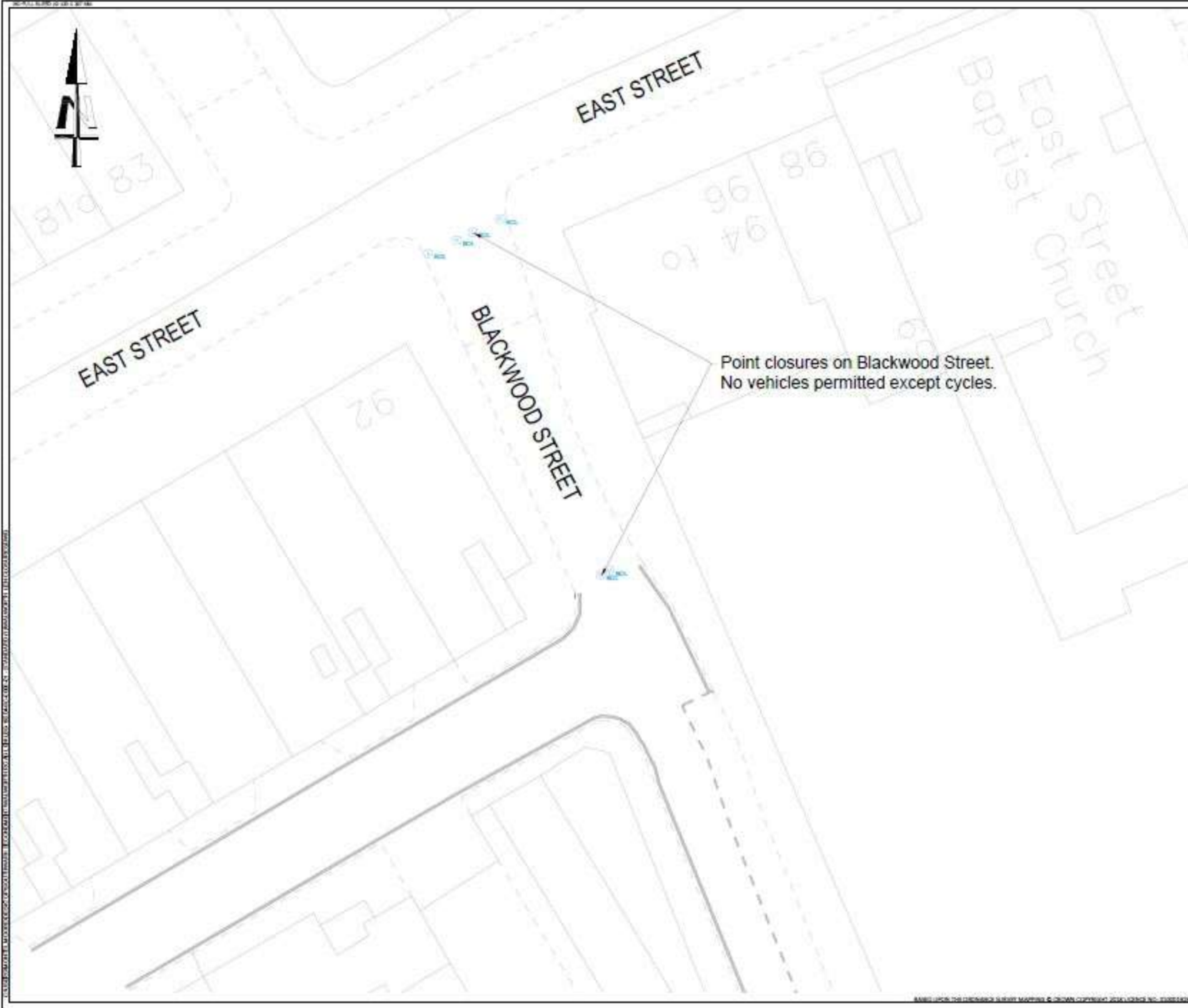
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DRAWN BY: LBS/19204/SC/0000/02

DATE DRAWN: 06 MAY 2020

DATE ISSUED: 11 JUNE 2020





**NOTES**

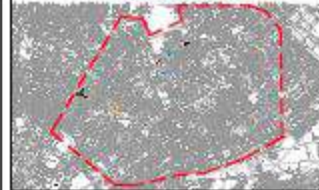
1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
2. ALL SCALE FROM THIS DRAWING.
3. ALL TRAFFIC SHOWS FLOW AND TO BE MAINTAINED TO THE ROAD SIDE.

**KEY**

- EAST STREET/BLACKWOOD STREET
- EXISTING MARKING (DASH)
- PROPOSED MARKING

**DRAFT**

**LOCATION PLAN**




NO.	DATE	REVISION DESCRIPTION / DETAILS	DESIGNER	CHECKED	APPROVED

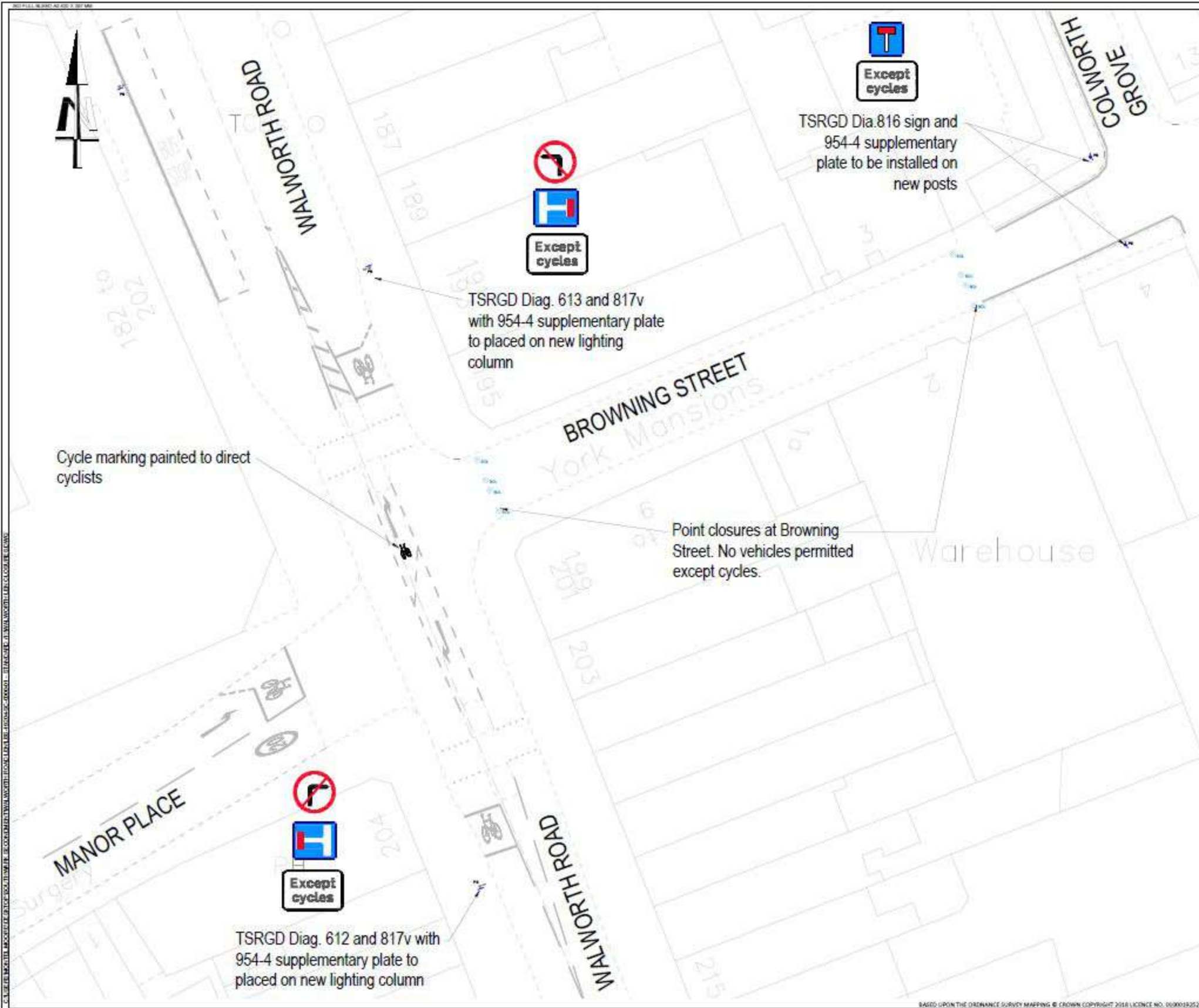


140 TAYLOR STREET LONDON W8P 8LJ

PROJECT  
**LOWER EMISSIONS NEIGHBOURHOOD  
 WALWORTH ROAD**

TITLE  
**EAST STREET/BLACKWOOD STREET**

STATUS	PHASE ONE	ISSUE	ISSUE
SCALE	1:250	DRAWN	1/20
DRAWING NO.	LBS192545/000/02	CHECKED	1/20
DATE	06 MAY 2020	DATE	21 MAY 2020



Cycle marking painted to direct cyclists

TSRGD Diag. 613 and 817v with 954-4 supplementary plate to placed on new lighting column

TSRGD Dia.816 sign and 954-4 supplementary plate to be installed on new posts

Point closures at Browning Street. No vehicles permitted except cycles.

TSRGD Diag. 612 and 817v with 954-4 supplementary plate to placed on new lighting column

**NOTES**

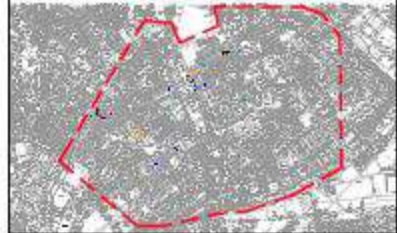
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**KEY**

- BROWNING STREET**
- EXISTING MARKINGS (GREY)
  - - - PROPOSED MARKINGS (WHITE)
  - bollard PROPOSED BOLLARD
  - PS- PROPOSED SIGN ON EXISTING LIGHTING COLUMN
  - PS PROPOSED SIGN ON NEW POST

**DRAFT**

**LOCATION PLAN**



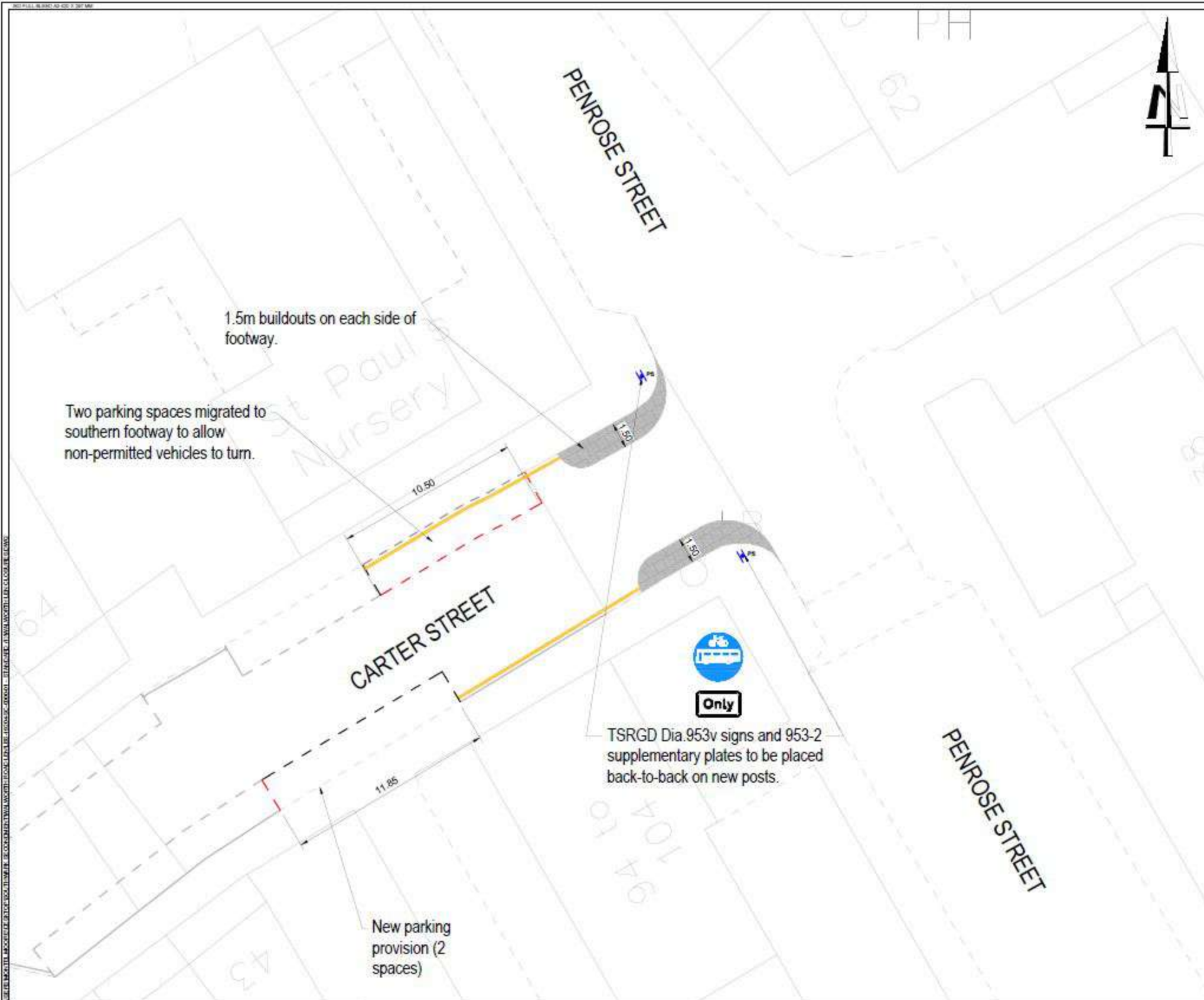
REV	DATE	REVISION DESCRIPTION / DETAILS	DRN BY	CHKD BY	PRVTD BY



PROJECT: LOWER EMISSIONS NEIGHBORHOOD WALWORTH ROAD

TITLE: BROWNING STREET	
STATUS: PHASE ONE	SCALE: 1:200
DRAWING NO: LBS/19204/SC/0000/06	DATE OF DRAW: 06 MAY 2020
DATE OF ISSUE: 11 JUNE 2020	





1.5m buildouts on each side of footway.

