

Public notice

London Streetspace Programme – Southwark Bridge Road area

The London Borough of Southwark (Cycle lanes) (No. 2) Experimental Traffic Order 2020

The London Borough of Southwark (Parking places) (CPZ 'C1') (No. 2) Experimental Traffic Order 2020

The London Borough of Southwark (Prescribed Routes) (Southwark Bridge Road area) Experimental Traffic Order 2020

The London Borough of Southwark (Bus priority) (Southwark Bridge Road) Experimental Traffic Order 2020

The London Borough of Southwark (Waiting and loading restrictions) (Amendment No. 10) Experimental Traffic Order 2020

1. Southwark Council hereby GIVES NOTICE that on 16 July 2020 it has made the above experimental orders under sections 9 and 10 of the Road Traffic Regulation Act 1984¹.

2. The effects of the experimental orders are to introduce prescribed routes/turns which will be physically enforced with traffic signs and any necessary changes to existing highway restrictions to accommodate the segregation of CS7 cycle route in the Southwark Bridge Road area:

(a) AMERICA STREET (i) introduces 'one-way' north-eastbound operation in the full length of America Street, working with partially segregated mandatory south-westbound contra-flow cycle lanes located on the south-eastern side, (ii) relocates an existing permit holders' parking place in Controlled Parking Zone 'C1' to the north-western side of America Street;

(b) BELVEDERE BUILDINGS (i) suspends an existing 'one-way' south-eastward operation in part of Belvedere Buildings (between its junctions with King James Street and Southwark Bridge Road) and introduces the prohibition of motorised vehicles except pedal cycles, in that part of Belvedere Buildings, (ii) re-defines and consolidates an existing 'one-way' north-westbound operation in part of Belvedere Buildings to include the exception of pedal cycles, and (iii) reinforces the north-westbound 'one-way' working (between King James Street and Webber Street) with 'left turn' only for all vehicles except pedal cycles in King James Street (at its junction with Belvedere Buildings), and 'no entry' from Webber Street into Belvedere Buildings for vehicles, except pedal cycles;

(c) DOYCE STREET suspends an existing 'one-way' north-westbound operation and introduces the prohibition of motorised vehicles except pedal cycles in the full length of Doyce Street;

(d) GREAT GUILDFORD STREET introduces partially segregated north-west and north-eastbound mandatory contra-flow cycle lanes between its junctions with Southwark Bridge Road and Copperfield Street on the south-west, west and north-west side;

(e) LANT STREET introduces a south-eastbound advisory contra-flow cycle lane between its junctions with Southwark Bridge Road and Sudrey Street on the north-east side;

(f) SAWYER STREET introduces partially segregated north-westbound mandatory contra-flow cycle lanes between its junctions with Southwark Bridge Road and Sturge Street on the south-west side;

(g) SOUTHWARK BRIDGE ROAD the east side between Southwark Bridge and its junction with Thrale Street, operating hours of an existing southbound bus priority lane are extended to 'at any time';

(h) SOUTHWARK BRIDGE ROAD the west side between its junctions with Southwark Street and Sumner Street, suspends the use of an existing 'pay' bus parking place in Controlled Parking Zone 'C1';

(i) SOUTHWARK BRIDGE ROAD 'no entry' points prohibit vehicles (i) other than pedal-cycles from entering into Lant Street and (ii) other than pedal-cycles using a contra-flow cycle lane, from entering into America Street, Great Guildford Street and Sawyer Street from Southwark Bridge Road;

(j) SOUTHWARK BRIDGE ROAD the reinforcement of no access for vehicles except pedal cycles from Southwark Bridge Road: (i) 'no left turn' into America Street northbound, (ii) 'no left turn' into Doyce Street north-eastbound, (iii) 'no left turn' north-eastbound and 'no right turn' south-westbound into Great Guildford Street, (iv) 'no right turn' north-eastbound and 'no left turn' south-westbound into Lant Street, and (v) 'no left turn' north-eastbound and 'no right turn' south-westbound into Sawyer Street;

(k) SOUTHWARK BRIDGE ROAD (i) consolidation of all existing cycles lanes, and (ii) amendment of existing cycle lanes on both sides between its junctions with Borough Road and Sumner Road to accommodate the addition of temporary kerbing providing segregation to sections of the CS7 cycle route; and

(l) to add new lengths and amend existing 'at any time' waiting restrictions (double yellow lines) to accommodate the above changes in (i) AMERICA STREET, COLLINSON STREET, SCOVELL ROAD (at their junctions with Southwark Bridge Road) and SOUTHWARK BRIDGE ROAD (between its junctions with Borough Road and Sumner Street).

3. For more information on the background and implementation of these experimental orders please contact Rebecca Barkham of the council's Highways, Transport Projects team Highways@southwark.gov.uk

4. Copies of the orders, which will come into force on 23 July 2020 (and expire on 28 January 2022), this notice, plans and a statement of the council's reasons for making the orders may be found online at www.southwark.gov.uk/trafficorders. Paper copies may be obtained from or viewed at Highways, Environment and Leisure, 3rd floor hub 2, 160 Tooley Street, London SE1 2QH by appointment only - for details contact 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 or to: Traffic Order consultations, Highways, Southwark Council, Environment and Leisure, P.O. Box 64529, London SE1P 5LX; or use the form labelled '*Parking - Road traffic and highway schemes - responding to statutory consultation notices*' at www.southwark.gov.uk/statutoryconsultationnotices quoting reference '*TMO2021-EXP04_LSP Southwark Bridge Road area*'. 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 16 July 2020

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

¹ [1984 c.27](#)

Statement of reasons

London Streetspace Programme – Southwark Bridge Road area

The London Borough of Southwark (Cycle lanes) (No. 2) Experimental Traffic Order 2020

The London Borough of Southwark (Parking places) (CPZ 'C1') (No. 2) Experimental Traffic Order 2020

The London Borough of Southwark (Prescribed Routes) (Southwark Bridge Road area) Experimental Traffic Order 2020

The London Borough of Southwark (Bus priority) (Southwark Bridge Road) Experimental Traffic Order 2020

The London Borough of Southwark (Waiting and loading restrictions) (Amendment No. 10) Experimental Traffic Order 2020

The decision has been made to introduce prescribed routes or turns which will be physically enforced with traffic signs, and any necessary changes to existing highway restrictions to accommodate the addition of temporary kerbing providing segregation to sections of the CS7 cycle route in the Southwark Bridge Road area (within the Borough & Bankside ward), 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.

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).

Street	Description
AMERICA STREET	(i) introduces 'one-way' north-eastbound operation in the full length of America Street, working with partially segregated mandatory south-westbound contra-flow cycle lanes located on the south-eastern side, (ii) relocates an existing permit holders' parking place in Controlled Parking Zone 'C1' to the north-western side of America Street (iii) DYLs amended to accommodate the relocation of parking.
BELVEDERE BUILDINGS	(i) suspends an existing 'one-way' south-eastward operation in part of Belvedere Buildings (between its junctions with King James Street and Southwark Bridge Road) and introduces the prohibition of motorised vehicles except pedal cycles, in that part of Belvedere Buildings, (ii) re-defines and consolidates an existing 'one-way' north-westbound operation in part of Belvedere Buildings to include the exception of pedal cycles, and (iii) reinforces the north-westbound 'one-way' working (between King James Street and Webber Street) with 'left turn' only for all vehicles except pedal cycles in King James Street (at its junction with Belvedere Buildings), and 'no entry' from Webber Street into Belvedere Buildings for vehicles, except pedal cycles.
DOYCE STREET	suspends an existing 'one-way' north-westbound operation and introduces the prohibition of motorised vehicles except pedal cycles in the full length of Doyce Street.
COLLINSON STREET	DYLs added on both sides at junction with Southwark Bridge Road.
GREAT GUILDFORD STREET	introduces partially segregated north-west and north-eastbound mandatory contra-flow cycle lanes between its junctions with Southwark Bridge Road and Copperfield Street on the south-west, west and north-west side.

Street	Description
LANT STREET	introduces a south-eastbound advisory contra-flow cycle lane between its junctions with Southwark Bridge Road and Sudrey Street on the north-east side.
SAWYER STREET	introduces partially segregated north-westbound mandatory contra-flow cycle lanes between its junctions with Southwark Bridge Road and Sturge Street on the south-west side.
SCOVELL ROAD	DYLs added on the north-east side at junction with Southwark Bridge Road.
SOUTHWARK BRIDGE ROAD	<p>(a) the west side between its junctions with Southwark Street and Sumner Street, suspends the use of an existing 'pay' bus parking place in Controlled Parking Zone 'C1';</p> <p>(b) 'no entry' points prohibit vehicles (i) other than pedal-cycles from entering into Lant Street and (ii) other than pedal-cycles using a contra-flow cycle lane, from entering into America Street, Great Guildford Street and Sawyer Street from Southwark Bridge Road;</p> <p>(c) the reinforcement of no access for vehicles except pedal cycles from Southwark Bridge Road: (i) 'no left turn' into America Street northbound, (ii) 'no left turn' into Doyce Street north-eastbound, (iii) 'no left turn' north-eastbound and 'no right turn' south-westbound into Great Guildford Street, (iv) 'no right turn' north-eastbound and 'no left turn' south-westbound into Lant Street, and (v) 'no left turn' north-eastbound and 'no right turn' south-westbound into Sawyer Street;</p> <p>(d) (i) consolidation of all existing cycles lanes, and (ii) amendment of existing cycle lanes on both sides between its junctions with Borough Road and Sumner Road to accommodate the addition of temporary kerbing providing segregation to sections of the CS7 cycle route; and</p> <p>(e) DYLs amended between its junctions with Borough Road and Sumner Street.</p>

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 restrictions should be made permanent.

Link to the decision details:

<http://moderngov.southwark.gov.uk/mglIssueHistoryHome.aspx?IId=50023147&Opt=0>

Dated 16 July 2020

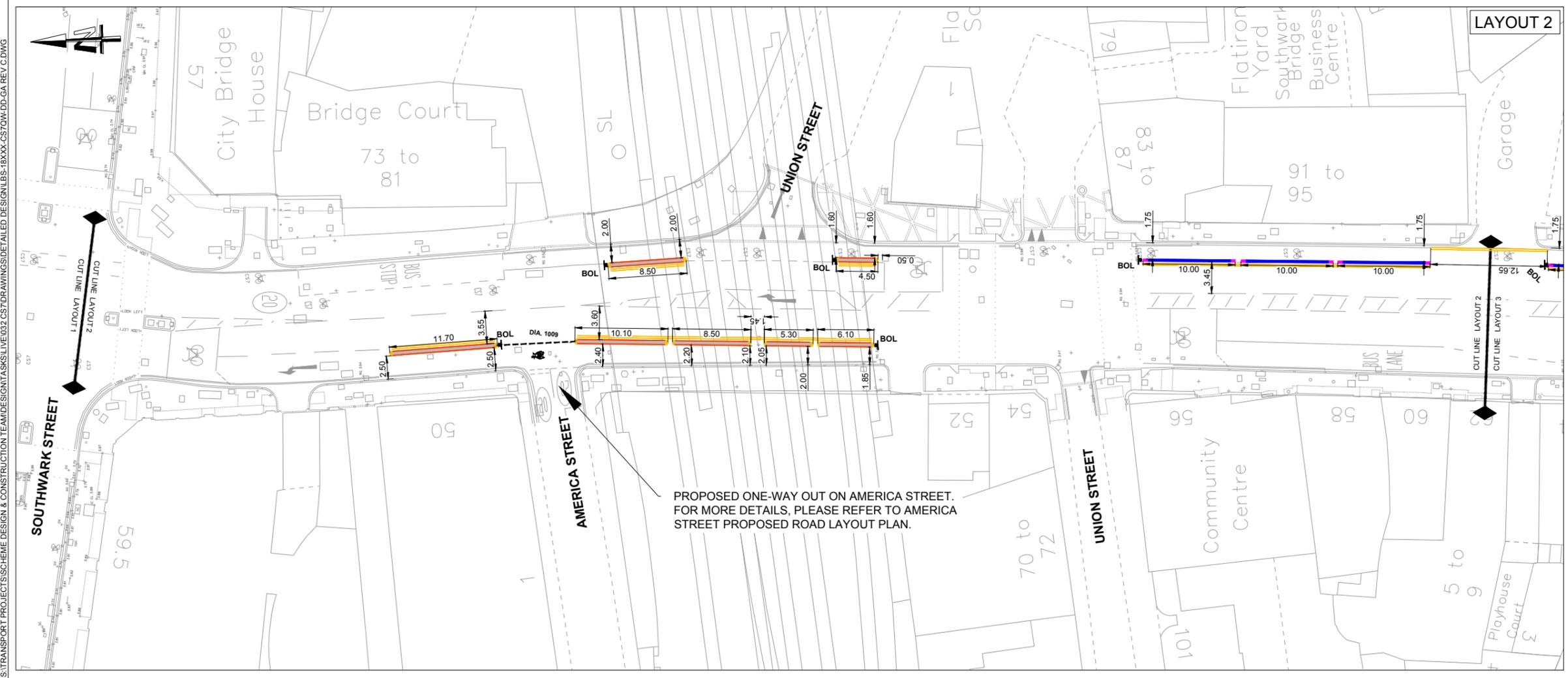
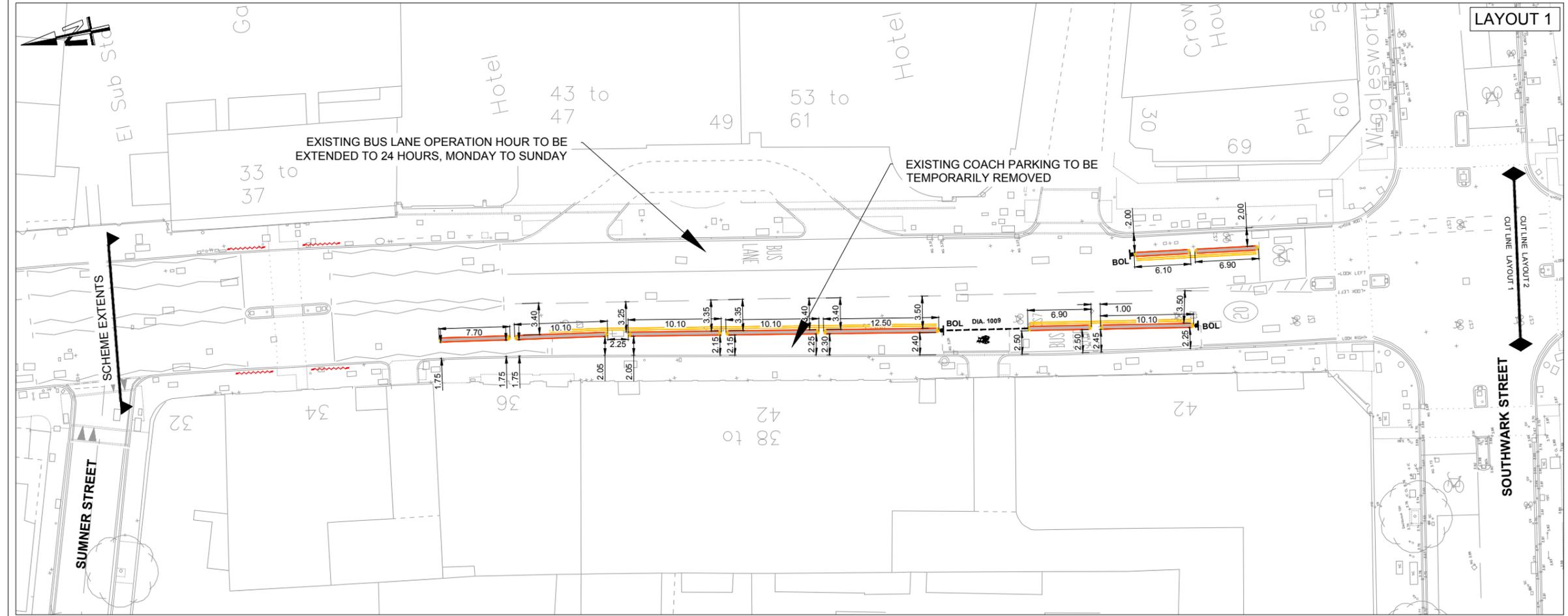
For more information contact:-

Rebecca Barkham

Transport Projects

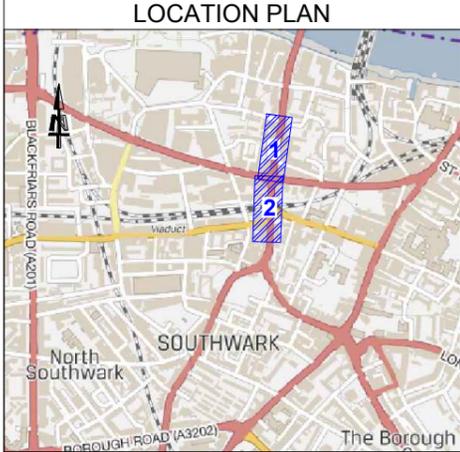
Highways

Highways@southwark.gov.uk



- ### NOTES
- ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED. DO NOT SCALE FROM THIS DRAWING.
 - ALL ITEMS SHOWN IN GREY ARE EXISTING
 - THE INFORMATION SHOWN ON THIS DRAWING IS BASED ON A TOPOGRAPHICAL SURVEY BY 'PREMIER SURVEYS' ON SEPTEMBER 2019.
 - THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER DRAWINGS FOR JOB REF 18225.
 - THE DISTANCE BETWEEN EACH LIGHT SEGREGATION SHALL HAVE 0.5m SPACING UNLESS OTHERWISE STATED.
 - ALL ROAD MARKINGS AND SIGNS TO BE INSTALLED AS PER TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS 2016 (TSRGD 2016)

- ### KEY
- PROPOSED BOMAX SCAN KERB TYPE MS9
 - PROPOSED BOMAX SCAN KERB TYPE MS1
 - PROPOSED 250mm RADIUS QUADRANTS
 - PROPOSED BOMAX SCAN KERB TYPE B1
 - PROPOSED ST4 CONCRETE ISLAND INFILL
 - PROPOSED 130mm Ø, 1000mm HEIGHT OF CYLINDER DELINEATOR
 - PROPOSED WHITE ROAD MARKINGS
 - PROPOSED YELLOW ROAD MARKINGS
 - BOL PROPOSED FLAT BLADE HAZARD MAKER WITH DIA 610 KEEP RIGHT SIGN FACE
 - EXISTING ROAD MARKINGS TO BE REMOVED
 - EXISTING GUARDRAIL TO BE REMOVED



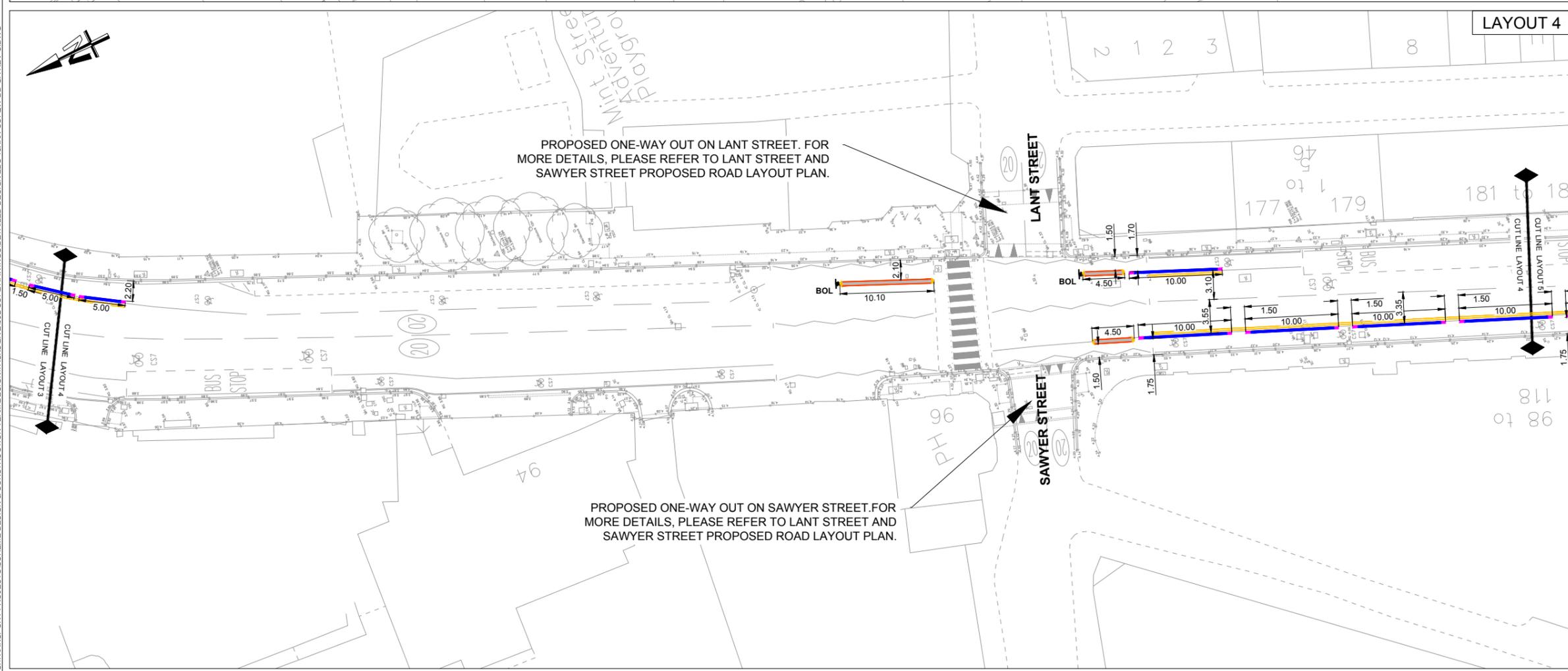
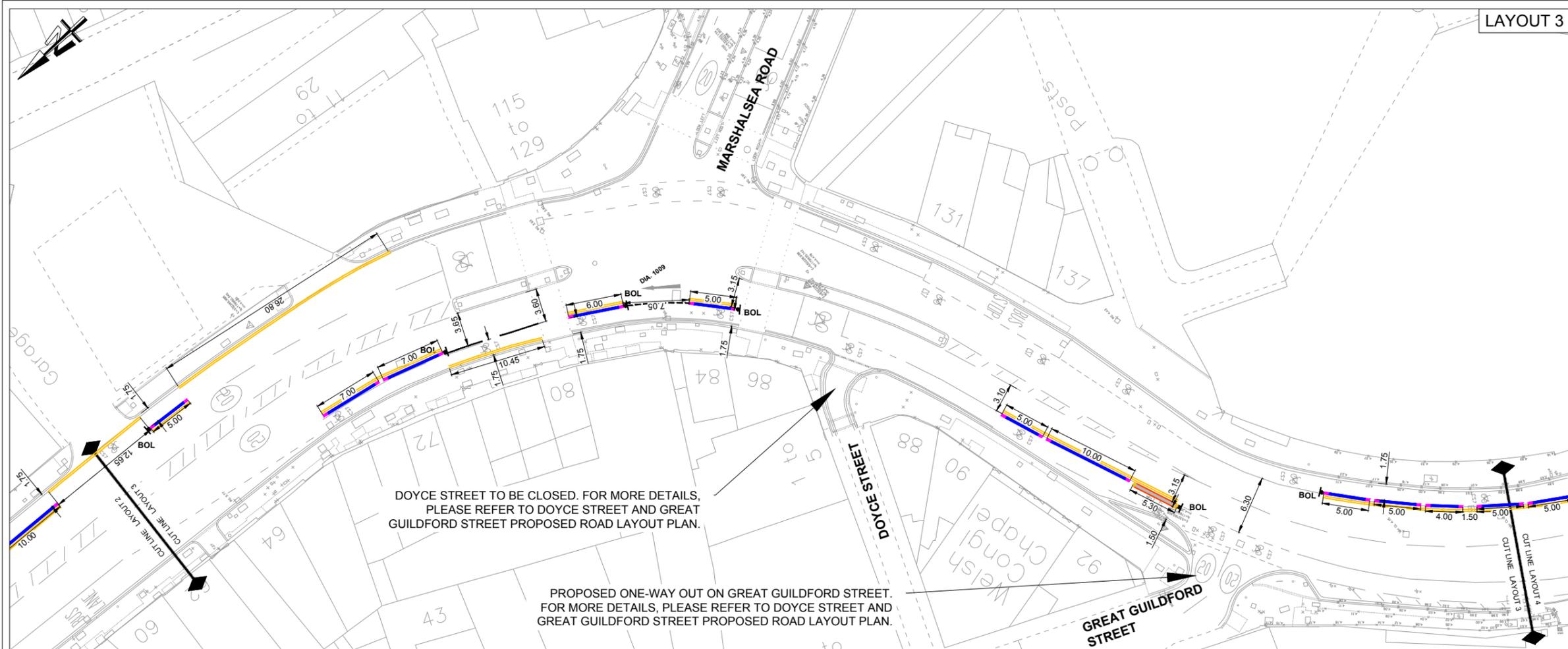
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C	09/07/2020	CHANGE OF SCHEME EXTENTS	KC	SY	RB
B	06/07/2020	COMMENTS FROM SAFETY REVIEW	KC	SY	RB
A	30/06/2020	COMMENTS FROM TIL SPONSOR'S REVIEW	KC	KC	SY