Two parking spaces migrated to southern footway to allow non-permitted vehicles to turn.

New parking provision (2 spaces)

TSRGD Dia.953v signs and 953-2 supplementary plates to be placed back-to-back on new posts.

**NOTES**

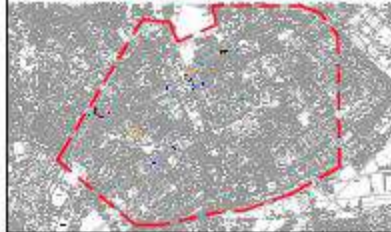
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**KEY**

- CARTER STREET
- EXISTING MARKINGS (GREY)
  - - - MARKINGS TO BE REMOVED (RED)
  - == PROPOSED MARKINGS (WHITE AND YELLOW)
  - PROPOSED BUILDOUT
  - H PS PROPOSED SIGNS ON NEW POST

**DRAFT**

**LOCATION PLAN**



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

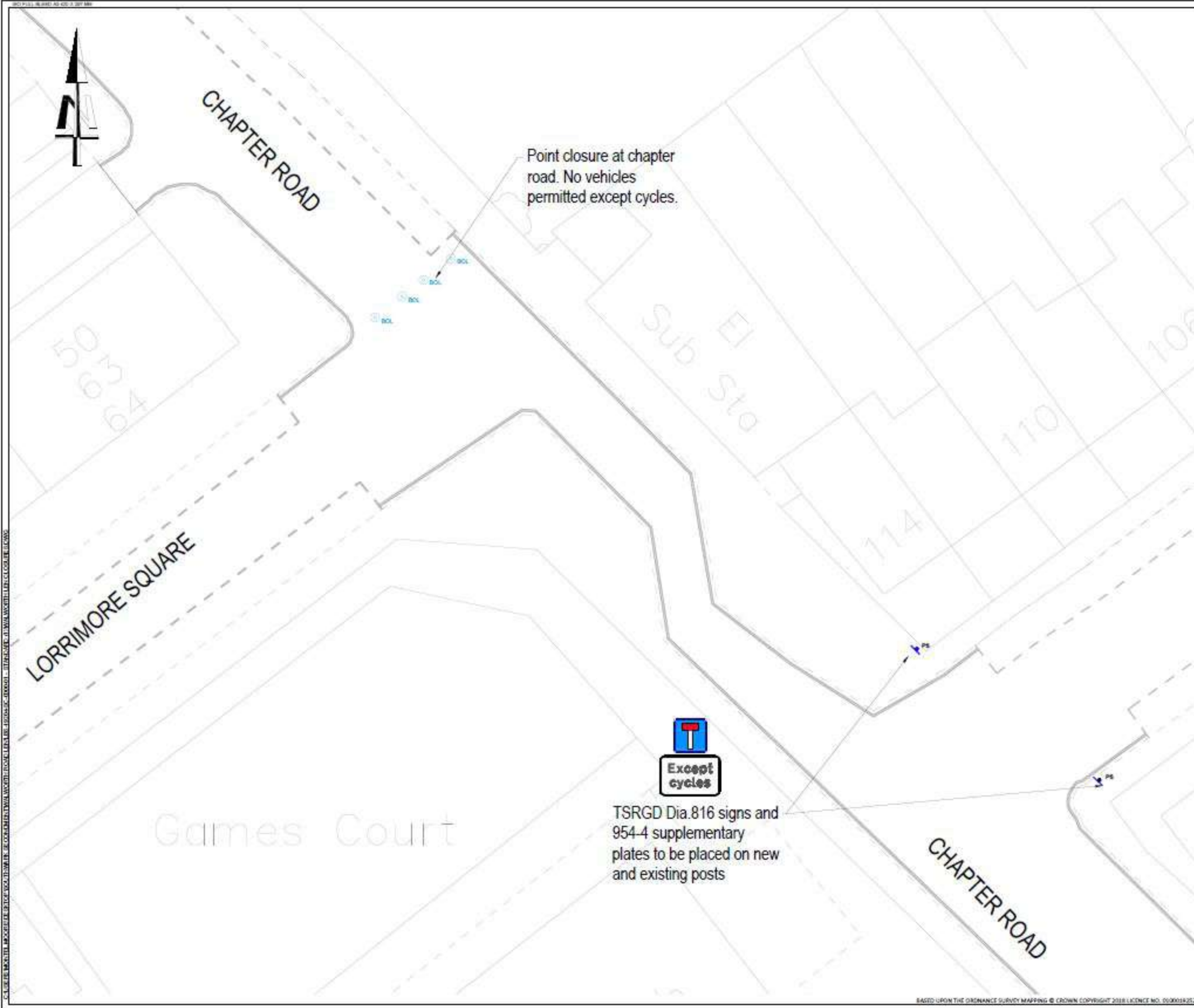


PROJECT: LOWER EMISSIONS NEIGHBORHOOD WALWORTH ROAD

TITLE: CARTER STREET

STATUS:	PHASE ONE	DESIGNER:	MM
SCALE:	1:200	CHECKED:	MM
DRAWING NO:	LBS/19204/SC/0000/07	APPROVED:	APP
DATE DRAWN:	06 MAY 2020	DATE REVISION:	11 JUNE 2020





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  2. ALL ITEMS SHOWN IN GREY ARE TO REMAIN UNLESS OTHERWISE STATED.
  3. THE INFORMATION SHOWN ON THIS DRAWING IS BASED ON

- KEY**
- CHAPTER ROAD
- EXISTING MARKINGS (GREY)
  - PROPOSED MARKINGS (WHITE)
  - BOL PROPOSED BOLLARD
  - PS PROPOSED SIGN ON NEW POST
  - PS PROPOSED SIGN ON EXISTING POST

**DRAFT**



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



PROJECT			
LOWER EMISSIONS NEIGHBORHOOD WALWORTH ROAD			
TITLE			
CHAPTER ROAD			
STATUS	PHASE ONE	DESIGN	MM
SCALE	1:200	CHECKED	MM
DRAWING NO.	LBS/19204/SC/0000/08	APPROVED	APP
DATE OF PLAN	06 MAY 2020	DATE ISSUED	11 JUNE 2020

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**NOTES**

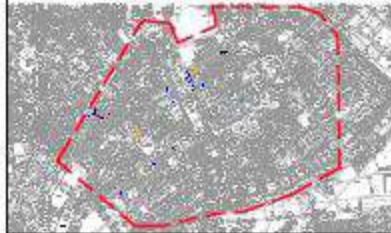
1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED. DO NOT SCALE FROM THIS DRAWING.
2. ALL ITEMS SHOWN IN GREY ARE TO REMAIN UNLESS OTHERWISE STATED.
3. THE INFORMATION SHOWN ON THIS DRAWING IS BASED ON THE INFORMATION PROVIDED.

**KEY**

- COOKS ROAD
-  EXISTING MARKINGS (GREY)
  -  PROPOSED BOLLARD

**DRAFT**

**LOCATION PLAN**



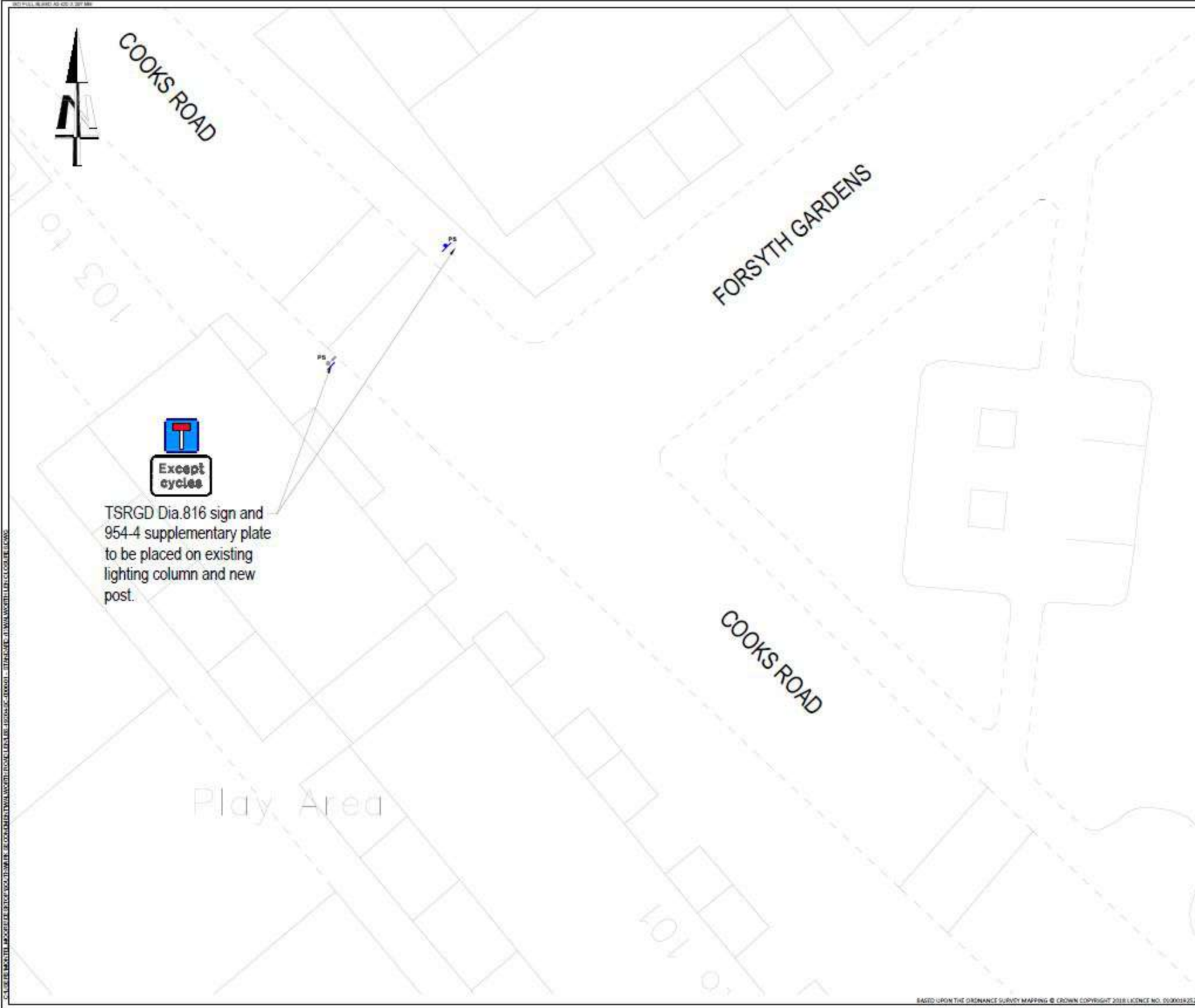
REV	DATE	REVISION/DESCRIPTION / DETAILS	DRAWN BY	CHECKED BY	APPROVED BY



PROJECT: LOWER EMISSIONS NEIGHBORHOOD  
WALWORTH ROAD

TITLE: COOKS ROAD

STATUS: PHASE ONE	DESIGN: MM
SCALE: 1:200	CHECKED: MM
DRAWING NO: LBS/19204/SC/0000/09	APPROVED: APP
DATE DRAWN: 06 MAY 2020	DATE ISSUED: 11 JUNE 2020



**NOTES**

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2. ALL ITEMS SHOWN IN GREY ARE TO REMAIN UNLESS OTHERWISE STATED.
3. THE INFORMATION SHOWN ON THIS DRAWING IS BASED ON THE INFORMATION SHOWN ON THIS DRAWING IS BASED ON

**KEY**

COOKS ROAD/FORSYTH GARDENS

- PS (on existing column) PROPOSED SIGN ON EXISTING LIGHTING COLUMN
- PS (on new post) PROPOSED SIGN ON NEW POST

**DRAFT**

**LOCATION PLAN**



NO.	DATE	REVISION/DESCRIPTION / DETAILS	DRN BY	CHKD BY	APPRD BY



PROJECT: LOWER EMISSIONS NEIGHBORHOOD WALWORTH ROAD

TITLE: COOKS ROAD

STYLE:	PHASE ONE	DESIGN:	MM
SCALE:	1:200	CHECKED:	MM
DRAWING NO:	LBS/19204/SC/0000/09	APPROVING:	APP
DATE OF APPR:	06 MAY 2020	DATE ISSUED:	11 JUNE 2020

C:\GIS\PROJECTS\2020\19204\SC\0000\09\19204\_SOUTH\19204\_SOUTH\_000009.dwg





CRAMPTON STREET

El Sub Sta

to  
12  
George Elliot  
House

Point closure on Crampton street. No  
vehicles permitted except cycles.