PROJECT: CS7 IMPROVEMENT SCHEME
SOUTHWARK BRIDGE ROAD
QUICK-WIN SOLUTION
SUMNER STREET TO BOROUGH ROAD SECTION

TITLE: GENERAL ARRANGEMENT
SHEET 1 OF 3

STATUS: DETAILED DESIGN	DRAWN: KC	DESIGNED: KC
SCALE: 1:500 @ A3	CHECKED: RB	APPROVED: RB
DRAWING NO: LBS-18XXX-CS7QW-DD-GA-001	REV: C	
DATE DRAWN: 01 JUNE 2020	DATE ISSUED: 19 JUNE 2020	



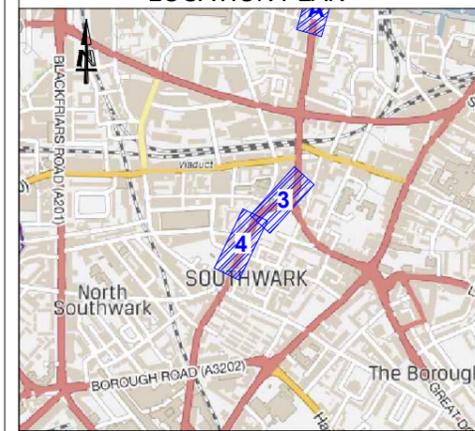
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KEY

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- BOL** PROPOSED FLAT BLADE HAZARD MAKER WITH DIA 610 KEEP RIGHT SIGN FACE
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LOCATION PLAN



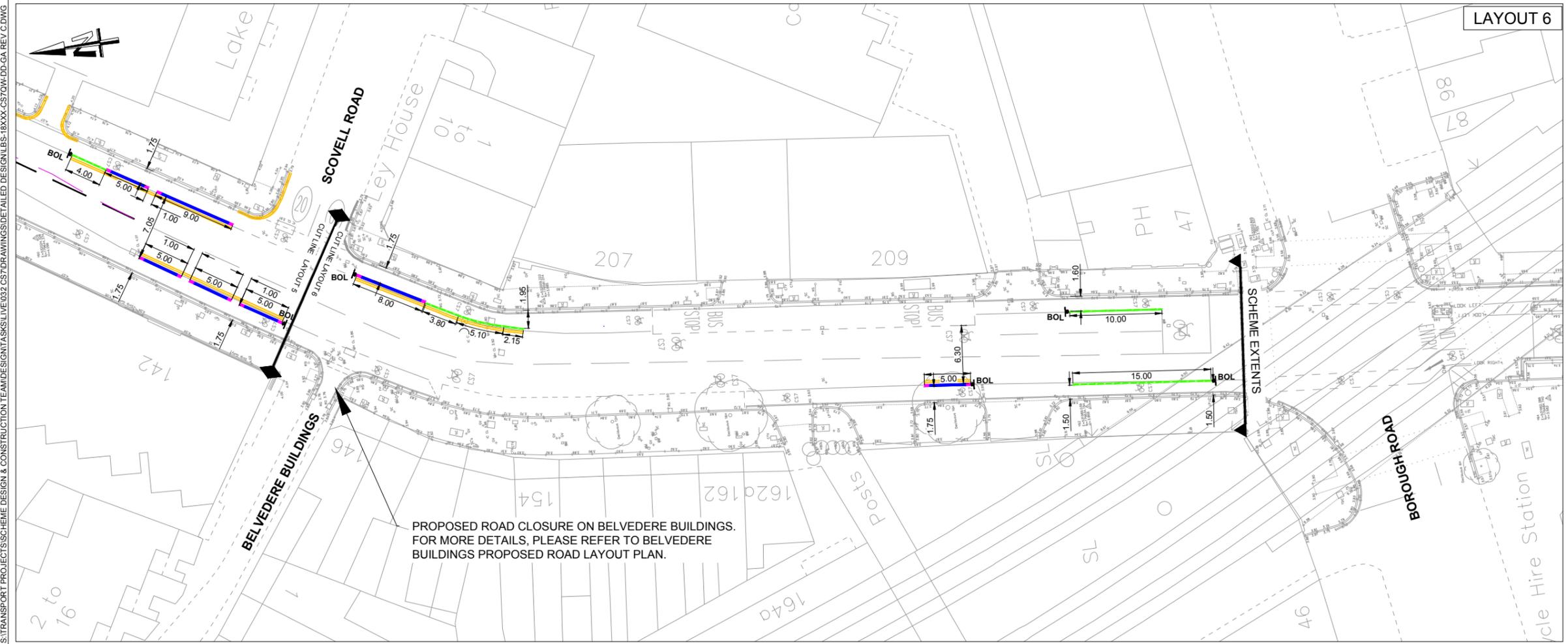
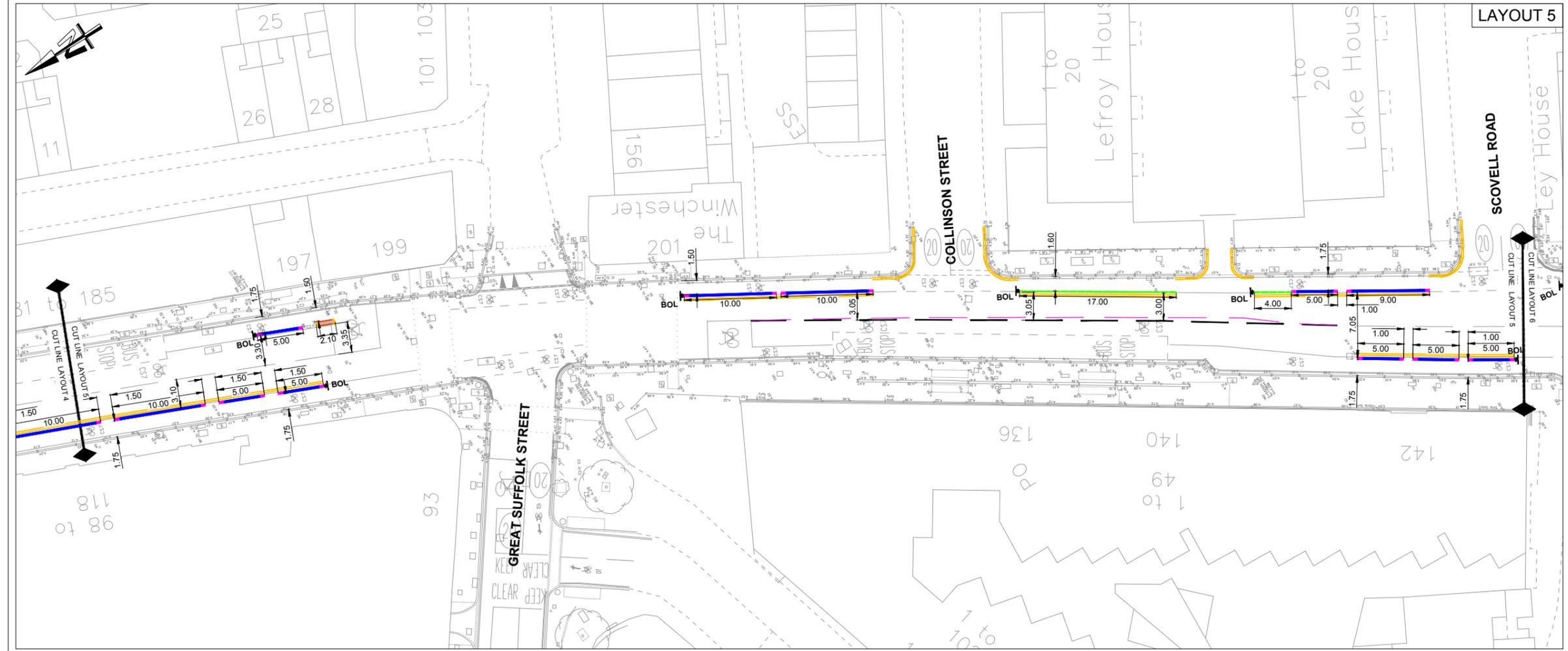
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B	06/07/2020	COMMENTS FROM SAFETY REVIEW	KC	SY	RB
A	30/06/2020	COMMENTS FROM TIL SPONSOR'S REVIEW	KC	KC	SY



PROJECT: CS7 IMPROVEMENT SCHEME
SOUTHWARK BRIDGE ROAD
QUICK-WIN SOLUTION
SUMNER STREET TO BOROUGH ROAD SECTION

TITLE: GENERAL ARRANGEMENT
SHEET 2 OF 3

STATUS: DETAILED DESIGN	DRAWN: KC	DESIGNED: KC
SCALE: 1:500 @ A3	CHECKED: RB	APPROVED: RB
DRAWING NO: LBS-18XXX-CS7QW-DD-GA-002	REV: C	
DATE DRAWN: 01 JUNE 2020	DATE ISSUED: 19 JUNE 2020	



PROPOSED ROAD CLOSURE ON BELVEDERE BUILDINGS.
FOR MORE DETAILS, PLEASE REFER TO BELVEDERE
BUILDINGS PROPOSED ROAD LAYOUT PLAN.