1881

Sorting  
Office

CRAMPTON STREET

NOTES

1. ALL DIMENSIONS AND IN METRES UNLESS OTHERWISE STATED.
2. DO NOT SCALE FROM THIS DRAWING.
3. ALL TRAFFIC SHOWS FLOW AND TO REMAIN UNLESS OTHERWISE STATED.

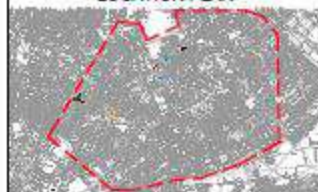
KEY

CRAMPTON STREET

- - - - - EXISTING MARKERS (SMB)
- PROPOSED MILEAGE

**DRAFT**

LOCATION PLAN




REV.	DATE	REVISION DESCRIPTION / DETAILS	DESIGNED BY	CHECKED BY	APPROVED BY



148 TOLLATE STREET LONDON SE16 6LX

PROJECT: LOWER EMISSIONS NEIGHBORHOOD  
WALWORTH ROAD

FILE: CRAMPTON STREET

PHASE ONE

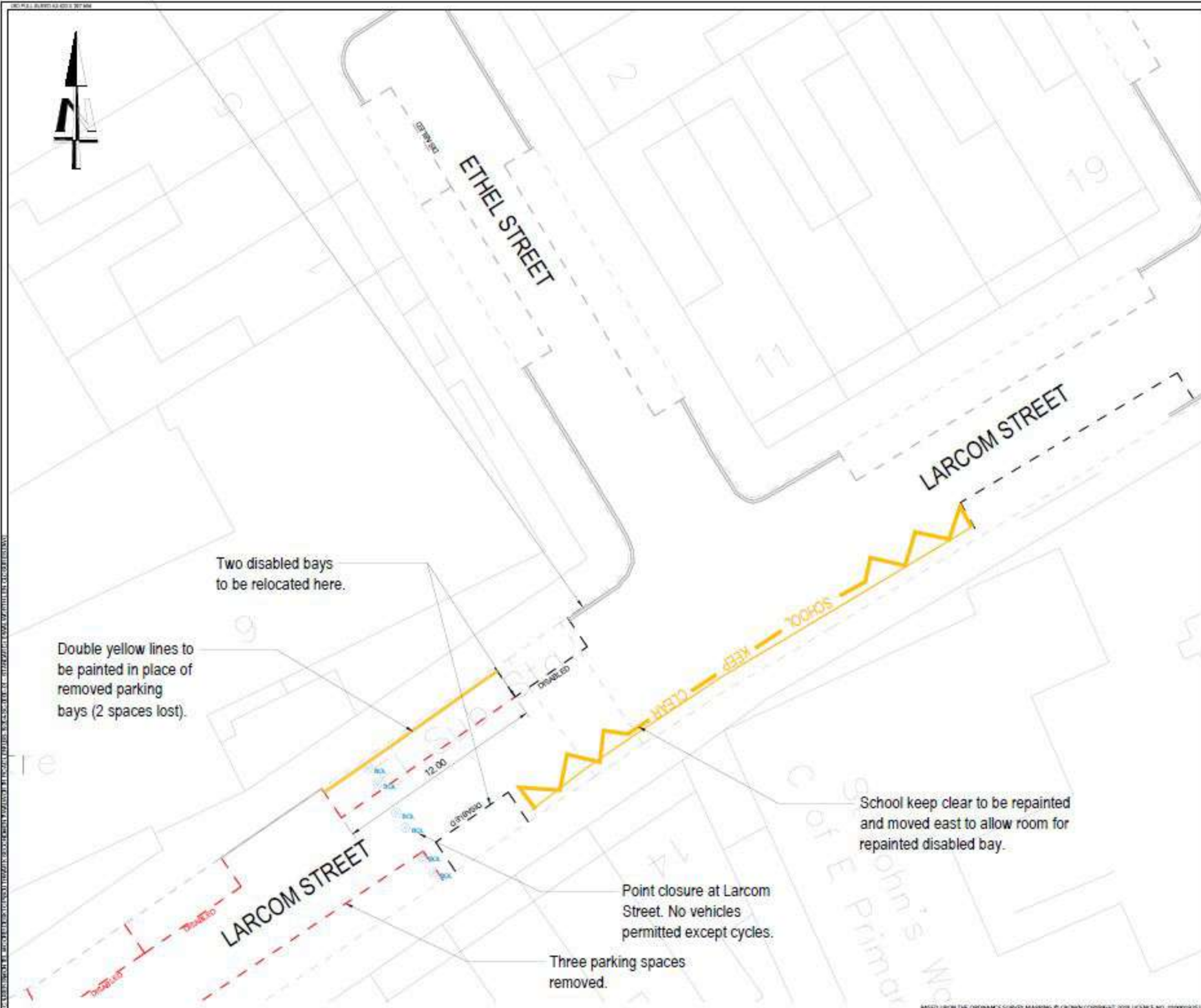
SCALE: 1:250

DRAWINGS: LSS19004/SZ000011

DATE: 06 MAY 2025

DATE: 21 MAY 2025





**NOTES**

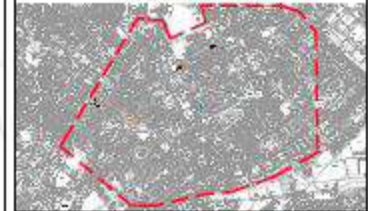
1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED. DO NOT SCALE FROM THIS DRAWING.
2. ALL ITEMS SHOWN IN GREY ARE TO REMAIN UNLESS OTHERWISE STATED.

**KEY**

- LARCOM STREET/ETHEL STREET
- EXISTING MARKINGS (GREY)
  - - - MARKINGS TO BE REMOVED (RED)
  - PROPOSED MARKINGS (WHITE AND YELLOW)
  - B1 PROPOSED BOLLARD

**DRAFT**

**LOCATION PLAN**

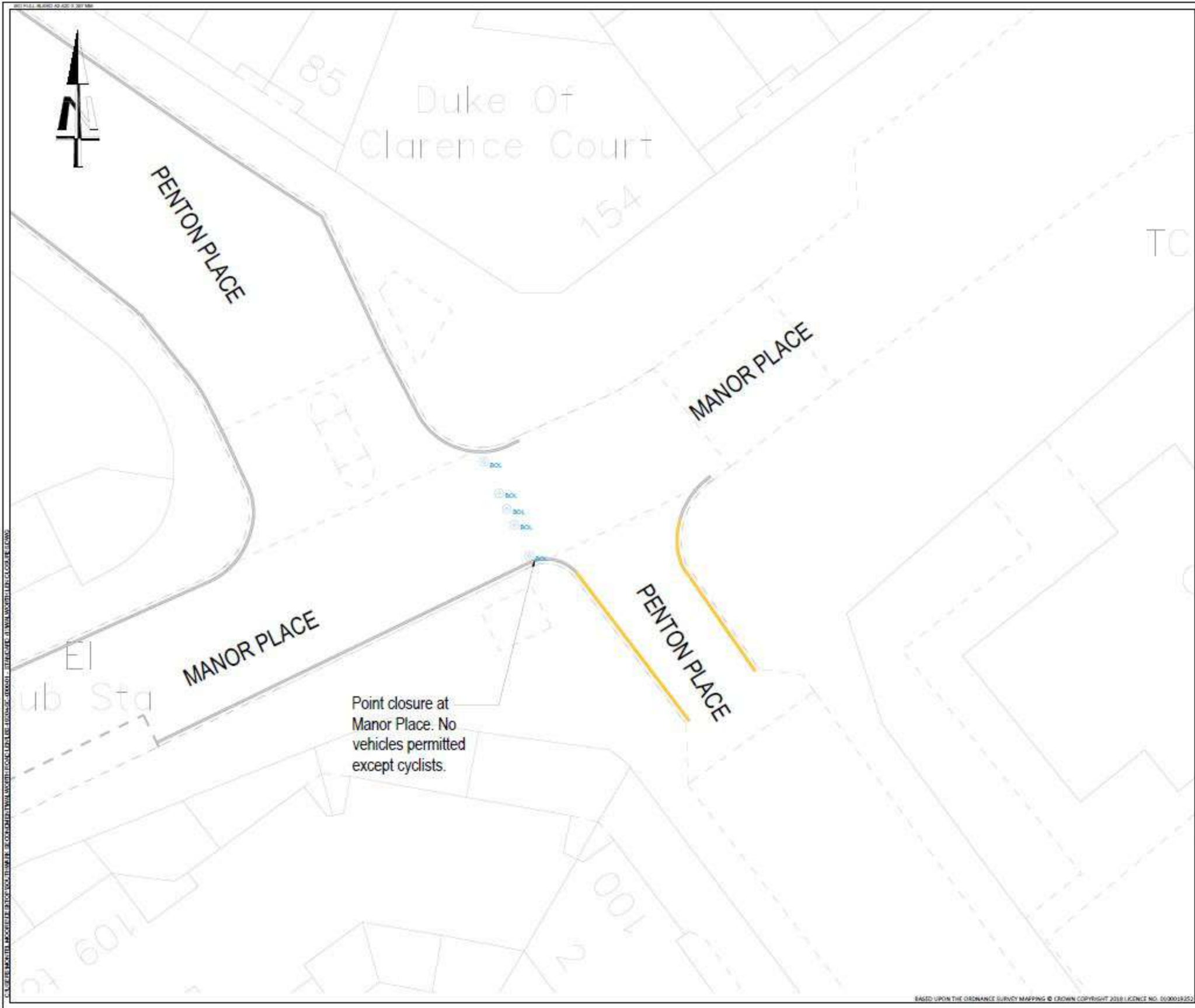



REV	DATE	REVISION/DESCRIPTION/DETAILS	DESIGNED BY	CHECKED BY	APPROVED BY



PROJECT: LOWER EMISSIONS NEIGHBORHOOD WALTHAM ROAD					
TITLE: LARCOM STREET/ETHEL STREET					
PREPARED BY:	PHASE ONE	DRAWN BY:		CHECKED BY:	
SCALE:	1:200	APPROVED BY:			
DRAWING NO.:	LB01/2004/00/0000/15	REV:			
DATE DRAWN:	06 MAY 2020	DATE REVISION:	21 MAY 2020		





**NOTES**

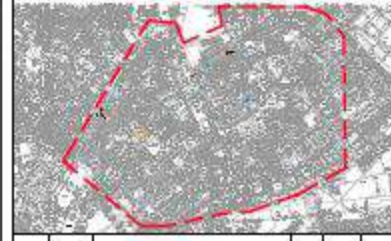
- 1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED. DO NOT SCALE FROM THIS DRAWING.
- 2. ALL ITEMS SHOWN IN GREY ARE TO REMAIN UNLESS OTHERWISE STATED.

**KEY**

- PENTON PLACE
- EXISTING MARKINGS (GREY)
  - PROPOSED MARKINGS (YELLOW)
  - PROPOSED BOLLARD

DRAFT

**LOCATION PLAN**



REV	DATE	REVISION/DESCRIPTION/DETAILS	ENR	CHG	APPROV



**PROJECT:**  
LOWER EMISSIONS NEIGHBORHOOD  
WALWORTH ROAD

**TITLE:**  
MANOR PLACE/PENTON PLACE

<b>STATUS:</b>	PHASE ONE	<b>DESIGN:</b>	MM
<b>SCALE:</b>	1:200	<b>CHECKED:</b>	MM
<b>DRAWING NO.:</b>	LBS/19204/SC/0000/18	<b>APPROVED:</b>	APP
<b>DATE DRAWN:</b>	06 MAY 2020	<b>DATE ISSUED:</b>	21 MAY 2020



# Walworth Garden Farm

MANOR PLACE

Point closure at  
Manor Place. No  
vehicles permitted  
except cycles.

Single yellow lines  
to be replaced with  
double yellow lines.

BRAGANZA STREET

CHAPTER ROAD

### NOTES

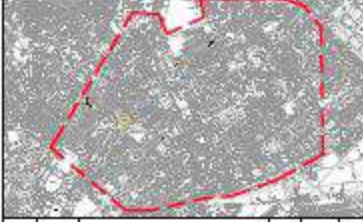
1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED. DO NOT SCALE FROM THIS DRAWING.
2. ALL ITEMS SHOWN IN GREY ARE TO REMAIN UNLESS OTHERWISE STATED.