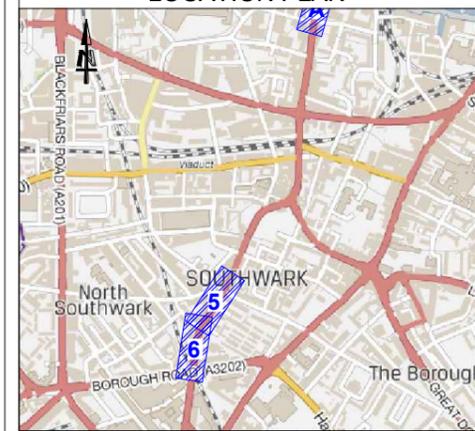
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KEY

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- PROPOSED BOMAX SCAN KERB TYPE MS1
- PROPOSED 250mm RADIUS QUADRANTS
- PROPOSED BOMAX SCAN KERB TYPE B1
- PROPOSED ST4 CONCRETE ISLAND INFILL
- PROPOSED 130mm Ø, 1000mm HEIGHT OF CYLINDER DELINEATOR
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- PROPOSED YELLOW ROAD MARKINGS
- PROPOSED FLAT BLADE HAZARD MAKER WITH DIA 610 KEEP RIGHT SIGN FACE
- EXISTING ROAD MARKINGS TO BE REMOVED
- EXISTING GUARDRAIL TO BE REMOVED

LOCATION PLAN



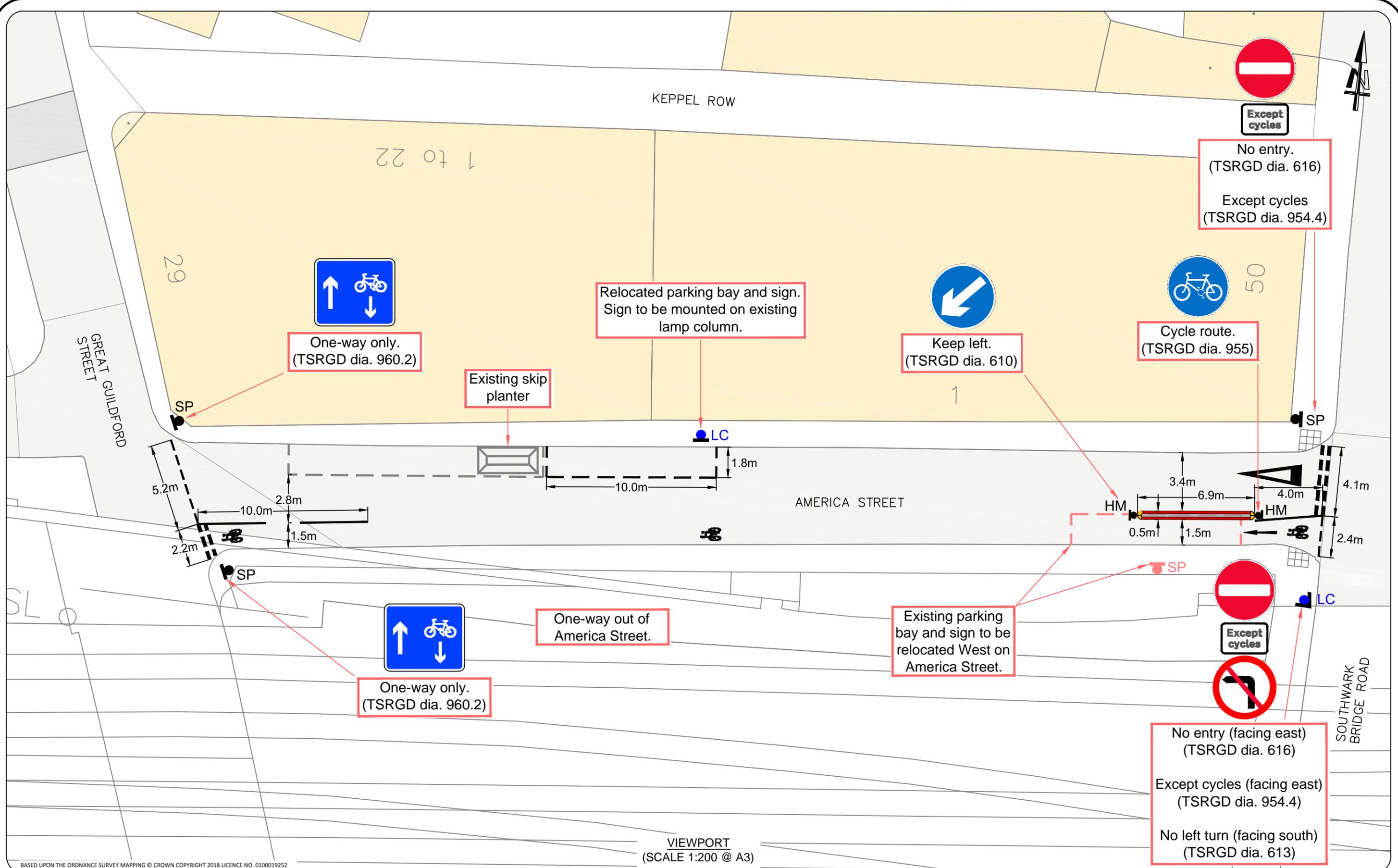
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B	06/07/2020	COMMENTS FROM SAFETY REVIEW	KC	SY	RB
A	30/06/2020	COMMENTS FROM TIL SPONSOR'S REVIEW	KC	KC	SY



PROJECT: CS7 IMPROVEMENT SCHEME
SOUTHWARK BRIDGE ROAD
QUICK-WIN SOLUTION
SUMMER STREET TO BOROUGH ROAD SECTION

TITLE: GENERAL ARRANGEMENT
SHEET 3 OF 3

STATUS: DETAILED DESIGN	DRAWN: KC	DESIGNED: KC
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DRAWING NO: LBS-18XXX-CS7QW-DD-GA-003	REV: C	
DATE DRAWN: 01 JUNE 2020	DATE ISSUED: 19 JUNE 2020	



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

KEY

- Proposed road marking
- Existing road marking
- Existing road marking to be removed
- Existing tactile paving
- Proposed sign on new post
- Existing sign on post to be removed
- Proposed sign to be mounted on existing lamp column
- Proposed 250mm radius quadrant
- Proposed ST4 concrete island infill
- Proposed Bomax scan kerb type B1
- Proposed sign on flat blade hazard marker

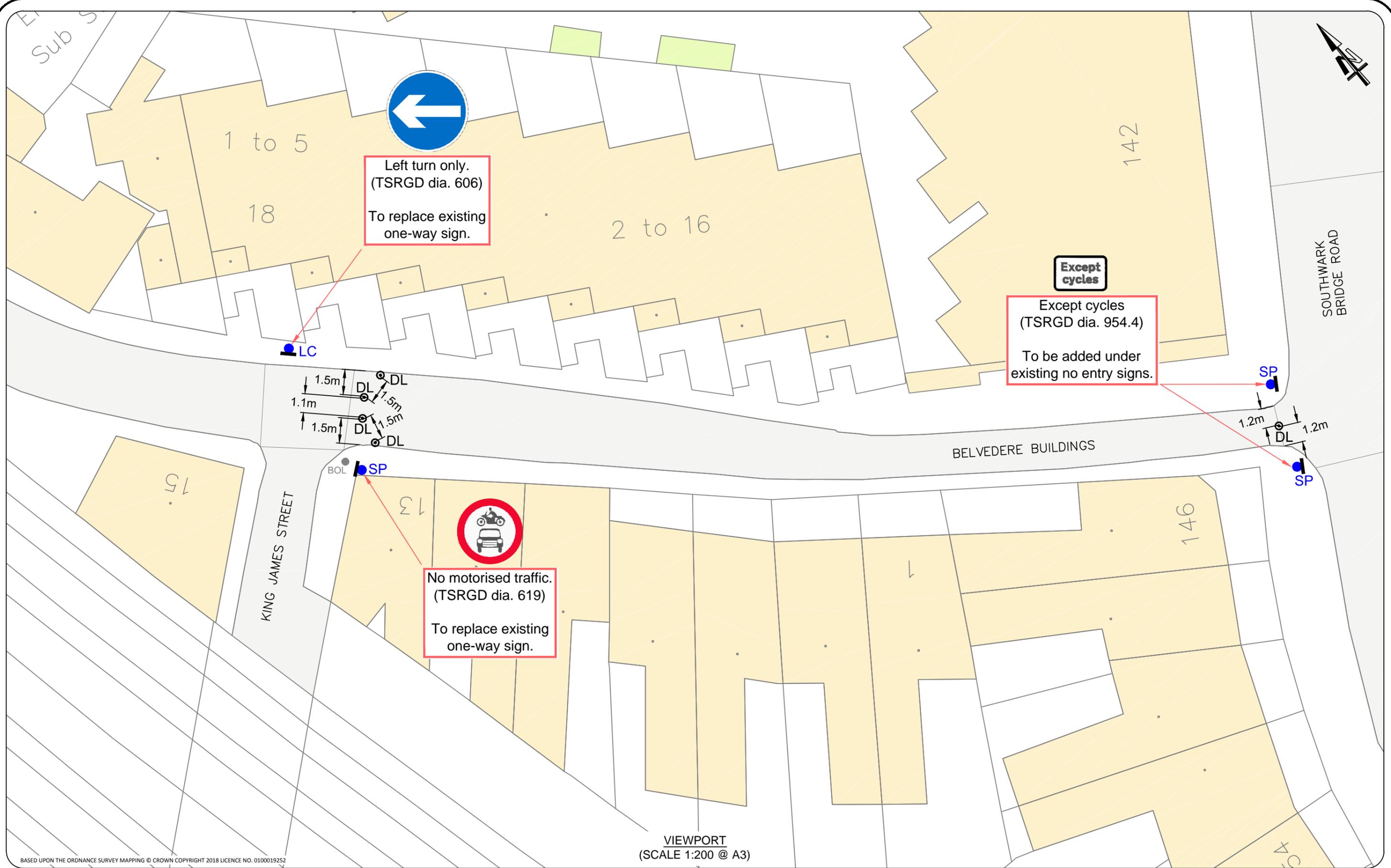
REV	DATE MODIFIED	DESCRIPTION
A	07 July 2020	Updated following safety review comments

Southwark Council
southwark.gov.uk

AMERICA STREET

LONDON STREET SPACE PROGRAMME

DATE DRAWN: June 2020
REV: A



Left turn only.
(TSRGD dia. 606)
To replace existing
one-way sign.

Except cycles
(TSRGD dia. 954.4)
To be added under
existing no entry signs.

No motorised traffic.
(TSRGD dia. 619)
To replace existing
one-way sign.

VIEWPORT
(SCALE 1:200 @ A3)

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KEY

DL	Proposed delineator - flexible to allow for emergency vehicles (130mm dia. 1000mm high)	SP	Proposed sign to be mounted on existing sign post
LC	Proposed sign to be mounted on existing lamp column	BOL	Existing bollard

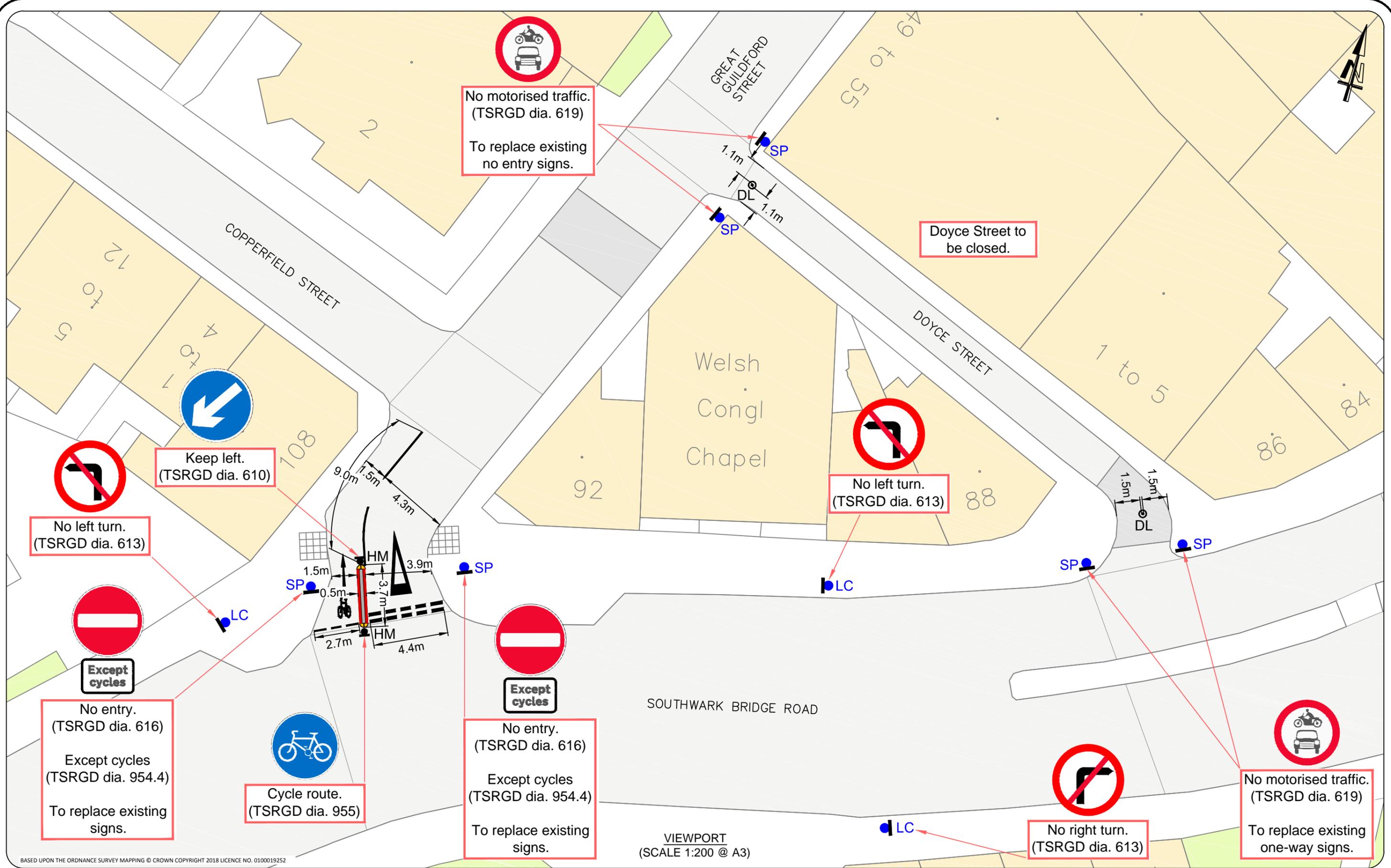
REV	DATE MODIFIED	DESCRIPTION
A	07 July 2020	Updated following safety review comments

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LONDON STREET SPACE PROGRAMME

BELVEDERE BUILDINGS

DATE DRAWN: June 2020
REV: A



No motorised traffic.
(TSRGD dia. 619)
To replace existing
no entry signs.

Doyce Street to
be closed.

Keep left.
(TSRGD dia. 610)

No left turn.
(TSRGD dia. 613)

No left turn.
(TSRGD dia. 613)

No entry.
(TSRGD dia. 616)
Except cycles
(TSRGD dia. 954.4)
To replace existing
signs.

Cycle route.
(TSRGD dia. 955)

No entry.
(TSRGD dia. 616)
Except cycles
(TSRGD dia. 954.4)
To replace existing
signs.

No right turn.
(TSRGD dia. 613)

No motorised traffic.
(TSRGD dia. 619)
To replace existing
one-way signs.

VIEWPORT
(SCALE 1:200 @ A3)

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

KEY		Proposed sign to be mounted on existing lamp column		Proposed 250mm radius quadrant	
	Proposed road marking		Proposed sign to be mounted on existing lamp column		Proposed 250mm radius quadrant
	Existing tactile paving		Proposed sign to be mounted on existing sign post		Proposed ST4 concrete island infill
	Proposed sign on new post		Proposed delineator - flexible to allow for emergency vehicles (130mm dia. 1000mm high)		Proposed Bomax scan kerb type B1
					Proposed sign on flat blade hazard marker

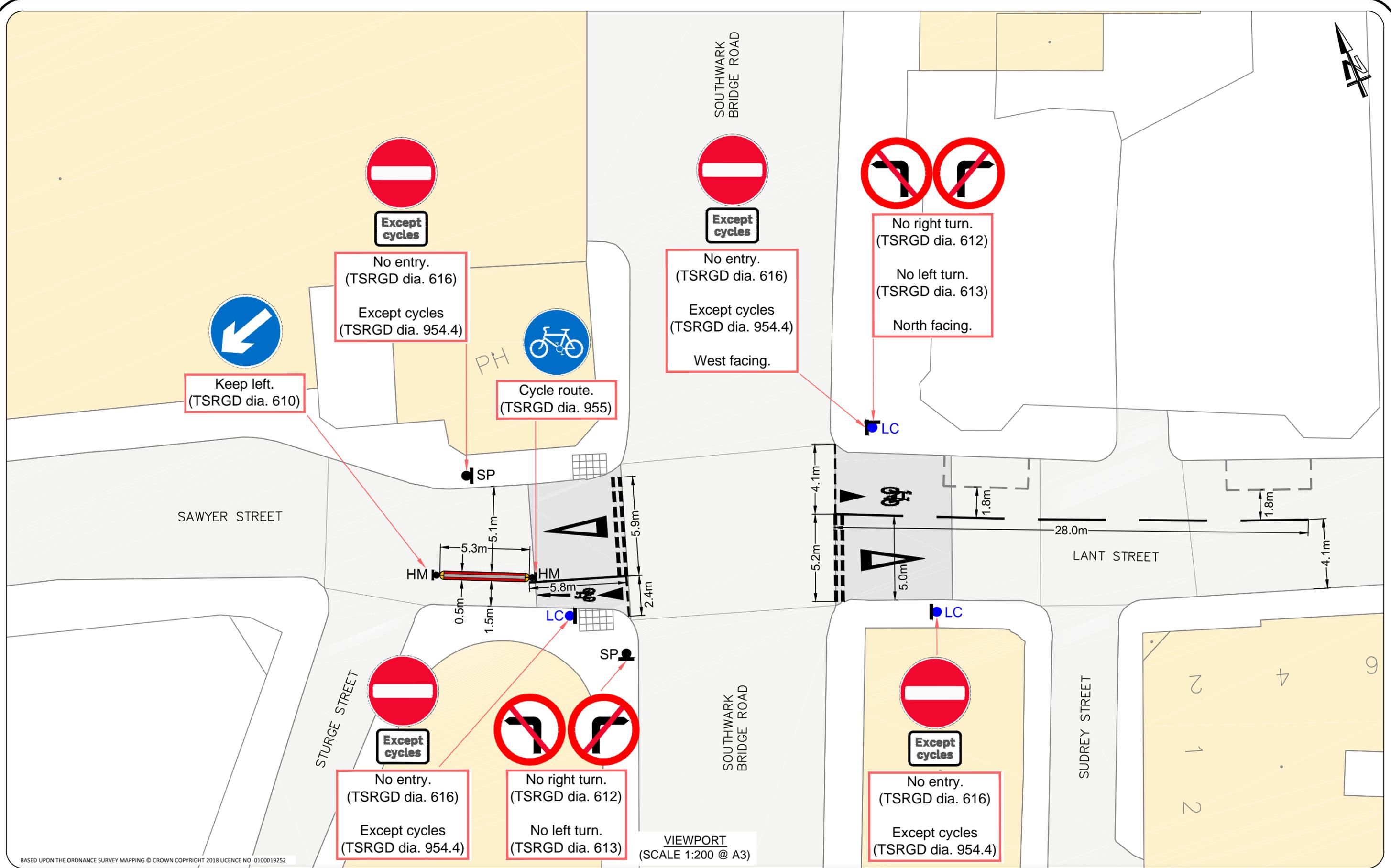
REV	DATE MODIFIED	DESCRIPTION
A	07 July 2020	Updated following safety review comments

Southwark Council
southwark.gov.uk

LONDON STREET SPACE PROGRAMME

DOYCE STREET

DATE DRAWN:	June 2020
REV:	A



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 - Any existing markings that conflict with proposed measures, are to be removed.

KEY	
	Proposed road marking
	Existing road marking
	Existing tactile paving
	Proposed sign on new post
	Proposed sign to be mounted on existing lamp column
	Proposed sign on flat blade hazard marker
	Proposed 250mm radius quadrant
	Proposed ST4 concrete island infill
	Proposed Bomax scan kerb type B1

REV	DATE MODIFIED	DESCRIPTION
A	07 July 2020	Updated following safety review comments

Southwark Council
southwark.gov.uk

LONDON STREET SPACE PROGRAMME

SAWYER STREET

DATE DRAWN: June 2020
REV: A



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

TRAFFIC MANAGEMENT ORDER

2020 No. 080

The London Borough of Southwark (Cycle lanes) (No. 2) Experimental Traffic Order 2020

Made: 16 July 2020

Coming into force: 23 July 2020

Expires: 28 January 2022

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

Citation and commencement

- 1.1 This Order may be cited as the London Borough of Southwark (Cycle lanes) (No. 2) Experimental Traffic Order 2020, shall come into force on 23 July 2020 and will expire on 28 January 2022.

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;

"electronic communications network" has the same meaning as that given in section 32 of the Communications Act 2003^b;

"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 meaning as in the Traffic Signs Regulations and General Directions 2016^c;

"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;

^a [1984 c.27](#)

^b [2003 c.21](#)

^c [S.I. 2016 No. 362](#)

"universal service provider", "provision of a universal postal service" and "postal packet" have the same meanings as in the Postal Services Act 2000^d.

- 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 lane

- 3.1 No person shall cause any vehicle other than a pedal cycle to enter into or proceed in the cycle lane specified in the Schedule to this Order at any time.
- 3.2 Every person causing a pedal cycle to enter into the cycle lane specified 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 electronic communications network; 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 the 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 access to or exit from a lay-by adjoining the cycle lane, provided that vehicle leaves the cycle lane immediately thereafter;
 - (c) to enable a person to board or alight from the vehicle; or
 - (d) 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
 - (e) for the purpose of collecting refuse; or
 - (f) for the purposes of the provision of a universal postal service, provided the vehicle bears the livery of a universal postal service provider.

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

Suspension of existing Orders

- 6.1 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:-
- (a) the London Borough of Southwark (Prescribed Route) (Southwark Bridge Road Cycle Lanes) (No. 1) Traffic Order 2007^f is hereby suspended in its entirety; and
 - (b) the London Borough of Southwark (Cycle Lanes) (No. 2) Traffic Order 1996^g shall have the effect as though items 1(a)-(e) and 2(a)-(e) relating to Southwark Bridge Road in Schedule 1 therein were suspended.