### KEY

- MANOR PLACE-BRAGANZA STREET
- EXISTING MARKINGS (GREY)
  - - - MARKINGS TO BE REMOVED (RED)
  - - - NEW/RENEWED MARKINGS
  - PROPOSED BUILDOUT

**DRAFT**

### LOCATION PLAN



REV	DATE	REVISION DESCRIPTION / DETAILS	CHK BY	APP BY	DRWN BY



PROJECT: LOWER EMISSIONS NEIGHBORHOOD  
WALWORTH ROAD

TITLE: MANOR PLACE-BRAGANZA STREET

SCALE:	PHASE ONE	DRWN:	MM
	1:200	CHKD:	MM
		APPV:	MM
		DATE:	MM

DATE DRAWN: 05 MAY 2020 DATE ISSUED: 21 MAY 2020



elephone  
xchange

Point closure at  
Marrow Street. No  
vehicles permitted  
except cyclists.

MERROW STREET

Loss of one parking  
bay to allow turning  
head.

Queens

6.30

QUEEN'S ROAD

MERROW STREET

37

10

12  
10

NOTES

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KEY

MERROW STREET

- - - - - EXISTING MARKINGS (GREY)
- - - - - MARKINGS TO BE REMOVED (RED)
- - - - - PROPOSED MARKINGS (WHITE AND YELLOW)
- ⊙ BOLL PROPOSED BOLLARD

DRAFT

LOCATION PLAN




REV	DATE	REVISION DESCRIPTION / DETAILS	REV BY	DATE BY	APPROVED BY



PROJECT:

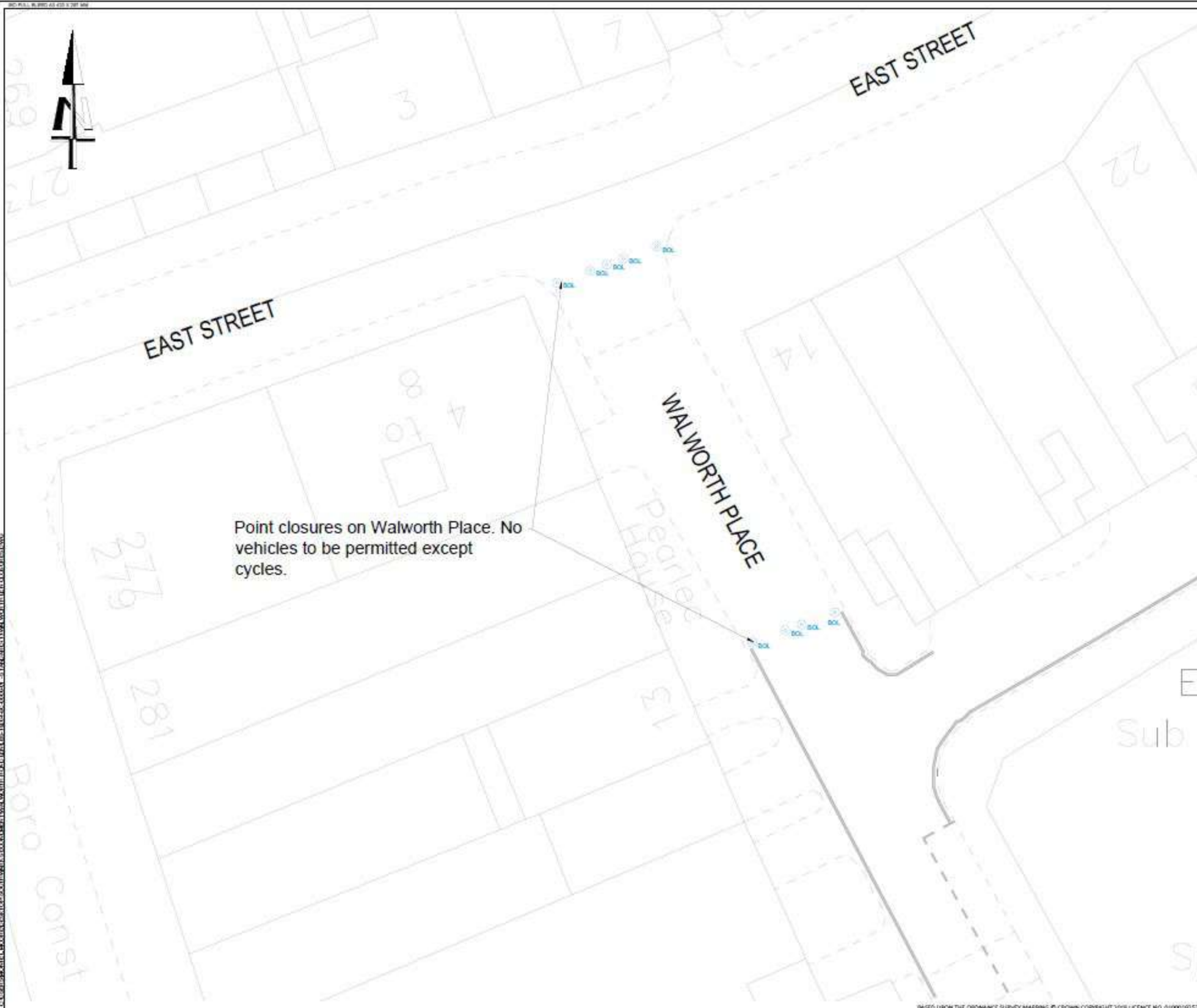
LOWER EMISSIONS NEIGHBORHOOD  
WALWORTH ROAD

TITLE:

MERROW STREET

PROJECT:	PHASE ONE	DRAWN:	MM
SCALE:	1:200	CHECKED:	NM
DRAWING NO.:	LBS/19204/SC/0000/17	APPROVED:	APP
DATE DRAWN:	06 MAY 2020	DATE ISSUED:	21 MAY 2020





**NOTES**

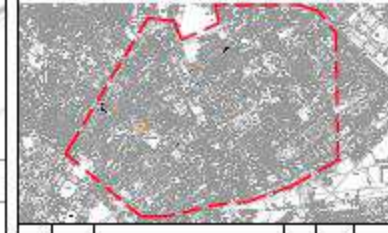
1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED. DO NOT SCALE FROM THIS DRAWING.
2. ALL ITEMS SHOWN IN GREY ARE TO REMAIN UNLESS OTHERWISE STATED.

**KEY**

- EAST STREET/WALWORTH PLACE
- EXISTING MARKINGS (GREY)
  - BOLL. PROPOSED BOLLARD

**DRAFT**

**LOCATION PLAN**



NO.	DATE	REVISION DESCRIPTION / DETAILS	DESIGNED BY	CHECKED BY	APPROVED BY

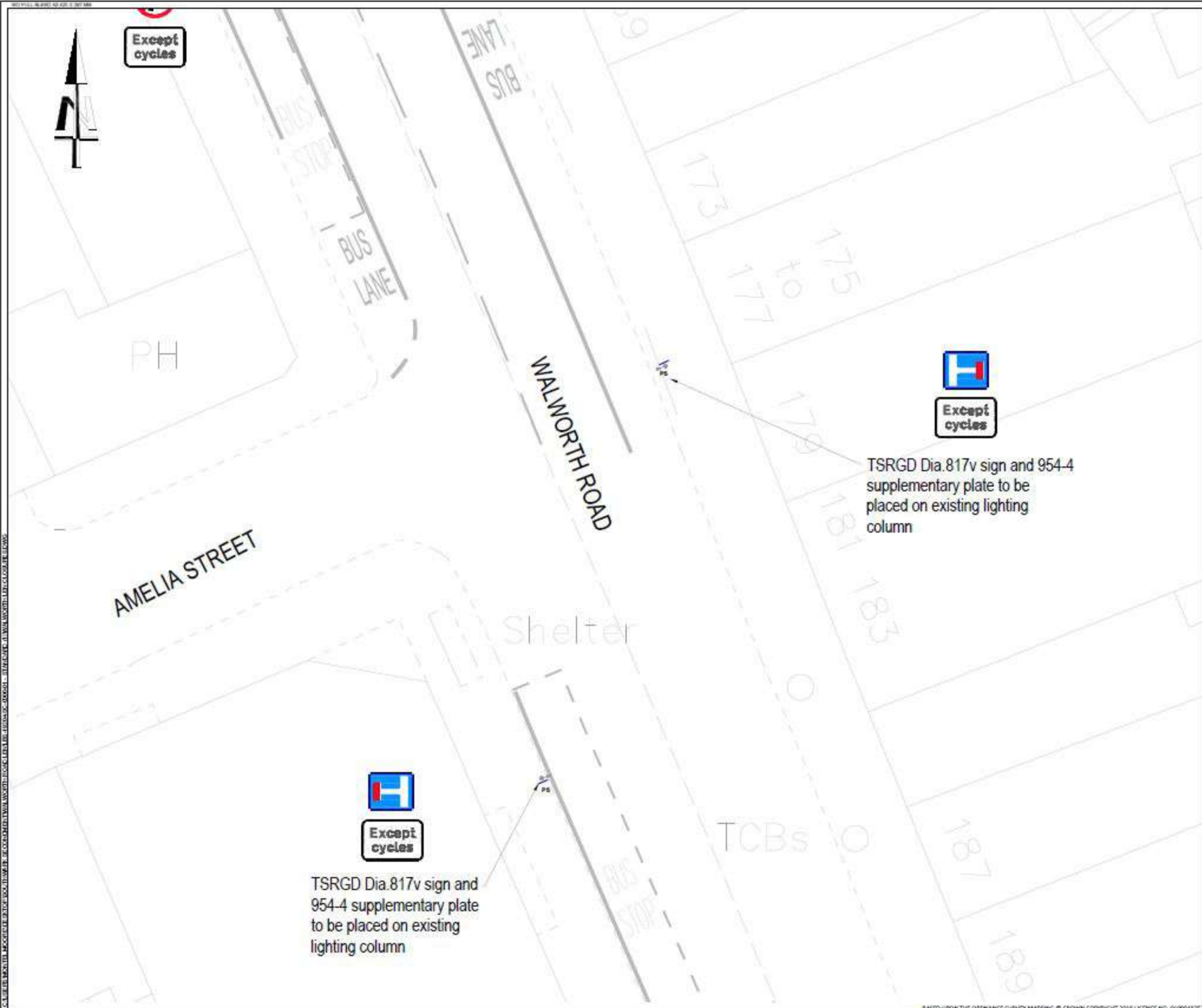


PROJECT:  
**LOWER EMISSIONS NEIGHBORHOOD  
WALWORTH ROAD**

TITLE:  
**EAST STREET/WALWORTH PLACE**

STATUS:	<b>PHASE ONE</b>	DRAWN:	MM
SCALE:	1:200	CHECKED:	CB
DRAWING NO.:	LBS/19204/SC/0000/13	APPROVED:	APR

DATE DRAWN:	08 MAY 2020	DATE REVISION:	21 MAY 2020
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**NOTES**

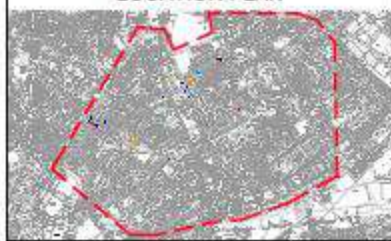
1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED. DO NOT SCALE FROM THIS DRAWING.
2. ALL ITEMS SHOWN IN GREY ARE TO REMAIN UNLESS OTHERWISE STATED.
3. THE INFORMATION SHOWN ON THIS DRAWING IS BASED ON THE INFORMATION PROVIDED.

**KEY**

- Amelia Street/Walworth Road
- EXISTING MARKINGS (GREY)
  - PS --- PROPOSED SIGN ON EXISTING LIGHTING COLUMN

DRAFT

**LOCATION PLAN**



REV	DATE	REVISION/DESCRIPTION / DETAILS	DESIGNED BY	CHECKED BY	APPROVED BY



**PROJECT:**  
LOWER EMISSIONS NEIGHBORHOOD  
WALWORTH ROAD

**TITLE:**  
AMELIA STREET/WALWORTH ROAD

STATUS:	PHASE ONE	DESIGNED:	MM
SCALE:	1:200	CHECKED:	MM
DRAWING NO:	LBS/19204/SC/0000/03	APPROVED:	APR

DATE DRAWN:	06 MAY 2020	DATE CHECKED:	11 JUNE 2020
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THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

# TRAFFIC MANAGEMENT ORDER

2020 No. 057

---

The London Borough of Southwark (Cycle lanes) Experimental Traffic Order 2020

Made: 18 June 2020

Coming into force: 25 June 2020

Expires: 29 December 2021

---

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) Experimental Traffic Order 2020, shall come into force on 25 June 2020 and will expire on 29 December 2021.

## Interpretation

- 2.1 In this Order:-

causing includes permitting;

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

"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 the Traffic Signs Regulations and General Directions 2002<sup>b</sup>;

"prescribed street", for the purposes of Article 4.1(c) means any street or part of street referred to in the Schedule to this Order;

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

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

<sup>b</sup> S.I. 2002 No. 3113



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.

3.2 Every person causing a pedal cycle to enter into in a cycle lane specified in an item in the Schedule to this Order shall thereupon cause that vehicle to proceed in the direction specified in column (3) of that item.