Dated this sixteenth day of July 2020



NICKY COSTIN
Parking and Road Network Business Unit Manager
Regulatory Services

^e 2004 c.18

^f LBS 2007/061

^g LBS 1996/023

SCHEDULE – CYCLE LANES

(1) Item	(2) Lengths of street	(3) Direction of travel and type of cycle lane	(4) Hours of operation
1.	AMERICA STREET the south-east side, from the south-western kerb-line of Southwark Bridge Road to a point 11 metres south-west of that kerb-line.	south-westbound contra-flow mandatory segregated lane	At any time
2.	AMERICA STREET the south-east side, from a point 11 metres south-west of the south-western kerb-line of Southwark Bridge Road to its junction with Great Guildford Street.	south-westbound contra-flow lane	At any time
3.	GREAT GUILDFORD STREET the south-west side, from the north-western kerb-line build-out of Southwark Bridge Road to a point 5 metres north-west of that kerb-line build-out.	north-westbound contra-flow mandatory segregated lane	At any time
4.	GREAT GUILDFORD STREET the west and north-west side, from a point 5 metres north-west of the north-western kerb-line build-out of Southwark Bridge Road to the south-western kerb-line of Copperfield Street.	north and north-eastbound contra-flow lane	At any time
5.	LANT STREET the north-east side, from the south-eastern kerb-line of Southwark Bridge Road to a point 29.5 metres south-east of that kerb-line.	south-eastbound contra-flow lane	At any time
6.	SAWYER STREET the south-west side, from the north-western kerb-line of Southwark Bridge Road to the south-eastern kerb-line of Sturge Street.	north-westbound contra-flow mandatory segregated lane	At any time
7.	SOUTHWARK BRIDGE ROAD the north-west side, from a point 5 metres south of the south-eastern kerb-line of Borough Road to a point 5 metres north-east of that kerb-line.	north-eastbound with-flow mandatory lane	At any time
8.	SOUTHWARK BRIDGE ROAD the north-west side, from a point 5 metres north-east of the north-western kerb-line of Borough Road to the common boundary of Nos. 162 and 162A Southwark Bridge Road.	north-eastbound with-flow mandatory partially segregated lane	At any time
9.	SOUTHWARK BRIDGE ROAD the north-west side, from a point 10 metres south-west of the south-western kerb-line of Belvedere Buildings to a point 2.5 metres south-west of the south-western kerb-line of Belvedere Buildings.	north-eastbound with-flow mandatory lane	At any time

SCHEDULE – CYCLE LANES

(1) Item	(2) Lengths of street	(3) Direction of travel and type of cycle lane	(4) Hours of operation
10.	SOUTHWARK BRIDGE ROAD the north-west side, from a point 2.5 metres north-east of the north-eastern kerb-line of Belvedere Buildings to a point 13 metres south-west of a point opposite the south-western kerb-line of Collinson Street.	north-eastbound with-flow mandatory partially segregated lane	At any time
11.	SOUTHWARK BRIDGE ROAD the north-west side, from a point 32.5 metres south-west of the south-western kerb-line of Great Suffolk Street to a point 19 metres south-west of the south-western kerb-line of Great Suffolk Street.	north-eastbound with-flow mandatory lane	At any time
12.	SOUTHWARK BRIDGE ROAD the north-west side, from a point 18 metres north-east of the north-eastern kerb-line of Great Suffolk Street to a point 5 metres south-west of the south-western kerb-line of Sawyer Street.	north-eastbound with-flow mandatory partially segregated lane	At any time
13.	SOUTHWARK BRIDGE ROAD the north-west side, from a point 24 north-east of the north-eastern kerb-line of Sawyer Street to a point 75.5 metres north-east of the north-eastern kerb-line of Sawyer Street.	north-eastbound with-flow mandatory lane	At any time
14.	SOUTHWARK BRIDGE ROAD the north-west side, from a point 92 metres north-east of the north-eastern kerb-line of Sawyer Street to a point 2 metres south-west of the south-western kerb-line build-out of Great Guildford Street.	north-eastbound with-flow mandatory lane	At any time
15.	SOUTHWARK BRIDGE ROAD the north-west side, from a point 2 metres north-east of the north-eastern kerb-line build-out of Great Guildford Street to a point 2 metres south-west of the south-western kerb-line of Doyce Street.	north-eastbound with-flow mandatory partially segregated lane	At any time
16.	SOUTHWARK BRIDGE ROAD the north-west side, from the common boundary of Nos. 84 and 86 Southwark Bridge Road to the south-western wall of No. 80 Southwark Bridge Road.	north-eastbound with-flow mandatory partially segregated lane	At any time
17.	SOUTHWARK BRIDGE ROAD the north-west side, from a point 12 metres north-east of the south-western wall of No. 80 Southwark Bridge Road to the common boundary of Nos 64 and 66 Southwark Bridge Road.	north-eastbound with-flow mandatory partially segregated lane	At any time

SCHEDULE – CYCLE LANES

(1) Item	(2) Lengths of street	(3) Direction of travel and type of cycle lane	(4) Hours of operation
18.	SOUTHWARK BRIDGE ROAD the west side, from a point 18 metres north of the northern kerb-line of Union Street to the south-eastern kerb-line of America Street.	northbound with-flow mandatory segregated lane	At any time
19.	SOUTHWARK BRIDGE ROAD the west side, from a point 3 metres north of the north-western kerb-line of America Street to a point 16 metres north of the north-western kerb-line of America Street.	northbound with-flow mandatory segregated lane	At any time
20.	SOUTHWARK BRIDGE ROAD the north-west side, from a point 24 metres north-east of the north-eastern kerb-line of Southwark Street to a point 42 metres north-east of the north-eastern kerb-line of Southwark Street.	north-eastbound with-flow mandatory segregated lane	At any time
21.	SOUTHWARK BRIDGE ROAD the north-west side, from a point 50 metres north-east of the north-eastern kerb-line of Southwark Street to a point 32 metres south-west of the south-western kerb-line of Sumner Street.	north-eastbound with-flow mandatory segregated lane	At any time
22.	SOUTHWARK BRIDGE ROAD the south-east side, from a point 3 metres south-west of the south-western kerb-line of Thrale Street to a point 16 metres south-west of the south-western kerb-line of Thrale Street.	south-westbound with-flow mandatory segregated lane	At any time
23.	SOUTHWARK BRIDGE ROAD the east side, from a point 42.5 metres south of the southern kerb-line of Southwark Street to a point 8 metres north of the north-eastern kerb-line build-out of Union Street.	southbound with-flow mandatory partially segregated lane	At any time
24.	SOUTHWARK BRIDGE ROAD the east side, from a point 4.5 metres south of the south-western kerb-line build-out of Union Street to a point 9 metres south of the south-western kerb-line build-out of Union Street.	southbound with-flow mandatory segregated lane	At any time
25.	SOUTHWARK BRIDGE ROAD the east side, from a point 36 metres south of the south-western kerb-line build-out of Union Street to a point 4.5 metres north of the southern wall of Nos. 91-95 Southwark Bridge Road.	southbound with-flow mandatory segregated lane	At any time

SCHEDULE – CYCLE LANES

(1) Item	(2) Lengths of street	(3) Direction of travel and type of cycle lane	(4) Hours of operation
26.	SOUTHWARK BRIDGE ROAD the east side, from a point 9 metres south of the southern wall of Nos. 91-95 Southwark Bridge Road to a point 14 metres south of the southern wall of Nos. 91-95 Southwark Bridge Road to a point .	southbound with-flow mandatory segregated lane	At any time
27.	SOUTHWARK BRIDGE ROAD the south-east side, from a point 5 metres south-west of the south-west of the south-western kerb-line of Marshalsea Road to a point 19 metres south-west of the south-west of the south-western kerb-line of Marshalsea Road.	south-westbound with-flow mandatory lane	At any time
28.	SOUTHWARK BRIDGE ROAD the south-east side, from a point 23 metres south-west of the common boundary of Nos. 135 and 137 Southwark Bridge Road to a point 77 metres north-east of the north-eastern kerb-line of Lant Street.	south-westbound with-flow mandatory partially segregated lane	At any time
29.	SOUTHWARK BRIDGE ROAD the south-east side, from a point 15 metres north-east of the north-eastern kerb-line of Lant Street to a point a point 5.5 metres north-east of the north-eastern kerb-line of Lant Street.	south-westbound with-flow mandatory segregated lane	At any time
30.	SOUTHWARK BRIDGE ROAD the south-east side, from a point 2 metres south-west of the south-western kerb-line of Lant Street to a point 26.5 metres south-west of the south-western kerb-line of Lant Street.	south-westbound with-flow mandatory partially segregated lane	At any time
31.	SOUTHWARK BRIDGE ROAD the south-east side, from a point 33 metres north-east of the north-eastern kerb-line of Great Suffolk Street to a point 14.5 metres north-east of the north-eastern kerb-line of Great Suffolk Street.	south-westbound with-flow mandatory partially segregated lane	At any time
32.	SOUTHWARK BRIDGE ROAD the south-east side, from a point 11 metres south-west of the south-western kerb-line of Great Suffolk Street to a point 2 metres north-east of the north-eastern kerb-line of Collinson Street.	south-westbound with-flow mandatory partially segregated lane	At any time
33.	SOUTHWARK BRIDGE ROAD the south-east side, from a point 1 metre south-west of the south-western kerb-line of Collinson Street to a point 19 metres south-west of the south-western kerb-line of Collinson Street.	south-westbound with-flow mandatory segregated lane	At any time

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
34.	SOUTHWARK BRIDGE ROAD the south-east side, from a point 27.5 metres south-west of the south-western kerb-line of Collinson Street to a point 3.5 metres north-east of the north-western kerb-line of Scovell Road.	south-westbound with-flow mandatory segregated lane	At any time
35.	SOUTHWARK BRIDGE ROAD the south-east side, from a point 3 metres south-west of the south-western kerb-line of Scovell Road to a point 5.5 metres north-east of the southern wall of No. 207 Southwark Bridge Road.	south-westbound with-flow mandatory partially segregated lane	At any time
36.	SOUTHWARK BRIDGE ROAD the south-east side, from a point 34 metres north-east of the north-western kerb-line of Borough Road to a point 14.5 metres north-east of the north-western kerb-line of Borough Road.	south-westbound with-flow mandatory lane	At any time
37.	SOUTHWARK BRIDGE ROAD the south-east side, from a point 5 metres south-west of the south-eastern kerb-line of Borough Road to the north-eastern kerb-line of Gaunt Street.	south-westbound with-flow mandatory partially segregated lane	At any time
38.	SOUTHWARK BRIDGE ROAD the south-east side, from the south-western kerb-line of Gaunt Street to the north-eastern kerb-line of Keyworth Street.	south-westbound contra-flow mandatory segregated 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 – Southwark Bridge Road:-

- (a) (i) consolidates all existing cycle lane restrictions in Southwark Bridge Road and (ii) redefines segregated or partially segregated sections of with-flow cycle lane throughout Southwark Bridge Road to accommodate the additions of temporary kerbing providing segregation to sections of the CS7 cycle route between its junctions with Borough Road and Sumner Street;
- (b) introduces segregated mandatory contra-flow cycle lanes in America Street (south-westbound), Great Guildford Street (north-westbound) and Sawyer Street (north-westbound); and
- (c) introduces contra-flow cycle lanes in America Street (south-westbound), Great Guildford Street (north and north-eastbound) and Lant Street (south-eastbound),

in the London Borough of Southwark.



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

TRAFFIC MANAGEMENT ORDER

2020 No. 081

The London Borough of Southwark (Parking places) (CPZ 'C1') (No. 2)
Experimental Traffic Order 2020

Made: 16 July 2020

Coming into force: 23 July 2020

Expires: 28 January 2022

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

Citation and commencement

- 1.1 This Order may be cited as the London Borough of Southwark (Parking Places) (CPZ 'C1') (No. 2) Experimental Traffic Order 2020 and shall come into force on 23 July 2020.

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 2012” means The London Borough of Southwark (Parking places) (CPZ 'C1') (No. 1) Order 2012^b.

- 2.2 Any reference in this Order to any enactment shall be construed as a reference to that enactment as amended, applied, consolidated, re-enacted by or as having effect by virtue of any subsequent enactment.
- 2.3 Unless the context otherwise requires, any expression used in this Order which is also used in the Order of 2012 shall have the same meaning as in that Order.

^a 1984 c.27

^b LBS 2012/055

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:-
- (a) the designation by the Order of 2012 of the parking place numbered 1 in Schedule 1 therein, is hereby suspended; and
 - (b) the designation by the Order of 2012 of the parking place numbered 2 in Schedule 4 therein, is hereby suspended.

Designation of parking places and application of the Order of 2012 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 2012 (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 2012 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 a parking place may be used during the permitted hours for the leaving only of the vehicles specified in Articles 4.1 and 4.3 of the Order of 2012; 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 Parking and Network Management Business Unit Manager (or such other officer of the council as holds the post of Traffic Manager as defined in section 17 of the Traffic Management Act 2004^c) may, if it appears to 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 sixteenth day of July 2020



NICKY COSTIN
Parking and Network Management Business Unit Manager
Regulatory Services

^c 2004 c.18

SCHEDULE - PERMIT HOLDERS' PARKING PLACES

<i>No. of parking place</i> (1)	<i>Designated parking place</i> (2)	<i>Permitted hours</i> (3)
X1.	AMERICA STREET the north-west side, from a point 20 metres north-east of the north-eastern kerb-line of Great Guildford Street north-eastward for a distance of 10 metres.	8 am to 11 pm

EXPLANATORY NOTE

(This note is not part of the Order)

This Order, by way of an experiment:-

- (i) suspends the use of an existing 'pay' bus parking place in Southwark Bridge Road; and
- (ii) relocates an existing permit holders' parking place in America Street to the north-western side of America Street,

so as to accommodate the prescribed routes as implemented by the London Streetspace Programme – Southwark Bridge Road area, in the London Borough of Southwark.



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

TRAFFIC MANAGEMENT ORDER

2020 No. 082

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

Made: 16 July 2020

Coming into force: 23 July 2020

Expires: 28 January 2022

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

Citation, commencement and expiry

- 1.1 This Order may be cited as the London Borough of Southwark (Prescribed routes) (Southwark Bridge Road area) Experimental Traffic Order 2020, shall come into force on 23 July 2020 and will expire on 28 January 2022.

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 2016^b; and

"prescribed routes", for the purposes of Article 9, means the length of street referred to in Articles 3, 4, 5, 6, 7 and 8 of this Order, which lie in the London Borough of Southwark.

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

^a 1984 c.27

^b SI 2016/362

Prescribed routes

America Street

- 3.1 No person causing any vehicle to proceed in America Street, except pedal cycles using the contra-flow cycle lane, shall cause that vehicle to proceed in any direction other than south-west to north-east.

Belvedere Buildings

- 4.1 No person causing any vehicle to proceed in that part of Belvedere Buildings which lies between the southern kerb-line of Webber Street and the north-western kerb-line of King James Street, shall cause that vehicle to proceed in any direction other than south-east to north-west.
- 4.2 No person shall cause any motor vehicle to enter into or proceed in that part of Belvedere Buildings, which lies between the south-eastern kerb-line of King James Street and the north-western kerb-line of Southwark Bridge Road.
- 4.3 Nothing in Articles 4.1 and 4.2 above shall apply to a pedal cycle.

Doyce Street

- 5.1 No person shall cause any motor vehicle to enter into or proceed in Doyce Street.
- 5.2 Nothing in Article 5.1 above shall apply to a pedal cycle.

King James Street

- 6.1 Every person causing any motor vehicle to proceed in a north-eastward direction in King James Street shall, upon reaching its junction with Belvedere Buildings, cause that vehicle to turn left.
- 6.2 Nothing in Article 6.1 above shall apply to a pedal cycle.

Southwark Bridge Road

- 7.1 No person causing any vehicle to proceed in Southwark Bridge Road shall, upon reaching its junction with America Street, cause that vehicle to enter into America Street except pedal cycles using the contra-flow cycle lane.
- 7.2 No person causing any vehicle to proceed in a northern direction in Southwark Bridge Road shall, upon reaching its junction with America Street, cause that vehicle to turn left into America Street except pedal cycles using the contra-flow cycle lane.
- 7.3 No person causing any vehicle to proceed in Southwark Bridge Road shall, upon reaching its junction with Belvedere Buildings, cause that vehicle to enter into Belvedere Buildings.
- 7.4 No person causing any motor vehicle to proceed in a north-eastern direction in Southwark Bridge Road shall, upon reaching its junction with Doyce Street, cause that motor vehicle to turn left into Doyce Street.
- 7.5 No person causing any vehicle to proceed in Southwark Bridge Road shall, upon reaching its junction with Great Guildford Street, cause that vehicle to enter into Great Guildford Street except pedal cycles using the contra-flow cycle lane.
- 7.6 No person causing any vehicle to proceed in a north-eastern direction in Southwark Bridge Road shall, upon reaching its junction with Great Guildford Street, cause that vehicle to turn left into Great Guildford Street except pedal cycles using the contra-flow cycle lane.
- 7.7 No person causing any vehicle to proceed in a south-western direction in Southwark Bridge Road shall, upon reaching its junction with Great Guildford Street, cause that vehicle to turn right into Great Guildford Street except pedal cycles using the contra-flow cycle lane.
- 7.8 No person causing any vehicle to proceed in Southwark Bridge Road shall, upon reaching its junction with Lant Street, cause that vehicle to enter into Lant Street.
- 7.9 No person causing any vehicle to proceed in a north-eastern direction in Southwark Bridge Road shall, upon reaching its junction with Lant Street, cause that vehicle to turn right into Lant Street.

- 7.10 No person causing any vehicle to proceed in a south-western direction in Southwark Bridge Road shall, upon reaching its junction with Lant Street, cause that vehicle to turn left into Lant Street.
- 7.11 No person causing any vehicle to proceed in Southwark Bridge Road shall, upon reaching its junction with Sawyer Street, cause that vehicle to enter into Sawyer Street except pedal cycles using the contra-flow cycle lane.
- 7.12 No person causing any vehicle to proceed in a north-eastern direction in Southwark Bridge Road shall, upon reaching its junction with Sawyer Street, cause that vehicle to turn left into Sawyer Street except pedal cycles using the contra-flow cycle lane.
- 7.13 No person causing any vehicle to proceed in a south-western direction in Southwark Bridge Road shall, upon reaching its junction with Sawyer Street, cause that vehicle to turn right into Sawyer Street except pedal cycles using the contra-flow cycle lane.
- 7.14 Nothing in Articles 7.3, 7.4, 7.8, 7.9 and 7.10 above shall apply to a pedal cycle.

Webber Street

- 8.1 No person causing any vehicle to proceed in Webber Street shall, upon reaching its junction with Belvedere Buildings, cause that vehicle to enter into Belvedere Buildings.
- 8.2 Nothing in Article 8.1 above shall apply to a pedal cycle.

Exemptions

- 9.1 Nothing in Articles 3, 4, 5, 6, 7 and 8 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 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;
 - (d) any vehicle being used for the purpose of refuse collection, maintenance, improvement, re-construction, cleansing or lighting of that part of street; and
 - (e) any vehicle being used in connection with the laying, erection, alteration, or repair in or adjacent to that part of street of any sewer, main, pipe or apparatus for the supply of gas, water, electricity, or of any electronic communications network; 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 street.

Power to modify or suspend this Order

- 10.1 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^c) 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.

^c 2004 c.18

Suspension of existing Orders

11.1 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:-

- (a) the London Borough of Southwark (Prescribed Route) (No 5) Traffic Management Order 1971/283^d is hereby suspended in its entirety; and
- (b) the London Borough of Southwark (Prescribed Route) (One Way) Traffic Management Order 2001/116^e, is hereby suspended in its entirety.

Dated this sixteenth day of July 2020



NICKY COSTIN
Parking and Network Management Business Unit Manager
Regulatory Services

^d LBS 1971/283

^e LBS 2001/116

EXPLANATORY NOTE

(This note is not part of the Order)

This Order, by way of an experiment as part of the London Streetspace Programme – Southwark Bridge Road area:-

- (a) introduces 'one-way' north-eastbound operation in the full length of America Street, working with contra-flow cycle lanes;
- (b) (i) suspends an existing 'one-way' south-eastward operation in part of Belvedere Buildings (between its junctions with King James Street and Southwark Bridge Road) and introduces the prohibition of motorised vehicles except pedal cycles, in that part of Belvedere Buildings, (ii) re-defines and consolidates an existing 'one-way' north-westbound operation in part of Belvedere Buildings to include the exception of pedal cycles, and (iii) reinforces the north-westbound 'one-way' working (between King James Street and Webber Street) with 'left turn' only for all vehicles except pedal cycles in King James Street (at its junction with Belvedere Buildings), and 'no entry' from Webber Street into Belvedere Buildings for vehicles, except pedal cycles;
- (c) suspends an existing 'one-way' north-westbound operation in the full length of Doyce Street and introduces the prohibition of motorised vehicles except pedal cycles in Doyce Street;
- (d) prohibits vehicles, other than pedal-cycles, from entering into America Street, Great Guildford Street, Lant Street and Sawyer Street from Southwark Bridge Road; and
- (e) reinforces no access for vehicles except pedal cycles from Southwark Bridge Road (i) 'no left turn' into America Street northbound, (ii) 'no left turn' into Doyce Street north-eastbound, (iii) 'no left turn' north-eastbound and 'no right turn' south-westbound into Great Guildford Street, (iv) 'no right turn' north-eastbound and 'no left turn' south-westbound into Lant Street, and (v) 'no left turn' north-eastbound and 'no right turn' south-westbound into Sawyer Street,

in the London Borough of Southwark.



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

TRAFFIC MANAGEMENT ORDER

2020 No. 083

The London Borough of Southwark (Bus priority) (Southwark Bridge Road)
Experimental Traffic Order 2020

Made: 16 July 2020

Coming into force: 23 July 2020

Expires: 28 January 2022

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

Citation and commencement

- 1.1 This Order may be cited as the London Borough of Southwark (Bus priority) (Southwark Bridge Road) Experimental Traffic Order 2020, shall come into force on 23 July 2020 and will expire on 28 January 2022.