#### Exemptions

4.1 Nothing in Articles 3.1 or 3.2 above shall apply in relation to:-

- (a) anything done with the permission or at the direction of a police constable in uniform;
- (b) any vehicle being used for ambulance, fire brigade or police purposes in an emergency;
- (c) any vehicle being used in connection with the laying, erection, alteration, or repair in or adjacent to a prescribed street of any sewer, main, pipe or apparatus for the supply of gas, water, electricity, or of any communications network (within the meaning of the Communications Act 2003<sup>c</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 of that street; or
- (d) any person who causes any vehicle to proceed in accordance with any restriction or requirement indicated by traffic signs placed on the highway pursuant to section 66 or section 67 of the Road Traffic Regulation Act 1984.

4.2 Nothing in Article 3.1 above shall apply in relation to any vehicle entering into a cycle lane specified in the Schedule to this Order for as long as necessary:-

- (a) to enable access to or exit from premises adjoining that cycle lane by way of a vehicular access or footway crossover, provided that vehicle leaves the cycle lane immediately thereafter;
- (b) to enable a person to board or alight from the vehicle; or
- (c) to enable goods to be loaded on to or unloaded from the vehicle, if and in so far as the activity is not prohibited by the provisions of any other Order; or
- (d) for the purpose of collecting refuse; or
- (e) for the purposes of the provision of a universal postal service (as defined in the Postal Services Act 2000<sup>d</sup>) provided the vehicle bears the livery of a universal postal service provider.

---

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

<sup>d</sup> 2000 c.26

Power to modify or suspend this Order

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

Dated this eighteenth day of June 2020



NICKY COSTIN  
Parking and Network Management Business Unit Manager  
Regulatory Services

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

SCHEDULE – CYCLE LANES

<i>(1)</i> Item	<i>(2)</i> Lengths of street	<i>(3)</i> Direction of travel and type of cycle lane	<i>(4)</i> Hours of operation
1.	BRAGANZA STREET the north-east side, from the south-eastern kerb-line of Kennington Park Road to the north-eastern kerb-line of Alberta Street (south-westernmost north-east to south-west arm).	South-eastbound mandatory contra-flow lane	At any time



## EXPLANATORY NOTE

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

This Order, by way of an experiment as part of the London Streetspace Programme – Walworth, introduces a south-eastbound contra-flow cycle lane for the use of pedal cycles only in Braganza Street, in the London Borough of Southwark.



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

# TRAFFIC MANAGEMENT ORDER

2020 No. 058

---

The London Borough of Southwark (Free parking places) (Disabled persons)  
(No. 1) Experimental Traffic Order 2020

Made: 18 June 2020

Coming into force: 25 June 2020

Expires: 29 December 2021

---

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 (Free parking places) (Disabled persons) (No. 1) Experimental Traffic Order 2020, shall come into force on 25 June 2020, and expires on 29 December 2021.

## 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, byelaw, rule, regulation, scheme or other instrument having effect by virtue of an enactment;

"the Order of 2013" means The London Borough of Southwark (Free parking places) (Disabled persons) (No. 1) Order 2013<sup>b</sup>, as amended;

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

- 2.2 Any reference in this Order to any enactment shall be construed as a reference to that enactment as amended, applied, consolidated, re-enacted by or as having effect by virtue of any subsequent enactment.
- 2.3 Unless the context otherwise requires, any expression used in this Order which is also used in the Order of 2013 shall have the same meaning as in that Order.

---

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

<sup>b</sup> LBS 2013/059

Suspension of designation of parking place

- 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 designation by the Order of 2013 of the parking place numbered 99 (Braganza Street) in Schedule 1 therein, is hereby suspended.

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

- 4.1 Each area on a highway comprising the length of carriageway of a street specified in column 2 of a Schedule to this Order is designated as a parking place.
- 4.2 The provisions of the Order of 2013 (other than Articles 3.1 and 14.1) shall apply to each area described in a Schedule to this Order as if in those provisions any reference to a parking place shall include a reference to each area designated as a parking place by this Order and as if any reference to Schedule 1 to the Order of 2013 included a reference to the Schedule to this Order.

Placing of traffic signs etc.

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

Power to modify or suspend this Order

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

Dated this eighteenth day of June 2020



NICKY COSTIN  
Parking and Network Management Business Unit Manager  
Regulatory Services

---

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



SCHEDULE - UNLIMITED STAY DISABLED PERSONS PARKING PLACES

<i>No. of parking place (1)</i>	<i>Designated parking place (2)</i>	<i>Permitted hours (3)</i>
X99.	BRAGANZA STREET the north-east side, from the common boundary of Nos. 1 and 3 Braganza Street south-eastward for a distance of 8.5 metres.	At any time

## EXPLANATORY NOTE

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

This Order, by way of an experiment, relocates an existing 'unlimited stay' disabled persons parking place in Braganza Street so as to accommodate the trial road closures and prescribed routes as implemented by the London Streetspace Programme – Walworth, in the London Borough of Southwark.



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

# TRAFFIC MANAGEMENT ORDER

2020 No. 059

---

The London Borough of Southwark (Free parking places)  
(No. 2) Experimental Traffic Order 2020

Made: 18 June 2020

Coming into force: 25 June 2020

Expires: 29 December 2021

---

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>, 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) (No. 2) Experimental Traffic Order 2020, shall come into force on 25 June 2020, and expires on 29 December 2021.

## Interpretation

- 2.1 In this Order:-

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

"the Order of 2015" means the London Borough of Southwark (Free parking places) (No. 1) Order 2015<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 2015 shall have the same meaning as in that Order.

---

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

<sup>b</sup> LBS 2015/088



Suspension of designation of parking places

- 3.1 While this Order remains in force, and without prejudice to the validity of anything done or to any liability incurred in respect of any act or omission before the coming into force of this Order the designation by the London Borough of Southwark (Free parking places) (No. 3) Order 2015<sup>c</sup> of the parking place numbered 257 (Braganza Street) in the Schedule therein, is hereby suspended.

Power to modify or suspend this Order

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

Dated this eighteenth day of June 2020



NICKY COSTIN  
Parking and Network Management Business Unit Manager  
Regulatory Services

---

<sup>c</sup> LBS 2015/107

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

## EXPLANATORY NOTE

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

This Order, by way of an experiment, suspends the use of an existing free 'short stay' parking place in Braganza Street, so as to accommodate the trial road closures as implemented by the London Streetspace Programme – Walworth, in the London Borough of Southwark.



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

# TRAFFIC MANAGEMENT ORDER

2020 No. 060

---

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

Made: 18 June 2020

Coming into force: 25 June 2020

Expires: 29 December 2021

---

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

## Citation and commencement

1.1 This Order may be cited as the London Borough of Southwark (Parking places) (CPZ 'E') (No. 3) Experimental Traffic Order 2020, shall come into force on 25 June 2020, and expires on 29 December 2021.

## Interpretation

2.1 In this Order:

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

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

“the Order of 2010” means The London Borough of Southwark (Parking places) (CPZ 'E') (No. 1) Order 2010<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 2010 shall have the same meaning as in that Order.

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

<sup>b</sup> LBS 2010/065



Suspension of designation of parking place

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 designation by the Order of 2010 of the parking place numbered 9 in Schedule 1 therein, and the parking place numbered 5 in Schedule 3 therein, are hereby suspended.

Power to modify or suspend this Order

4.1 In pursuance of section 10(2) of the Road Traffic Regulation Act 1984, the Road network and parking business unit manager (or such other officer of the council as holds the post of Traffic Manager as defined in section 17 of the Traffic Management Act 2004<sup>3</sup>), may, if it appears to him essential in the interests of the expeditious, convenient and safe movement of traffic, or of the provision of suitable and adequate parking facilities on the highway, or for preserving or improving the amenities of the area through which any road affected by this Order runs, modify or suspend any provision of this Order, save that no modification shall make an addition.

Dated this eighteenth day of June 2020



NICKY COSTIN  
Parking and Network Management Business Unit Manager  
Regulatory Services

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<sup>3</sup> 2004 c.18

## EXPLANATORY NOTE

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

This Order, by way of an experiment, suspends the use of:-

- (i) an existing permit holders' parking place in Alberta Street; and
- (ii) an existing pay parking place in Braganza Street

so as to accommodate the trial road closures and prescribed routes as implemented by the London Streetspace Programme – Walworth, in the London Borough of Southwark.



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

# TRAFFIC MANAGEMENT ORDER

2020 No. 061

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

Made: 18 June 2020

Coming into force: 25 June 2020

Expires: 29 December 2021

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

## Citation and commencement

- 1.1 This Order may be cited as the London Borough of Southwark (Parking places) (CPZ 'J') (No. 3) Experimental Traffic Order 2020, shall come into force on 25 June 2020, and expires on 29 December 2021.

## Interpretation

- 2.1 In this Order:

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

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

“the Order of 2011” means The London Borough of Southwark (Parking places) (CPZ 'J') (No. 1) Order 2011<sup>b</sup>;

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

- 2.2 Any reference in this Order to any enactment shall be construed as a reference to that enactment as amended, applied, consolidated, re-enacted by or as having effect by virtue of any subsequent enactment.
- 2.3 Unless the context otherwise requires, any expression used in this Order which is also used in the Order of 2010 shall have the same meaning as in that Order.

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

<sup>b</sup> LBS 2011/058

Suspension of designation of parking place

- 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 designation by the Order of 2011 of the parking places numbered 4 and 9 in Schedule 1 therein, are hereby suspended.

Designation of parking places and application of the Order of 2011 thereto

- 4.1 Each area on a highway comprising the length of carriageway of a street specified in column 2 of the Schedule to this Order and bounded on one side of that length by the edge of the carriageway, is designated as a parking place.
- 4.2 The provisions of the Order of 2011 (other than Articles 3 and 15) shall apply to the areas described in the Schedule to this Order as if in those provisions any reference to a designated parking place or to a parking place shall include a reference to an area designated as a parking place by this Order and as if any reference to Schedule 1 to the Order of 2011 included a reference to the Schedule to this Order.

Placing of traffic signs, etc.

- 5.1 The council shall:-
- (a) place and maintain traffic signs indicating the limits of each parking place referred to in the Schedule to this Order;
  - (b) place and maintain in or in the vicinity of each parking place referred to in the Schedule to this Order traffic signs indicating that such parking places may be used during the permitted hours for the leaving only of the vehicles specified in Articles 4.1 and 4.2 of the Order of 2011;
  - (c) carry out such other works as is reasonably required for the purposes of the satisfactory operation of a parking place.

Power to modify or suspend this Order

- 6.1 In pursuance of section 10(2) of the Road Traffic Regulation Act 1984, the Road network and parking business unit manager (or such other officer of the council as holds the post of Traffic Manager as defined s section 17 of the Traffic Management Act 2004<sup>3</sup>), may, if it appears to him essential in the interests of the expeditious, convenient and safe movement of traffic, or of the provision of suitable and adequate parking facilities on the highway, or for preserving or improving the amenities of the area through which any road affected by this Order runs, modify or suspend any provision of this Order, save that no modification shall make an addition.

Dated this eighteenth day of June 2020



NICKY COSTIN  
Parking and Network Management Business Unit Manager  
Regulatory Services

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<sup>3</sup> 2004 c.18



SCHEDULE – PERMIT HOLDER'S PARKING PLACES

<i>No. of parking place (1)</i>	<i>Designated parking place (2)</i>	<i>Permitted hours (3)</i>
X4.	CARTER STREET the north-west side, from a point 9 metres north-east of the common boundary of Nos. 64 and 66 Carter Street north-eastward for a distance of 9.5 metres.	8.30 am to 6.30 pm Monday to Friday
X9.	CARTER STREET the south-east side, from a point 3.5 metres north-east of the common boundary of Nos. 47 and 49 Carter Street north-eastward for a distance of 27 metres.	8.30 am to 6.30 pm Monday to Friday

## EXPLANATORY NOTE

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

This Order, by way of an experiment, reduces in length an existing permit holders' parking place on the north-western side of Carter Street and increases in length an existing permit holders' parking place on the south-eastern side of Carter Street so as to accommodate the prescribed routes as implemented by the London Streetspace Programme – Walworth, in the London Borough of Southwark.



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

# TRAFFIC MANAGEMENT ORDER

2020 No. 062

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The London Borough of Southwark (Parking places) (CPZ 'M1') (No. 2)  
Experimental Traffic Order 2020

Made: 18 June 2020

Coming into force: 25 June 2020

Expires: 29 December 2021

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

## Citation and commencement

1.1 This Order may be cited as the London Borough of Southwark (Parking places) (CPZ 'M1') (No. 2) Experimental Traffic Order 2020, shall come into force on 25 June 2020, and expires on 29 December 2021.

## Interpretation

2.1 In this Order:

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

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

“the Order of 2014” means The London Borough of Southwark (Parking places) (CPZ 'M1') (No. 1) Order 2014<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 2014 shall have the same meaning as in that Order.

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

<sup>b</sup> LBS 2014/104

Suspension of designation of parking place

- 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 designation by the Order of 2014 of the parking place numbered 126 (Larcom Street) in Schedule 1 therein, is hereby suspended.

Power to modify or suspend this Order

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

Dated this eighteenth day of June 2020



NICKY COSTIN  
Parking and Network Management Business Unit Manager  
Regulatory Services

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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, suspends the use of an existing permit holders' parking place in Larcom Street so as to accommodate the trial road closures as implemented by the London Streetspace Programme – Walworth, in the London Borough of Southwark.



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

# TRAFFIC MANAGEMENT ORDER

2020 No. 063

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The London Borough of Southwark (Parking places) (CPZ 'M2') (No. 3)  
Experimental Traffic Order 2020

Made: 18 June 2020

Coming into force: 25 June 2020

Expires: 29 December 2021

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

## Citation and commencement

1.1 This Order may be cited as the London Borough of Southwark (Parking places) (CPZ 'M2') (No. 3) Experimental Traffic Order 2020, shall come into force on 25 June 2020, and expires on 29 December 2021.

## Interpretation

2.1 In this Order:

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

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

“the Order of 2007” means The London Borough of Southwark (Parking places) (CPZ 'M2') (No. 1) Order 2007<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 2007 shall have the same meaning as in that Order.

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

<sup>b</sup> LBS 2007/014

Suspension of designation of parking places

3.1 While this Order remains in force, and without prejudice to the validity of anything done or to any liability incurred in respect of any act or omission before the coming into force of this Order, the designation by the Order of 2007 of the parking places numbered 31 (Blackwood Street), 105 (Merrow Street), 167 and 171 (Walworth Place) in Schedule 3 therein, are hereby suspended.

Power to modify or suspend this Order

4.1 In pursuance of section 10(2) of the Road Traffic Regulation Act 1984, the Road network and parking business unit manager (or such other officer of the council as holds the post of Traffic Manager as defined in section 17 of the Traffic Management Act 2004<sup>3</sup>), may, if it appears to him essential in the interests of the expeditious, convenient and safe movement of traffic, or of the provision of suitable and adequate parking facilities on the highway, or for preserving or improving the amenities of the area through which any road affected by this Order runs, modify or suspend any provision of this Order, save that no modification shall make an addition.

Dated this eighteenth day of June 2020



NICKY COSTIN  
Parking and Network Management Business Unit Manager  
Regulatory Services

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<sup>3</sup> 2004 c.18

## EXPLANATORY NOTE

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

This Order, by way of an experiment, suspends the use of existing 'shared-use' parking places in Blackwood Street, Merrow Street and Walworth Place (two locations) so as to accommodate the trial road closures as implemented by the London Streetspace Programme – Walworth, in the London Borough of Southwark.





THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

# TRAFFIC MANAGEMENT ORDER

2020 No. 064

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The London Borough of Southwark (Prescribed routes) (Alberta Street and Braganza Street)  
Experimental Traffic Order 2020

Made: 18 June 2020

Coming into force: 25 June 2020

Expires: 29 December 2021

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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) (Alberta Street and Braganza Street) Experimental Traffic Order 2020, shall come into force on 25 June 2020 and will expire on 29 December 2021.

## Interpretation

- 2.1 In this Order:-

causing includes permitting;

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

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

"pedal cycle" has the same meaning as in the Traffic Signs Regulations and General Directions 2002<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.

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

<sup>b</sup> S.I. 2002 No. 3113

Prescribed routes

*Alberta Street*

- 3.1 No person shall cause any vehicle to enter or proceed into that part of Alberta Street which lies between its junction with Braganza Street and the south-western wall of No. 108/110 Alberta Street.
- 3.2 Nothing in Article 3.1 above shall apply to a pedal cycle.

*Braganza Street*

- 4.1 No person causing any vehicle to proceed in the part of Braganza Street, except pedal cycles using the contra-flow cycle lane, shall cause that vehicle to proceed in any direction other than north-west.
- 4.2 No person causing any vehicle to proceed in Braganza Street shall, upon reaching its junction with Alberta Street, cause that vehicle to enter into Alberta Street.
- 4.3 Nothing in Article 4.2 above shall apply to a pedal cycle.

Power to modify or suspend this Order

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

Dated this eighteenth day of June 2020



NICKY COSTIN  
Parking and Network Management Business Unit Manager  
Regulatory Services

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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 London Streetspace Programme – Walworth:-

- (i) prohibits vehicles, without exemption other than that of pedal-cycles, from entering or proceeding in that part of Alberta Street which lies between its junction with Braganza Street and the south-western wall of Nos. 108/110 Alberta Street;
- (ii) introduces a 'one-way' north-westbound operation in Braganza Street, working with a mandatory contraflow cycle lane, between its junction with Kennington Park Road and its junction with De Laune Street; and
- (iii) prohibits vehicles, without exemption other than that of pedal-cycles, from entering into Alberta Street from Braganza Street,

in the London Borough of Southwark.



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

# TRAFFIC MANAGEMENT ORDER

2020 No. 065

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The London Borough of Southwark (Prescribed routes) (Carter Street and Penrose Street)  
Experimental Traffic Order 2020

Made: 18 June 2020

Coming into force: 25 June 2020

Expires: 29 December 2021

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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) (Carter Street and Penrose Street) Experimental Traffic Order 2020, shall come into force on 25 June 2020 and will expire on 29 December 2021.

## Interpretation

- 2.1 In this Order:-

"bus", "local bus" and "pedal cycle" have the meanings given in the Traffic Signs Regulations and General Directions 2002<sup>b</sup>;

"bus gate" for the purposes of this Order is defined as the full carriageway in Carter Street which lies between the south-western kerb-line build-out of Penrose Street and a point 7.5 metres south-west of that kerb-line build-out;

causing includes permitting;

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

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

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

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

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

<sup>b</sup> S.I. 2002 No. 3113

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

### Prescribed routes

#### *Carter Street*

- 3.1 No person causing any motor vehicle to proceed in Carter Street shall, upon reaching the bus gate at the approach to its junction with Penrose Street, cause that motor vehicle to enter and proceed into the bus gate.
- 3.2 Nothing in Article 3.1 above shall apply to a bus, local bus or pedal cycle.

#### *Penrose Street*

- 4.1 No person causing any motor vehicle to proceed in Penrose Street shall, upon reaching the bus gate at its junction with Carter Street, cause that motor vehicle to enter and proceed into the bus gate.
- 4.2 Nothing in Article 4.1 above shall apply to a bus, local bus or pedal cycle.

### Exemptions

- 5.1 Nothing in Articles 3.1 or 4.1 above shall apply in relation to:-
- (a) anything done with the permission or at the direction of a police constable in uniform;
  - (b) any vehicle being used for ambulance, fire brigade or police purposes in an emergency;
  - (c) any 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 communications network (within the meaning of the Communications Act 2003<sup>d</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 of that street; or
  - (d) any person who causes any vehicle to proceed in accordance with any restriction or requirement indicated by traffic signs placed on the highway pursuant to section 66 or section 67 of the Road Traffic Regulation Act 1984.

### Power to modify or suspend this Order

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

Dated this eighteenth day of June 2020



NICKY COSTIN  
Parking and Network Management Business Unit Manager  
Regulatory Services

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

<sup>e</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 London Streetspace Programme – Walworth:-

- (i) introduces a bus gate in Carter Street at its junction with Penrose Street, in which only buses, local buses and pedal cycles are permitted to enter and proceed; and
- (ii) prohibits any motor vehicles, except buses, local buses and pedal cycles entering into Carter Street from Penrose Street,

in the London Borough of Southwark.



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

# TRAFFIC MANAGEMENT ORDER

2020 No. 066

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

Made: 18 June 2020

Coming into force: 25 June 2020

Expires: 29 December 2021

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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) (Chapter Road) Experimental Traffic Order 2020, shall come into force on 25 June 2020 and will expire on 29 December 2021.

## Interpretation

- 2.1 In this Order:-

causing includes permitting;

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

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

"pedal cycle" has the same meaning as in the Traffic Signs Regulations and General Directions 2002<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.

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

<sup>b</sup> S.I. 2002 No. 3113

Prescribed routes

*Chapter Road*

- 3.1 No person causing any vehicle to proceed in that part of Chapter Road which lies south-east of the north-western kerb-line of the north-westernmost north-east to south-west arm of Lorrimore Square shall, upon reaching that point, cause that vehicle to enter that part of Chapter Road which lies north-west of the north-western kerb-line of the north-westernmost north-east to south-west arm of Lorrimore Square.
- 3.2 No person causing any vehicle to proceed in that part of Chapter Road which lies north-west of the north-western kerb-line of the north-westernmost north-east to south-west arm of Lorrimore Square shall, upon reaching that point, cause that vehicle to enter that part of Chapter Road which lies south-east of the north-western kerb-line of the north-westernmost north-east to south-west arm of Lorrimore Square.
- 3.3 Nothing in Articles 3.1 and 3.2 above shall apply to a pedal cycle.

Power to modify or suspend this Order

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

Dated this eighteenth day of June 2020



NICKY COSTIN  
Parking and Network Management Business Unit Manager  
Regulatory Services

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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 London Streetspace Programme – Walworth, introduces a point road closure prohibiting the movement of all vehicles, without exemption other than that of pedal cycles, in Chapter Road (north-west of its junction with the north-westernmost north-east to south-west arm of Lorrimore Square) in the London Borough of Southwark.



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

# TRAFFIC MANAGEMENT ORDER

2020 No. 067

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

Made: 18 June 2020

Coming into force: 25 June 2020

Expires: 29 December 2021

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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) (Cooks Road) Experimental Traffic Order 2020, shall come into force on 25 June 2020 and will expire on 29 December 2021.

## Interpretation

- 2.1 In this Order:-

causing includes permitting;

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

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

"pedal cycle" has the same meaning as in the Traffic Signs Regulations and General Directions 2002<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.

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

<sup>b</sup> S.I. 2002 No. 3113

Prescribed routes

*Cooks Road (at its junction with Fleming Road/Otto Street)*

- 3.1 No person causing any vehicle to proceed in that part of Cooks Road which lies south-east of its junction with Fleming Road/Otto Street shall, upon reaching that point, cause that vehicle to enter that part of Cooks Road which lies north-west of its junction with Fleming Road/Otto Street.
- 3.2 No person causing any vehicle to proceed in that part of Cooks Road which lies north-west of its junction with Fleming Road/Otto Street shall, upon reaching that point, cause that vehicle to enter that part of Cooks Road which lies south-east of its junction with Fleming Road/Otto Street.
- 3.3 Nothing in Articles 3.1 and 3.2 above shall apply to a pedal cycle.

Power to modify or suspend this Order

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

Dated this eighteenth day of June 2020



NICKY COSTIN  
Parking and Network Management Business Unit Manager  
Regulatory Services

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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 London Streetspace Programme – Walworth, introduces a point road closure prohibiting the movement of all vehicles, without exemption other than that of pedal cycles, in Cooks Road (at its junction with Fleming Road/Otto Street) in the London Borough of Southwark.



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

# TRAFFIC MANAGEMENT ORDER

2020 No. 068

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The London Borough of Southwark (Prescribed routes) (Crampton Street)  
Experimental Traffic Order 2020

Made: 18 June 2020

Coming into force: 25 June 2020

Expires: 29 December 2021

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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) (Crampton Street) Experimental Traffic Order 2020, shall come into force on 25 June 2020 and will expire on 29 December 2021.

## Interpretation

- 2.1 In this Order:-

causing includes permitting;

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

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

"pedal cycle" has the same meaning as in the Traffic Signs Regulations and General Directions 2002<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.

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

<sup>b</sup> S.I. 2002 No. 3113

Prescribed routes

*Crampton Street*

- 3.1 No person causing any vehicle to proceed in that part of Crampton Street which lies south-east of the north-western wall of No. 188 Crampton Street shall, upon reaching that point, cause that vehicle to enter that part of Crampton Street which lies north-west of the north-western wall of No. 188 Crampton Street.
- 3.2 No person causing any vehicle to proceed in that part of Crampton Street which lies north-west of the north-western wall of No. 188 Crampton Street shall, upon reaching that point, cause that vehicle to enter that part of Crampton Street which lies south-east of the north-western wall of No. 188 Crampton Street.
- 3.3 Nothing in Articles 3.1 and 3.2 above shall apply to a pedal cycle.

Power to modify or suspend this Order

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

Dated this eighteenth day of June 2020



NICKY COSTIN  
Parking and Network Management Business Unit Manager  
Regulatory Services

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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 London Streetspace Programme – Walworth, introduces a point road closure prohibiting the movement of all vehicles, without exemption other than that of pedal-cycles, in Crampton Street in the London Borough of Southwark.



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

# TRAFFIC MANAGEMENT ORDER

2020 No. 069

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

Made: 18 June 2020

Coming into force: 25 June 2020

Expires: 29 December 2021

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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) (East Street area) Experimental Traffic Order 2020, shall come into force on 25 June 2020 and will expire on 29 December 2021.

## Interpretation

- 2.1 In this Order:-

causing includes permitting;

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

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

"pedal cycle" has the same meaning as in the Traffic Signs Regulations and General Directions 2002<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.

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

<sup>b</sup> S.I. 2002 No. 3113

Prescribed routes

*East Street*

- 3.1 No person causing any vehicle to proceed in East Street shall, upon reaching its junction with Blackwood Street, cause that vehicle to enter into Blackwood Street.
- 3.2 No person causing any vehicle to proceed in East Street shall, upon reaching its junction with Walworth Place, cause that vehicle to enter into Walworth Place.
- 3.3 Nothing in Articles 3.1 and 3.2 above shall apply to a pedal cycle.