Interpretation

- 2.1 In this Order-

a reference to an Article or Schedule followed by a number is a reference to the Article of, or Schedule to, this Order so numbered;

causing includes permitting;

"carriageway" has the same meaning as in section 329(1) of the Highways Act 1980^b;

"vehicle" includes part of a vehicle;

"bus", "local bus", "pedal cycle", "taxi", "traffic lane", "contra-flow" and "with-flow" have the meanings given in the Traffic Signs Regulations and General Directions 2016^c;

"bus lane" means a traffic lane on a length of road which is specified in column (2) in the table in Schedule 1 and in respect of which traffic signs are in place indicating the controls specified in this Order;

"bus-only route" means an area of road which is specified in column (2) in the table in Schedule 2 and in respect of which traffic signs are in place indicating the controls specified in this Order;

^a 1984 c.27

^b 1980 c.66

^c SI 2016/362

“kerb-line” means the imaginary line which is the projection of the line formed by the edge of the carriageway of a street, and for the avoidance of doubt, any dimension in a specified street referred to in this Order which is measured from the kerb-line of another specified street, shall be construed as though measured from a point at the intersection of the two kerb-lines of those two streets;

“times of operation” means in relation to a bus lane specified in an item in column (2) of the table in Schedule 1, the times specified in column (3) of that item, and in relation to a bus-only route specified in an item in column (2) of the table in Schedule 2, the times specified in column (3) of that item; and

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

2.2 The Interpretation Act 1978^d applies to this Order as if it were an enactment.

Bus priority controls

- 3.1 Except as provided in Articles 4 and 5, no person shall cause a vehicle to be in a bus lane in a length of road specified in an item in column (2) of the table in Schedule 1 during the times specified in that item in column (3) of that item unless that vehicle is proceeding in the direction specified in column (4) of that item and is of a type specified in column (5) of that item.
- 3.2 Except as provided in Article 5, no person shall cause a vehicle to be in a bus-only route in an area of road specified in an item in column (2) of the table in Schedule 2 during the times specified in that column (3) of that item unless that vehicle is proceeding in the direction or directions specified in column (4) of that item and is of a type specified in column (5) of that item.

Exemptions - bus lanes

- 4.1 The controls specified in Article 3.1 do not apply so as to prevent a vehicle being in a bus lane if and for as long as necessary-
- (a) to enable a person to get on or off the vehicle; or
 - (b) 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.
- 4.2 The controls specified in Article 3.1 do not apply in respect of a vehicle which is being used for a purpose which is within an exemption to a restriction or prohibition imposed by any other Order or which is permitted by any other Order.
- 4.3 The controls specified in Article 3.1 do not apply in respect of a vehicle crossing a bus lane to get to or from any road adjacent to the bus lane or any vehicular access to premises adjacent to the bus lane.

^d 1978 c.30

Exemptions - bus lanes and bus-only routes

- 5.1 The controls specified in Article 3.1 do not apply in respect of a vehicle being in a bus lane if the vehicle is being used:-
- (a) in the service of a local authority for the purpose of collecting refuse;
 - (b) for the purposes of the provision of a universal postal service (as defined in the Postal Services Act 2011^e) provided the vehicle bears the livery of a universal service provider (as defined in the aforementioned Act);
 - (c) in connection with the removal of any obstruction to traffic;
 - (d) in connection with the maintenance, improvement or reconstruction of any road;
 - (e) in connection with the maintenance, improvement or construction of any street furniture including bus stop infrastructure;
 - (f) in connection with any building operation or demolition;
 - (g) in connection with the laying, erection, alteration or repair in or near the bus lane of any sewer or of any main, pipe or apparatus for the supply of gas, water or electricity, or of any electronic communications network (as defined in section 32 of the Communications Act 2003^f), providing the vehicle cannot be used for that purpose without being in the bus lane or the bus-only route and in so far as the activity is not prohibited by the provisions of any other Order.
- 5.2 The controls specified in Article 3.1 do not apply in respect of a vehicle being in a bus lane:
- (a) so as to avoid an accident;
 - (b) to allow a person to get or give help in consequence of an accident or emergency or otherwise take action for public safety;
 - (c) to such an extent and for such a time as is needed to comply with any requirement resulting from works or an emergency in any part of the road adjoining the bus lane or bus-only route;
 - (d) if it is being used for ambulance, fire brigade or police purposes.
- 5.3 The controls specified in Articles 3.1 and 3.2 do not apply in respect of anything done with the permission or at the direction of a police constable in uniform or a civil enforcement officer.

^e 2011 c.5

^f 2003 c.21

Power to modify or suspend this Order

- 6.1 In pursuance of section 10(2) of the Road Traffic Regulation Act 1984, the Parking and Network Management Business Unit Manager (or such other officer of the council as holds the post of Traffic Manager as defined in section 17 of the Traffic Management Act 2004⁹) 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 sixteenth day of July 2020



NICKY COSTIN
Parking and Network Management Business Unit Manager
Regulatory Services

⁹ 2004 c.18

SCHEDULE 1 - BUS LANES

<i>(1)</i> Item	<i>(2)</i> Lengths of road	<i>(3)</i> Times of operation	<i>(4)</i> Direction of travel and type of bus lane	<i>(5)</i> Type of permitted vehicle
1.	SOUTHWARK BRIDGE ROAD the east side, between a point 18 metres north-east of the south-western wall of No. 1 Southwark Bridge Road and a point 8 metres north of north-eastern kerb-line of Thrale Street.	At any time	Southbound with-flow lane	Bus Pedal cycle Taxi

SCHEDULE 2 - BUS-ONLY ROUTES

<i>(1)</i> <i>Item</i>	<i>(2)</i> <i>Lengths of road</i>	<i>(3)</i> <i>Times of operation</i>	<i>(4)</i> <i>Direction of travel</i>	<i>(5)</i> <i>Type of permitted vehicle</i>
No item.				

EXPLANATORY NOTE

(This note is not part of the Order)

This Order, formalises an existing bus lane for the use of buses, pedal cycles and taxis only in Southwark Bridge Road and extends the operating hours to 'at any time', in the London Borough of Southwark.



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

TRAFFIC MANAGEMENT ORDER

2020 No. 084

The London Borough of Southwark (Waiting and loading restrictions) (Amendment No. 10)
Experimental Traffic Order 2020

Made: 16 July 2020

Coming into force: 23 July 2020

Expires: 28 January 2022

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

Citation, commencement and expiry

- 1.1 This Order may be cited as the London Borough of Southwark (Waiting and loading restrictions) (Amendment No. 10) Experimental Traffic Order 2020, shall come into force on 23 July 2020, and expires on 28 January 2022.

Interpretation

- 2.1 In this Order:-

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

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

“the Order of 2015” means the London Borough of Southwark (Waiting and loading restrictions) Consolidation Order 2015^b - 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.

^a 1984 c.27

^b 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 30, 216, 877 and 914 in Schedule 1 to that Order there are substituted the items numbered X30, X216, X877 and X914 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^c) 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 sixteenth day of July 2020



NICKY COSTIN
Parking and Network Management Business Unit Manager
Regulatory Services

^c 2004 c.18

SCHEDULE – WAITING RESTRICTIONS
(SUBSTITUTION)

<i>Item No. (1)</i>	<i>Street (2)</i>	<i>Prescribed hours (3)</i>
X30.	AMERICA STREET	
	(a) the north-west side	
	(i) between the north-eastern kerb-line of Great Guildford Street and a point 3 metres north-east of that kerb-line;	At any time
	(ii) between a point 3 metres north-east of the north-eastern kerb-line of Great Guildford Street and a point 20 metres north-east of that kerb-line;	8 am to 6.30 pm Monday to Friday 9.30 am to 12.30 pm Saturday
	(iii) between a point 20 metres north-east of the north-eastern kerb-line of Great Guildford Street and a point 30 metres north-east of that kerb-line;	8 am to 11 pm
	(iv) between a point 30 metres north-east of the north-eastern kerb-line of Great Guildford Street and the western kerb-line of Southwark Bridge Road;	At any time
	(b) the south-east side.	At any time
X216.	COLLINSON STREET	
	(a) both sides, between the south-eastern kerb-line of Southwark Bridge Road and a point 5.5 metres south-east of that kerb-line;	At any time
	(b) so much else as does not lie within that length of street specified in sub-paragraph (a) above.	8.30 am to 6.30 pm Monday to Friday
X877.	SCOVELL ROAD	
	(a) both sides, between the south-eastern kerb-line of Southwark Bridge Road and a point 6 metres south-east of that kerb-line;	At any time
	(b) the north-east side, between its south-eastern extremity and a point 10.5 metres south-east of the south-eastern kerb-line of Southwark Bridge Road and, so much else as does not lie within that length of street specified in sub-paragraph (a) above.	8.30 am to 6.30 pm Monday to Friday
X914.	SOUTHWARK BRIDGE ROAD	
	(a) the east, south-east and north-east side	
	(i) between a point 8 metres north-east of the north-eastern wall of No. 1 Southwark Bridge Road and a point 34 metres south-west of that wall;	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 52 metres south-west of the north-eastern wall of No. 1 Southwark Bridge Road and a point 68.5 metres south-west of that wall;	At any time
	(iii) between a point 68.5 metres south-west of the north-eastern wall of No. 1 Southwark Bridge Road and a point 6 metres north of the north-eastern kerb-line of Thrale Street;	7 am to 7 pm Monday to Saturday
	(iv) between a point 6 metres north of the north-eastern kerb-line of Thrale Street and a point 93 metres north-east of the north-eastern kerb-line of Lant Street;	At any time
	(v) between a point 93 metres north-east of the north-eastern kerb-line of Lant Street and a point 26.5 metres north-east of the north-eastern kerb-line of Lant Street;	8.30 am to 6.30 pm Monday to Friday
	(vi) between a point 26.5 metres north-east of the north-eastern kerb-line of Lant Street and its junction with Keyworth Street;	At any time
(b)	the west, north-west and south-west side	
	(i) between a point 33 metres north-east of the common boundary of Nos. 2 and 2a Southwark Bridge Road and a point 10 metres north-east of that common boundary;	At any time
	(ii) between a point 29 metres south-west of the common boundary of Nos. 2 and 2a Southwark Bridge Road and a point 46 metres south-west of that common boundary;	At any time
	(iii) between a point 75.5 metres north-east of the common boundary of Nos. 22 and 24 Southwark Bridge Road and a point 34.5 metres north-east of the north-eastern kerb-line of Sumner Street;	8 am to 6.30 pm Monday to Friday 9.30 am to 12.30 pm Saturday
	(iv) between a point 34.5 metres north-east of the north-eastern kerb-line of Sumner Street and a point 18 metres north of the north-western kerb-line of Union Street;	At any time
	(v) between the south-eastern kerb-line of Union Street and the common boundary of Nos. 56 and 58 Southwark Bridge Road;	At any time
	(vi) between the common boundary of Nos. 56 and 58 Southwark Bridge Road and the common boundary of Nos. 66 and 68 Southwark Bridge Road;	8.30 am to 6.30 pm Monday to Friday
	(vii) between the common boundary of Nos. 66 and 68 Southwark Bridge Road and a point opposite the common boundary of Nos. 197 and 199 Southwark	At any time

SCHEDULE – WAITING RESTRICTIONS
(SUBSTITUTION)

<i>Item No.</i> (1)	<i>Street</i> (2)	<i>Prescribed hours</i> (3)
	Bridge Road;	
(viii)	between a point opposite the common boundary of Nos. 197 and 199 Southwark Bridge Road and a point 8.5 metres north-east of the north-eastern kerb-line of Great Suffolk Street;	8.30 am to 6.30 pm Monday to Friday
(ix)	between a point 8.5 metres north-east of the north-eastern kerb-line of Great Suffolk Street and a point 10 metres south-west of the south-western kerb-line of Belvedere Buildings;	At any time
(x)	between a point 10 metres south-west of the south-western kerb-line of Belvedere Buildings and the common boundary of Nos. 162 and 162a Southwark Bridge Road;	8.30 am to 6.30 pm Monday to Friday
(xi)	between the common boundary of Nos. 162 and 162a Southwark Bridge Road and its junction with Keyworth Street.	At any time

EXPLANATORY NOTE

(This note is not part of the Order)

This Order, by way of an experiment, amends existing waiting restrictions in America Street, Collinson Street, Scovell Road and Southwark Bridge Road so as to accommodate the trial road closures and prescribed routes as implemented by the London Streetspace Programme – Southwark Bridge Road area, in the London Borough of Southwark.