*Blackwood Street*

- 4.1 No person shall cause any vehicle to enter or proceed into that part of Blackwood Street which lies between its junction with East Street and a point 1.5 metres north-west of the north-western kerb-line build-out of Bronti Close.
- 4.2 Nothing in Article 4.1 above shall apply to a pedal cycle.

*Walworth Place*

- 5.1 No person shall cause any vehicle to enter or proceed into that part of Walworth Place which lies between its junction with East Street and a point 4 metres north-west of the north-western kerb-line build-out of Bronti Close.
- 5.2 Nothing in Article 5.1 above shall apply to a pedal cycle.

Power to modify or suspend this Order

- 6.1 In pursuance of section 10(2) of the Road Traffic Regulation Act 1984, the Road Network and Parking Business Unit Manager (or such other officer of the council as holds the post of Traffic Manager as defined 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 eighteenth day of June 2020



NICKY COSTIN  
Parking and Network Management Business Unit Manager  
Regulatory Services

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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 London Streetspace Programme – Walworth:-

- (i) introduces road closures in Blackwood Street and in Walworth Place at their junctions with East Street, without exemption other than that of pedal cycles; and
- (ii) introduces 'no entry' into Blackwood Street and Walworth Place for all vehicles, without exemption other than that of pedal cycles, from East Street,

in the London Borough of Southwark.



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

# TRAFFIC MANAGEMENT ORDER

2020 No. 070

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The London Borough of Southwark (Prescribed routes) (Manor Place and Penton Place)  
Experimental Traffic Order 2020

Made: 18 June 2020

Coming into force: 25 June 2020

Expires: 29 December 2021

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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) (Manor Place and Penton Place) Experimental Traffic Order 2020, shall come into force on 25 June 2020 and will expire on 29 December 2021.

## Interpretation

- 2.1 In this Order:-

causing includes permitting;

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

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

"pedal cycle" has the same meaning as in the Traffic Signs Regulations and General Directions 2002<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.

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

<sup>b</sup> S.I. 2002 No. 3113

### Suspension or amendment of existing Orders

- 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 London Borough of Southwark (Prescribed routes) (Pedal cycle permeability) (No. 1) Traffic Order 2013<sup>c</sup> shall have effect as though Articles 7.1 and 7.2 of that Order were omitted.

### Prescribed routes

#### *Manor Place*

- 4.1 No person causing any vehicle to proceed in that part of Manor Place which lies north-east of the south-western kerb-line build-out of the south-easternmost north-west to south-east arm of Penton Place shall, upon reaching that point, cause that vehicle to enter that part of Manor Place which lies south-west of the south-western kerb-line build-out of the south-easternmost north-west to south-east arm of Penton Place.
- 4.2 No person causing any vehicle to proceed in that part of Manor Place which lies south-west of the south-western kerb-line build-out of the south-easternmost north-west to south-east arm of Penton Place shall, upon reaching that point, cause that vehicle to enter that part of Manor Place which lies north-east of the south-western kerb-line build-out of the south-easternmost north-west to south-east arm of Penton Place.
- 4.3 No person causing any vehicle to proceed in that part of Manor Place which lies north-east of a point 1.5 metres south-west of the common boundary of Nos. 177 and 179 Manor Place shall, upon reaching that point, cause that vehicle to enter that part of Manor Place which lies south-west of a point 1.5 metres south-west of the common boundary of Nos. 177 and 179 Manor Place.
- 4.4 No person causing any vehicle to proceed in that part of Manor Place which lies south-west of a point 1.5 metres south-west of the common boundary of Nos. 177 and 179 Manor Place shall, upon reaching that point, cause that vehicle to enter that part of Manor Place which lies north-east of a point 1.5 metres south-west of the common boundary of Nos. 177 and 179 Manor Place.
- 4.5 Nothing in Articles 4.1, 4.2, 4.3 and 4.4 above shall apply to a pedal cycle.

#### *Penton Place the north-westernmost north-west to south-east arm*

- 5.1 Every person causing any vehicle to proceed in a south-eastward direction in the north-westernmost north-west to south-east arm of Penton Place shall, upon reaching its junction with Manor Place, cause that vehicle to turn right into Manor Place.
- 5.2 Nothing in Article 5.1 above shall apply to a pedal cycle.

### Power to modify or suspend this Order

- 6.1 In pursuance of section 10(2) of the Road Traffic Regulation Act 1984, the Road Network and Parking Business Unit Manager (or such other officer of the council as holds the post of Traffic Manager as defined 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 eighteenth day of June 2020



NICKY COSTIN  
Parking and Network Management Business Unit Manager  
Regulatory Services

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<sup>c</sup> LBS 2013/020

<sup>d</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 London Streetspace Programme – Walworth:-

- (i) suspends any existing 'one-way' working in the entirety of Penton Place;
- (ii) introduces two point road closures prohibiting the movement of all vehicles, without exemption other than that of pedal cycles, in Manor Place; and
- (iii) introduces 'right turn only' into Manor Place for all vehicles, without exemption other than that of pedal cycles, travelling south-eastward in the north-westernmost north-west to south-east arm of Penton Place,

in the London Borough of Southwark.



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

# TRAFFIC MANAGEMENT ORDER

2020 No. 071

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The London Borough of Southwark (Prescribed routes) (Merrow Street)  
Experimental Traffic Order 2020

Made: 18 June 2020

Coming into force: 25 June 2020

Expires: 29 December 2021

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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) (Merrow Street) Experimental Traffic Order 2020, shall come into force on 25 June 2020 and will expire on 29 December 2021.

## Interpretation

- 2.1 In this Order:-

causing includes permitting;

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

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

"pedal cycle" has the same meaning as in the Traffic Signs Regulations and General Directions 2002<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.

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

<sup>b</sup> S.I. 2002 No. 3113

### Suspension or amendment of existing Orders

- 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 London Traffic (Prescribed Routes) (Southwark) Regulations, 1960<sup>c</sup> shall have effect as though items numbered 9, 10 and 11 of the Schedule to that Order, therein were omitted.

### Prescribed routes

#### *Merrow Street*

- 4.1 No person causing any vehicle to proceed in that part of Merrow Street which lies south-west of the south-western wall of No. 25 Merrow Street shall, upon reaching that point, cause that vehicle to enter that part of Merrow Street which lies north-east of the south-western wall of No. 25 Merrow Street.
- 4.2 No person causing any vehicle to proceed in that part of Merrow Street which lies north-east of the south-western wall of No. 25 Merrow Street shall, upon reaching that point, cause that vehicle to enter that part of Merrow Street which lies south-west of the south-western wall of No. 25 Merrow Street.
- 4.3 Nothing in Articles 3.1 and 3.2 above shall apply to a pedal cycle.

### Power to modify or suspend this Order

- 5.1 In pursuance of section 10(2) of the Road Traffic Regulation Act 1984, the Road Network and Parking Business Unit Manager (or such other officer of the council as holds the post of Traffic Manager as defined in section 17 of the Traffic Management Act 2004<sup>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 eighteenth day of June 2020



NICKY COSTIN  
Parking and Network Management Business Unit Manager  
Regulatory Services

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<sup>c</sup> SI 1960/062

<sup>d</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 London Streetspace Programme – Walworth:

- (i) suspends any existing 'one-way' working in the entirety of Merrow Street;
- (ii) introduces a point road closure prohibiting the movement of all vehicles, without exemption other than that of pedal cycles, in Merrow Street between its junction with Walworth Road and its junction with Queens Row,

in the London Borough of Southwark.



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

# TRAFFIC MANAGEMENT ORDER

2020 No. 072

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

Made: 18 June 2020

Coming into force: 25 June 2020

Expires: 29 December 2021

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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) (Walworth Road area) Experimental Traffic Order 2020, shall come into force on 25 June 2020 and will expire on 29 December 2021.

## Interpretation

- 2.1 In this Order:-

causing includes permitting;

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

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

"pedal cycle" has the same meaning as in the Traffic Signs Regulations and General Directions 2002<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.

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

<sup>b</sup> S.I. 2002 No. 3113

### Suspension or amendment of existing Orders

- 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 London Borough of Southwark (Prescribed Routes) (Various Streets) (No. 3) Traffic Order 2011<sup>c</sup> shall have effect as though Article 3.1 of that Order were omitted.

### Prescribed routes

#### *Walworth Road*

- 4.1 No person causing any vehicle to proceed in Walworth Road shall, upon reaching its junction with Browning Street, cause that vehicle to enter into Browning Street.
- 4.2 No person causing any vehicle to proceed in Walworth Road shall, upon reaching its junction with Larcom Street, cause that vehicle to enter into Larcom Street.
- 4.3 Nothing in Articles 4.1 and 4.2 above shall apply to a pedal cycle.

#### *Browning Street*

- 5.1 No person shall cause any vehicle to enter or proceed into that part of Browning Street which lies between its junction with Walworth Road and a point 15.5 metres south-east of the south-eastern kerb-line of Colworth Grove.
- 5.2 Nothing in Article 5.1 above shall apply to a pedal cycle.

#### *Larcom Street*

- 6.1 No person causing any vehicle to proceed in Larcom Street shall, upon reaching its junction with Walworth Road, cause that vehicle to enter into Walworth Road.
- 6.2 Nothing in Article 6.1 above shall apply to a pedal cycle.

### Power to modify or suspend this Order

- 7.1 In pursuance of section 10(2) of the Road Traffic Regulation Act 1984, the Road Network and Parking Business Unit Manager (or such other officer of the council as holds the post of Traffic Manager as defined in section 17 of the Traffic Management Act 2004<sup>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 eighteenth day of June 2020



NICKY COSTIN  
Parking and Network Management Business Unit Manager  
Regulatory Services

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<sup>c</sup> LBS 2011/088

<sup>d</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 London Streetspace Programme – Walworth:-

- (i) suspends the existing north-westbound 'one-way' working in the entirety of Larcom Street;
- (ii) introduces a road closure in Browning Street at its junction with Walworth Road, without exemption other than that of pedal cycles, and a point closure in Larcom Street at its junction with Walworth Road; and
- (ii) introduces 'no entry' into Browning Street and Larcom Street for all vehicles, without exemption other than that of pedal cycles, from Walworth Road,

in the London Borough of Southwark.



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

# TRAFFIC MANAGEMENT ORDER

2020 No. 073

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The London Borough of Southwark (Loading bays) (No. 3)  
Experimental Traffic Order 2020

Made: 18 June 2020

Coming into force: 25 June 2020

Expires: 29 December 2021

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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 (Loading bays) (Amendment No. 3) Experimental Traffic Order 2020, shall come into force on 25 June 2020, and expires on 29 December 2021.

## Interpretation

- 2.1 In this Order:-

"council" means the council of the London Borough of Southwark;

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

"the Order of 2016" means the London Borough of Southwark (Loading bays) (No. 1) Order 2016<sup>b</sup>, as amended.

- 2.2 Any reference in this Order to any enactment shall be construed as a reference to that enactment as amended, applied, consolidated, re-enacted by or as having effect by virtue of any subsequent enactment.
- 2.3 Unless the context otherwise requires, any expression used in this Order which is also used in the Order of 2016 shall have the same meaning as in that Order.

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

<sup>b</sup> LBS 2016/005

Amendment or variation of existing Orders

- 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 2016 shall have effect as though the item numbered 45 in Schedule 1 to that Order, was hereby suspended.

Power to modify or suspend this Order

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

Dated this eighteenth day of June 2020



NICKY COSTIN  
Parking and Network Management Business Unit Manager  
Regulatory Services

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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 suspends the use of an existing loading bay in Larcom Street so as to accommodate the trial road closures as implemented by the London Streetspace Programme – Walworth, in the London Borough of Southwark.





THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

# TRAFFIC MANAGEMENT ORDER

2020 No. 074

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The London Borough of Southwark (Waiting and loading restrictions) (Amendment No. 9)  
Experimental Traffic Order 2020

Made: 18 June 2020

Coming into force: 25 June 2020

Expires: 29 December 2021

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

## Citation, commencement and expiry

- 1.1 This Order may be cited as the London Borough of Southwark (Waiting and loading restrictions) (Amendment No. 9) Experimental Traffic Order 2020, shall come into force on 25 June 2020, and expires on 29 December 2021.

## Interpretation

- 2.1 In this Order:-

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

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

“the Order of 2015” means the London Borough of Southwark (Waiting and loading restrictions) Consolidation Order 2015<sup>b</sup> - as amended.

- 2.2 Any reference in this Order to any enactment shall be construed as a reference to that enactment as amended, applied, consolidated, re-enacted by or as having effect by virtue of any subsequent enactment.
- 2.3 Unless the context otherwise requires, any expression used in this Order which is also used in the Order of 2015 shall have the same meaning as in that Order.

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

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

Amendment or variation of existing Orders

- 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 2015 shall have effect as though for the items numbered 13, 122, 168, 567 and 665 in Schedule 1 to that Order there are substituted the items numbered X13, X122, X168, X567 and X665 and set out in columns 1, 2 and 3 of 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 Parking and Network Management Business Unit Manager (or such other officer of the council as holds the post of Traffic Manager as defined in section 17 of the Traffic Management Act 2004<sup>c</sup>) may, if it appears to that officer essential in the interests of the expeditious, convenient and safe movement of traffic, or of the provision of suitable and adequate parking facilities on the highway, or for preserving or improving the amenities of the area through which any road affected by this Order runs, modify or suspend any provision of this Order, save that no modification shall make an addition.

Dated this eighteenth day of June 2020



NICKY COSTIN  
Parking and Network Management Business Unit Manager  
Regulatory Services

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

SCHEDULE – WAITING RESTRICTIONS  
(SUBSTITUTION)

<i>Item No. (1)</i>	<i>Street (2)</i>	<i>Prescribed hours (3)</i>
X13.	ALBERTA STREET	
	1. the northernmost north-east to south-west arm	
	(a) the north-west side	
	(i) between the south-western kerb-line of Penton Place and a point 7 metres south-west of that kerb-line;	At any time
	(ii) between a point 7 metres south-west of the south-western kerb-line of Penton Place and a point 13 metres south-west of that kerb-line;	8.30 am to 6.30 pm Monday to Friday
	(iii) between a point 13 metres south-west of the south-western kerb-line of Penton Place and a point 16.5 metres north-east of the common boundary of Nos. 2 and 4 Alberta Street;	At any time
	(iv) between a point 16.5 metres north-east of the common boundary of Nos. 2 and 4 Alberta Street and a point 3 metres north-east of the north-eastern kerb-line of the vehicular access to Nos. 8-24 Alberta Street;	8.30 am to 6.30 pm Monday to Friday
	(v) between a point 3 metres north-east of the north-eastern kerb-line of the vehicular access to Nos. 8-24 Alberta Street and a point 5.5 metres south-west of that kerb-line;	At any time
	(vi) between a point 5.5 metres south-west of the north-eastern kerb-line of the vehicular access to Nos. 8-24 Alberta Street and a point 2.5 metres north-east of the north-eastern kerb-line of the vehicular access to Nos. 42 to 52 Alberta Street;	8.30 am to 6.30 pm Monday to Friday
	(vii) between a point 2.5 metres north-east of the north-eastern kerb-line of the vehicular access to Nos. 42 to 52 Alberta Street and a point 5.5 metres south-west of that kerb-line;	At any time
	(viii) between a point 5.5 metres south-west of the north-eastern kerb-line of the vehicular access to Nos. 42 to 52 Alberta Street and a point 6 metres north-east of the north-eastern kerb-line of the north-west to south-east arm of Alberta Street;	8.30 am to 6.30 pm Monday to Friday
	(ix) between the north-eastern kerb-line of the north-west to south-east arm of Alberta Street and a point 6 metres north-east of that kerb-line;	At any time
	(b) the south-east side	
	(i) between the south-western kerb-line of Penton Place and a point 5 metres south-west of that kerb-line;	At any time
	(ii) between a point 5 metres south-west of the south-	8.30 am to 6.30 pm

SCHEDULE – WAITING RESTRICTIONS  
(SUBSTITUTION)

<i>Item No. (1)</i>	<i>Street (2)</i>	<i>Prescribed hours (3)</i>
	western kerb-line of Penton Place and a point 5.5 metres north-east of the north-eastern kerb-line of the northernmost north-west to south-east arm of Ambergate Street;	Monday to Friday
	(ii) between a point 5.5 metres north-east of the north-eastern kerb-line of the northernmost north-west to south-east arm of Ambergate Street and the north-eastern kerb-line of the southernmost north-west to south-east arm of Ambergate Street;	At any time
	2. the north-west to south-east arm	
	(a) the north-east side	At any time
	(b) the south-west side	
	(i) between its junction with the southernmost north-west to south-east arm of Ambergate Street and the south-western wall of Nos. 93/95 Alberta Street;	8.30 am to 6.30 pm Monday to Friday
	(ii) between the south-western wall of Nos. 93/95 Alberta Street and the south-eastern kerb-line of the southernmost north-east to south-west arm of Alberta Street;	At any time
	3. the southernmost north-east to south-west arm	
	(a) the north-west side, between the north-eastern kerb-line of the north-west to south-east arm of Alberta Street and the south-western wall of Nos. 108/110 Alberta Street;	At any time
	(b) the south-east side, between the south-western kerb-line of the north-west to south-east arm of Alberta Street and a point opposite the south-western wall of Nos. 108/110 Alberta Street;	At any time
	(c) on both sides, between the south-western wall of Nos. 108/110 Alberta Street and a point 8.5 metres north-east of the north-eastern kerb-line of Braganza Street;	8.30 am to 6.30 pm Monday to Friday
	(d) on both sides, between the north-eastern kerb-line of Braganza Street and a point 8.5 metres north-east of that kerb-line.	At any time
X122.	BRAGANZA STREET	
	(a) the north-east side	
	(i) between a point 25.5 metres south-east of the south-eastern kerb-line of Kennington Park Road and the common boundary of Nos. 1 and 3 Braganza Street;	At any time
	(ii) between a point 8.5 metres south-east of the common	8.30 am to 6.30 pm

SCHEDULE – WAITING RESTRICTIONS  
(SUBSTITUTION)

<i>Item No. (1)</i>	<i>Street (2)</i>	<i>Prescribed hours (3)</i>
	boundary of Nos. 1 and 3 Braganza Street and a point 6 meters north-west of the common boundary of Nos. 7 and 9 Braganza Street;	Monday to Friday
(iii)	between the common boundary of Nos. 7 and 9 Braganza Street and a point 1.5 metres north-west of the north-western boundary wall of No. 43 Braganza Street;	8.30 am to 6.30 pm Monday to Friday
(iv)	between a point 1.5 metres north-west of the north-western boundary wall of No. 43 Braganza Street and a point 12 metres south-east of the south-eastern wall of No. 73 Braganza Street;	At any time
(v)	between a point 12 metres south-east of the south-eastern wall of No. 73 Braganza Street and its junction with Manor Place;	8.30 am to 6.30 pm Monday to Friday
(b)	the south-west side	
(i)	between a point 25.5 metres south-east of the south-eastern kerb-line of Kennington Park Road and a point 5 metres south-east of the south-eastern kerb-line of De Laune Street;	At any time
(ii)	between a point 5 metres south-east of the south-eastern kerb-line of De Laune Street and a point 20 metres south-east of the south-eastern kerb-line build-out of Doddington Grove;	8.30 am to 6.30 pm Monday to Friday
(iii)	between a point 20 metres south-east of the south-eastern kerb-line build-out of Doddington Grove and the north-western kerb-line build-out of Chapter Road.	At any time
X168.	CARTER STREET	
(a)	the north-west side	
(i)	between the north-eastern kerb-line of Chapter Road and the common boundary of Nos. 112 and 114 Carter Street;	At any time
(ii)	between the common boundary of Nos. 112 and 114 Carter Street and a point 29 metres north-east of the common boundary of Nos. 64 and 66 Carter Street;	8.30 am to 6.30 pm Monday to Friday
(iii)	between the south-western kerb-line build-out of Penrose Street and a point 21 metres south-west of that kerb-line build-out;	At any time
(b)	the south-east side	
(i)	between the north-eastern kerb-line of Chapter Road and a point 4 metres north-east of that kerb-line;	At any time

SCHEDULE – WAITING RESTRICTIONS  
(SUBSTITUTION)

<i>Item No. (1)</i>	<i>Street (2)</i>	<i>Prescribed hours (3)</i>
	(ii) between a point 4 metres north-east of the north-eastern kerb-line of Chapter Road and a point 10 metres south-west of the south-western kerb-line of Penrose Street;	8.30 am to 6.30 pm Monday to Friday
	(iii) between the south-western kerb-line build-out of Penrose Street and a point 20 metres south-west of that kerb-line build-out.	At any time
X567.	LARCOM STREET	
	(a) the north-west, south-west and north-east side	
	(i) between the north-eastern kerb-line of Walworth Road and a point 10 metres north-east of that kerb-line ;	At any time
	(ii) between a point 34 metres north-east of the north-eastern kerb-line of Walworth Road and a point 20.5 metres south-west of the south-western kerb-line of Ethel Street;	At any time
	(iii) between a point 4.5 metres south-west of the south-western kerb-line of Ethel Street and a point 5 metres north-east of the north-eastern kerb-line of Ethel Street;	At any time
	(iv) between a point 1.5 metres north-east of the common boundary of Nos. 17 and 19 Larcom Street to a point 14 metres south-east of the common boundary of Nos. 19 and 21 Larcom Street;	At any time
	(v) between a point 10 metres south-east of the north-western wall of No. 75d Larcom Street and a point 1 metre south-west of the common boundary of Nos. 75d and 77 Larcom Street;	At any time
	(vi) between a point 5.5 metres south-west of the south-western kerb-line of Brandon Street and the north-eastern kerb-line of Content Street;	At any time
	(b) the south-east, north-east and south-west side	
	(i) between the north-eastern kerb-line of Walworth Road and a point 1 metre south-west of the common boundary of Nos. 10 and 12 Larcom Street;	At any time
	(ii) between a point 9 metres north-east of the north-eastern wall of St. John's Walworth C of E Primary School to a point 17 metres south-east of the north-western boundary of No. 18 Larcom Street;	At any time
	(iii) between a point 2 metres south-east of the north-western boundary of No. 18 Larcom Street and a point 5 metres south-west of the common boundary of Nos.	At any time

SCHEDULE – WAITING RESTRICTIONS  
(SUBSTITUTION)

<i>Item No. (1)</i>	<i>Street (2)</i>	<i>Prescribed hours (3)</i>
	18 and 20 Larcom Street;	
	(iv) between the common boundary of Nos. 56 and 58 Larcom Street and a point 1.5 metres south-east of the north-western wall of No. 58 Larcom Street;	At any time
	(v) between a point 6.5 metres south-west of the south-western kerb-line of Brandon Street and a point 6 metres north-east of the north-eastern kerb-line of Brandon Street;	At any time
	(vi) between the south-western kerb-line of Content Street and a point 5.5 metres south-west of that kerb-line;	At any time
	(c) so much else as does not lie within those lengths of street specified in sub-paragraphs (a) and (b) above.	8.30 am to 6.30 pm Monday to Friday
X665.	MERROW STREET	
	(a) the north-west side	
	(i) between the eastern kerb-line of Walworth Road and the north-eastern wall of the electricity sub-station, Merrow Street;	At any time
	(ii) between the north-eastern wall of the telephone exchange, Merrow Street and the south-western wall of No. 25 Merrow Street;	At any time
	(iii) between a point 5 metres south-west of the south-western kerb-line of Lytham Street and a point 4 metres north-east of the north-eastern kerb-line of Lytham Street;	At any time
	(iv) between a point 8.5 metres south-west of the south-western kerb-line build-out of Portland Street and a point 8 metres north-east of the north-eastern kerb-line of Portland Street;	At any time
	(v) between a point 5 metres south-west of the south-western kerb-line of Villa Street and a point 11 metres north-east of the north-eastern kerb-line of Villa Street;	At any time
	(vi) between a point 5 metres south-west of the south-western kerb-line of Brettell Street and a point 4 metres north-east of the north-eastern kerb-line of Brettell Street;	At any time
	(vii) between a point 8 metres north-east of the north-eastern wall of Nos. 201/203 Merrow Street and a point 16 metres north-east of that wall;	At any time
	(viii) between a point 8 metres north-east of the north-eastern wall of Nos. 201/203 Merrow Street and a	At any time

SCHEDULE – WAITING RESTRICTIONS  
(SUBSTITUTION)

<i>Item No.</i> (1)	<i>Street</i> (2)	<i>Prescribed hours</i> (3)
	point 16 metres north-east of that wall;	
(b)	the south-east side	
(i)	between the eastern kerb-line of Walworth Road and a point 9.5 metres south-west of the north-eastern wall of Nos. 1-15 Clarence House, Merrow Street;	At any time
(ii)	between a point 17 metres south-west of the south-western kerb-line of Queen's Row and a point 5 metres north-east of the north-eastern kerb-line of Lytham Street;	At any time
(iii)	between a point 8 metres south-west of the south-western kerb-line build-out of Portland Street and a point 8 metres north-east of the north-eastern kerb-line of Portland Street;	At any time
(iv)	between a point 6 metres south-west of the south-western kerb-line of Villa Street and a point 5 metres north-east of the north-eastern kerb-line of Villa Street;	At any time
(v)	between a point 8.5 metres north-east of the north-eastern wall of Nos. 296/298 Merrow Street and a point 16.5 metres north-east of that wall;	At any time
(c)	so much else as does not lie within those lengths of street specified in sub-paragraphs (a) and (b) above.	8.30 am to 6.30 pm Monday to Friday



## EXPLANATORY NOTE

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

This Order, by way of an experiment, amends existing waiting restrictions in Alberta Street, Braganza Street, Carter Street, Larcom Street and Merrow Street so as to accommodate the trial road closures and prescribed routes as implemented by the London Streetspace Programme – Walworth, in the London Borough of Southwark.